

# Chapter 1 Checklist Report by Serial

NEP VT0010

<b>1. EQUIPMENT</b>									
Airflow indication/alarm system: Analog.									
<b>2. MODEL / VERSION OF SYSTEM</b>									
Analog									
<b>3. PURPOSE</b>									
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew									
<b>4. REFERENCES</b>									
PMS: MIP 4361/002, MIP 4361/003, and MIP 4361/051. Technical Manuals: NAVSEA Technical Manual SE168-AC-MMO-010/R1 (NSN 0910-LP-105-2467). Other: SCD 74628 "Approved Installation Fielding Plan for Surface Ships," [formerly MACHALT No. 593-59006 (ECP NSTM, SHIPS DRAWINGS									
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>			<b>7. UNDERWAY</b>		
							The Ship is to provide two knowledgeable IC personnel with radios to demonstrate the air flow alarms. The ship should expect approximately 15 minutes per airflow alarm.		
<b>8 DESCRIPTION OF INSPECTION</b>				<b>9. PREREQUISITES</b>					
				Ship to provide inspector with Equipment Guide Lists (EGLs) of all airflow alarm panels and sensors.					
<b>11. APPLICABLE INSPECTION PROCEDURES</b>				<b>12. LOGISTICS / FUNDING</b>			<b>13. SECURITY CLEAR</b>		
				Alarms for occupational health spaces that were inoperable will be considered a Priority 1 Safety deficiency with a maximum EOC score of 0.2. Alarms for Combat Systems equipment will be considered a Priority 2 deficiency with an EOC score up to 0.9. An			UNCLAS		
<b>14. SUPPORT SERVICES</b>				<b>15. SHIP CLASSES</b>					
2 each, two-way radios.				ALL					
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>			<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>
108 (i) SCD / MACHALT Accomplishment: <input checked="" type="checkbox"/>		References: GSO 2004, 437d Par. 3.1, 6.1, and 14.1 of SCD 74628 [formerly MACHALT No. 593-59006 (ECP No. 443)]. Par. 3.1, 6.1, and 14.1 of SCD 78209 [formerly MACHALT No. 593-59006 (ECP No. 443)]. (1) All components of each MACHALT kit were installed			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



# Chapter 1 Checklist Report by Serial

NEP VT0011

<b>1. EQUIPMENT</b>										
Airflow indication/alarm system: Digital.										
<b>2. MODEL / VERSION OF SYSTEM</b>										
Digital (DYNALEC, CENTRON, or HENSCHEL).										
<b>3. PURPOSE</b>										
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew										
<b>4. REFERENCES</b>										
PMS: MIP 4361/002, MIP 4361/003, and MIP 4361/051. Technical Manuals: NAVSEA Technical Manual T9491-XX-MMC-010 for Dynalec Model No. 62413-100. NAVSEA Technical Manual S9491-AN-MMC-010/R1 (NSN 0910-LP-028-5240) for Henschel Model No. 20-300-1. NAVSEA NSTM, SHIPS DRAWINGS										
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>		<b>7. UNDERWAY</b>				
Dynalec Model No. 62413-100; Centron; Henschel Model No. 20-300-1.						The Ship is to provide two knowledgeable IC personnel with radios to demonstrate the air flow alarms. The ship should expect approximately 15 minutes per airflow alarm.				
<b>8 DESCRIPTION OF INSPECTION</b>				<b>9. PREREQUISITES</b>						
				Ship to provide inspector with Equipment Guide Lists (EGLs) of all airflow alarm panels and sensors.						
<b>11. APPLICABLE INSPECTION PROCEDURES</b>				<b>12. LOGISTICS / FUNDING</b>		<b>13. SECURITY CLEAR</b>				
				Alarms for occupational health spaces that were inoperable will be considered a Priority 1 Safety deficiency with a maximum EOC score of 0.2. Alarms for Combat Systems equipment will be considered a Priority 2 deficiency with an EOC score up to 0.9. An		UNCLAS				
<b>14. SUPPORT SERVICES</b>				<b>15. SHIP CLASSES</b>						
2 each, two-way radios.				ALL						
<b>16. CHECKLIST ITEMS</b>			<b>17. ADDITIONAL INSTRUCTIONS</b>			<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>
108 (i) SCD / MACHALT Accomplishment: <input checked="" type="checkbox"/>			References: GSO 2004, 437d Par. 3.1, 6.1, and 14.1 of SCD 74628 [formerly MACHALT No. 593-59006 (ECP No. 443)]. Par. 3.1, 6.1, and 14.1 of SCD 78209 [formerly MACHALT No. 593-59006 (ECP No. 443)]. (1) All components of each MACHALT kit were installed			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



# Chapter 1 Checklist Report by Serial

NEP VT0012

<b>1. EQUIPMENT</b>										
Airflow indication/alarm system ILS Support.										
<b>2. MODEL / VERSION OF SYSTEM</b>										
Analog or digital.										
<b>3. PURPOSE</b>										
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew										
<b>4. REFERENCES</b>										
PMS: MIP 4361/002, MIP 4361/003, and MIP 4361/051. Technical Manuals: NAVSEA Technical Manual T9491-XX-MMC-010 for Dynalec Model No. 62413-100. NAVSEA Technical Manual S9491-AN-MMC-010/R1 (NSN 0910-LP-028-5240) for Henschel Model No. 20-300-1. NAVSEA NSTM, SHIPS DRAWINGS										
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>				<b>7. UNDERWAY</b>		
								Conducted after physical inspection of airflow alarm systems.		
<b>8 DESCRIPTION OF INSPECTION</b>				<b>9. PREREQUISITES</b>						
<b>11. APPLICABLE INSPECTION PROCEDURES</b>				<b>12. LOGISTICS / FUNDING</b>				<b>13. SECURITY CLEAR</b>		
				Priority 2 deficiency.				UNCLAS		
<b>14. SUPPORT SERVICES</b>				<b>15. SHIP CLASSES</b>						
				ALL						
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>
102 (c) Equipment Guide Lists (EGLs):		References: MRC 4361/002; 4361/003, and 4361/051 (1) An EGL was available for the airflow indication/alarm panels. (2) An EGL was available for the airflow alarm sensors. NOTE: Airflow indication/alarm panels and sensors require separate EGLs becau				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
101 (b) Preventive Maintenance System (PMS):		References: MRC 4361/002; 4361/003, and 4361/051 (1) PMS was installed for MIP 4361. NOTE: The install will be verified by having the Ship's Force show the Sked Database to the INSURV inspector. (2) An Airflow Alarm System Log was filled out mont				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
100. (a) Technical Manuals: Technical manuals were onboard for each airflow alarm system installed.		References: MRC 4361/002; 4361/003, and 4361/051				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

# Chapter 1 Checklist Report by Serial

NEP VT0020

<b>1. EQUIPMENT</b>											
Fan Room.											
<b>2. MODEL / VERSION OF SYSTEM</b>											
<b>3. PURPOSE</b>											
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew											
<b>4. REFERENCES</b>											
Other: NAVSEA S9AA0-AB-GOS-010/GSO "General Specifications for Overhaul of Surface Ships (GSO 2004)", Sections 070, 075, 507, & 512. NSTM 505. NSTM 510 "HVAC Systems for Surface Ships". NSTM, SHIPS DRAWINGS											
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>				<b>7. UNDERWAY</b>			
								This event will require 2 to 3 days to complete on most ships. The Ship is to provide an escort.			
<b>8 DESCRIPTION OF INSPECTION</b>				<b>9. PREREQUISITES</b>							
<b>11. APPLICABLE INSPECTION PROCEDURES</b>				<b>12. LOGISTICS / FUNDING</b>				<b>13. SECURITY CLEAR</b>			
								UNCLAS			
<b>14. SUPPORT SERVICES</b>				<b>15. SHIP CLASSES</b>							
None.				ALL							
<b>16. CHECKLIST ITEMS</b>			<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>
116 (q) Grounding straps were not missing, painted, or physically damaged.			Reference: 300-2.2.1.2 of NSTM 300R8. NOTE: Ground straps are not required when metal enclosing cases or frames are in contact with one another and the metal structure of the ship. Ground straps are required if fan motors have rubber expansion joints an				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
103 (d) Deck was dry.							<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
104 (e) There was no gear adrift and the space was not used for storage or an office.			References: NSTM 510, 510-7.2.1. Scoring: Stowage of combustible liquids, combustible solids (e.g., paper, cardboard, and wood) and/or flammable materials in the space is a Priority 1 Safety deficiency.				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
105 (f) All filter cover fasteners were in place.							<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

106 (g) Pipe lagging was in place and dry.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
107 (h) Cooling coils were clean.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
108 (i) Manual damper handle was operational and not tied open.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
109 (j) Differential pressure gages were intact and operational.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
110 (k) Drain pans were clean and free of corrosion.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
111 (l) Ducting was intact, not damaged, and free of corrosion.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
112 (m) Expansion joints were not painted or physically damaged.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
113 (n) Fan nose cones were in place.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
102 (c) Bullseye was posted.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
115 (p) Foundation frame/brackets were in good condition and free of corrosion.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
101 (b) CCOL was posted.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
117 (r) Vent inspection covers were in place.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
118 (s) Electrical fans were not installed or wired backwards.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
119 (t) Protective screens were in place and not damaged.	Scoring: Missing or loose protective screens allowing access to rotating fan parts is a Priority 1 Safety deficiency.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
120 (u) All protective screen fasteners were in place.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
121 (v) Resilient mounts were not painted.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
122 (w) Lagging was properly stenciled.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
123 (x) Pipe and duct stenciling was in place and correct.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
124 (y) Electrical connecting box fasteners were in place.	Scoring: Unsheathed electrical wiring, missing junction/connecting box covers, or exposed electrical conductors is a Priority 1 Safety deficiency.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
125 (z) Thermostats were operational.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
126 (aa) Drain pans were not clogged and were free of corrosion.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
100. (a) Light fixtures were operational.	Scoring: If all light fixtures in a fan room are inoperable, it is a Priority 2 Safety deficiency.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
114 (o) Proper filters were installed in appropriate fans.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

# Chapter 1 Checklist Report by Serial

NEP VT0021

<b>1. EQUIPMENT</b>										
Fan Coil Units (FCUs) inside Fan Rooms.										
<b>2. MODEL / VERISON OF SYSTEM</b>										
<b>3. PURPOSE</b>										
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew										
<b>4. REFERENCES</b>										
(a) S6230-CC-MMA-010. (b) 0948-LP-119-1010. (c) S6435-L4-OMI-010. (d) S9514-D2-MMC-010. (e) S9514-FQ-MMC-010. (f) S9514-A5-MMA-010. (g) S9514-EA-MMA-010. (h) MIP 6641/005, MRC A1JW (M-3). (i) MIP 6641/005, MRC W31G (Q-2/S-2). (j) MIL-PRF-24775A. NSTM, SHIPS DRAWINGS										
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>						
<b>8 DESCRIPTION OF INSPECTION</b>				<b>9. PREREQUISITES</b>						
<b>11. APPLICABLE INSPECTION PROCEDURES</b>				<b>12. LOGISTICS / FUNDING</b>						
<b>14. SUPPORT SERVICES</b>				<b>15. SHIP CLASSES</b>						
None.				ALL						
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>			<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>	
113 (n) Grounding strap was provided and mounted properly from unit to hull and not corroded.		References: S9514-D2-MMC-010. S9514-FQ-MMC-010. MIL-PRF-24775A. Scoring: Missing, loose, or unattached grounding straps is a Priority 1 Safety deficiency.			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
112 (m) FCU drain was not sweating. Drain was secured to FCU properly and terminated properly. Condensate was not leaking out of FCU panels.		Drain pipe section of applicable ship specification.			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
111 (l) Thermostat was set to design setpoint (72 degrees F). There were no airflow blockages or dirt/debris buildup.		References: S6230-CC-MMA-010. S9514-D2-MMC-010. S9514-FQ-MMC-010.			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

110 (k) Air filter was present and not loaded with dirt. There were no blockages to airflow. Metal air filters were free of corrosion and the inlet side was coated with oil. Disposable filters may be installed instead of metal filters; however, air fil	References: 6230-CC-MMA-010. 9514-D2-MMC-010. 9514-FQ-MMC-010. 9514-A5-MMA-010. 9514-EA-MMA-010. MIP 6641/005, MRC W31G (Q-2/S-2).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
109 (j) Chilled water piping was complete, dry, not damaged, and free of deterioration.	Pipe section of applicable ship specification.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
108 (i) FCU chilled water solenoid valve operated properly. The manual override should align for automatic thermostat control as follows: 1/2" and 3/4" ASCO valve shaft should be pressed in and turned fully counter-clockwise. Larger ASCO valves, sta	References: 0948-LP-119-1010. 6435-L4-OMI-010.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
107 (h) When FCU was energized, the air filter gage (applicable to FCUs with gage provided; see applicable ship specification HVAC section to see if gage is required) indicated above zero but below the red region (i.e., dirty filter condition). There wer	References: MIP 6641/005, MRC A1JW (M-3).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
106 (g) When FCU was energized, there was no unusual loud operation, vibration, or mechanical noise.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
105 (f) When FCU was energized, none of the F3, F4, or F5 fuse lamps were illuminated (these illuminate when the fuses serving the heater element are blown).	References: 6230-CC-MMA-010. 9514-D2-MMC-010. 9514-FQ-MMC-010. 9514-A5-MMA-010. 9514-EA-MMA-010.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
104 (e) When FCU was energized, neither the F1 nor the F2 fuse lamps were illuminated (these illuminate when the fuses serving the low voltage control circuit are blown).	References: 6230-CC-MMA-010. 9514-D2-MMC-010. 9514-FQ-MMC-010. 9514-A5-MMA-010. 9514-EA-MMA-010.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
103 (d) Stop and Start pushbuttons (LVP Types) or On/Off switch (LVR Types) functioned properly. When energized, fan should turn on and "ON" indicator lamp illuminates. When secured, fan should turn off and "ON" indicator lamp does not illuminate.	References: 6230-CC-MMA-010. 9514-D2-MMC-010. 9514-FQ-MMC-010. 9514-A5-MMA-010. 9514-EA-MMA-010.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
102 (c) FCU housing was intact and not missing hardware, and was free of damage and corrosion.	References: MIL-PRF-24775A.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
101 (b) FCU intake and outlet was free of damage and airflow obstruction.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
100. (a) FCU mounting hardware was intact and in good operating condition.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

# Chapter 1 Checklist Report by Serial

NEP VT0022

<b>1. EQUIPMENT</b>									
Fan Coil Assemblies (FCAs) inside Fan Rooms									
<b>2. MODEL / VERISON OF SYSTEM</b>									
<b>3. PURPOSE</b>									
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew									
<b>4. REFERENCES</b>									
(a) 0948-LP-119-1010. (b) S6435-L4-OMI-010. (c) MIP 6641/005, MRC A1JW (M-3). (d) MIP 6641/005, MRC W31G (Q-2/S-2). (e) S6230-A8-MMA-010. (f) S6230-BB-MMO-010. (g) S9514-DR-MMA-010. (h) S9514-DS-MMA-010. (i) S9514-DV-MMC-010. (j) MIL-PRF-23798D. NSTM, SHIPS DRAWINGS									
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>			<b>7. UNDERWAY</b>		
							This event is part of the Fan Rooms event. Fan Rooms will require 2 to 3 days to complete on most ships. The Ship is to provide an escort.		
<b>8 DESCRIPTION OF INSPECTION</b>				<b>9. PREREQUISITES</b>					
<b>11. APPLICABLE INSPECTION PROCEDURES</b>				<b>12. LOGISTICS / FUNDING</b>			<b>13. SECURITY CLEAR</b>		
							UNCLAS		
<b>14. SUPPORT SERVICES</b>				<b>15. SHIP CLASSES</b>					
None.				ALL					
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>			<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>
109 (j) Grounding strap was provided and mounted properly from unit to hull and not corroded.		References: S6230-A8-MMA-010. S9514-DR-MMA-010. S9514-DS-MMA-010. S9514-DV-MMC-010. MIL-PRF-23798D. Scoring: Missing, loose, or unattached grounding straps is a Priority 1 Safety deficiency.			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
108 (i) FCA drain was not sweating. Drain was secured to FCA properly and terminated properly. Condensate was not leaking out of FCA panels.		Drain pipe section of applicable ship specification.			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

107 (h) Air filter was present and not loaded with dirt. There were no blockages to airflow. Metal air filters were free of corrosion and the inlet side was coated with oil. Disposable filters may be installed instead of metal filters; however, air fil

References: ~~MIP 6641/005~~, MRC W31G (Q-2/S-2), ~~6230-A8-MMA-010~~, ~~6230-BB-MMO-010~~, ~~9514-DR-MMA-010~~, ~~9514-DS-MMA-010~~, ~~9514-DV-MMC-010~~.

106 (g) Chilled water piping was complete, dry, not damaged, and free of deterioration.

Pipe section of applicable ship specification.

105 (f) FCA chilled water solenoid valve operated properly. The manual override should align for automatic thermostat control as follows:  $\frac{1}{2}$ " and  $\frac{3}{4}$ " ASCO valve shaft should be pressed in and turned fully counter-clockwise. Larger ASCO valves, sta

References: ~~0948-LP-119-1010~~, ~~6435-L4-OMI-010~~.

104 (e) When FCA was energized, the air filter differential pressure gage (applicable to FCAs with gage provided; see applicable ship specification HVAC section to see if gage is required) indicated above zero but below the red region (i.e., dirty filter

References: ~~MIP 6641/005~~, MRC A1JW (M-3), ~~6230-A8-MMA-010~~, ~~6230-BB-MMO-010~~, ~~9514-DR-MMA-010~~, ~~9514-DS-MMA-010~~, ~~9514-DV-MMC-010~~.

103 (d) When FCU was energized, there was no unusual loud operation, vibration, or mechanical noise.

102 (c) FCA housing was intact and not missing hardware, and was free of damage and corrosion.

References: ~~MIL-PRF-23798D~~.

101 (b) FCA intake and outlet was free of damage and airflow obstruction.

100. (a) FCA mounting hardware was intact and in good operating condition.

# Chapter 1 Checklist Report by Serial

NEP VT0023

<b>1. EQUIPMENT</b>										
General Ventilation (not elsewhere classified)										
<b>2. MODEL / VERISON OF SYSTEM</b>										
<b>3. PURPOSE</b>										
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew										
<b>4. REFERENCES</b>										
(a) OPNAVINST 5100.19E. (b) OPNAVINST 9640.1A, "Shipboard Habitability Program" [Applies only to U.S. Navy ship designs and commissioned ships over 150 feet in length or manned by 100 or more persons]. (c) NSTM 510. (d) MIP 6641/005, A-18 [This MIP is not NSTM, SHIPS DRAWINGS										
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>						
Exhaust and supply ventilation systems.				Basic understanding of heating, ventilation & air conditioning (HVAC) systems, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.						
<b>8 DESCRIPTION OF INSPECTION</b>				<b>9. PREREQUISITES</b>						
Visual inspection of ventilation systems.										
<b>11. APPLICABLE INSPECTION PROCEDURES</b>				<b>12. LOGISTICS / FUNDING</b>						
<b>14. SUPPORT SERVICES</b>				<b>15. SHIP CLASSES</b>						
Flashlight, telescoping inspection mirror, and hearing protection.				ALL						
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>
104 (e) An organization was established on the ship to operate and maintain the equipment provided for heating, ventilating, and air conditioning. The responsibilities of this organization should include operation, testing, inspection, and maintenance of		References: NSTM 510, 510-1.8.1				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
103 (d) Heating, ventilation, and air conditioning (HVAC) systems were operating.		References: NSTM 510.				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
102 (c) Vent duct systems were clean for the air conditioning return/recirc return duct between the terminal and filter for all air conditioned spaces. [Only CVN 71 and later of the CVN 68 Class; CG 47, DDG 51, DDG 993, LHD 1, LPD 17, FFG 7, MHC 51, and		References: MIP 6641/005, A-18 [This MIP is not applicable to nuclear support facility spaces]				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



# Chapter 1 Checklist Report by Serial

NEP VT0030

<b>1. EQUIPMENT</b>										
Sanitary Ventilation Systems (i.e., water closets, wash rooms, and showers).										
<b>2. MODEL / VERISON OF SYSTEM</b>										
General Exhaust Ventilation (GEV).										
<b>3. PURPOSE</b>										
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew										
<b>4. REFERENCES</b>										
(a) NAVSEA 0938-LP-018-0010 "HVAC Design Criteria Manual for Surface Ships of the U.S. Navy" (29 March 1991), Criteria Sheets 7A and 9D.(b) NAVSEA DWG NO: 802-5959327, "HVAC Design Criteria Manual," pp. 18-32 & 18-32A [DDG].(c) LHD Ship Specification, A NSTM, SHIPS DRAWINGS										
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>						
Exhaust ventilation terminals/ducts.				Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.						
<b>8 DESCRIPTION OF INSPECTION</b>				<b>9. PREREQUISITES</b>						
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensur				Design exhaust air volumes (in CFM) and/or design exhaust air rates of change for each space. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information B						
<b>11. APPLICABLE INSPECTION PROCEDURES</b>				<b>12. LOGISTICS / FUNDING</b>						
				The percent of the design will be the EOC score for that space. However, a space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by						
<b>14. SUPPORT SERVICES</b>				<b>15. SHIP CLASSES</b>						
Shoulder bag, flashlight, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees), thermal (i.e., heated wire/element) anemometer wit				ALL						
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>
107 (h) Existing air conditioning systems were balanced so that the delivered quantity of air to each compartment was not less than 90 percent, nor more than 110 percent of design quantity.		References: Section 512L of NAVSEA S9AA0-AB-GOS-010/GSO "General Specifications for Overhaul of Surface Ships (GSO 2004)"NOTE: Applicable unless specified differently by applicable ship class specification. The "no more than 110 percent" criteria only				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
106 (g) New air conditioning systems were balanced so that the delivered quantity of air to each compartment was not less than 100 percent, nor more than 110 percent, of design quantity. [TRIALS ONLY]		References: Section 512L of NAVSEA S9AA0-AB-GOS-010/GSO "General Specifications for Overhaul of Surface Ships (GSO 2004)"NOTE: Applicable unless specified differently by applicable ship class specification. The "no more than 110 percent" criteria only				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



# Chapter 1 Checklist Report by Serial

NEP VT0050

<b>1. EQUIPMENT</b>				
Ventilation Plenum Preservation Inspection [CVN ONLY].				
<b>2. MODEL / VERISON OF SYSTEM</b>				
<b>3. PURPOSE</b>				
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew				
<b>4. REFERENCES</b>				
(a) OPNAVINST 5100.19E. (b) NACE International "Shipboard Corrosion Assessment Training". NSTM, SHIPS DRAWINGS				
<b>5. SUBSYSTEM</b>		<b>6. INSPECTORS REQUIREMENTS</b>		<b>7. UNDERWAY</b>
		Inspection conducted on Wednesday in port. 10 spaces chosen by random from CCIMS database on Tuesday.		Inspect 10 ventilation plenums for preservation. Plenums are chosen at random from ship's CCIMS database.
<b>8 DESCRIPTION OF INSPECTION</b>		<b>9. PREREQUISITES</b>		
Ship to follow confined space entry procedures for each ventilation plenum.				
<b>11. APPLICABLE INSPECTION PROCEDURES</b>		<b>12. LOGISTICS / FUNDING</b>		<b>13. SECURITY CLEAR</b>
Inspect spaces using NACE International shipboard corrosion assessment criteria.				UNCLAS
<b>14. SUPPORT SERVICES</b>		<b>15. SHIP CLASSES</b>		
Flashlight, inspection mirror, digital laser tape measure, and self-retracting tape measure.		CVN		
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>		<b>SAT</b> <b>DEG</b> <b>UNSAT</b> <b>N/A</b> <b>18. NOTES</b>
100. (a) Ship-assigned CCIMS category for ventilation plenum was accurate.				<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

# Chapter 1 Checklist Report by Serial

NEP VT0060

<b>1. EQUIPMENT</b>										
Vehicle Stowage Area Ventilation [LHD CLASS ONLY].										
<b>2. MODEL / VERSION OF SYSTEM</b>										
General Exhaust Ventilation (GEV).										
<b>3. PURPOSE</b>										
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew										
<b>4. REFERENCES</b>										
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (d) NAVSEA "HVAC Design Criteria Manual" (LHD 5 thru 7), Design Criteria NSTM, SHIPS DRAWINGS										
<b>5. SUBSYSTEM</b>		<b>6. INSPECTORS REQUIREMENTS</b>			<b>7. UNDERWAY</b>					
Exhaust ventilation terminals/ducts.		Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.			This system is part of INSURV Event No. VT0060. This entire event will require one to two days to complete.					
<b>8 DESCRIPTION OF INSPECTION</b>		<b>9. PREREQUISITES</b>								
Ensure all supply and exhaust ventilation systems for the space are operating. If the ventilation fans have two speeds, then take air velocity measurements at both speeds. Close all access doors/hatches/scuttles to the space before taking air velocity m		Design exhaust air volumes (in CFM) for each space. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☒								
<b>11. APPLICABLE INSPECTION PROCEDURES</b>		<b>12. LOGISTICS / FUNDING</b>			<b>13. SECURITY CLEAR</b>					
		A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term			UNCLAS					
<b>14. SUPPORT SERVICES</b>		<b>15. SHIP CLASSES</b>								
Shoulder bag, flashlight, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees), thermal (i.e., heated wire/element) anemometer wit		LHD 5 thru 7								
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>
102 (c) Connections were provided to exhaust system to accommodate flexible hoses used for exhaust of vehicle gaseous emissions. [LHD 5 thru 7]		References: (a) NAVSEA "HVAC Design Criteria Manual" (LHD 5 thru 7), Design Criteria No. 37. (b) NAVSEA S9AA0-AB-GOS-010/GSO "General Specifications for Overhaul of Surface Ships (GSO 2004)", Sections 512 and 575.				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
101 (b) Mechanical exhaust ventilation system fans provide a 2.75 minute rate of change (i.e., 21.8 air changes per hour). [LHD 5 thru 7]		References: (a) NAVSEA "HVAC Design Criteria Manual" (LHD 5 thru 7), Design Criteria No. 37. (b) NAVSEA S9AA0-AB-GOS-010/GSO "General Specifications for Overhaul of Surface Ships (GSO 2004)", Sections 512 and 575.				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



# Chapter 1 Checklist Report by Serial

NEP VT0061

<b>1. EQUIPMENT</b>													
Well Deck Area Ventilation [LHD CLASS ONLY].													
<b>2. MODEL / VERSION OF SYSTEM</b>													
General Exhaust Ventilation (GEV).													
<b>3. PURPOSE</b>													
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew													
<b>4. REFERENCES</b>													
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (d) NAVSEA "HVAC Design Criteria Manual" (LHD 5 thru 7), Design Criteria NSTM, SHIPS DRAWINGS													
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>				<b>7. UNDERWAY</b>					
Exhaust ventilation terminals/ducts.				Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.				This system is part of INSURV Event No. VT0060. This entire event will require one to two days to complete.					
<b>8 DESCRIPTION OF INSPECTION</b>				<b>9. PREREQUISITES</b>									
Ensure all supply and exhaust ventilation systems for the space are operating. If the ventilation fans have two speeds, then take air velocity measurements at both speeds. Close all access doors/hatches/scuttles to the space before taking air velocity m				Design exhaust air volumes (in CFM) for each space. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐									
<b>11. APPLICABLE INSPECTION PROCEDURES</b>				<b>12. LOGISTICS / FUNDING</b>				<b>13. SECURITY CLEAR</b>					
				A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term				UNCLAS					
<b>14. SUPPORT SERVICES</b>				<b>15. SHIP CLASSES</b>									
Shoulder bag, flashlight, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees), thermal (i.e., heated wire/element) anemometer wit				LHD 5 thru 7									
<b>16. CHECKLIST ITEMS</b>			<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>		
101 (b) Mechanical exhaust ventilation system had measured airflow of 200,000 cfm. [LHD 5 thru 7]			References: (a) NAVSEA "HVAC Design Criteria Manual" (LHD 5 thru 7), Design Criteria No. 13. (b) NAVSEA S9AA0-AB-GOS-010/GSO "General Specifications for Overhaul of Surface Ships (GSO 2004)", Sections 512 and 575.				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
100. (a) Mechanical supply ventilation system had measured airflow of 200,000 cfm. [LHD 5 thru 7]			References: (a) NAVSEA "HVAC Design Criteria Manual" (LHD 5 thru 7), Design Criteria No. 13. (b) NAVSEA S9AA0-AB-GOS-010/GSO "General Specifications for Overhaul of Surface Ships (GSO 2004)", Sections 512 and 575.				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			

# Chapter 1 Checklist Report by Serial

NEP VT0062

<b>1. EQUIPMENT</b>								
Lower Vehicle Stowage Area Ventilation: Aft [LPD 17 CLASS ONLY].								
<b>2. MODEL / VERSION OF SYSTEM</b>								
General Exhaust Ventilation (GEV).								
<b>3. PURPOSE</b>								
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew								
<b>4. REFERENCES</b>								
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (d) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria NSTM, SHIPS DRAWINGS								
<b>5. SUBSYSTEM</b>			<b>6. INSPECTORS REQUIREMENTS</b>		<b>7. UNDERWAY</b>			
Exhaust ventilation terminals/ducts.			Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.		This system is part of INSURV Event No. VT0060. This entire event will require one to two days to complete.			
<b>8 DESCRIPTION OF INSPECTION</b>			<b>9. PREREQUISITES</b>					
Ensure all supply and exhaust ventilation systems for the space are operating. If the ventilation fans have two speeds, then take air velocity measurements at both speeds. Close all access doors/hatches/scuttles to the space before taking air velocity m			Design exhaust air volumes (in CFM) for each space. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐					
<b>11. APPLICABLE INSPECTION PROCEDURES</b>			<b>12. LOGISTICS / FUNDING</b>		<b>13. SECURITY CLEAR</b>			
			A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term		UNCLAS			
<b>14. SUPPORT SERVICES</b>			<b>15. SHIP CLASSES</b>					
Shoulder bag, flashlight, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees), thermal (i.e., heated wire/element) anemometer wit			LPD 17					
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>		<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>
102 (c) There were two supply ventilation systems and two exhaust ventilation systems installed and both were operational. [LPD 17 and Follow]		References: (a) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria No. 70. (b) NAVSEA "HVAC Design Criteria Manual" (LPD 18 Only), Design Criteria No. 70. (c) NAVSEA "HVAC Design Criteria Manual" (LPD 19 thru 22), Design Criteria No. 70.☐		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



# Chapter 1 Checklist Report by Serial

NEP VT0063

<b>1. EQUIPMENT</b>								
Lower Vehicle Stowage Area Ventilation: Forward [LPD 17 CLASS ONLY].								
<b>2. MODEL / VERSION OF SYSTEM</b>								
General Exhaust Ventilation (GEV).								
<b>3. PURPOSE</b>								
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew								
<b>4. REFERENCES</b>								
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (d) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria NSTM, SHIPS DRAWINGS								
<b>5. SUBSYSTEM</b>		<b>6. INSPECTORS REQUIREMENTS</b>		<b>7. UNDERWAY</b>				
Exhaust ventilation terminals/ducts.		Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.		This system is part of INSURV Event No. VT0060. This entire event will require one to two days to complete.				
<b>8 DESCRIPTION OF INSPECTION</b>		<b>9. PREREQUISITES</b>						
Ensure all supply and exhaust ventilation systems for the space are operating. If the ventilation fans have two speeds, then take air velocity measurements at both speeds. Close all access doors/hatches/scuttles to the space before taking air velocity m		Design exhaust air volumes (in CFM) for each space. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐						
<b>11. APPLICABLE INSPECTION PROCEDURES</b>		<b>12. LOGISTICS / FUNDING</b>		<b>13. SECURITY CLEAR</b>				
		A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term		UNCLAS				
<b>14. SUPPORT SERVICES</b>		<b>15. SHIP CLASSES</b>						
Shoulder bag, flashlight, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees), thermal (i.e., heated wire/element) anemometer wit		LPD 17						
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>		<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>
102 (c) There were two supply ventilation systems and two exhaust ventilation systems installed and both were operational. [LPD 17 and Follow]		References: (a) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria No. 70. (b) NAVSEA "HVAC Design Criteria Manual" (LPD 18 Only), Design Criteria No. 70. (c) NAVSEA "HVAC Design Criteria Manual" (LPD 19 thru 22), Design Criteria No. 70.☐		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



# Chapter 1 Checklist Report by Serial

NEP VT0064

<b>1. EQUIPMENT</b>										
Well Deck, Main Vehicle Stowage Area, & Upper Vehicle Stowage Area Ventilation: Vehicle Emission Exhaust [LPD 17 CLASS ONLY].										
<b>2. MODEL / VERISON OF SYSTEM</b>										
Local Exhaust Ventilation (LEV).										
<b>3. PURPOSE</b>										
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew										
<b>4. REFERENCES</b>										
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (d) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria NSTM, SHIPS DRAWINGS										
<b>5. SUBSYSTEM</b>		<b>6. INSPECTORS REQUIREMENTS</b>			<b>7. UNDERWAY</b>					
Exhaust ventilation terminals/ducts.		Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.			This system is part of INSURV Event No. VT0060. This entire event will require one to two days to complete.					
<b>8 DESCRIPTION OF INSPECTION</b>		<b>9. PREREQUISITES</b>								
Ensure all supply and exhaust ventilation systems for the space are operating. If the ventilation fans have two speeds, then take air velocity measurements at both speeds. Close all access doors/hatches/scuttles to the space before taking air velocity m		Design exhaust air volumes (in CFM) for each terminal/duct. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐								
<b>11. APPLICABLE INSPECTION PROCEDURES</b>		<b>12. LOGISTICS / FUNDING</b>			<b>13. SECURITY CLEAR</b>					
		A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term			UNCLAS					
<b>14. SUPPORT SERVICES</b>		<b>15. SHIP CLASSES</b>								
Shoulder bag, flashlight, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees), thermal (i.e., heated wire/element) anemometer wit		LPD 17								
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>			<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>	
105 (f) Label plates. Label plates were provided to instruct that the damper shall be open when the flexible duct is connected, and closed when the flexible duct is disconnected. [LPD 17 and Follow]		References: (a) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria No. 70. (b) NAVSEA "HVAC Design Criteria Manual" (LPD 18 Only), Design Criteria No. 70. (c) NAVSEA "HVAC Design Criteria Manual" (LPD 19 thru 22), Design Criteria No. 70.☐			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

104 (e) Vacuum breakers. A vacuum breaker was installed in the system main ducting just upstream of the fan. The vacuum breaker was designed so that an air flow of no less than 1,059 cfm (500 L/s) passes through the fan when the fan is operating. [LPD 1

References: (a) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria No. 70. (b) NAVSEA "HVAC Design Criteria Manual" (LPD 18 Only), Design Criteria No. 70. (c) NAVSEA "HVAC Design Criteria Manual" (LPD 19 thru 22), Design Criteria No. 70.

103 (d) Shut-off Dampers. Each duct stub provided for flexible duct connections was fitted with a shut-off damper. [LPD 17 and Follow]

References: (a) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria No. 70. (b) NAVSEA "HVAC Design Criteria Manual" (LPD 18 Only), Design Criteria No. 70. (c) NAVSEA "HVAC Design Criteria Manual" (LPD 19 thru 22), Design Criteria No. 70.

102 (c) Flexible duct connections. Sufficient flexible duct connection stubs were provided and located so that all vehicles were within range of at least one such stub. [LPD 17 and Follow]

References: (a) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria No. 70. (b) NAVSEA "HVAC Design Criteria Manual" (LPD 18 Only), Design Criteria No. 70. (c) NAVSEA "HVAC Design Criteria Manual" (LPD 19 thru 22), Design Criteria No. 70.

101 (b) Mechanical exhaust had measured airflow of 2,013 cfm (950 L/s) for each Vehicle Area, port side. [LPD 17 and Follow]

References: (a) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria No. 70. (b) NAVSEA "HVAC Design Criteria Manual" (LPD 18 Only), Design Criteria No. 70. (c) NAVSEA "HVAC Design Criteria Manual" (LPD 19 thru 22), Design Criteria No. 70.

100. (a) Mechanical exhaust had measured airflow of 2,013 cfm (950 L/s) for each Vehicle Area, starboard side. [LPD 17 and Follow]

References: (a) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria No. 70. (b) NAVSEA "HVAC Design Criteria Manual" (LPD 18 Only), Design Criteria No. 70. (c) NAVSEA "HVAC Design Criteria Manual" (LPD 19 thru 22), Design Criteria No. 70.

# Chapter 1 Checklist Report by Serial

NEP VT0065

<b>1. EQUIPMENT</b>										
Well Deck, Main Vehicle Stowage Area, & Upper Vehicle Stowage Area Ventilation: LCAC Operations [LPD 17 CLASS ONLY].										
<b>2. MODEL / VERSION OF SYSTEM</b>										
General Exhaust Ventilation (GEV).										
<b>3. PURPOSE</b>										
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew										
<b>4. REFERENCES</b>										
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (d) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria NSTM, SHIPS DRAWINGS										
<b>5. SUBSYSTEM</b>		<b>6. INSPECTORS REQUIREMENTS</b>			<b>7. UNDERWAY</b>					
Exhaust ventilation terminals/ducts.		Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.			This system is part of INSURV Event No. VT0060. This entire event will require one to two days to complete.					
<b>8 DESCRIPTION OF INSPECTION</b>		<b>9. PREREQUISITES</b>								
Ensure all supply and exhaust ventilation systems for the space are operating. If the ventilation fans have two speeds, then take air velocity measurements at both speeds. Close all access doors/hatches/scuttles to the space before taking air velocity m		Design exhaust air volumes (in CFM) for each space. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐								
<b>11. APPLICABLE INSPECTION PROCEDURES</b>		<b>12. LOGISTICS / FUNDING</b>			<b>13. SECURITY CLEAR</b>					
		A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term			UNCLAS					
<b>14. SUPPORT SERVICES</b>		<b>15. SHIP CLASSES</b>								
Shoulder bag, flashlight, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees), thermal (i.e., heated wire/element) anemometer wit		LPD 17								
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>			<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>	
100. (a) Two mechanical supply ventilation systems, one port side and one starboard side, each had measured airflow of 169,983 cfm (80,223 L/s). [LPD 17 and Follow]		References: (a) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria No. 70. (b) NAVSEA "HVAC Design Criteria Manual" (LPD 18 Only), Design Criteria No. 70. (c) NAVSEA "HVAC Design Criteria Manual" (LPD 19 thru 22), Design Criteria No. 70.☐			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

# Chapter 1 Checklist Report by Serial

NEP VT0066

<b>1. EQUIPMENT</b>								
Vehicle Stowage Area Ventilation: Carbon Monoxide Detectors [LPD 17 CLASS ONLY].								
<b>2. MODEL / VERSION OF SYSTEM</b>								
General Exhaust Ventilation (GEV).								
<b>3. PURPOSE</b>								
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew								
<b>4. REFERENCES</b>								
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (d) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria NSTM, SHIPS DRAWINGS								
<b>5. SUBSYSTEM</b>		<b>6. INSPECTORS REQUIREMENTS</b>		<b>7. UNDERWAY</b>				
Carbon monoxide detectors.		Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.		This system is part of INSURV Event No. VT0060. This entire event will require one to two days to complete.				
<b>8 DESCRIPTION OF INSPECTION</b>		<b>9. PREREQUISITES</b>						
TBD.		Design exhaust air volumes (in CFM) for each space. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐						
<b>11. APPLICABLE INSPECTION PROCEDURES</b>		<b>12. LOGISTICS / FUNDING</b>		<b>13. SECURITY CLEAR</b>				
		If carbon monoxide detectors are inoperative, or not installed, it is a Priority 1 Safety deficiency with a maximum EOC score of 0.2.☐or Trials, if it was below 90% of design, if carbon monoxide detectors are inoperative, or not installed, it is a Star		UNCLAS				
<b>14. SUPPORT SERVICES</b>		<b>15. SHIP CLASSES</b>						
Shoulder bag, flashlight, telescoping inspection mirror, hearing protection.		LPD 17						
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>		<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>
100. (a) Carbon monoxide detectors were installed in all vehicle areas. [LPD 17, 19 thru 22]		References: (a) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria No. 70. (b) NAVSEA "HVAC Design Criteria Manual" (LPD 19 thru 22), Design Criteria No. 70. (c) NAVSEA S9AA0-AB-GOS-010/GSO "General Specifications for Overhaul of Surface		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

# Chapter 1 Checklist Report by Serial

NEP VT0067

<b>1. EQUIPMENT</b>										
Well Deck, Main Vehicle Stowage Area, & Upper Vehicle Stowage Area Ventilation: Non-LCAC Operations [LPD 17 CLASS ONLY].										
<b>2. MODEL / VERSION OF SYSTEM</b>										
General Exhaust Ventilation (GEV).										
<b>3. PURPOSE</b>										
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew										
<b>4. REFERENCES</b>										
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (d) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria NSTM, SHIPS DRAWINGS										
<b>5. SUBSYSTEM</b>			<b>6. INSPECTORS REQUIREMENTS</b>		<b>7. UNDERWAY</b>					
Exhaust ventilation terminals/ducts.			Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.		This system is part of INSURV Event No. VT0060. This entire event will require one to two days to complete.					
<b>8 DESCRIPTION OF INSPECTION</b>			<b>9. PREREQUISITES</b>							
Ensure all supply and exhaust ventilation systems for the space are operating. If the ventilation fans have two speeds, then take air velocity measurements at both speeds. Close all access doors/hatches/scuttles to the space before taking air velocity m			Design exhaust air volumes (in CFM) for each space. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☒							
<b>11. APPLICABLE INSPECTION PROCEDURES</b>			<b>12. LOGISTICS / FUNDING</b>		<b>13. SECURITY CLEAR</b>					
			A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term		UNCLAS					
<b>14. SUPPORT SERVICES</b>			<b>15. SHIP CLASSES</b>							
Shoulder bag, flashlight, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees), thermal (i.e., heated wire/element) anemometer wit			LPD 17							
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>			<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>	
103 (d) Label Plates. Label plates were provided in the aft mooring stations to instruct that during mooring operations, the Well Deck exhaust fans in Fan Rooms 2-189-1 or 2-189-2 may be shutdown while Mooring Station 5 or 6 is manned, respectively. Aft		References: (a) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria No. 70. (b) NAVSEA "HVAC Design Criteria Manual" (LPD 18 Only), Design Criteria No. 70. (c) NAVSEA "HVAC Design Criteria Manual" (LPD 19 thru 22), Design Criteria No. 70.☒			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

102 (c) Mechanical exhaust ventilation system were located aft and had measured airflow of 159,975 cfm (75,500 L/s); half of the total airflow was provided from the port side and half from the starboard side. [LPD 19 thru 22]

References: (a) NAVSEA "HVAC Design Criteria Manual" (LPD 19 thru 22), Design Criteria No. 70. (b) NOTE: The Well, Main Vehicle Stowage Area, and Upper Vehicle Stowage Areas are ventilated as one space. The difference of 20,130 cfm (9,500 L/s) shall be natu

101 (b) Mechanical exhaust ventilation system were located aft and had measured airflow of 137,727 cfm (65,000 L/s); half of the total airflow was provided from the port side and half from the starboard side. [LPD 17, 18, 23 and Follow]

References: (a) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria No. 70. (b) NAVSEA "HVAC Design Criteria Manual" (LPD 18 Only), Design Criteria No. 70. (c) NAVSEA "HVAC Design Criteria Manual" (LPD 23 and Follow), Design Criteria No. 7

100. (a) Mechanical supply ventilation system were located forward and had measured airflow of 180,105 cfm (85,000 L/s); half of the total airflow was provided from the port side and half from the starboard side. [LPD 17 and Follow]

References: (a) NAVSEA "HVAC Design Criteria Manual" (LPD 17 Only), Design Criteria No. 70. (b) NAVSEA "HVAC Design Criteria Manual" (LPD 18 Only), Design Criteria No. 70. (c) NAVSEA "HVAC Design Criteria Manual" (LPD 19 thru 22), Design Criteria No. 70.

# Chapter 1 Checklist Report by Serial

NEP VT0400

<b>1. EQUIPMENT</b>										
Occupational Health Ventilation Systems: Air Conditioning & Refrigeration Machinery Room.										
<b>2. MODEL / VERSION OF SYSTEM</b>										
General Exhaust Ventilation (GEV).										
<b>3. PURPOSE</b>										
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew										
<b>4. REFERENCES</b>										
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, p. 18-12 (DDG 51 Class only). (d) LHD Ship Specification, Addendum 2, HVAC Design										
<b>5. SUBSYSTEM</b>			<b>6. INSPECTORS REQUIREMENTS</b>			<b>7. UNDERWAY</b>				
Exhaust ventilation terminals/ducts.			Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.			This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.				
<b>8 DESCRIPTION OF INSPECTION</b>			<b>9. PREREQUISITES</b>							
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensure			Design exhaust air volumes (in CFM) and/or design exhaust air rates of change for each space or hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information							
<b>11. APPLICABLE INSPECTION PROCEDURES</b>			<b>12. LOGISTICS / FUNDING</b>			<b>13. SECURITY CLEAR</b>				
			A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term			UNCLAS				
<b>14. SUPPORT SERVICES</b>			<b>15. SHIP CLASSES</b>							
Shoulder bag, flashlight, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees), thermal (i.e., heated wire/element) anemometer with			ALL							
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>			<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>	
106 (g) Exhaust terminal was located in the overhead.		References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual for Surface Ships, Criteria Sheet 3F. (b) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 22. NOTE: An approved Departure from Specification (DFS) is re			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

105 (f) Exhaust terminal was located no more than nine inches above the deck.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual for Surface Ships, Criteria Sheet 3F. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, p. 18-12 (DDG 51 Class only). (c) LHD Ship Specification, Addendum 2, HVAC Design Crit

104 (e) 1/3 (30 percent for LHD Class) of exhaust quantity was from terminals located nine inches above the deck and near the plant machinery.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual for Surface Ships, Criteria Sheet 3F. (b) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 22. NOTE: An approved Departure from Specification (DFS) is re

103 (d) Mechanical supply ventilation system provided one air change every six minutes in the air conditioning / refrigeration machinery room.

(a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual for Surface Ships, Criteria Sheet 3F. (b) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 7.

102 (c) Mechanical exhaust ventilation system provided at least one air change every 15 minutes (i.e., four air changes per hour) in the air conditioning / refrigeration machinery room. [DDG 51 CLASS ONLY]

References: (a) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, p. 18-12 (DDG 51 Class only).

101 (b) Mechanical supply ventilation system provided one air change every 10 minutes (i.e., six air changes per hour) in the refrigeration machinery room. [LHD CLASS ONLY]

References: (a) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 22.

100. (a) Mechanical ventilation system had measured airflow per design criteria.

References: (a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, p. 18-12 (DDG 51 Class only). (d) LHD Ship Specification, Addendum

# Chapter 1 Checklist Report by Serial

NEP VT0401

<b>1. EQUIPMENT</b>										
Occupational Health Ventilation Systems: Aviation Composite Material Shop.										
<b>2. MODEL / VERISON OF SYSTEM</b>										
General Exhaust Ventilation (GEV).										
<b>3. PURPOSE</b>										
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew										
<b>4. REFERENCES</b>										
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4B (Section 3.2). (d) LHD Ship Specification, Addendum 2, HVAC Des										
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>				<b>7. UNDERWAY</b>		
Exhaust ventilation terminals/ducts and flexible exhaust hood.				Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.				This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.		
<b>8 DESCRIPTION OF INSPECTION</b>				<b>9. PREREQUISITES</b>						
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensur				Design exhaust air volumes (in CFM) for each space or hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐						
<b>11. APPLICABLE INSPECTION PROCEDURES</b>				<b>12. LOGISTICS / FUNDING</b>				<b>13. SECURITY CLEAR</b>		
				A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term				UNCLAS		
<b>14. SUPPORT SERVICES</b>				<b>15. SHIP CLASSES</b>						
Shoulder bag, flashlight rated as intrinsically safe for hazardous locations, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees)				ALL						
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>
101 (b) Compartment was under negative air pressure (-0.25 inches of water pressure).		References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4B (Section 3.2). (b) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 21. NOTE: For purposes of an INSURV inspection, pressure different				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
100. (a) Compartment was provided with an overboard exhaust rated for a minimum of 300 CFM.		References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4B (Section 3.2). (b) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 21.				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

# Chapter 1 Checklist Report by Serial

NEP VT0402

<b>1. EQUIPMENT</b>															
Occupational Health Ventilation Systems: Battery Charging and Storage Area.															
<b>2. MODEL / VERISON OF SYSTEM</b>															
General Exhaust Ventilation (GEV).															
<b>3. PURPOSE</b>															
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew															
<b>4. REFERENCES</b>															
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheets 3L/4L/13J. (d) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria M															
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>				<b>7. UNDERWAY</b>							
Exhaust ventilation terminals/ducts.				Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.				This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.							
<b>8 DESCRIPTION OF INSPECTION</b>								<b>9. PREREQUISITES</b>							
NOTE: The hazard is the production of hydrogen gas during battery charging. Gel-type lead acid batteries that are valve-regulated lead acid (VRLA) are maintenance-free and require no ventilation; however, areas where batteries are stored vice in a charg								Design exhaust air volumes (in CFM) and/or design exhaust air rates of change for each space or hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Infor							
<b>11. APPLICABLE INSPECTION PROCEDURES</b>								<b>12. LOGISTICS / FUNDING</b>				<b>13. SECURITY CLEAR</b>			
								A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term				UNCLAS			
<b>14. SUPPORT SERVICES</b>								<b>15. SHIP CLASSES</b>							
Shoulder bag, flashlight rated as intrinsically safe for hazardous locations, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees)								ALL							
<b>16. CHECKLIST ITEMS</b>				<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>			
108 (i) There was at least one exhaust terminal located over the charging racks in the Aviation Alkaline Battery Shop. Minimum air flow for each terminal was 75 CFM. [LHD CLASS]				References: (a) LHD Ship Specifications, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 29. NOTE: An approved Departure from Specification (DFS) is required for ships not having an exhaust terminal located over the charging racks in the Aviation				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
107 (h) Exhaust ventilation flow was from alkaline to acid type batteries, if both types were stored in the compartment.				References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4L. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, p. 18-55 (DDG 51 Class).				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

<p>106 (g) Mechanical exhaust ventilation provided one air change every 10 minutes (i.e., six air changes per hour) in the Lithium Battery Shop when the mechanical damper was partially closed (the rate of change is two minutes when the damper was fully open)</p>	<p>References: (a) LPD-17 Ship Specifications, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 92.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>105 (f) Mechanical exhaust ventilation provided one air change every six minutes (i.e., 10 air changes per hour) in the Forklift Truck Battery Charging Station. [LPD CLASS]</p>	<p>References: (a) LPD-17 Ship Specifications, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 15.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>104 (e) Mechanical exhaust ventilation provided one air change every six minutes (i.e., 10 air changes per hour) in the Pallet Truck Stowage / Charging Station (compartment was not in the CPS envelope). [DDG CLASS]</p>	<p>References: (a) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, p. 18-55 (DDG 51 Class).</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>103 (d) Mechanical exhaust ventilation provided one air change every six minutes (i.e., 10 air changes per hour) in the Storage Battery Shop (non-gel type lead acid batteries).</p>	<p>References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4L. (b) LHD Ship Specifications, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 26. (c) LPD-17 Ship Specifications, Addendum 2, HVAC Design Criteria Manual, Cri</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>102 (c) Mechanical exhaust ventilation provided one air change every six minutes (i.e., 10 air changes per hour) in spaces containing battery charging racks.</p>	<p>References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3L.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>101 (b) Mechanical exhaust ventilation provided one air change every 10 minutes (i.e., six air changes per hour) in the battery storage area (batteries are not being charged).</p>	<p>References: (a) Ship's Heating, Ventilation &amp; Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheets 3L/4L/13J. (d) NAVSEA DWG NO: 802-5959327, HVAC Desig</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>100. (a) Mechanical ventilation system had measured airflow per design criteria.</p>	<p>References: (a) Ship's Heating, Ventilation &amp; Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheets 3L/4L/13J. (d) NAVSEA DWG NO: 802-5959327, HVAC Desig</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

# Chapter 1 Checklist Report by Serial

NEP VT0403

<b>1. EQUIPMENT</b>																											
Occupational Health Ventilation Systems: CHT/VCHT/Sewage Pump Room.																											
<b>2. MODEL / VERISON OF SYSTEM</b>																											
General Exhaust Ventilation (GEV).																											
<b>3. PURPOSE</b>																											
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew																											
<b>4. REFERENCES</b>																											
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3H. (d) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, p																											
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>				<b>7. UNDERWAY</b>																			
Exhaust ventilation terminals/ducts.				Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.				This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.																			
<b>8 DESCRIPTION OF INSPECTION</b>								<b>9. PREREQUISITES</b>																			
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensur								Design exhaust air volumes (in CFM) for each space or hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐																			
<b>11. APPLICABLE INSPECTION PROCEDURES</b>								<b>12. LOGISTICS / FUNDING</b>								<b>13. SECURITY CLEAR</b>											
								A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term								UNCLAS											
<b>14. SUPPORT SERVICES</b>								<b>15. SHIP CLASSES</b>																			
Shoulder bag, flashlight rated as intrinsically safe for hazardous locations, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees)								ALL																			
<b>16. CHECKLIST ITEMS</b>				<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>				<b>DEG</b>				<b>UNSAT</b>				<b>N/A</b>				<b>18. NOTES</b>			
110 (k) A supply terminal was installed in the overhead.				References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3H. (b) NOTE: An approved Departure from Specification (DFS) is required for ships not having an supply terminal located in the overhead.				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>							
109 (j) An exhaust terminal was installed in the overhead.				References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3H. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-10 & 18-10A (DDG 51 Class). (c) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manua				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>							

108 (i) Terminals nine inches off the deck exhaust 2/3 of the compartment air quantity in the vicinity of pumps and comminutors and 1/3 of the compartment air quantity was exhausted from the overhead.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3H. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-10 & 18-10A (DDG 51 Class). NOTE: An approved Departure from Specification (DFS) is required for

107 (h) Exhaust terminals were no more than nine inches above the deck.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3H. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-10 & 18-10A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual,

106 (g) Exhaust terminal screens were fitted with a quick disconnect from the vent terminal and secured by a 1/16-inch diameter, 7- by 7- wire rope lanyard of compatible material, at least seven inches in length.

References: (a) GSO 2004, Section 512e.

105 (f) Exhaust terminal had 1-1/2 inch mesh (0.120 inch diameter wire) screens. For openings nine inches in diameter or less, or where the small dimension of a rectangular opening is nine inches or less, 1/2 inch mesh (0.063 inch diameter wire for inter

References: (a) GSO 2004, Section 512e. (b) NSTM 510, 510-7.1.9. NOTE: Expanded metal, perforated metal, and other non-wire mesh screens are not authorized.

104 (e) Exhaust terminals were installed in the vicinity of the sewage pumps and/or comminutors (at least one).

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3H. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-10 & 18-10A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual,

103 (d) Supply terminals had eight-mesh (0.035 inch diameter wire) screens.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3H. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-10 & 18-10A (DDG 51 Class). (c) NSTM 510, 510-7.1.9. NOTE: Expanded metal, perforated metal, and

102 (c) Minimum negative air pressure (-0.25 inches of water pressure) was maintained when access doors were closed.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3H. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-10 & 18-10A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual,

101 (b) Mechanical exhaust ventilation system provided one air change every six minutes (i.e., 10 air changes per hour).

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3H. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-10 & 18-10A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual,

100. (a) Mechanical ventilation system had measured airflow per design criteria.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3H. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-10 & 18-10A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual,

# Chapter 1 Checklist Report by Serial

NEP VT0404

<b>1. EQUIPMENT</b>				
Occupational Health Ventilation Systems: Acid/Corrosive Storeroom.				
<b>2. MODEL / VERSION OF SYSTEM</b>				
General Exhaust Ventilation (GEV).				
<b>3. PURPOSE</b>				
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew				
<b>4. REFERENCES</b>				
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) Ship's Information Book. (d) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual for Surface Ships, Criteria Sheet 13G. (e) American C				
<b>5. SUBSYSTEM</b>		<b>6. INSPECTORS REQUIREMENTS</b>		<b>7. UNDERWAY</b>
Exhaust ventilation terminals/ducts (and supply ventilation terminals/ducts for compartments with blowout air systems).		Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.		This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.
<b>8 DESCRIPTION OF INSPECTION</b>		<b>9. PREREQUISITES</b>		
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensur		Design exhaust air volumes (in CFM) and/or design exhaust air rates of change for each space or hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Infor		
<b>11. APPLICABLE INSPECTION PROCEDURES</b>		<b>12. LOGISTICS / FUNDING</b>		<b>13. SECURITY CLEAR</b>
		A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term		UNCLAS
<b>14. SUPPORT SERVICES</b>		<b>15. SHIP CLASSES</b>		
NONE		ALL		
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>		<b>SAT</b> <b>DEG</b> <b>UNSAT</b> <b>N/A</b> <b>18. NOTES</b>
102 (c) Supply/exhaust system was operable.				<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
101 (b) Mechanical supply (i.e., blowout) ventilation system provided at least one air change every four minutes (i.e., 15 air changes per hour).		References: (a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) Ship's Information Book. (d) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual for Surface Ships, Criteria Sheet 13G.		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

100. (a) Mechanical ventilation system had measured airflow per design criteria.

References: (a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) Ship's Information Book. (d) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual for Surface Ships, Criteria Sheet 13G.

# Chapter 1 Checklist Report by Serial

NEP VT0405

<b>1. EQUIPMENT</b>																											
Occupational Health Ventilation Systems: Flammable Gas Cylinder Storeroom.																											
<b>2. MODEL / VERISON OF SYSTEM</b>																											
General Exhaust Ventilation (GEV).																											
<b>3. PURPOSE</b>																											
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew																											
<b>4. REFERENCES</b>																											
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (d) LHD Ship Specification, Addendum 2, HVAC Design Criteria																											
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>				<b>7. UNDERWAY</b>																			
Exhaust ventilation terminals/ducts.				Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.				This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.																			
<b>8 DESCRIPTION OF INSPECTION</b>								<b>9. PREREQUISITES</b>																			
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensur								Design exhaust air volumes (in CFM) for each space or hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐																			
<b>11. APPLICABLE INSPECTION PROCEDURES</b>								<b>12. LOGISTICS / FUNDING</b>								<b>13. SECURITY CLEAR</b>											
								A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term								UNCLAS											
<b>14. SUPPORT SERVICES</b>								<b>15. SHIP CLASSES</b>																			
Shoulder bag, flashlight rated as intrinsically safe for hazardous locations, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees)								ALL																			
<b>16. CHECKLIST ITEMS</b>				<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>				<b>DEG</b>				<b>UNSAT</b>				<b>N/A</b>				<b>18. NOTES</b>			
107 (h) An exhaust terminal was installed in the overhead.				References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 81. NOTE: An approved Departure from Specification (DFS) is required for shi				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>							
106 (g) Exhaust terminals were no more than nine inches above the deck.				References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 91. (c) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manual, Crit				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>							

105 (f) Exhaust terminal screens were fitted with a quick disconnect from the vent terminal and secured by a 1/16-inch diameter, 7- by 7- wire rope lanyard of compatible material, at least 7 inches in length.

References: (a) GSO 2004, Section 512e.

104 (e) Exhaust terminal had 1-1/2 inch mesh (0.120 inch diameter wire) screens. For openings nine inches in diameter or less, or where the small dimension of a rectangular opening is nine inches or less, 1/2 inch mesh (0.063 inch diameter wire for inter

References: (a) GSO 2004, Section 512e. (b) NSTM 510, 510-7.1.9. NOTE: Expanded metal, perforated metal, and other non-wire mesh screens are not authorized.

103 (d) Supply terminals had eight-mesh (0.035 inch diameter wire) screens.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NSTM 510, 510-7.1.9. NOTE: Expanded metal, perforated metal, and other non-wire mesh screens are not authorized.

102 (c) Minimum negative air pressure (-0.25 inches of water pressure) was maintained when access doors were closed.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 91. (c) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manual, Crit

101 (b) Mechanical exhaust ventilation system provided one air change every four minutes (i.e., 15 air changes per hour).

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 91. (c) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manual, Crit

100. (a) Mechanical ventilation system had measured airflow per design criteria.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 91. (c) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manual, Crit

# Chapter 1 Checklist Report by Serial

NEP VT0406

<b>1. EQUIPMENT</b>				
Occupational Health Ventilation Systems: Flammable Liquid Storeroom.				
<b>2. MODEL / VERISON OF SYSTEM</b>				
General Exhaust Ventilation (GEV).				
<b>3. PURPOSE</b>				
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew				
<b>4. REFERENCES</b>				
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (d) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual,				
<b>5. SUBSYSTEM</b>		<b>6. INSPECTORS REQUIREMENTS</b>		<b>7. UNDERWAY</b>
Exhaust ventilation terminals/ducts.		Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.		This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.
<b>8 DESCRIPTION OF INSPECTION</b>		<b>9. PREREQUISITES</b>		
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensur		Design exhaust air volumes (in CFM) for each space or hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐		
<b>11. APPLICABLE INSPECTION PROCEDURES</b>		<b>12. LOGISTICS / FUNDING</b>		<b>13. SECURITY CLEAR</b>
		A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an innovative exhaust fan and supply air exiting through the exhaust term		UNCLAS
<b>14. SUPPORT SERVICES</b>		<b>15. SHIP CLASSES</b>		
Shoulder bag, flashlight rated as intrinsically safe for hazardous locations, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees)		ALL		
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>		<b>SAT DEG UNSAT N/A 18. NOTES</b>
107 (h) An exhaust terminal was installed in the overhead.		References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-65 & 18-65A (DDG 51 Class). (c) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manu		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
106 (g) Exhaust terminals were no more than nine inches above the deck.		References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-65 & 18-65A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual,		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

105 (f) Exhaust terminal screens were fitted with a quick disconnect from the vent terminal and secured by a 1/16-inch diameter, 7- by 7- wire rope lanyard of compatible material, at least 7 inches in length.

References: (a) GSO 2004, Section 512e.

104 (e) Exhaust terminal had 1-1/2 inch mesh (0.120 inch diameter wire) screens. For openings nine inches in diameter or less, or where the small dimension of a rectangular opening is nine inches or less, 1/2 inch mesh (0.063 inch diameter wire for inter

References: (a) GSO 2004, Section 512e. (b) NSTM 510, 510-7.1.9. NOTE: Expanded metal, perforated metal, and other non-wire mesh screens are not authorized.

103 (d) Supply terminals had eight-mesh (0.035 inch diameter wire) screens.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-65 & 18-65A (DDG 51 Class). (c) NSTM 510, 510-7.1.9. NOTE: Expanded metal, perforated metal, an

102 (c) Minimum negative air pressure (-0.25 inches of water pressure) was maintained when access doors were closed.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-65 & 18-65A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual,

101 (b) Mechanical exhaust ventilation system provided one air change every four minutes (i.e., 15 air changes per hour).

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-65 & 18-65A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual,

100. (a) Mechanical ventilation system had measured airflow per design criteria.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-65 & 18-65A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual,

# Chapter 1 Checklist Report by Serial

NEP VT0407

<b>1. EQUIPMENT</b>											
Occupational Health Ventilation Systems: Halon Cylinder Storeroom.											
<b>2. MODEL / VERISON OF SYSTEM</b>											
General Exhaust Ventilation (GEV).											
<b>3. PURPOSE</b>											
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew											
<b>4. REFERENCES</b>											
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13H. (d) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual,											
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>				<b>7. UNDERWAY</b>			
Exhaust ventilation terminals/ducts.				Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.				This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.			
<b>8 DESCRIPTION OF INSPECTION</b>											
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensur											
<b>9. PREREQUISITES</b>											
Design exhaust air volumes (in CFM) for each space or hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐											
<b>11. APPLICABLE INSPECTION PROCEDURES</b>				<b>12. LOGISTICS / FUNDING</b>				<b>13. SECURITY CLEAR</b>			
				A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term				UNCLAS			
<b>14. SUPPORT SERVICES</b>											
Shoulder bag, flashlight rated as intrinsically safe for hazardous locations, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees)											
<b>15. SHIP CLASSES</b>											
ALL											
<b>16. CHECKLIST ITEMS</b>				<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT DEG UNSAT N/A 18. NOTES</b>			
104 (e) Exhaust terminals were no more than nine inches above the deck.				References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13H. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, p. 18-67 (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria				☐ ☐ ☐ ☐			
103 (d) 2/3 of the exhaust air quantity came from the terminal nine inches above the deck and 1/3 from the overhead terminal. [DDG CLASS]				References: (a) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, p. 18-67 (DDG 51 Class). NOTE: An approved Departure from Specification (DFS) is required for ships not having exhaust terminals located in the overhead and/or no more than nine inc				☐ ☐ ☐ ☐			



# Chapter 1 Checklist Report by Serial

NEP VT0408

<b>1. EQUIPMENT</b>															
Occupational Health Ventilation Systems: Hazardous Minimization Center (HAZMINCEN) Issue Room.															
<b>2. MODEL / VERSION OF SYSTEM</b>															
General Exhaust Ventilation (GEV).															
<b>3. PURPOSE</b>															
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew															
<b>4. REFERENCES</b>															
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (d) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual,															
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>				<b>7. UNDERWAY</b>							
Exhaust ventilation terminals/ducts.				Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.				This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.							
<b>8 DESCRIPTION OF INSPECTION</b>								<b>9. PREREQUISITES</b>							
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensur								Design exhaust air volumes (in CFM) for each space or hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐							
<b>11. APPLICABLE INSPECTION PROCEDURES</b>								<b>12. LOGISTICS / FUNDING</b>				<b>13. SECURITY CLEAR</b>			
								A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term				UNCLAS			
<b>14. SUPPORT SERVICES</b>								<b>15. SHIP CLASSES</b>							
Shoulder bag, flashlight rated as intrinsically safe for hazardous locations, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees)								ALL							
<b>16. CHECKLIST ITEMS</b>				<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>			
108 (i) An exhaust terminal was installed in the overhead.				References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, p. 18-65 & 18-65A (DDG 51 Class). (c) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manua				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
107 (h) Terminals nine inches off the deck exhaust 2/3 of the compartment air quantity and 1/3 of the compartment air quantity was exhausted from the overhead. [DDG 51 CLASS ONLY]				References: (a) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, p. 18-65 & 18-65A (DDG 51 Class). NOTE: An approved Departure from Specification (DFS) is required for ships not having exhaust terminals located in the overhead and/or no more than				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

106 (g) Exhaust terminals were no more than nine inches above the deck.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, p. 18-65 & 18-65A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual,

105 (f) Exhaust terminal screens were fitted with a quick disconnect from the vent terminal and secured by a 1/16-inch diameter, 7- by 7- wire rope lanyard of compatible material, at least 7 inches in length.

References: (a) GSO 2004, Section 512e.

104 (e) Exhaust terminal had 1-1/2 inch mesh (0.120 inch diameter wire) screens. For openings nine inches in diameter or less, or where the small dimension of a rectangular opening is nine inches or less, 1/2 inch mesh (0.063 inch diameter wire for inter

References: (a) NSTM 510, 510-7.1.9. (b) GSO 2004, Section 512e. NOTE: Expanded metal, perforated metal, and other non-wire mesh screens are not authorized.

103 (d) Supply terminals had eight-mesh (0.035 inch diameter wire) screens.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, p. 18-65 & 18-65A (DDG 51 Class). (c) NSTM 510, 510-7.1.9. NOTE: Expanded metal, perforated metal, and

102 (c) Minimum negative air pressure (-0.25 inches of water pressure) was maintained when access doors were closed.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, p. 18-65 & 18-65A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual,

101 (b) Mechanical exhaust ventilation system provided one air change every four minutes (i.e., 15 air changes per hour).

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, p. 18-65 & 18-65A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual,

100. (a) Mechanical ventilation system had measured airflow per design criteria.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, p. 18-65 & 18-65A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual,

# Chapter 1 Checklist Report by Serial

NEP VT0409

<b>1. EQUIPMENT</b>															
Occupational Health Ventilation Systems: JP5 Filter Room [CVN Only].															
<b>2. MODEL / VERSION OF SYSTEM</b>															
General Exhaust Ventilation (GEV).															
<b>3. PURPOSE</b>															
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew															
<b>4. REFERENCES</b>															
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3I. (d) American Conference of Governmental Industrial Hygienists															
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>				<b>7. UNDERWAY</b>							
Exhaust ventilation terminals/ducts.				Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.				This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.							
<b>8 DESCRIPTION OF INSPECTION</b>								<b>9. PREREQUISITES</b>							
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensur								Design exhaust air volumes (in CFM) for each space or hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐							
<b>11. APPLICABLE INSPECTION PROCEDURES</b>								<b>12. LOGISTICS / FUNDING</b>				<b>13. SECURITY CLEAR</b>			
								A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an operative exhaust fan and supply air exiting through the exhaust term				UNCLAS			
<b>14. SUPPORT SERVICES</b>								<b>15. SHIP CLASSES</b>							
Shoulder bag, flashlight rated as intrinsically safe for hazardous locations, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees)								CVN							
<b>16. CHECKLIST ITEMS</b>				<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>			
103 (d) If the Filter Room was configured with auxiliary equipment (e.g., pumps), 50 percent of the exhaust came from the terminal nine inches above the deck and the other half from above the pump motor.				References:☐ (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3I.☐ NOTE: An approved Departure from Specification (DFS) is required for ships not having exhaust terminals located in the overhead above the pump motor and/or no more				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				
102 (c) Exhaust terminals were no more than nine inches above the deck.				References:☐ (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3I.☐ NOTE: An approved Departure from Specification (DFS) is required for ships not having an exhaust terminals located no more than nine inches above the deck.				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

101 (b) Mechanical exhaust ventilation system provided one air change every 10 minutes (i.e., six air changes per hour).

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 31.

100. (a) Mechanical ventilation system had measured airflow per design criteria.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 31.

# Chapter 1 Checklist Report by Serial

NEP VT0410

<b>1. EQUIPMENT</b>																											
Occupational Health Ventilation Systems: JP5 Pump Room.																											
<b>2. MODEL / VERSION OF SYSTEM</b>																											
General Exhaust Ventilation (GEV).																											
<b>3. PURPOSE</b>																											
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew																											
<b>4. REFERENCES</b>																											
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3H. (d) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, p																											
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>				<b>7. UNDERWAY</b>																			
Exhaust ventilation terminals/ducts.				Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.				This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.																			
<b>8 DESCRIPTION OF INSPECTION</b>								<b>9. PREREQUISITES</b>																			
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensure								Design exhaust air volumes (in CFM) for each space or hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.																			
<b>11. APPLICABLE INSPECTION PROCEDURES</b>								<b>12. LOGISTICS / FUNDING</b>								<b>13. SECURITY CLEAR</b>											
								A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term								UNCLAS											
<b>14. SUPPORT SERVICES</b>								<b>15. SHIP CLASSES</b>																			
Shoulder bag, flashlight rated as intrinsically safe for hazardous locations, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees)								ALL																			
<b>16. CHECKLIST ITEMS</b>				<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>				<b>DEG</b>				<b>UNSAT</b>				<b>N/A</b>				<b>18. NOTES</b>			
111 (l) Mechanical exhaust and supply ventilation systems maintained minimum negative pressure (0.25 inches of water pressure) when the hatch/door was closed.				References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3H. (b) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 9. NOTE: For purposes of an INSURV inspection, pressure differential can be d				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>							
110 (k) Exhaust terminal screens were fitted with a quick disconnect from the vent terminal and secured by a 1/16-inch diameter, 7- by 7- wire rope lanyard of compatible material, at least seven inches in length.				References: (a) GSO 2004, Section 512e.				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>							

<p>109 (j) Exhaust terminal had 1-1/2 inch mesh (0.120 inch diameter wire) screens. For openings nine inches in diameter or less, or where the small dimension of a rectangular opening is nine inches or less, 1/2 inch mesh (0.063 inch diameter wire for inter</p>	<p>References: (a) GSO 2004, Section 512e. (b) NSTM 510, 510-7.1.9. NOTE: Expanded metal, perforated metal, and other non-wire mesh screens are not authorized.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>108 (i) Supply terminals had eight-mesh (0.035 inch diameter wire) screens.</p>	<p>References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3H. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-5 &amp; 18-5A (DDG 51 Class). (c) NSTM 510, 510-7.1.9.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>107 (h) Supply terminal air quantities were equal to the exhaust air quantities for each level in the Generator Room. [DDG 51 CLASS ONLY]</p>	<p>References: (a) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-5 &amp; 18-5A (DDG 51 Class).</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>106 (g) Supply terminals were provided on each level of the Generator Room. [DDG 51 CLASS ONLY]</p>	<p>References: (a) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-5 &amp; 18-5A (DDG 51 Class). NOTE: An approved Departure from Specification (DFS) is required for ships not having supply terminals located on each level of the Generator Room.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>105 (f) Supply terminals were provided in the overhead.</p>	<p>References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3H. (b) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 9. NOTE: An approved Departure from Specification (DFS) is required for ships</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>104 (e) Exhaust terminals were located in the vicinity of the JP-5 pumps [DDG 51 CLASS, LHD CLASS ONLY].</p>	<p>References: (a) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-5 &amp; 18-5A (DDG 51 Class). (b) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 14. NOTE: An approved Departure from Specification (DFS) is requ</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>103 (d) An exhaust terminal was installed no more than nine inches above the deck/grating.</p>	<p>References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3H. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-5 &amp; 18-5A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Cr</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>102 (c) Mechanical exhaust ventilation system provided at least one air change every 15 minutes (i.e., four air changes per hour). [DDG 51 CLASS ONLY]</p>	<p>References: (a) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-5 &amp; 18-5A (DDG 51 Class).</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>101 (b) Mechanical exhaust ventilation system provided at least one air change every six minutes (i.e., 10 air changes per hour).</p>	<p>References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3H. (b) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 14. (c) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manual, Crite</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

100. (a) Mechanical ventilation system had measured airflow per design criteria.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3H. (b) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 14. (c) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manual, Crite



# Chapter 1 Checklist Report by Serial

NEP VT0411

<b>1. EQUIPMENT</b>										
Occupational Health Ventilation Systems: Laundry.										
<b>2. MODEL / VERSION OF SYSTEM</b>										
General Exhaust Ventilation (GEV).										
<b>3. PURPOSE</b>										
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew										
<b>4. REFERENCES</b>										
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4I (ventilated) / 4J (air-conditioned). (d) NAVSEA DWG NO: 802-595										
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>			<b>7. UNDERWAY</b>			
Exhaust ventilation terminals/ducts.				Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.			This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.			
<b>8 DESCRIPTION OF INSPECTION</b>				<b>9. PREREQUISITES</b>						
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensure				Design exhaust air volumes (in CFM) for each space. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐						
<b>11. APPLICABLE INSPECTION PROCEDURES</b>				<b>12. LOGISTICS / FUNDING</b>			<b>13. SECURITY CLEAR</b>			
				A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term			UNCLAS			
<b>14. SUPPORT SERVICES</b>				<b>15. SHIP CLASSES</b>						
Shoulder bag, flashlight, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees), thermal (i.e., heated wire/element) anemometer wit				ALL						
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>
106 (g) Laundry was provided with an independent supply and an independent exhaust ventilation system.		References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4I (ventilated) / 4J (air-conditioned). (b) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 24. (c) LPD-17 Ship Specification, Addendum 2				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
105 (f) A minimum negative pressure (-0.25 inches of water pressure) was maintained with the access doors closed.		References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4J (air-conditioned).				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

104 (e) Supply ventilation (i.e., spot cooling) at each press operator's working station was at least 1000 CFM.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4I (ventilated) / 4J (air-conditioned). (b) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 25.

103 (d) A grille-type diffusing supply terminal, discharging downward, was installed at each laundry press operator's station (i.e., spot cooling).

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4I (ventilated) / 4J (air-conditioned). (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-50 & 18-50A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 24.

102 (c) Mechanical exhaust was equal to 115 percent of the supply.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4I (ventilated). (b) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 24. (c) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 24.

101 (b) Mechanical supply ventilation system rate of change was 0.7 minutes (i.e., 85.7 air changes per hour) or less.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4I (ventilated) / 4J (air-conditioned). (b) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 24. (c) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 24.

100. (a) Mechanical ventilation system had measured airflow per design criteria.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4I (ventilated) / 4J (air-conditioned). (b) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 24. (c) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 24.

# Chapter 1 Checklist Report by Serial

NEP VT0412

<b>1. EQUIPMENT</b>										
Occupational Health Ventilation Systems: Laundry Press.										
<b>2. MODEL / VERSION OF SYSTEM</b>										
Local Exhaust Ventilation (LEV).										
<b>3. PURPOSE</b>										
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew										
<b>4. REFERENCES</b>										
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4I (ventilated) / 4J (air-conditioned). (d) NAVSEA DWG NO: 802-595										
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>			<b>7. UNDERWAY</b>			
Laundry Press.				Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.			This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.			
<b>8 DESCRIPTION OF INSPECTION</b>				<b>9. PREREQUISITES</b>						
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensure				Design exhaust air volumes (in CFM) for each hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.						
<b>11. APPLICABLE INSPECTION PROCEDURES</b>				<b>12. LOGISTICS / FUNDING</b>			<b>13. SECURITY CLEAR</b>			
				A hood with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust hood			UNCLAS			
<b>14. SUPPORT SERVICES</b>				<b>15. SHIP CLASSES</b>						
Shoulder bag, flashlight, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees), thermal (i.e., heated wire/element) anemometer with				ALL						
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>			<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>	
100. (a) Local exhaust ventilation at each pressing machine was at least 500 CFM.		References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4I (ventilated) / 4J (air-conditioned). (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-50 & 18-50A (DDG 51 Class). (c) LHD Ship Specification, Adden			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

# Chapter 1 Checklist Report by Serial

NEP VT0413

<b>1. EQUIPMENT</b>				
Occupational Health Ventilation Systems: MOGAS Compartments.				
<b>2. MODEL / VERISON OF SYSTEM</b>				
General Exhaust Ventilation (GEV).				
<b>3. PURPOSE</b>				
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew				
<b>4. REFERENCES</b>				
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheets 11A and 11B. (d) LPD-17 Ship Specifications, Addendum 2, HVAC Des				
<b>5. SUBSYSTEM</b>		<b>6. INSPECTORS REQUIREMENTS</b>		<b>7. UNDERWAY</b>
Exhaust ventilation terminals/ducts.		Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.		This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.
<b>8 DESCRIPTION OF INSPECTION</b>		<b>9. PREREQUISITES</b>		
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensur		Design exhaust air volumes (in CFM) for each space or hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐		
<b>11. APPLICABLE INSPECTION PROCEDURES</b>		<b>12. LOGISTICS / FUNDING</b>		<b>13. SECURITY CLEAR</b>
		A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term		UNCLAS
<b>14. SUPPORT SERVICES</b>		<b>15. SHIP CLASSES</b>		
Shoulder bag, flashlight rated as intrinsically safe for hazardous locations, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees)		ALL		
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>		<b>SAT DEG UNSAT N/A 18. NOTES</b>
107 (h) A minimum negative pressure (-0.25 inches of water pressure) was maintained with the access doors closed. [LPD CLASS]		References: (a) LPD-17 Ship Specifications, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 65. (b) NOTE: For purposes of an INSURV inspection, pressure differential can be determined by either qualitative (i.e., direction of air flow noted at an ope		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
106 (g) Supply terminals were installed in the overhead.		References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheets 11A and 11B. (b) LPD-17 Ship Specifications, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 65. (c) NOTE: An approved Departure from Specification (DFS) is requir		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

105 (f) Exhaust terminals were installed no more than nine inches above the deck.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheets 11A and 11B. (b) LPD-17 Ship Specifications, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 65. NOTE: An approved Departure from Specification (DFS) is required

104 (e) Flame arrester was installed on the intake side of the exhaust fan outside the compartment.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheets 11A and 11B. (b) LPD-17 Ship Specifications, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 65.

103 (d) Mechanical exhaust ventilation provided one air change every one minute (i.e., 60 air changes per hour) in the MOGAS Ready Service/Bladder Stowage Space. [LPD

References: (a) LPD-17 Ship Specifications, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 65.

102 (c) Mechanical exhaust ventilation provided at least one air change every 10 minutes (i.e., six air changes per hour) in the MOGAS/Gasoline Filter Room, MOGAS/Gasoline Pump Room, or MOGAS/Gasoline Fueling Station (not open directly to weather) (only f

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheets 11A and 11B. (b) LPD-17 Ship Specifications, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 65.

101 (b) Mechanical exhaust ventilation provided at least one air change every four minutes (i.e., 15 air changes per hour) in the MOGAS/Gasoline Filter Room, MOGAS/Gasoline Pump Room, or MOGAS/Gasoline Fueling Station (not open directly to weather) (only

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheets 11A and 11B. (b) LPD-17 Ship Specifications, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 65.

100. (a) Mechanical ventilation system had measured airflow per design criteria.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheets 11A and 11B. (b) LPD-17 Ship Specifications, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 65.

# Chapter 1 Checklist Report by Serial

NEP VT0414

<b>1. EQUIPMENT</b>										
Occupational Health Ventilation Systems: Non-flammable Gas Cylinder Storeroom.										
<b>2. MODEL / VERISON OF SYSTEM</b>										
General Exhaust Ventilation (GEV).										
<b>3. PURPOSE</b>										
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew										
<b>4. REFERENCES</b>										
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13H. (d) LPD-17 Ship Specification, Addendum 2, HVAC Design Criter										
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>				<b>7. UNDERWAY</b>		
Exhaust ventilation terminals/ducts (and supply ventilation terminals/ducts for compartments with blowout air systems).				Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.				This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.		
<b>8 DESCRIPTION OF INSPECTION</b>				<b>9. PREREQUISITES</b>						
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensur				Design exhaust air volumes (in CFM) for each space or hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐						
<b>11. APPLICABLE INSPECTION PROCEDURES</b>				<b>12. LOGISTICS / FUNDING</b>				<b>13. SECURITY CLEAR</b>		
				A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term				UNCLAS		
<b>14. SUPPORT SERVICES</b>				<b>15. SHIP CLASSES</b>						
Shoulder bag, flashlight rated as intrinsically safe for hazardous locations, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees)				ALL						
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>
102 (c) Supply and exhaust systems were operable.		References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13H.				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
101 (b) Mechanical supply/blowout ventilation system provided at least one air change every eight minutes (i.e., 7.5 air changes per hour).		References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13H.				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
100. (a) Mechanical ventilation system had measured airflow per design criteria.		References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13H.				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

# Chapter 1 Checklist Report by Serial

NEP VT0415

<b>1. EQUIPMENT</b>																											
Occupational Health Ventilation Systems: Oil Test Laboratory.																											
<b>2. MODEL / VERSION OF SYSTEM</b>																											
General Exhaust Ventilation (GEV).																											
<b>3. PURPOSE</b>																											
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew																											
<b>4. REFERENCES</b>																											
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4A. (d) LHD Ship Specification, Addendum 2, HVAC Design Criteria																											
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>				<b>7. UNDERWAY</b>																			
Exhaust ventilation terminals/ducts.				Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.				This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.																			
<b>8 DESCRIPTION OF INSPECTION</b>								<b>9. PREREQUISITES</b>																			
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensur								Design exhaust air volumes (in CFM) for each space. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐																			
<b>11. APPLICABLE INSPECTION PROCEDURES</b>								<b>12. LOGISTICS / FUNDING</b>				<b>13. SECURITY CLEAR</b>															
								A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term				UNCLAS															
<b>14. SUPPORT SERVICES</b>								<b>15. SHIP CLASSES</b>																			
Shoulder bag, flashlight rated as intrinsically safe for hazardous locations, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees)								ALL																			
<b>16. CHECKLIST ITEMS</b>				<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>				<b>DEG</b>				<b>UNSAT</b>				<b>N/A</b>				<b>18. NOTES</b>			
101 (b) Spaces using solvents or volatile liquids had a mechanical general exhaust ventilation system that provided at least one air change every six minutes (i.e., 10 air changes per hour).				References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4A. (b) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 17.				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>							
100. (a) Mechanical ventilation system had measured airflow per design criteria.				References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4A. (b) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 81 and Figure 9. (c) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>							

# Chapter 1 Checklist Report by Serial

NEP VT0416

<b>1. EQUIPMENT</b>									
Occupational Health Ventilation Systems: Oil & Water Test Laboratory Welding-Type Bench Hood.									
<b>2. MODEL / VERSION OF SYSTEM</b>									
Local Exhaust Ventilation (LEV).									
<b>3. PURPOSE</b>									
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew									
<b>4. REFERENCES</b>									
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 81 and Figure 9. (d) NEHC-TM6290.91-2 Rev. B "Industrial									
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>					
Welding-type bench hood.				Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.					
<b>8 DESCRIPTION OF INSPECTION</b>				<b>9. PREREQUISITES</b>					
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensur				Design exhaust air volumes (in CFM) for each hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐					
<b>11. APPLICABLE INSPECTION PROCEDURES</b>				<b>12. LOGISTICS / FUNDING</b>					
				A hood with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust hood					
<b>14. SUPPORT SERVICES</b>				<b>15. SHIP CLASSES</b>					
Shoulder bag, flashlight rated as intrinsically safe for hazardous locations, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees)				LHD 5 AND FOLLOW CLASS ONLY					
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>
104 (e) Label plate affixed to the bench hood read: "OPERATE HOOD EXHAUST ONLY WHEN FLASH POINT TESTING OR WORKING WITH HAZARDOUS PRODUCTS".		References:☐ (a) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 81 and Figure 9.				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
103 (d) Maximum bench width for hood was 24 inches.		References:☐ (a) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 81 and Figure 9.				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
102 (c) Make-up air flow matched hood exhaust air flow (i.e., neutral compartment air pressure).		References:☐ (a) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 81 and Figure 9.				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



# Chapter 1 Checklist Report by Serial

NEP VT0417

<b>1. EQUIPMENT</b>				
Occupational Health Ventilation Systems: Oil Test Laboratory Sash Hood.				
<b>2. MODEL / VERSION OF SYSTEM</b>				
Local Exhaust Ventilation (LEV).				
<b>3. PURPOSE</b>				
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew				
<b>4. REFERENCES</b>				
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4A. (d) American Conference of Governmental Industrial Hygienists				
<b>5. SUBSYSTEM</b>		<b>6. INSPECTORS REQUIREMENTS</b>		<b>7. UNDERWAY</b>
Vertical or horizontal sash airfoil hood.		Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.		This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.
<b>8 DESCRIPTION OF INSPECTION</b>		<b>9. PREREQUISITES</b>		
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensur		Design exhaust air volumes (in CFM) for each hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐		
<b>11. APPLICABLE INSPECTION PROCEDURES</b>		<b>12. LOGISTICS / FUNDING</b>		<b>13. SECURITY CLEAR</b>
		A hood with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust hood		UNCLAS
<b>14. SUPPORT SERVICES</b>		<b>15. SHIP CLASSES</b>		
Shoulder bag, flashlight rated as intrinsically safe for hazardous locations, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees)		ALL		
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>		<b>SAT DEG UNSAT N/A 18. NOTES</b>
104 (e) Hood was installed over test table and chemical sink and was intact.		References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4A. (b) American Conference of Governmental Industrial Hygienists (ACGIH) "Industrial Ventilation - A Manual of Recommended Practice for Design" (26th ed.), Figures VS-		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
103 (d) Supply ventilation terminal was not located immediately in front of hood.		References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 4A. (b) American Conference of Governmental Industrial Hygienists (ACGIH) "Industrial Ventilation - A Manual of Recommended Practice for Design" (26th ed.), Figures VS-		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>



# Chapter 1 Checklist Report by Serial

NEP VT0418

<b>1. EQUIPMENT</b>																											
Occupational Health Ventilation Systems: Aviation Oil Analysis Laboratory Spectrometer.																											
<b>2. MODEL / VERSION OF SYSTEM</b>																											
Local Exhaust Ventilation (LEV).																											
<b>3. PURPOSE</b>																											
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew																											
<b>4. REFERENCES</b>																											
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 81 and Figure 9. (d) NAVSEA DRAWING 802-6337687 - HVAC D																											
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>				<b>7. UNDERWAY</b>																			
Spectrometer.				Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.				This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.																			
<b>8 DESCRIPTION OF INSPECTION</b>								<b>9. PREREQUISITES</b>																			
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensur								Design exhaust air volumes (in CFM) for each hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐																			
<b>11. APPLICABLE INSPECTION PROCEDURES</b>								<b>12. LOGISTICS / FUNDING</b>				<b>13. SECURITY CLEAR</b>															
								A hood with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust hood				UNCLAS															
<b>14. SUPPORT SERVICES</b>								<b>15. SHIP CLASSES</b>																			
Shoulder bag, flashlight rated as intrinsically safe for hazardous locations, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees)								CVN AND LHD CLASS ONLY																			
<b>16. CHECKLIST ITEMS</b>				<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>				<b>DEG</b>				<b>UNSAT</b>				<b>N/A</b>				<b>18. NOTES</b>			
103 (d) Duct exhausted 50 CFM.				References: (a) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 81 and Figure 9. (b) NAVSEA DRAWING 802-6337687 - HVAC Design Criteria Manual for CVN 77, Criteria Sheet 215.				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>							
102 (c) Duct was routed to the compartment's exhaust ventilation terminal.				References: (a) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual, Criteria Sheet 81 and Figure 9. (b) NAVSEA DRAWING 802-6337687 - HVAC Design Criteria Manual for CVN 77, Criteria Sheet 215.				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>				<input type="checkbox"/>							



# Chapter 1 Checklist Report by Serial

NEP VT0419

<b>1. EQUIPMENT</b>										
Occupational Health Ventilation Systems: O2N2 Compartments.										
<b>2. MODEL / VERSION OF SYSTEM</b>										
General Exhaust Ventilation (GEV).										
<b>3. PURPOSE</b>										
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew										
<b>4. REFERENCES</b>										
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3C. (d) American Conference of Governmental Industrial Hygienists										
<b>5. SUBSYSTEM</b>				<b>6. INSPECTORS REQUIREMENTS</b>				<b>7. UNDERWAY</b>		
Exhaust ventilation terminals/ducts (and supply ventilation terminals/ducts for compartments with blowout air systems).				Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.				This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.		
<b>8 DESCRIPTION OF INSPECTION</b>				<b>9. PREREQUISITES</b>						
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensure				Design exhaust air volumes (in CFM) for each space or hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐						
<b>11. APPLICABLE INSPECTION PROCEDURES</b>				<b>12. LOGISTICS / FUNDING</b>				<b>13. SECURITY CLEAR</b>		
				A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term				UNCLAS		
<b>14. SUPPORT SERVICES</b>				<b>15. SHIP CLASSES</b>						
Shoulder bag, flashlight, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees), thermal (i.e., heated wire/element) anemometer wit				ALL						
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>				<b>SAT</b>	<b>DEG</b>	<b>UNSAT</b>	<b>N/A</b>	<b>18. NOTES</b>
105 (f) Supply air was filtered.		References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3C.				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
104 (e) An exhaust terminal was provided no more than nine inches above the deck near the filling bench.		References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3C. NOTE: An approved Departure from Specification (DFS) is required for ships not having an exhaust terminal located no more than nine inches above the deck.				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

103 (d) Mechanical supply ventilation system provided one air change every six minutes (i.e., 10 air changes per hour) in the Fill/Producer/Refrigeration/Stowage Rooms on or above the weather decks.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3C.

102 (c) Mechanical supply ventilation system provided one air change every one minute (i.e., 60 air changes per hour) in Fill/Producer/Refrigeration/Stowage Rooms below the weather decks.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3C.

101 (b) Mechanical exhaust ventilation system provided one air change every one minute (i.e., 60 air changes per hour) in the O2N2 Compressor Room.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3C.

100. (a) Mechanical ventilation system had measured airflow per design criteria. (a)

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 3C.

# Chapter 1 Checklist Report by Serial

NEP VT0420

<b>1. EQUIPMENT</b>				
Occupational Health Ventilation Systems: Paint Mixing & Issue Room.				
<b>2. MODEL / VERISON OF SYSTEM</b>				
General Exhaust Ventilation (GEV).				
<b>3. PURPOSE</b>				
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew				
<b>4. REFERENCES</b>				
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (d) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual,				
<b>5. SUBSYSTEM</b>		<b>6. INSPECTORS REQUIREMENTS</b>		<b>7. UNDERWAY</b>
Exhaust ventilation terminals/ducts.		Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.		This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.
<b>8 DESCRIPTION OF INSPECTION</b>		<b>9. PREREQUISITES</b>		
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensur		Design exhaust air volumes (in CFM) for each space or hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐		
<b>11. APPLICABLE INSPECTION PROCEDURES</b>		<b>12. LOGISTICS / FUNDING</b>		<b>13. SECURITY CLEAR</b>
		A space with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust term		UNCLAS
<b>14. SUPPORT SERVICES</b>		<b>15. SHIP CLASSES</b>		
Shoulder bag, flashlight rated as intrinsically safe for hazardous locations, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees)		ALL		
<b>16. CHECKLIST ITEMS</b>		<b>17. ADDITIONAL INSTRUCTIONS</b>		<b>SAT DEG UNSAT N/A 18. NOTES</b>
107 (h) An exhaust terminal was installed in the overhead.		References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-65 & 18-65A (DDG 51 Class). (c) LPD-17 Ship Specification, Addendum 2, HVAC Design Criteria Manu		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>
106 (g) Exhaust terminals were no more than nine inches above the deck.		References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-65 & 18-65A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual,		<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

105 (f) Exhaust terminal screens were fitted with a quick disconnect from the vent terminal and secured by a 1/16-inch diameter, 7- by 7- wire rope lanyard of compatible material, at least 7 inches in length.

References: (a) GSO 2004, Section 512e.

104 (e) Exhaust terminal had 1-1/2 inch mesh (0.120 inch diameter wire) screens. For openings nine inches in diameter or less, or where the small dimension of a rectangular opening is nine inches or less, 1/2 inch mesh (0.063 inch diameter wire for inter

References: (a) GSO 2004, Section 512e. (b) NSTM 510, 510-7.1.9. NOTE: Expanded metal, perforated metal, and other non-wire mesh screens are not authorized.

103 (d) Supply terminals had eight-mesh (0.035 inch diameter wire) screens.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-65 & 18-65A (DDG 51 Class). (c) NSTM 510, 510-7.1.9. NOTE: Expanded metal, perforated metal, an

102 (c) Minimum negative air pressure (-0.25 inches of water pressure) was maintained when access doors were closed.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-65 & 18-65A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual,

101 (b) Mechanical exhaust ventilation system provided one air change every four minutes (i.e., 15 air changes per hour).

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-65 & 18-65A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual,

100. (a) Mechanical ventilation system had measured airflow per design criteria.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheet 13A. (b) NAVSEA DWG NO: 802-5959327, HVAC Design Criteria Manual, pp. 18-65 & 18-65A (DDG 51 Class). (c) LHD Ship Specification, Addendum 2, HVAC Design Criteria Manual,

# Chapter 1 Checklist Report by Serial

NEP VT0421

<b>1. EQUIPMENT</b>
Occupational Health Ventilation Systems: Terminal.
<b>2. MODEL / VERSION OF SYSTEM</b>
General Supply and Exhaust Ventilation.
<b>3. PURPOSE</b>
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew
<b>4. REFERENCES</b>

(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings. (b) Ship-specific HVAC Design Criteria Manual. (c) MIP 6641, A-18. (d) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual. (e) GSO 2004, Section 512e. (f) NSTM 510, 510-7.1.9. (g) Amer

<b>5. SUBSYSTEM</b>	<b>6. INSPECTORS REQUIREMENTS</b>	<b>7. UNDERWAY</b>
Supply and exhaust ventilation terminals.	Basic understanding of heating, ventilation & air conditioning (HVAC) systems; and, a knowledge of the ventilation survey standards and methods described in the references section of this guide.	This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.

<b>8 DESCRIPTION OF INSPECTION</b>	<b>9. PREREQUISITES</b>

<b>11. APPLICABLE INSPECTION PROCEDURES</b>	<b>12. LOGISTICS / FUNDING</b>	<b>13. SECURITY CLEAR</b>
	If a ventilation terminal did not meet specifications, it is a Priority 2 deficiency for the space with an EOC score of up to 0.9. Water that is dripping, splashing, or being blown onto electric or electronic equipment is a Priority 1 Safety deficiency w	UNCLAS

<b>14. SUPPORT SERVICES</b>	<b>15. SHIP CLASSES</b>
Shoulder bag, flashlight rated as intrinsically safe for hazardous locations, telescoping inspection mirror, hearing protection, and self-retracting tape measure.	ALL

16. CHECKLIST ITEMS	17. ADDITIONAL INSTRUCTIONS	SAT	DEG	UNSAT	N/A	18. NOTES
105 (f) Terminal was arranged to prevent water from dripping, splashing, or being blown onto electric or electronic equipment; prevent disturbing the capture range of hoods made especially for the equipment; prevent short circuiting of air between supply	References: (a) GSO 2004, Section 512e. Scoring: Water that is dripping, splashing, or being blown onto electric or electronic equipment is a Priority 1 Safety deficiency with a maximum EOC score of up to 0.2. (b)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
104 (e) Exhaust terminal screens were fitted with a quick disconnect from the vent terminal and secured by a 1/16-inch diameter, 7- by 7- wire rope lanyard of compatible material, at least seven inches in length.	References: (a) GSO 2004, Section 512e.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

103 (d) Ventilation terminals were clean and unclogged.

References: (a) MIP 6641, A-18. (b) GSO 2004, Section 512e. (c) NSTM 510, 510-7.1.9.

102 (c) Ventilation diffusers were not damaged or missing.

References: (a) MIP 6641, A-18. (b) GSO 2004, Section 512e. (c) NSTM 510, 510-7.1.9.

101 (b) Exhaust terminals had 1-1/2 inch mesh (0.120 inch diameter wire) screens. For openings nine inches in diameter or less, or where the small dimension of a rectangular opening is nine inches or less, 1/2 inch mesh (0.063 inch diameter wire for inte

References: (a) GSO 2004, Section 512e. (b) NSTM 510, 510-7.1.9. NOTE: Expanded metal, perforated metal, and other non-wire mesh screens are not authorized.

100. (a) Exhaust ventilation terminal mesh screens were present.

References: (a) MIP 6641, A-18. (b) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual. (c) GSO 2004, Section 512e. (d) NSTM 510, 510-7.1.9. NOTE: Expanded metal, perforated metal, and other non-wire mesh screens are not authorized.

# Chapter 1 Checklist Report by Serial

NEP VT0422

<b>1. EQUIPMENT</b>
Occupational Health Ventilation Systems: Flexible Welding Exhaust Hood.
<b>2. MODEL / VERISON OF SYSTEM</b>
Local Exhaust Ventilation (LEV).
<b>3. PURPOSE</b>
A. To conduct a compliance-focused inspection IAW SECNAVINST 5040.3A and U.S. Code, Title 10, S 7304. B. To implement process-focused inspection when feasible to strengthen the capability of the ship's crew. C. Determine the ability of the ship's crew
<b>4. REFERENCES</b>
(a) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings.(b) Ship-specific HVAC Design Criteria Manual.(c) Ship's Heating, Ventilation & Air Conditioning (HVAC) drawings.(b) Ship-specific HVAC Design Criteria Manual.(c) NAVSEA 0938-LP-018-00

<b>5. SUBSYSTEM</b>	<b>6. INSPECTORS REQUIREMENTS</b>	<b>7. UNDERWAY</b>
Flexible Welding Exhaust Hood.	Basic understanding of heating, ventilation & air conditioning (HVAC) systems, a proficient use of ventilation survey equipment, and a knowledge of the ventilation survey standards and methods described in the references section of this guide.	This system is part of OH ventilation under INSURV Event No. VT0040. All of OH ventilation will require two days to complete.

<b>8 DESCRIPTION OF INSPECTION</b>	<b>9. PREREQUISITES</b>
Ensure all supply and exhaust ventilation systems for the space are operating. If a ship is outfitted with a Chemical Protective System (CPS), and that system is not always set during routine daily operations (e.g., CPS on DDGs is always set), then ensur	Design exhaust air volumes (in CFM) for each hood. This information can be found on a ship's Heating, Ventilation & Air Conditioning (HVAC) drawing, in a HVAC Design Criteria Manual, or in a Ship's Information Book.☐

<b>11. APPLICABLE INSPECTION PROCEDURES</b>	<b>12. LOGISTICS / FUNDING</b>	<b>13. SECURITY CLEAR</b>
	A hood with a percent of design at or below 10 percent will be considered as having a zero air volume (it can be possible that exhaust volumes at or below 10 percent are caused by an inoperative exhaust fan and supply air exiting through the exhaust hood	UNCLAS

<b>14. SUPPORT SERVICES</b>	<b>15. SHIP CLASSES</b>
Shoulder bag, flashlight, telescoping inspection mirror, hearing protection, rotating/swinging vane anemometer (4-inch diameter vane preferred) with an articulating wand (i.e., bendable up to 90 degrees), thermal (i.e., heated wire/element) anemometer wit	ALL

16. CHECKLIST ITEMS	17. ADDITIONAL INSTRUCTIONS	SAT	DEG	UNSAT	N/A	18. NOTES
106 (g) Hood was able to reach entire work surface.	References:☐(a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheets 4A (3.12) and 4D (3.1), and Figure 4A.☐(b) NAVSEA DWG 802-5959327, Revision BD, HVAC Design Criteria Manual, Criteria Sheet 18-57 and Figure 18-6 (DDG 51 Class).☐(c) LP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
105 (f) Hood had a clean screen. [Only CVN 71 and later of the CVN 68 Class; CG 47, DDG 51, DDG 993, LHD 1, LPD 17, FFG 7, MHC 51, and PC 1 Classes]	References:☐(a) MIP 6641/005, A-18.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

104 (e) Label plate was installed on face of hood with the following instructions: "LOCATE OPENING OF THIS HOOD WITHIN 7-1/2 INCHES OF WORKING POINT."

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheets 4A (3.12) and 4D (3.1), and Figure 4A.

103 (d) Label plate was installed on face of hood with the following instructions: "OPERATE EXHAUST SYSTEM AND COMPANION SUPPLY SYSTEM AT HIGH SPEED WHILE USING THIS HOOD."

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheets 4A (3.12) and 4D (3.1), and Figure 4A.

102 (c) Flexible hose had a six-inch inner diameter.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheets 4A (3.12) and 4D (3.1), and Figure 4A.

101 (b) Hood face volume measured at least 300 CFM.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheets 4A (3.12) and 4D (3.1), and Figure 4A. (b) NAVSEA DWG 802-5959327, Revision BD, HVAC Design Criteria Manual, Criteria Sheet 18-57 and Figure 18-6 (DDG 51 Class). (c) LP

100. (a) Welding slab area had a mechanical exhaust hood installed per Figure 4A of Criteria Sheets 4A or 4D.

References: (a) NAVSEA 0938-LP-018-0010 - HVAC Design Criteria Manual, Criteria Sheets 4A (3.12) and 4D (3.1), and Figure 4A. (b) NAVSEA DWG 802-5959327, Revision BD, HVAC Design Criteria Manual, Criteria Sheet 18-57 and Figure 18-6 (DDG 51 Class). (c) LP