

CHAPTER 3

SECTION 3.41

MISCELLANEOUS

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3.41 Boats, Small (less than 50')

3.41.1 Receipt Inspection Requirements

a. Packaged Equipment. Inspect packaged equipment containers for presence and legibility of markings (see subparagraph 3.41.3d); for obvious signs of damage, deterioration, and/or distortion; for correct preservation-packaging; for proper blocking and bracing; and for pink or white humidity indicators (if applicable). Report all damage, insufficient preservation-packaging, insufficient packing, and pink or white humidity indicators to the applicable MATREP or Inventory Manager. Remark, represerve or repack, as required.

b. Unpacked Equipment or Equipment Packed in Open Crates or Boxes. Inspect unpacked equipment for obvious signs of damage, deterioration, distortion, and lack of anchoring hardware, blocks and braces, and any other protective devices necessary to prevent damage to equipment during handling and storage. Inspect equipment for the presence of or damage to the preservation-packaging. See subparagraph 3.41.3a. Unpacked equipment must be secured to pallet, box, or crate to avoid damage during handling. Report all damage, insufficient preservation-packaging, insufficient packing, and pink or white humidity indicators to the applicable MATREP or Inventory Manager. Remark, represerve or repack, as required.

3.41.2 Periodic Inspection

a. Periodicity. Unless otherwise directed, inspect all boats a minimum of once every six (6) months.

b. Procedure. Inspect containers for obvious signs of damage, deterioration, or distortion and for proper blocking and bracing. See subparagraph 3.41.3. Make a note of any damage and its location.

Check humidity indicators. Continue this inspection procedure for equipment packaged to method 50 only if the indicators are found to be pink or white. Continue the procedure for all other equipments.

Carefully remove packing and packaging as required to provide access to the equipment. As the packing and packaging must be reused again, take care not to damage it.

Inspect equipment and preservation for obvious signs of damage, deterioration, or distortion (e.g., corrosion, cracks, gouges, bent and distorted surfaces, etc.). Closely inspect all exposed machine and working surfaces. Make a note of any damage and its location.

NOTE: If the boat or craft has been inactive six months or more, check the following:

- 1. Engine Block, Fuel System, Cooling System, Lubrication System, Hydraulic Starting System, and Marine Gears.** Check and verify that all fluids (and inert gases) have been drained, the interior and/or exterior have been coated with an appropriate corrosion resistant compound, and all openings are covered and taped. Verify that the engine block and marine gears are tagged with required information.
- 2. Air Intake System and Engine Drive Accessories.** Check and verify that all filter elements have been removed, tagged, and placed in plastic bags. The removed filter elements should have been placed in a stowage box and stowed on the boat. The V-belts should have been loosened and left on the engine pulleys. All openings should be covered and taped.
- 3. Exhaust System.** All openings should be blanked or capped and taped.
- 4. Cold Starting System.** Verify that the cold starting device has been deactivated, the fluid cylinder disconnected and removed, and all openings covered and taped.
- 5. Bilge.** Verify that all drain plugs have been removed, tagged, bagged, and attached nearby or on the steering wheel.

If the equipment is damaged, report the damage to the MATREP or Inventory Manager. If possible, effect repairs required to return to RFI condition.

If the preservation is damaged, represerve using the detailed instructions specified herein.

Repair the packaging and packing as required to return to the requirements of subparagraph 3.41.3.

Replace desiccant and humidity indicators as required.

3.41.3 Packaging/Preparation for Delivery

a. Preservation-Packaging. Preserve small boats in accordance with MIL-STD-2073-1.

b. Responsibility. The shipper shall be responsible for providing the correct preservation-packaging. If that activity is unable to comply with these requirements, it shall turn in the item through the base supply activity, which will then bear the responsibility for proper preservation. Incorrect or damaged preservation-packaging will be reported per subparagraph 3.41.1.

c. Packing. Packing consists of a frame, bracing and a skid. Small boat accessories, spare and repair parts, tools, and manuals will be packed separately and stowed on the boar.

d. Marking.

(1) Normal. Identification will be stenciled on the exterior packing frame or skid in accordance with MIL-STD-129. Nameplate data should be on a stamped metal plate permanently affixed to equipment in accordance with MIL-STD-130. See Chapter 2, subparagraph 2.2.6 for container markings.

(2) Special. Special markings on equipment containers (as applicable) are:

(a) Desiccant Materials. The following marking should be affixed adjacent to specified method markings: "CAUTION - REMOVE PACKAGING, TAPE, DESICCANT, AND HUMIDITY INDICATOR FROM EQUIPMENT PRIOR TO OPERATION".

(b) Method 50 Marking. Marking will be in accordance with MIL-STD-129. When equipment is packaged Method 50, the following precaution will be affixed to the container: "METHOD 50 PACKAGE - DO NOT OPEN UNTIL READY FOR USE".

(c) Unpacking Instructions. These words are stenciled adjacent to the identification markings: "CAUTION - THIS EQUIPMENT MAY BE SERIOUSLY DAMAGED UNLESS UNPACKING INSTRUCTIONS ARE FOLLOWED CAREFULLY. UNPACKING INSTRUCTIONS ARE LOCATED (include location)".

(d) Technical Manuals. The location of technical manuals should be marked on the packing list and the shipping container.

(e) Structural or Handling. Mark on exterior of shipping container: "CENTER OF BALANCE" with vertical lines indicating the center of balance, and "SLING HERE". Mark load-bearing areas and lift points.

(f) Container Orientation. The words "THIS END UP", together with an arrow indicating the container top, should be stenciled on all sides of the container.

3.41.4 Handling

a. Special Handling Equipment and Tools. Special boat transporters and boat handling cranes may be required. Check weight and size and use proper equipment to handle small boats.

b. Special Handling Procedures. Use slings and spreader bars as required to safely lift the small boat. Lift small boats at special designated lift points. **DO NOT** lift with wire straps applied directly to boat hull, as the hull could be seriously damaged.

c. Safety Requirements. No special safety requirements.

3.41.5 Storage

a. Environment.

Controlled Humidity Warehouse	Heated Warehouse	Unheated Warehouse	Open Covered Storage	Open Storage
		a	b	c

a - Store small boats in an unheated warehouse.

DO NOT store equipment outside.

b - A Naval Sea Systems Command approved boat shelter may be used in lieu of an unheated warehouse.

c - If the boat cannot be stored inside, it should be completely covered with a commercial grade of shrink wrap with proper cribbing to insure against water pocketing. It is also necessary to ensure that vent openings are created within the shrink wrap to eliminate the accumulation of condensation inside the enclosure. This is a temporary measure and not suitable for long term storage. The boat must be moved inside as soon as possible.

NOTE

If equipment cannot be stored as required, store in an area that affords the next best level of protection and inform the Inventory Manager at Naval Surface Warfare Center Detachment Norfolk, Carderock Division, Combatant Craft Department (CCD), Code 23, Suffolk, Virginia.

b. Segregation. No unusual requirements.

c. Shelf Life. Maintain periodic inspections per subparagraph 3.41.2. Consult the cognizant MATREP, Inventory Manager or technical manual for detailed requirements.

d. Special Storage Requirements. Do not superimpose loads.

3.41.6 Transportation

a. General. Any mode of transportation can be used to transport small boats; however, the weight and size of some small boats may seriously limit the type vehicle that can transport them. Small boats that will be exposed to the environment during transit shall be secured and covered with a waterproof shroud or cover (shrink wrap would be the preferred the covering).

b. Special. Special cradles may be required. They will be provided by the contractor if required. Boat specific transporters may be required. Any unique or unusual requirements should be referred to the appropriate Transportation Officer for resolution.

c. Loading. Lift small boats at designated lift points. Block and brace to prevent shifting or movement. Protect equipment from elements at all times.

d. Carriers. Transportation may be by truck, rail, water, or air.