USS John S. McCain departs dry dock 5, prepares for underway

Story and photo by Keiichi Adachi, CFAY Public Affairs

U.S. Naval Ship Repair Facility and Japan Regional Maintenance Center (SRF-JRMC) undocked the Arleigh Burke class guided-missile destroyer *USS John S. McCain* (DDG 56) from dry dock 5 Nov. 18. The ship's Selected Restricted Availability (SRA) included an emergent dry docking due to required repairs to the starboard prairie air system that were identified during recent underway operations.

John S. McCain Executive Officer Lt. Cmdr. Robert Ogden said, "We had numerous major and minor ship repairs, including resurfacing the flight deck. Each job went very smoothly, and personnel safety, whether it was ship's force or shipyard workers, was always a main concern at every level of the command. We are constantly enforcing effective safety practices. We have been extremely impressed with the quality of work produced by SRF-JRMC employees. They are exceptionally committed to ensure that work stays on schedule."

Ogden explained the ship's repair package and dry-docking procedures for the SRA that SRF-JRMC provided.

"Very good quality assurance through the entire DSRA (Dry-docking Ship Repair Availability) and excellent planning maximized the amount of work that was able to be accomplished," said Ogden. "The most impressive thing about SRF-JRMC workers is their superb commitment to quality and on-time completion of projects. They were very flexible and willing to accommodate the ship's needs. They always live up to the motto, '*Nan demo dekimasu*, we can do anything.'"

For recently qualified SRF-JRMC Docking Officer Lt. Cmdr. Njuguna Macaria, this was his first undocking evolution. "Today went very well," Macaria said. "Even though I'm now qualified, we are moving a very expensive and complex piece of equipment and I want to make sure the ship is handled with utmost care as it transits out of the dry dock. So although I was confident, I was still a little bit nervous; as should anyone who understands the responsibility of docking and undocking a ship.

Members of the SRF-JRMC rigger and outside machine shops safely conduct hub replacement work at the bottom of dry dock 5 on *USS John S. McCain* (DDG 56) during her dry-docking Selected Restricted Availability.
５号ドックの渠底でUSSジョン・S・マケイン(DDG56)の定期補修工事中、SRFJRMC外業仕上工場と索具工場の従業員が安全にハブ交換作業を行なう。

"Docking and undocking a ship is not easy, it's dangerous and always conducted as a team effort, including line handlers, line captains, boat captains, safety observers, the dock master and ship's force personnel. As a docking officer, we orchestrate some elements of the evolution to control the timeline because of the tides and the impact of the tides on the clearances required over the dry dock blocks," Macaria said.

Before undocking *McCain*, the docking officer talked with members of Commander Fleet Activities Yokosuka Port Operations Department and SRF-JRMC command docking officer, repair officer and deputy commander, as well as the ship's captain about the possibility of postponing the undocking in the event of unfavorable weather conditions. Fortunately, on the day of the undocking, all weather conditions were within the parameters for a safe undocking.

"During this undocking, I had to emphasize to the line handlers that they should take in all the slack in lines when removing grappling gear," Macaria said. "We had wind setting the ship to the starboard side of the dry dock because the lines on the port side of the dock had slack in them and the wind was pushing the ship even before we had started the actual movement of the ship. We compensated and held the ship in place with tug and pusher boats."

According to Macaria, every undocking is different and there is always something to learn. SRF-JRMC always conducts a post-evolution debrief to discuss the good and bad things that happened. This is the opportunity for everyone to contribute. The great thing is that nobody is afraid to tell it as it happened. During this discussion, all team members must be willing to listen to constructive criticism.

"A plan, great team work, communication and following the plan are probably the most important elements for successful docking and undocking evolutions. Of course, good weather is always most welcome," he said.

Recently, *McCain* successfully passed its Immediate Superior in Command Light Off Assesment and achieved Machinery Space Light-Off milestones on schedule. SRF-JRMC will complete *McCain's* Chief of Naval Operations maintenance availability Dec. 9.

ドック内定期補修を終え５号ドックを出渠するUSSマケイン

文・写真：安達慶一、CFAY広報課

11月18日、艦船修理廠及び日本地区造修統括本部(SRF-JRMC)は、航海中に見つかった右舷プロペラの空気システム修理を行う緊急入渠を含む、定期補修(SRA)を終え、アーレーバーク級ミサイル駆逐艦ジョン・S・マケイン(DDG56)を5号ドックより出渠させた。

マケインの副指令官・ロバート・オジェン少佐が言うには、「フライトデッキの補整を含む大小様々な規模の修理を行いました。乗組員、ドック内作業員、全員が安全を最優先に順調に作業を進めてきました。スケジュールに厳格でありつつ質の高い業務を提供するSRF-JRMC従業員には脱帽です。」

オジェン少佐はSRF-JRMCが提供したドック内定期補修（DSRA）の修理項目と入渠手順をこう説明した。「細部に亘る優れた計画と品質保証により、修理可能項目を最大限まで拡張することができました。SRF-JRMC従業員で最も顕著なことは、品質への拘りと工期を厳守するという姿勢です。また、彼らは柔軟性に長け、艦船のニーズに前向きに応えてくれました。SRF-JRMCのモットーである『何でも出来ます』の精神に基づき仕事を全うしているのです。」

SRF-JRMCのドッキングオフィサーの資格を取得したばかりのジョゴナ・マシャリア少佐にとって、今回の入渠作業の指揮を執るのは初めてだ。「今日は上出来でした。入渠作業中に高価で複雑な機材を積んだ船体をドックの側面にぶつけるわけにはいきません。資格を持っていても、出・入渠の難しさを知るが故、慎重にならざる終えません。」

「艦船の出・入渠は容易ではなく常に危険を伴います。舫い取り、その監視指示者、ボート運行の監視指示者、安全監督者、ドックマスター、艦船の乗組員から成るチームの努力によって作業は行われます。ドッキングオフィサーの役割はそれら全作業の舵取りといったところです。とは言っても、多くの関係者の協力なしにして出渠作業は成り立ちません。」と続けた。

SRF-JRMC employees and *USS John S. McCain* (DDG 56) crew members handle the lines while a CFAY Port Ops tugboat guides *McCain* out of dry dock 5.
基地司令部の港湾部のタグボートがガイドでUSSジョン・S・マケインが５号ドックから出渠。SRF-JRMC従業員とUSSジョン・S・マケインの乗組員は舫い取りを行なう。

マケインの出渠が行なわれる前に、ドッキングオフィサーは悪天候による出渠作業の延期に備え、基地司令部港湾部、SRF-JRMCのチーフドッキングオフィサー、リペアーオフィサー、副指令、同様にマケインの艦長と話し合いを行っていた。幸運にも作業当日の天候が安全な出渠に支障を来す事はなかった。

「今回の出渠では舫い取りの担当者に艦船に繋がれているロープの緩みがくれぐれも起きないようにロープを引き込む様に指揮しました。ドックの右側に向い風が吹いていて艦船を移動する前から既に艦船が押されていて左側のロープに緩みが生じていたからです。最終的にプッシャーボートで調整しました」とマシャリア少佐は感想を述べた。

同条件の出渠は有り得ないので、この様にその時の状況で調整の判断するには十分な知識と経験が不可欠だ。その為、SRF-JRMCでは出渠作業終了後毎に反省会を設けている。誰もが貢献でき、現場で起こったことを躊躇せずに報告し合う場である。建設的な意見的に耳を傾けさせることで知識の共有を図っている。

初めての出渠を終え、マシャリア少佐さんはこう締めくくった。「入・出渠の成功を握る重要な要因は、事前の計画、チームワーク、コミュニケーション、そして計画の遵守です。それが整ったら後は晴天を祈るのみです。」

マケインはスケジュールどりに、機関始動査定とメインエンジンを起動させた。SRF-JRMCは定期補修を12月9日に終了の予定。

Thanksgiving 2009

(Left) Deputy Commander Cmdr. Bill Manders, Commanding Officer Capt. Steve Stancy and Command Master Chief MMCM(SW) Shane Lazio of Ship Repair Facility and Japan Regional Maintenance Center serve Thanksgiving Dinner to Sailors, Marines and their families at the CFAY Jewel of the East enlisted galley on Thanksgiving Day.

Photo courtesy of SRF-JRMC

（左から）SRF-JRMC副指令ビル・マンダース中佐、司令官スティーブン・スタンシー大佐、部隊最先任上級上等兵シェイン・ラジオさんが、基地司令部の食堂で、兵士、海兵隊員、そして彼らの家族にディナーを給仕した。

写真提供：SRF-JRMC