



March 3, 2006

Commander
CG MLCPAC (vp1) and (v)
1301 Clay Street, Suite 807N
Oakland, CA 94612

Reference: a) DTCG85-00-D-66P381 Polar Class Icebreaker Grooming Contract
b) IOS Job 7-2963-036, Delivery Order D034 - Clin 0018

Subject: Healy Groom Feb 2006

Under direction of MLC, by delivery order D034 - Clin 0018 of reference a) above, InterOcean Systems performed work onboard Healy to complete a standard groom per section C-5.1 of the above contract, reference a). This work was done during the period of February 27th to March 1st, 2006, in Seattle, WA. Operational testing, will be performed during the Healy shakedown cruise in early April. Following is a report of that work.

Conduct a standard annual groom in accordance with Polar Class Icebreaker Grooming Contract section C-5.1.

February 26th was a travel day. Foss Maritime provided on-board support during the groom. We began the groom on the 27th. We removed all the chain and motor guards from the winches. We cleaned and tightened the level wind drive chains. We then removed and inspected the level wind shuttles. Each shuttle showed light wear but is still within specifications. The level wind assemblies of all three winches were inspected and re-greased as required.

The three motor couplings were inspected and no evidence of wear was detected. The coupling set screws were checked for tightness.

All set screws attaching drive sprockets and hubs were checked for tightness. The three set screws on Level Wind drive sprocket to the main shaft on OW#2 were worn and were replaced.

Gearbox lube oil levels were checked and all levels were normal. The L/W Grease canister were checked and were at normal levels. The air lines to the emergency brake system and level wind lube system were checked and bled. All were normal. The OW drum support shoe jacking screws were cleaned and

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relubed.

Each instrumented sheave was checked for proper operation. All magnets are in place and operational. All of the interior routing sheaves were re-greased in the axle hubs and the pivot pins.

Those outboard sheaves that we could get to were also re-greased at the hubs and the pivot pins. We could not get to the two 48" sheaves in the overhead of the after deck area. No lift was available and crane work was in process. The two sheaves inside the CTD staging area could also not be gotten to. All four of these sheaves were re-greased last year when the modifications to allow Fiege fitting to pass through them was made. They should be re-greased again next year when proper access can be provided.

There were no CFR's to process. However, as evidenced in the attached photo of the 0.680 EM cable, there is considerable rust on this cable. Before the next deployment that will make use of this cable, it should be closely inspected and replaced if necessary.

CLINs 0017A and 0019 of the above referenced Delivery Order will be completed during the upcoming Healy shakedown cruise during the first week of April, 2006.

Regards,

A handwritten signature in cursive script that reads "Ron White".

Ron White
Director of Operations
InterOcean Systems, Inc.



Heavy rust on 0.680 EM Cable

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