



EXCELLENCE ON THE JOB

A SEA SERVICE CASE STUDY

USNS Prevail TSV-1

Norfolk, VA

JOB: Major overhaul of main propulsion engines

ENGINES: Caterpillar D398-TA marine engines



It wasn't long ago that the USNS Prevail was roaming the seas for Military Sealift Command as an ocean surveillance ship. However, in April 2003 the Prevail was deactivated and took on another vital role as a Navy training support vessel.

The 224-foot ship provides a dedicated training platform for Atlantic Fleet carrier strike groups, expeditionary strike groups and individual units. The Prevail serves as a realistic target ship for training board & search teams and provides an accurate simulation of a potential enemy ship. In fact, there is such an emphasis on real-time, practical training that the ship's crew accurately represent the clothing and accents of potential enemies!

Rear Adm. Dick Gallagher, USN, Commander, Carrier Group Four stressed the importance of this vessel when he said that "the Prevail represents a significant transformation in naval training. The ship's use in the Enterprise Carrier Strike Group's training validates its importance in fleet training support."

In July 2008, the Prevail was in need of major overhaul work on its Caterpillar D389-TA diesel engines. Realizing the drastic importance of these repairs, Tecnico, a Master Ship Repair contractor for the US Navy, called on Bay Diesel to perform the engine work.

The job called for a major overhaul of the ship's #2 engine, and a topside overhaul the #3 engine. The #2 engine had run for 20,000 hours, while the #3 engine had logged 10,000 hours. Both units were dismantled, diagnosed, rebuilt and tested by Bay Diesel mechanics.

This included the replacement of main bearings, rod bearings, front & rear gear trains, cylinder liners, cam bearings, fresh water pumps, cylinder heads, liner packs, oil cooler cores and turbocharger cartridges all to manufacturer specifications. Since Bay Diesel is an authorized marine dealer for Caterpillar, and most other major brands, this was no problem whatsoever.

In addition, the entire job was certified as being carried out to satisfaction by an on-site representative of the American Bureau of Shipping (ABS).

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