

NAVSEA  
STANDARD ITEM

FY-05

ITEM NO: 009-47  
DATE: 29 AUG 2003  
CATEGORY: II

1. SCOPE:

1.1 Title: Gate Valve; repair

2. REFERENCES:

2.1 S9253-AD-MMM-010, Volume 1, Maintenance Manual for Valves, Traps, and Orifices (Non-Nuclear), User's Guide and General Information

3. REQUIREMENTS:

3.1 Matchmark valve parts.

(V) "INSPECT PARTS FOR DEFECTS"

3.2 Disassemble, clean internal and external surfaces free of foreign matter (including paint), and inspect parts for defects.

3.3 Repair valve as follows:

3.3.1 Straighten stem to within 0.002 inch total indicator reading. Polish stem to a 32 Root-Mean-Square finish in way of packing surface and remove raised edges and foreign matter.

3.3.2 Chase and tap exposed threaded areas.

3.3.3 Dress and true gasket mating surfaces.

3.3.4 Machine, grind, or lap and spot-in gate to seats (including backseat) to obtain a 360-degree continuous contact.

(V) "INSPECT CONTACT"

3.3.4.1 Inspect contact using blueing method. Transfer line shall not exceed 3/16 inch in width and shall appear within the lower 75 percent of the gate seating surface.

(I)(G) "VERIFY LEVEL I PARTS" (See 4.3)

3.4 Assemble valve installing new gaskets in accordance with the manufacturer's specifications, and new fasteners in accordance with Table One, or Table 2 for DDG-51 class.

3.4.1 Pack feedwater, condensate, and steam valves with valve stem packing conforming to MIL-P-24503/24583 combination in accordance with Chapter 6 of 2.1.

3.4.2 Pack valves of systems other than feedwater, condensate, or steam with valve stem packing conforming to MIL-P-24396, Type B.

3.5 Hydrostatically test valve as follows:

3.5.1 Hydrostatic test equipment shall have the following capabilities:

3.5.1.1 Manual overpressure protection release valve.

3.5.1.2 Self-actuated and resetting relief valve with a set point no greater than 100 PSIG above the test pressure or 10 percent above the test pressure, whichever is less.

3.5.1.3 Master and backup test gages with gage range and graduation shown on Table 3.

3.5.1.4 Protection equipment shall be accessible and test gages shall be located where clearly visible and readable to pump operator and inspector.

(V)(G) or (I)(G) "SEAT TIGHTNESS" (See 4.4)

3.5.2 Test for seat tightness alternately on each side of gate for double seated valves, and on outboard side only on single-seated valves, with the opposite side open for inspection.

3.5.2.1 Do not exceed the handwheel closing force specified in Table 4.

3.5.2.2 Test shall be continued for a minimum of three minutes if there is no evidence of leakage, or in the event of visible leakage, until accurate determination of leakage can be made. Maximum allowable leakage: 10 cubic centimeters (cc) per hour, per inch of nominal pipe size. Valve sizes one inch or less may be 10 cc maximum per hour.

4. NOTES:

4.1 The test pressures of 3.5.2 will be specified in Work Item.

4.2 Repair of valve operating gear will be specified in Work Item.

4.3 The paragraph referencing this note is considered an (I)(G) if the valve is Level I.

4.4 The paragraph referencing this note is considered an (I)(G) if the valve is Level I. If the valve is not Level I, the paragraph is considered a (V)(G).

TABLE ONE

VALVE BODY MATERIAL

	<u>1/</u> Alloy Steel	Carbon Steel	<u>2/</u> Nonferrous
<u>3/</u> Studs and Bolts to MIL-DTL-1222	Grade B-16	Grade B-16	Phosphor Bronze - Any Grade Silicon Bronze - Any Grade Nickel Copper - Class A <u>4/</u>
Nuts to MIL-DTL-1222	Grade 4 or 7	Grade 4 or 7	Phosphor Bronze - Any Grade Silicon Bronze - Any Grade Nickel Copper - Class A or Class B <u>5/</u>
Socket Head Cap Screws	FF-S-86	FF-S-86	

1/ Alloy steel is of Composition A - 2-1/4 percent Chromium, one percent Molybdenum, Composition B - 1-1/4 percent Chromium, 1/2 percent Molybdenum, and Composition C - Carbon Molybdenum.

2/ Nonferrous Alloy except Aluminum.

3/ Studs shall be Class 2 or 3 fit on the nut end and Class 5 fit on the stud end, except that a Class 3 fit with a thread locking compound may be used where temperatures do not exceed 250 degrees Fahrenheit. The thread locking compound shall conform to MIL-S-22473. Check Class 3 fit stud ends in accordance with SAE-J2270.

4/ Fasteners of Nickel Copper Aluminum shall be the only type used on sea chest and hull valves.

5/ Nuts of Nickel Copper Alloy conforming to QQ-N-281, Class A or B, or Nickel Copper Aluminum conforming to QQ-N-286 shall be the only type used on sea chest and hull valves.

TABLE 2

VALVE BODY MATERIAL

	1/ Alloy Steel/Carbon Steel	2/ Nonferrous
3/ Studs and Bolts to MIL-DTL-1222	<p>5/ For services up to and including 650 degrees Fahrenheit; Grade 5 steel</p> <p>For services to 775 degrees Fahrenheit; Grade B-7 or B-16</p> <p>For services to 1,000 degrees Fahrenheit; Grade B-16</p> <p>For services in which JP-5 lubricating oil, or inflammable gas or liquid of any kind, regardless of pressure and temperature, which are within 3 feet of hot surfaces (above 650 degrees F) and where steel tubing is required; Grade 2, 5 or 8 steel</p> <p>Bolting subject to sea water corrosion (other than hull integrity bolting; for hull integrity bolting see Note 4) Connections in contact with bilge regions. Where strength requires ferrous bolting and is exposed to the weather; Class A Nickel - Copper alloy to QQ-N-281 or silicon bronze to ASTM B98 with dimensions of MIL-DTL-1222. Where greater strength is required, use Nickel - Copper - Aluminum alloy QQ-N-286.</p>	<p>4/ 5/ Phosphor Bronze - Any Grade Silicon Bronze - Any Grade Nickel Copper - Class A</p>
Nuts to MIL-DTL-1222	<p>5/ For services up to and including 650 degrees Fahrenheit; Grade 5 steel</p>	<p>Phosphor Bronze - Any Grade Silicon Bronze - Any Grade Nickel Copper - Class A or Class B</p>
	<p>For service to 775 degrees Fahrenheit; Grade 2H or 4 steel</p>	<p>4/ 5/</p>
	<p>For services to 1,000 degrees Fahrenheit; Grade 4 steel</p>	

TABLE 2 (CON'T)

	1/ Alloy Steel/Carbon Steel	2/ Nonferrous
	For services in which JP-5, lubricating oil, or inflammable gas or liquid of any kind, regardless of pressure and temperature which are within 3 feet of hot surfaces (above 650 degrees F) and where steel tubing is required; Grade 5 or 8 steel	
	Nuts subject to seawater corrosion. Connections in the bilge regions. Where strength requires ferrous material and is exposed to the weather; Class A or B Nickel Copper Alloy to QQ-N-281 or Silicon Bronze to ASTM B98 with dimensions to MIL-DTL-1222	

NOTES

- 1/ Alloy steel is of Composition A - 2-1/4 percent Chromium, one percent Molybdenum, Composition B - 1-1/4 percent Chromium, 1/2 percent Molybdenum, and Composition C - Carbon Molybdenum.
- 2/ Nonferrous Alloy except Aluminum.
- 3/ Studs shall be Class 2 or 3 fit on the nut end and Class 5 fit on the stud end, except that a Class 3 fit with a thread locking compound may be used where temperatures do not exceed 200 degrees Fahrenheit. The thread locking compound shall conform to MIL-S-22473. Check Class 3 fit stud ends in accordance with SAE-J2270.
- 4/ Fasteners of **Nickel Copper Aluminum** shall be the only type used on sea chest and hull valves.
- 5/ Where these materials would constitute part of a galvanic couple, proposals for alternate materials shall be submitted for approval.

TABLE 3 - MASTER GAGE SELECTION FOR HYDROSTATIC TESTS

Maximum Test Pressure (lb/in <sup>2</sup> g)		Master Gage Range (lb/in <sup>2</sup> g)***		Master Gage Maximum Graduation Size (lb/in <sup>2</sup> g)
From*	To**	From	To	
5000	9500	0	10000	100
3000	5800	0	6000	30
2500	4800	0	5000	30
1500	2800	0	3000	20
1000	1800	0	2000	15
750	1300	0	1500	10
500	800	0	1000	10
250	500	0	600	5
150	250	0	300	2
100	175	0	200	2
75	125	0	160	1
50	80	0	100	1
20	50	0	60	0.5
10	25	0	30	0.2
7	10	0	15	0.1
5	7	0	10	0.1

NOTES:

1. Master gage and back-up gages shall track within two percent of each other.
  2. System maximum test pressures shall be determined by applicable overhaul specification, building specification, or other governing documents.
- \* Values agree with the requirement that gage range shall not exceed 200 percent of maximum test pressure except for gage ranges 0 to 60 and below.
- \*\* Values allow for reading pressures up to relief valve setting.
- \*\*\* Exceptions to the values given in this table may be approved locally by Design, based on an evaluation of test pressure, gage range, and specific application.

TABLE 4  
SEAT LEAKAGE TEST HANDWHEEL CLOSING FORCE

Handwheel Diameter (Inches)	Total Tangential Force on Rim of Handwheel (Pounds)	Total Torque on Handwheel Nut (Foot Pounds)
2 and below	90	<b>7.5</b>
3	98	12
4	100	<b>18</b>
5	112	23
6	118	29
7	121	35
8	124	41
9	127	<b>48</b>
10	130	54
11	133	60
12	135	<b>68</b>
14	138	<b>81</b>
16	141	94
18	144	108
21	147	128
24	150	150
27	150	<b>169</b>
30	150	<b>188</b>
36	150	225