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(Fold on dotted line on reverse side, staple or tape, and mail to Submarine Maintenance Engineering, Planning and Procurement (SUBMEPP) Activity, send facsimile to (207) 438-6250, or E-mail to PTNH.SUBMEPP.JFMMGR@Navy.Mil)
JOINT FLEET MAINTENANCE MANUAL

VOLUME III

DEPLOYED MAINTENANCE

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(b) COMSIXTHFLT OPORD 4000
(c) COMPACFLTINST 4710.6 - Policy for Accomplishment of Ship Repair Work in WESTPAC
(d) COMSEVENTHFLT OPORD 201
(e) NWP 1-03.1 - Naval Warfare Publication Operational Report
(f) COMLOGWESTPACINST 4700.1/COMSERVFORSIXTHFLTINST 4700.1/
   COMSERVFORNAVCENTINST 4700.1 - Maintenance Handbook for Deployed Ships
(g) COMSUBGRU7INST C3210.2 - Deployment Guide
(h) COMSUBGRU7INST 4790.1 - Conduct of Submarine and Tender Availabilities

LISTING OF APPENDICES.

A List of Acronyms
B Glossary of Terms

1. NOTICE. Volume III is being revised to reflect the ongoing changes in the Navy's maintenance philosophy, practices and procedures. This reflects the establishment of the Japan Regional Maintenance Center (JRMC) and the integration of the Fleet Technical Support Centers (FTSC) and Detachment personnel into the Regional Maintenance Centers (RMC). Current references, Operational Orders, instructions, policies and procedures will remain in effect and continue to be used until all references can be revised to reflect these changes, and incorporated into this manual.

1.1 PURPOSE. To provide in one publication essential information concerning the maintenance policy for ships deployed in Commander, U.S. Naval Force, Europe (COMUSNAVEUR), Commander, Fifth Fleet (COMFIFTHFLT) and Commander, Seventh Fleet (COMSEVENTHFLT) Areas of Responsibility (AOR). This manual also provides guidance and policy direction to the Afloat Fleet Maintenance Activities that were formerly called tenders.

1.2 SCOPE.

a. By references (a) and (b), Commander, Service Force, Sixth Fleet has been delegated the functions of coordinating all matters pertaining to repair and maintenance of Commander, Naval Air Force, U.S. Atlantic Fleet and Commander, Naval Surface Force, U.S. Atlantic Fleet ships in the COMUSNAVEUR and COMFIFTHFLT AORs. Day to day administration of the Mediterranean Ship Maintenance Plan has been delegated to Commander, Submarine Group Eight/Commander, Submarine Squadron 22, La Maddelena, Sardinia for all Commander, Submarine Force, U.S. Atlantic Fleet ships. With the development of Commander, Naval Service Force, Fifth Fleet (COMSERVFORFIFTHFLT), some maintenance related matters and all maintenance scheduling is accomplished by COMSERVFORFIFTHFLT in the COMFIFTHFLT AOR. Day to day administration and scheduling of deployed submarine maintenance in the COMFIFTHFLT AOR is accomplished by Commander, Task Force 54 (CTF 54). By references (c) and (d), Commander, Logistics (COMLOG) Western Pacific (WESTPAC) has the same responsibilities for ships deployed in the COMSEVENTHFLT AOR, other than Japan and Okinawa, which are the responsibility of the JRMC. Day to day administration and scheduling of deployed submarine maintenance in the COMSEVENTHFLT AOR is accomplished by Commander, Task Force 74 (CTF 74)/Commander, Submarine Group Seven (COMSUBGRUSEVEN).
b. This manual authorizes overseas maintenance facilities to accomplish repairs on Military Sealift Command and United States Coast Guard ships and service craft, carrying out missions for the Navy in AORs specified in section 1.2.a of this chapter, when authorized by the area commander. The procedures apply to all Navy ship maintenance administered and funded within the COMUSNAVEUR, COMFIFTHFLT, and COMSEVENTHFLT AORs. The COMSEVENTHFLT area and chop procedures are defined and governed by references (d) and (e). These maintenance procedures are not applicable in all cases to planned availabilities such as Selected Restricted Availabilities/Drydock Selected Restricted Availabilities, Phased Maintenance Availabilities and planned Restricted Availabilities which are assigned to JRMC shore repair activities, for ships assigned to the Foreign Deployed Naval Forces. Foreign Deployed Naval Forces ships may also be assigned Restricted Availabilities with Ship Repair Units (SRU) when deployed.

c. Task Force Commanders and Commanding Officers shall be guided by this manual to obtain maintenance assistance while deployed. Commanding Officers of RMCs, Afloat Fleet Maintenance Activities, Shore Fleet Maintenance Activities, and Officers-In-Charge of Space and Naval Warfare Systems Facilities Guam and Japan, and other activities involved in maintenance of deployed ships shall comply with the direction provided in this manual. Comments and recommendations for its improvement are invited.

d. Specific details for planning, organizing and controlling maintenance on deployed ships are provided in reference (f) as applicable to deployed area of operations (C5F/C6F/C7F AOR).

e. Specific details for planning, organizing and controlling maintenance on submarines are provided in references (g) and (h) as applicable to the area of operations (C5F/C7F AOR).

f. The Foreword in Volume I of this manual contains a master list of references. These references are arranged in alphanumeric order to facilitate the ordering of documents. References used in specific chapters are listed at the beginning of each chapter. Appendices A and B of this chapter contain a list of acronyms and glossary of terms used in this specific volume.

g. Equipment under the cognizance of the Strategic Systems Programs and Naval Sea Systems Command Nuclear Propulsion Directorate (NAVSEA 08) is maintained in accordance with Strategic Systems Programs and NAVSEA 08 directives, respectively.

1.3 CHANGES AND CORRECTIONS. Changes and corrections will be issued as required. Comments and suggestions for improving or changing this volume are invited. Address comments, recommendations, and requested changes to Submarine Maintenance Engineering, Planning and Procurement (SUBMEPP) Activity utilizing the change request form located in the front of this manual. If changes are submitted in electronic format, facsimile or E-mail, each change request shall contain the information required on the change request form.

1.4 REQUESTS FOR COPIES OF THE MANUAL. Activities on distribution for the Joint Fleet Maintenance Manual (JFMM) that require additional copies or activities wanting to be added to distribution should submit a letter to their applicable Type Commander (TYCOM), identifying CD-ROM/paper requirements along with justification for the request. To the maximum extent possible, technical publications libraries at each activity will receive all copies of the manual for that activity and coordinate local distribution and updates.
## APPENDIX A

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<td>AFMA</td>
<td>Afloat Fleet Maintenance Activity (Submarine Tender)</td>
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<td>AOR</td>
<td>Area of Responsibility</td>
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<tr>
<td>C5I</td>
<td>Command, Control, Communications, Computers, Combat Systems and Intelligence</td>
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<td>CASREP</td>
<td>Casualty Report</td>
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<tr>
<td>CFFC</td>
<td>Commander, Fleet Forces Command</td>
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<td>Continuous Maintenance</td>
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<td>COMFIFTHFLT</td>
<td>Commander, Fifth Fleet</td>
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<td>COMLOGWESTPAC</td>
<td>Commander, Logistics Group Western Pacific</td>
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<td>COMNAVAIRLANT</td>
<td>Commander, Naval Air Force, U.S. Atlantic Fleet</td>
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<td>Commander, Naval Surface Force Group</td>
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<td>Fleet Maintenance Activity (FMA)</td>
<td>FMAs include tenders, shore based maintenance activities (Regional Maintenance Activities, Naval Ship Repair Facilities, Naval Submarine Support Facilities, Naval Intermediate Maintenance Facilities (NAVIMAFAC), TRIDENT Refit Facilities, Weapons Repair Facilities and other activities of that type) and supporting activities (port services, etc. that perform maintenance on Fleet assets). Regional Repair Centers and Regional Maintenance Teams are treated as FMAs and are funded by their respective Fleets.</td>
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<td>Industrial Activity</td>
<td>The activity responsible for accomplishing construction or repair of ships whether private or public. This includes Regional Maintenance Centers, Naval shipyards, private shipyards, shipbuilders, commercial contractors, Naval Aviation Depots, Naval Ship Repair Facilities (NSRF), Ship Repair Units (SRU) and other Naval Repair/Technical Activities (Naval Undersea Warfare Center (NUWC), Naval Surface Warfare Center (NSWC), etc.).</td>
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<tr>
<td>Maintenance Manager</td>
<td>Those persons, such as Maintenance Teams, Port Engineers, Ship Superintendents, Ships Coordinator and Maintenance Planning Managers, assigned to assist Ship's Force in the tracking of work candidates, development of work packages and tracking of AFMA/RMC/NSRF/SRU/Industrial Activities assigned jobs.</td>
</tr>
<tr>
<td>Maintenance Team</td>
<td>The Maintenance Team (MT), directed by the ship's Commanding Officer, is responsible for validating, brokering, scheduling and tracking through execution of all maintenance candidates. The primary responsibility of the Maintenance Team is to execute the maintenance policies, directives and regional business rules of the TYCOM and the RMC.</td>
</tr>
<tr>
<td>Naval Supervising Authority/Supervising Authority</td>
<td>The officer designated to represent the Navy Department at an industrial activity; normally a Supervisor of Shipbuilding (new construction), Regional Maintenance Center (Conversion and Repair) or the Commander of a Naval Shipyard.</td>
</tr>
<tr>
<td>Regional Maintenance Team (RMT)</td>
<td>A site specific, multi-disciplined group of people normally accomplishing &quot;outside shop&quot; or on-platform work. An RMT may be platform or technology specific (e.g. submarines or nuclear) to facilitate necessary worker training and competency. An RMT is generally comprised of both military and civilian workers.</td>
</tr>
<tr>
<td>Regional Repair Center (RRC)</td>
<td>An &quot;inside shop&quot; focusing on a particular product line (e.g. motors) or technology (e.g. machinery). An RRC is generally comprised of both military and civilian workers.</td>
</tr>
</tbody>
</table>

III-1B-1
Technical Availability

An availability for the accomplishment of specific items of work by an industrial activity, during which the ship's ability to fully perform its assigned mission and tasks is not affected. The ship need not be in port.

Voyage Repairs

A Voyage Repair availability is assigned solely for the accomplishment of corrective maintenance of mission or safety essential items necessary for a ship to deploy or continue on its deployment. Repairs accomplished during a VR availability are frequently referred to as Voyage Repairs.
REFERENCES

(a) COMLANTFLTINST 4700.10 - Policies and Procedures for Fleet Technical Support
(b) COMLOGWESTPACINST 4700.1/COMSERVFORSIXTHFLTINST 4700.1/
COMSERVFORNAVCENTINST 4700.1 - Maintenance Handbook for Deployed Ships
(c) COMPACFLTINST 4710.6 - Policy for Accomplishment of Ship Repair Work in WESTPAC
(d) COMPACFLTINST 4341.1 - Fleet Technical Assistance (FTA) Program
(e) COMSUBGRU7INST 4790.1 - Conduct of Submarine and Tender Availability

LISTING OF APPENDICES

A. Afloat Fleet Maintenance Activity Daily Repair Status Message

2.1 COMMAND RELATIONSHIPS

a. Commander, Service Force Sixth Fleet (COMSERVFORSIXTHFLT) is responsible for maintenance and logistics matters in support of Sixth Fleet (SIXTHFLT) ships and other ships as assigned, in accordance with references (a) and (b). COMSERVFORSIXTHFLT has two other assignments, Commander Task Force (CTF) 63 and Commander, Naval Surface Group (COMNAVSURFGRU) Mediterranean (MED). CTF 63 is the commander of all logistics ships assigned to SIXTHFLT. COMNAVSURFGRU MED is the maintenance representative for all deployed Naval Air and Surface Force Atlantic ships and Commander, Submarine Group (COMSUBGRU) Eight is the maintenance representative for all deployed Commander, Submarine Force, U.S. Atlantic Fleet ships. All ships deployed to the Commander, U.S. Naval Forces, Europe or Commander, Fifth Fleet (COMFIFTHFLT) Areas of Responsibility (AOR) will address all maintenance related correspondence to COMSERVFORSIXTHFLT and COMSERVFORSIXTHFLT Ship Repair Unit (SRU) Detachment (DET) Bahrain. For submarines deployed to COMFIFTHFLT, address all maintenance related correspondence directly to Commander Task Force 54 (CTF 54) with information copy to COMSUBGRU Eight.

b. Commander, Naval Service Force, Fifth Fleet (COMSERVFORFIFTHFLT) is responsible for scheduling of maintenance and utilization of maintenance assets in the COMFIFTHFLT AOR. COMSERVFORFIFTHFLT has one other assignment: CTF 53, Force Logistics Commander for COMFIFTHFLT. COMSUBGRU Seven is responsible for coordination and execution of all deployed submarine maintenance in COMFIFTHFLT AOR as CTF 54.

c. Commanding Officer, U.S. Naval Ship Repair Facility (NSRF) and Japan Regional Maintenance Center (JRM C) Yokosuka, Japan, is the Pacific Fleet Maintenance Officer's (CPF N43) representative for the Seventh Fleet AOR, coordinates ship repair and maintenance in Japan and Okinawa in accordance with references (c) and (d), and executes Fleet Technical Assistance and Assessment in the entire Seventh Fleet AOR. He also acts as the Maintenance Representative for Commander Naval Surface Force, Pacific Fleet, Commander Naval Surface Force Atlantic Fleet and Commander Naval Air Force Pacific Fleet (COMNAVAIRPAC) Forward Deployed Naval Forces ships for all maintenance accomplished in Japan and Okinawa. Commander Logistics Western Pacific (COMLOG WESTPAC) is the Maintenance Representative for Commander Naval Surface Force, Pacific Fleet, and COMNAVAIRPAC for ship maintenance in the WESTPAC outside of Japan and Okinawa. COMNAVAIRPAC, Commander Naval Surface Force, Atlantic Fleet and COMNAVAIRPAC ships permanently forward deployed to WESTPAC as part of the Forward Deployed Naval Forces will address maintenance correspondence to NSRF and JRMC Yokosuka, Japan for all maintenance in Japan.
and Okinawa, information copy to their Immediate Superior In Command (ISIC) and to COMLOG WESTPAC, information copy to their ISIC for all maintenance outside of Japan and Okinawa. All other deploying surface ships will address maintenance related correspondence directly to COMLOG WESTPAC copy to ISIC or to NSRF and JRMC Yokosuka, Japan for Port Visits in Japan. COMSUBGRU Seven is the Maintenance Representative for all deployed Commander, Submarine Force, U.S. Pacific Fleet ships. Submarines deployed to the Commander, Seventh Fleet AOR will address all maintenance correspondence directly to Commander Task Force 74 (CTF 74) (COMSUBGRU Seven), information copy to ISIC and NSRF and JRMC Yokosuka, Japan for maintenance that will be accomplished in Japan and Okinawa.

2.2 MAINTENANCE ORGANIZATIONS AND CAPABILITIES. The following organizations support maintenance on ships in their respective AORs:

2.2.1 Sixth Fleet Organizational Matrix.

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<tbody>
<tr>
<td>Assistant Chief of Staff for Maintenance (Availability Scheduling)</td>
<td>X</td>
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<tr>
<td>Automated Data Processing/Maintenance Resource Management System/Work Candidate Screening</td>
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<td>Maintenance Yeoman</td>
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<tr>
<td>Current Maintenance Officer (Work Candidate Screening)</td>
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<tr>
<td>Cruiser Destroyer Type Desk (Gas Turbine Changeout Vans, Work Candidate Screening)</td>
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<tr>
<td>Amphibious Type Desk (Waterjet Machines, Work Candidate Screening)</td>
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<tr>
<td>Commander, Atlantic Fleet Type Desk (Work Candidate Screening)</td>
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<tr>
<td>Diving and Salvage Officer</td>
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<td>Combat Systems Officer</td>
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<tr>
<td>Officer in Charge (OIC) SRU Naples</td>
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<tr>
<td>Assistant OIC SRU Naples (Mobile Utility Support Equipment)</td>
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<tr>
<td>OIC SRU DET Bahrain/S43-FIFTHFLT</td>
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<td></td>
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</tbody>
</table>

2.2.2 Commander, Naval Service Force, Fifth Fleet Organizational Structure. COMSERVFORSIXTHFLT does not use a matrix organization similar to that shown for SIXTHFLT in paragraph 2.2.1 of this chapter. COMSERVFORSIXTHFLT SRU DET Bahrain (Code S43) performs additional duty as COMSERVFORSIXTHFLT N43 and provides all organizational services. SRU DET Bahrain provides local management for the following services:

a. Combat Systems and Hull, Mechanical and Electrical assists, provided by local Regional Maintenance Center (RMC) responsible for the AOR the ship is currently operating in.
b. Gas Turbine Changeout Vans, funded and managed by COMSERVFORSIXTHFLT N431A.

c. Waterjet Machines, funded and managed by COMSERVFORSIXTHFLT N431B.

d. Availability scheduling.

2.3 COMMON MAINTENANCE FACILITIES - ALL AREAS OF RESPONSIBILITY. The following types of maintenance facilities are common to all AORs and provide the services indicated.

2.3.1 Afloat Fleet Maintenance Activities.

2.3.1.1 Capabilities. For purposes of this volume, the term tender will be referred to as Afloat Fleet Maintenance Activity (AFMA). AFMAs offer the broadest range of industrial capabilities of any afloat Navy activity. AFMAs are capable of repairs in all areas (e.g., hull, mechanical, electrical, electronic, and ordnance equipment). Where there are shortfalls in shipboard expertise, AFMAs will be augmented by outside resources.

2.3.1.2 Workload. AOR Maintenance Coordinators, Operational Commanders, and AFMA Commanding Officers will maximize use of deployed AFMA Fly Away Teams (FAT), deployed or otherwise.

2.3.1.3 Afloat Fleet Maintenance Activity Fly Away Team. FATs provide a unique method of rapid deficiency correction which stresses mobility, initiative, and maximization of resource utilization. AFMA FATs shall be used for Casualty Report (CASREP) correction and technical assistance for ships not collocated with the AFMA. AFMA FATs are tasked by the AOR Maintenance Coordinator only after the following conditions have been established:

   a. Casualty is not correctable by any ship, element or unit of the Strike Force Intermediate Maintenance Activity.

   b. Ship will provide parts or FAT can carry all required parts.

2.3.1.4 Afloat Fleet Maintenance Activity Fly Away Team Organization. Each AFMA will establish procedures to enable the deployment of FATs within hours of receiving tasking. The procedures will include pre-designation of FAT members, rapid preparation for travel orders, travel regulation briefings, advances in travel funding, area briefings, and area clearance messages as appropriate.

2.3.1.5 Fly Away Team Funding. FAT funding will be provided in accordance with Fleet direction.

2.3.1.6 Afloat Fleet Maintenance Activity Reports. During ship availabilities and FAT employment, all AFMAs will submit a Daily Repair Status Message in accordance with Appendix A of this chapter.

2.3.1.7 Afloat Fleet Maintenance Activity Tasking. Tasking AFMA for performance of Voyage Repairs (VR), FAT assistance, or Technical Availabilities (TAV) will be performed as follows:

   a. Seventh Fleet assigned ship maintenance brokers will request AFMA support and TAV periods via CTF 74. CTF 74 will task Commander, Submarine Squadron (COMSUBRON) 15 to provide the required support based on operational considerations. Requests for AFMA support will be per reference (e).

   b. Sixth Fleet assigned maintenance brokers will request AFMA support and TAV periods via COMSUBRON 22 per the Mediterranean Ship Maintenance Plan.

   c. CTF 54 will coordinate AFMA support for Fifth Fleet assigned submarines. CTF 54 will request Sixth Fleet AFMA support from COMSUBGRU/COMSUBRON 22 for submarines assigned from Commander, Submarine Force, U.S. Atlantic Fleet. CTF 54 will task Seventh Fleet AFMA support for submarines assigned from Commander, Submarine Force, U.S. Pacific Fleet.
2.3.2 **Ship Repair Units.** SRUs provide contract maintenance support in all ports when assigned. SRU functions include shipcheck of screened work packages, specification writing, contract technical representation, and Quality Assurance of contracted work. Working closely with Naval Regional Contracting Center (NRCC), which performs the Primary Contracting Officer functions, SRUs ensure all work accepted for accomplishment as VR is completed on time and in accordance with specifications. SRUs are located in Naples, Bahrain and Singapore and work closely with the collocated CTF 63, CTF 53, and COMLOG WESTPAC in contracting VR work.

2.3.3 **Naval Regional Contract Centers.** NRCCs Naples and Singapore, and their detachments, provide contracting, logistic, and payment services in support of AFLOAT and ASHORE activities. In support of afloat maintenance, NRCCs can perform all pre and post award contracting functions. They execute a variety of contract actions to support ship maintenance such as: issue Master Agreements for Repair and Alterations of Vessels (MARAV); place calls against Blanket Purchase Agreements, award Contracts or Purchase Orders; and compete job orders among MARAV holders. Please note that establishment of a MARAV only pre-qualifies industrial activities to accomplish Navy work which streamlines the procurement process. Being a MARAV holder does not guarantee the industrial activity can accomplish all types of work.

2.3.4 **Regional Maintenance Center/Technical Assistance.** Fleet Technical Support Centers are being incorporated into the RMCs with Technical Support functions remaining the same. The RMC Technical Support mission is to promote shipboard self sufficiency in accordance with references (c) and (d) as applicable. This is carried out by providing system and equipment Subject Matter Experts to assist and train Ship's Force in casualty prevention and correction. When the assistance required is not resident in the AOR, the responsible RMC will arrange technical assistance from other sources. Each RMC publishes a list of their organic technical capabilities. RMCs can request additional resources to provide assistance in accordance with Volume VI, Chapter 2 of this manual. RMCs can provide assistance for all non-nuclear shipboard systems. Additional details on Fleet Technical Assistance are available in Volume VI, Chapter 2 of this manual and references (c) and (d).

2.4 **UNIQUE MAINTENANCE FACILITIES - COMMANDER, UNITED STATES NAVAL FORCES, EUROPE AREA OF RESPONSIBILITY.**

2.4.1 **Naval Station Rota, Spain and Tenant Commands.**

a. Naval Station Public Works Department can accept a limited number of motor rewind and machine shop jobs on a not to interfere basis.

b. Naval Calibration Laboratory (NAVCALAB), Rota can accomplish calibration and repair to electronics test equipment as authorized by the Mediterranean Calibration Coordinator.

c. Radiation Detection, Indication and Computation (RADIAC) Calibration Laboratory, Rota provides calibration and repair service for RADIACs, as authorized by COMSERVFORSIXTHFLT.

d. Navy Broadcast Service Detachment, Rota provides service for Shipboard Information, Training and Entertainment systems.

e. Navy Calibration, Test and Measurement/Monitoring System MED DET Rota provides technical and parts support for AN/URC-101/110, AN/PSC-3 SATCOM, TACSAT, STICS and LST-5C radio systems.

2.4.2 **Naval Air Station, Sigonella, Italy and Tenant Commands.**

a. NAVCALAB, Sigonella can accomplish calibration and repair to electronics test equipment as authorized by the Mediterranean Calibration Coordinator.

b. Space and Naval Warfare Systems Command Systems Center (SPAWARSYSCEN) DET MED Sigonella provides non-tactical computer software support.
2.4.3 Naval Station, Souda Bay, Greece. Souda Bay can provide maintenance piers and limited shore power.

2.4.4 Repairs in Ports Without Navy Ship Maintenance Organizations.

a. VRs are accomplished in many ports where there is no permanent Navy presence. This is accomplished by SRU Surveyors and NRCC Contracting Officers who develop contract specifications from ship's work packages, and contract the work out to local contractors who have MARAV with NRCC. See Chapter 3, section 3.6 of this volume for additional information.

b. NRCC contracted Husbanding Agents may be used to obtain contract repair services using ship's operating budget or COMSERVFORSIXTHFLT authorized funds. When used, Quality Assurance and conformance to Navy specifications are entirely the responsibility of Ship's Force.

2.4.5 Commercial Industrial Activities. COMSERVFORSIXTHFLT maintains a list of commercial industrial activities in most major Mediterranean and some North Sea ports which have MARAVs with the Navy. Since this list changes with business conditions, it is not included here, but can be obtained from COMSERVFORSIXTHFLT (Code N436).

2.5 UNIQUE MAINTENANCE FACILITIES - COMMANDER, FIFTH FLEET AREA OF RESPONSIBILITY. COMSERVFORSIXTHFLT SRU Detachment Bahrain maintains a list of commercial industrial activities in Manama Bahrain, Jebel Ali United Arab Emirate, and Dubai United Arab Emirate which have MARAVs with the Navy. Since this list changes with business conditions, it is not included here, but can be obtained from COMSERVFORSIXTHFLT SRU Detachment Bahrain (Code N437).

2.6 UNIQUE MAINTENANCE FACILITIES - COMMANDER, SEVENTH FLEET AREA OF RESPONSIBILITY.

2.6.1 Naval Ship Repair Facility and Japan Regional Maintenance Center Yokosuka, Japan. NSRF and JRMC Yokosuka, Japan has the resources to undertake voyage repairs, routine repairs, alterations, Selected Restricted Availability (SRA), and Drydocking Selected Restricted Availability (DSRA). NSRF and JRMC Yokosuka, Japan is capable of repairing Hull, Mechanical, Electrical, Electronics, Ordnance, Gas Turbine equipment, boilers, etc., on all fossil fueled ships including mechanical and electronic test equipment repair and calibration. Graving docks are available for all classes of ships. Cold iron and feed water services are available. Portable tools are available for loan. Messages relating to repair matters in Yokosuka should be addressed to NAVSHIPREPFAC AND JAPAN RMC YOKOSUKA JA.

2.6.2 Naval Ship Repair Facility Detachment Sasebo, Japan. NSRF DET Sasebo is Naval Supervisory Activity responsible for arranging SRA, DSRA and repair work during upkeep and VR periods in Sasebo. Because most of the SRA/DSRA work in Sasebo is contracted to Japanese industrial activities, repairs to classified weapons, electronics, or cryptological equipment is accomplished by work force augmentation from NSRF and JRMC Yokosuka, Japan. A metrology lab at NSRF Sasebo has the capability of performing most mechanical and some electrical and General Purpose Electronic Test Equipment calibration. Ship-to-shop equipment repair and calibration beyond NSRF DET Sasebo's capabilities will normally be trucked or flown to Yokosuka for accomplishment. The Production Shop can perform intermediate and depot level installs/repairs. Portable tools are available for loan. Messages relating to repair matters in Sasebo should be addressed to NAVSHIPREPFAC DET SASEBO JA, with information copies to SURFMO SASEBO JA, NAVSHIPREPFAC YOKOSUKA JA and COMFLEACT SASEBO JA.
2.6.3  **Space and Naval Warfare Systems Facility Pacific Yokosuka, Japan.**  Space and Naval Warfare Systems Facility Pacific is chartered and tasked to manage installations of all Space and Naval Warfare Systems Command (SPAWAR) sponsored Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) systems (e.g., hardware, software and networking) aboard all ships assigned to Commander, U. S. Seventh Fleet Strike Force. Integrated installations aboard individual ships will be completed so that the overall Strike Force command, control and communications interoperability is achieved. The overall Space and Naval Warfare Systems Facility Pacific management and oversight for Fleet C4ISR installations consists of an Integrated Installation Team (IIT). Members of the IIT include but are not limited to the following:

a. Installation Management Office. Functions as the conduit by which SPAWAR Systems Center San Diego receives installation related advanced planning, execution tasking and funding. The Installation Management Office ensures product delivery within cost, schedule and performance.

b. Integrated Installation Team Leader. Overall management and oversight of Integrated IIT, Strike Force Officers, Strike Force Superintendents and Ship Superintendents. Long-range planning for execution of installations in ships of respective Strike Forces. Ensures all parties (e.g., ship and chain of command, IIT and chain of command, system managers and chain of command) are informed. Liaisons with SPAWAR 05 and Program Executive Officers, Mine Warfare for engineering related issues.

c. Integrated Installation Team Strike Force Officer. Scheduling for Strike Force availabilities. Work scheduling conflicts and issues. Liaison with SPAWAR 04F for Strike Group scheduling issues. Responsible to IIT Team leader for Strike Force scheduling, availability and system readiness to install. Ensure timely submission of reports and other engineering documentation. Liaison with Naval Operations, NAVSEA Ship Program Manager, Fleet Commands, Type Commanders (TYCOM), Strike Force/Group Commanders and Commanding Officers to resolve Strike Force availability, scheduling and Strike Force C4ISR composition issues. Coordinate final authorization to install in Strike Force ships.


e. Integrated Installation Team Ship Superintendent. Represents Commanding Officer, SPAWAR Systems Center San Diego, to Fleet Commanding Officers. Verify work they performed adheres to prescribed scope of tasking, policy and guidance. Designated person with overall responsibility for the conduct of the IIT. Has technical authority over contractor team members; shall be knowledgeable of and responsible for team adherence to all invoked requirements including safety and quality. Provides a single point of contact between ships and various waterfront activities. Coordinates installations with the Regional Modernization Maintenance Control Office.

g. Integrated Logistics Support Manager. Implements Integrated Logistics Support policies and procedures in accordance with Integrated Logistics Support guidance to the Installation Management Office and IITs.
APPENDIX A

AFLOAT FLEET MAINTENANCE ACTIVITY DAILY REPAIR STATUS MESSAGE

<table>
<thead>
<tr>
<th>FM</th>
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<tr>
<td>USS (AFMA)/</td>
<td>COMSERVFORSIXTHFLT/N43</td>
<td>ACTION SHIPS</td>
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<td>ACTION SHIPS</td>
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<td>INFO SQDNS</td>
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<td>INFO GRPS</td>
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<td>COMLOGWESTPAC/N43/N4355</td>
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</tbody>
</table>

TYCOM (AS APPLICABLE)/
TF SIX ZERO
TF SIX ONE
TF SIX THREE
NAVSHIPREPFAC YOKOSUKA JA
TG ONE FIVE TWO PT ONE
FTSCLANT DET NAPLES IT/OIC

COMSCMED NAPLES IT/

BT
CONFIDENTIAL (WHEN FILLED IN)/N04700/
MSGID/GENADMIN/(AFMA)/REPAIR/
SUBJ/REPAIR STATUS MESSAGE ___ FOR ___ 200_ (U)/
POC/(REPAIR OFFICER)/
RMKS/1. (U) PRODUCTION STATUS FOR COMSERVFORSIXTHFLT/COMSERVFORFIFTHFLT CASREP TASKING:
SHIP CASREP TASK/NOMEN STATUS FAT/REMARKS
TOTAL COMPLETED CASREP TASKINGS TO DATE: ___
2. (U) STATUS OF COMSERVFORSIXTHFLT/COMSERVFORFIFTHFLT NON-CASREP TASKING:
SHIP TASK/NOMEN STATUS FAT/REMARKS
TOTAL COMPLETED NON-CASREP TASKINGS TO DATE: ___
3. (U) PRODUCTION STATUS OF UPKEEPs:
   A. SHIP ACCEPTED COMPLETED
   B. HOTEL SERVICES:
4. (U) PLANNING STATUS OF UPCOMING MAVS:
   SHIP ACCEPTED REMARKS
5. (U) STATUS OF CONTINUOUS SHIP TO SHOP AVAILABILITIES:
   SHIP ACCEPTED COMPLETED SHIP ACCEPTED COMPLETED
6. (U) TOTAL JOBS COMPLETED:

BT

NOTE: ENSURE MESSAGES ARE IN ACCORDANCE WITH NTP-3 FORMAT AND CURRENT PLAIN LANGUAGE ADDRESS DIRECTORY (PLAD) IS UTILIZED.
VOLUME III

CHAPTER 3

MAINTENANCE MANAGEMENT

REFERENCES

(a) Title 10 U.S. Code
(b) COMPACFLTINST 4710.6 - Policy for Accomplishment of Ship Repair Work in WESTPAC
(c) COMLOGWESTPACINST 4700.1 - Maintenance Handbook for Deployed Ships
(d) COMSUBGRU7INST C3210.2 - Deployment Guide
(e) COMSUBGRU7INST 4790.1 - Conduct of Submarine and Tender Availabilities
(f) COMUSNAVEUR OPORD 4000
(g) COMSIXTHFLT OPORD 4000
(h) OPNAVINST 4700.7 - Maintenance Policy for U.S. Naval Ships
(i) OPNAVINST 4790.2 - The Naval Aviation Maintenance Program (NAMP)
(j) NAVSEAINST 4790.8/OPNAVINST 4790.4 - Ship's Maintenance and Material Management (3-M) Manual

LISTING OF APPENDICES

A Voyage Repair Policy COMLOG WESTPAC AREA OF RESPONSIBILITY

3.1 PURPOSE. To implement the policies of references (a) through (h) when conducting deployed maintenance. Commanding Officers will keep their operational, administrative, and logistic commanders fully apprised of their material readiness status. The effectiveness of maintenance availabilities, as well as technical assistance is highly dependent on the detailed information provided by operating ships to maintenance providers.

3.2 SHIP REPAIR WORK IN SEVENTH FLEET AREA OF RESPONSIBILITY. Subtitle C, Part IV, Chapter 633, Section 7310 of reference (a) limits vessels with a homeport in the United States to receiving ONLY Voyage Repairs (VR) from foreign maintenance facilities. The restrictions imposed by Subtitle C, Part IV, Chapter 633, Section 7310 of reference (a) include Naval Ship Repair Facility (NSRF) and Japan Regional Maintenance Center (JRMC), Yokosuka, Japan and Naval Ship Repair Facility, Detachment Sasebo, Japan. The Western Pacific (WESTPAC) Afloat Fleet Maintenance Activity and Guam repair facilities are considered U.S. repair facilities and are not limited to performing Voyage Repairs on U.S. homeported ships. Additionally, the VR restrictions under reference (a) do not apply to the Forward Deployed Naval Forces ships. Reference (b) provides specific instruction for the preparation of work packages, funding and management of WESTPAC availabilities. Ships must submit VR work packages in accordance with reference (c). References (d) and (e) provide specific instruction for the preparation of work packages, funding and management of submarine availabilities in the Fifth and Seventh Fleet area of operation and work packages must be submitted in accordance with references (d) and (e).

3.2.1 Funding and Management for Naval Ship Repair Facility Availabilities. Detailed procedures for financing Naval Ship Repair Facility availabilities in WESTPAC are contained in reference (b). Funds for the accomplishment of repairs in WESTPAC are centrally budgeted and managed by Commander, Pacific Fleet, with the WESTPAC Restricted Availability/Technical Availability funds being provided direct to each individual repair activity for the accomplishment of authorized repairs to Seventh Fleet ships.

3.3 CURRENT WORK PACKAGE. For Commander, Seventh Fleet Area of Responsibility (AOR), the SHIPMAIN Maintenance Team will screen, budget and broker ship's 2 Kilos to repair facilities, Commander, Logistics (COMLOG) WESTPAC, Regional Maintenance Center (RMC), or Fleet and Industrial Supply Center/Naval Regional Contract Center (NRCC) for local contracting (via RMC/COMLOG WESTPAC) in accordance with current FLEET and Type Commander (TYCOM) policies and procedures.
3.4 CASUALTY REPORT SUMMARY. To assist maintenance and logistics activities in maintaining current readiness status for all ships assigned to various AORs, in-chopping ships will report all outstanding Casualty Reports prior to inchop in accordance with the applicable area Operational Orders.

3.5 DEPLOYED MAINTENANCE PERIODS. Commander, Fifth Fleet (COMFIFTHFLT), Commander, Sixth Fleet, Commander, Seventh Fleet, Commander, Submarine Group (COMSUBGRU) Seven or COMSUBGRU Eight schedule all Availability periods for ships in their respective AORs (in accordance with references (b), (f) and (g)) after receiving proposals from Operational Commanders.

3.5.1 Ship's Force Upkeep. A Ship's Force Upkeep is a maintenance period during which steaming notice is extended sufficiently to facilitate the maintenance of equipment and systems. A ship may be assigned any of the following maintenance availability types during upkeep or accomplish only self-maintenance.

3.5.2 Maintenance Availability. A Maintenance Availability is an availability for the accomplishment of scheduled or emergent maintenance and may be further categorized based on scope, location, and type.

3.5.3 Restricted Availability. A Restricted Availability is an availability assigned to an industrial activity for the accomplishment of specific items of work for accomplishment while the ship is present and rendered incapable of fully performing its assigned missions and tasks.

3.5.4 Voyage Repair Availability. A VR Availability is assigned solely for the accomplishment of corrective maintenance on mission or safety essential items necessary for a ship to deploy or to continue on its deployment. Repairs accomplished during a VR availability are frequently referred to as Voyage Repairs.

a. In accordance with Subtitle C, Part IV, Chapter 633, Section 7310 of reference (a), a naval vessel or any other vessel under the jurisdiction of the Secretary of the Navy, the homeport of which is in the United States may not be overhauled, repaired, or maintained in a shipyard outside of the United States or Guam, other than in the case of VRs.

b. Ship Repair Unit (SRU) Naples and SRU Singapore via Commander, Service Force, Sixth Fleet (COMSERVFORSIXTHFLT) and COMLOG WESTPAC, will submit to Congress, via Fleet Commanders and the Chief of Naval Operations, quarterly reports of work items accomplished during VRs.

3.5.5 Technical Availability. An availability for the accomplishment of specific items of work by an industrial activity, during which the ship's ability to fully perform its assigned mission and tasks is not affected. The ship does not have to be in port.

3.6 VOYAGE REPAIR POLICY - ALL AREAS OF RESPONSIBILITY (NON-NUCLEAR WORK).

3.6.1 Surface Ship Policy.

a. VR work package screening guidelines in reference (h) limit the type of work which may be accomplished using overseas shipyards or Ship Repair Facilities (SRF) to VRs only. For the purpose of this prohibition, a shipyard is any facility that repairs naval vessels and is located outside the United States or its territories. VRs include only mission or safety essential items necessary for a ship to deploy or continue on its deployment. Only work which falls within these boundaries will be authorized for VR accomplishment. All other work will be deferred.

b. VR work screening activities provide the results of screening to customer ships in a screening message. Approved work candidates are forwarded to the cognizant RMC/SRU for accomplishment or contract award. After authorized jobs are received by the cognizant RMC/SRU, the following steps take place:

(1) RMC/SRU Surveyor accomplishes shipcheck as ship schedule permits.
(2) Cognizant RMC/SRU writes work specifications or contract work specifications prior to ship arrival.

(3) RMC/Contractor shipchecks take place upon ship's arrival. For VR that must be contracted, competitive bidding constraints require not less than three contractors be considered for contract award if possible.

(4) When VR contracting is required, contract award follows not later than arrival plus one day.

c. Voyage Repair Availability Execution.

(1) The assigned RMC Port Engineer and Ship Superintendent or SRU Surveyor will meet ship on arrival and will ensure the Job Order Specification or contract is in place, as applicable. The assigned RMC Port Engineer and Ship Superintendent or SRU Surveyor will ensure the Job Order Specification or technical portion of the contract is adhered to and provide liaison with the local industrial activity on technical matters. It is both the RMC Ship superintendent/SRU Surveyor and Ship's Force responsibility to ensure the activity performing the VR complies with work specifications.

(2) Mobile Utility Support Equipment (MUSE) Engineer will be on site to coordinate support when cold iron services are provided by MUSE.

(3) Where applicable, the NRCC representative will award the contract and provide liaison with the contractor on contractual matters, including new work and payment.

(4) An arrival conference will be scheduled, after the contractor shipcheck, during which the assigned RMC Port Engineer and Ship Superintendent or SRU Surveyor will review with the ship, contents of the Job Order Specification or Contract Specification, ship-contractor coordination requirements (if applicable), Quality Assurance (QA) requirements of Ship's Force and repair activity performing the VR, and list of government furnished material to be provided by the ship. The ship should provide the RMC Ship Superintendent/SRU Surveyor a list of the ship's Quality Assurance Inspectors (QAI) to be used during the VR period.

d. Growth and New Work.

(1) Growth work identified during the open and inspect phase of the baseline repairs will be reviewed for cost and schedule impacts and incorporated in the work package by the RMC assigned Port Engineer or SRU Surveyor, as applicable.

(2) New work must be processed and authorized without violating Public Law restrictions. To assure these restrictions aren't violated, the ship shall submit an OPNAV 4790/2K in accordance with the normal process and provide a copy to the assigned RMC Port Engineer or SRU Surveyor. Continuous Screening process will ensure that the forward maintenance activity receives it in a timely manner. The surveyor shall determine the feasibility of completing new work and shall obtain the required authorization from the cognizant organization (COMSERVFORSIXTHFLT (Code N43), SRU Detachment Bahrain (Code N437), COMLOG WESTPAC, Japan Regional Maintenance Center).

e. Constructive changes are changes to contracts in the intent of work specifications directed at the contractor by anyone other than the surveyor or NRCC representative. Since they are not pre-negotiated with the contractor, constructive changes are against the law. Ship's Force personnel should be cautioned not to direct or otherwise influence contractor personnel to accomplish work not clearly delineated by contract specifications.
f. Contractor Limitations.

(1) Military Specification material may be available from NSRF and JRMC, Yokosuka, Japan, Naval Ship Repair Facility, Detachment Sasebo, or requisitioned by the Japan Regional Maintenance Center for contractor VR conducted on ships inport Yokosuka and Sasebo, Japan.

(2) With the exception of lagging, Military Specification parts and material are not available to local contractors in other ports. Some parts can be manufactured, but the material and parts required for work package execution should be provided by the ship.

CAUTION: THE SHIP SHOULD PROVIDE ONLY THE PARTS REQUIRED BY WORK SPECIFICATIONS. WITH THE EXCEPTION OF YOKOSUKA AND SASEBO, JAPAN, DRAWINGS AND TECHNICAL MANUALS ARE GENERALLY NOT AVAILABLE IN THEATER. SHIP'S FORCE SHOULD BE PREPARED TO PRODUCE ASSOCIATED TECHNICAL INFORMATION AS REQUIRED.

(3) In the COMFIFTHFLT AOR, the Arab work week is Saturday through Wednesday with the weekend being on Thursday and Friday.

(4) In Israel, the weekend is on Friday and Saturday. Ships in VR should support this schedule for the most productive use of the maintenance period.

(5) Contractor ability to accomplish work is sometimes limited by Port Captain regulations, and local strikes. Although the problems are generally short term in nature, the NRCC representative and SRU surveyor should be notified immediately of any indication of problems.

g. Ship's Force QA responsibilities during VRs for work performed by non-Navy Maintenance Activities.

(1) Planning. Increased emphasis is required by Ship's Force to identify the level of control of maintenance of systems being worked and proper equipment, Allowance Parts List, technical manuals and drawings. Early identification of controlled work or work requiring Material Identification and Control/Material Identification Code (MIC)-LEVEL I material, in accordance with Volume V of this manual, will assist SRU Surveyors in producing correct work specifications.

(2) Execution. Although the name implies quick repairs, VRs require no less stringent QA procedures than any other routine planned repair. Ship's Force is ultimately responsible for ensuring that the QA level is maintained on all repairs, regardless of who performs the work. Ship's Force QA responsibilities during execution include:

(a) Witnessing all tests and inspections specified in the contract work specification. Witnesses shall be qualified QAI's who are aware of the technical requirements to be fulfilled by the test or inspection. For steam systems, final inspections will consist of two steps: unlagged and lagged.

(b) Ensuring that documentation of each contractor test or inspection is provided to the QAI at its conclusion. If not provided, the QAI will use the applicable form from Volume V, Part I, Chapter 11 of this manual to document the test or inspection. Records of all Ship's Force and contractor tests and inspections will be maintained in accordance with Volume V, Part I, Chapter 10 of this manual.
(c) Insisting on verbatim compliance with the work specification, through the QAI, during the test or inspection. The QAI will immediately inform the Department Head of any discrepancies noted.

(d) Ensuring that any material provided by Ship's Force by direction of the work specification is in strict accordance with technical requirements.

(e) Ensuring that no other material, tools, or physical assistance is provided to the contractor unless it is specifically required by the contract specification. The entire Ship's Force will be briefed on this prior to the start of the VR period.

(f) Providing continual in-process inspections of work being accomplished aboard ship. In-process inspections of work accomplished off-ship will be accomplished as deemed necessary by the Department Heads and as agreed to by the SRU Surveyor.

(g) Providing ship-specific operating/design system parameters to aid in determining actual testing requirements. Reporting specified test results on appropriate QA forms to the SRU Surveyor prior to the end of the VR period.

(h) Providing all MIC LEVEL I material required to the SRU Surveyor. Material will not be accepted unless properly controlled by Ship's Force. A face to face turnover by a designated Controlled Material Petty Officer to the SRU Surveyor is required.

(i) Providing the post-VR evaluation report message.

h. SRU Quality Assurance and Quality Control responsibilities during VR availabilities.

(1) An SRU Surveyor will be present on the site of the VR for the duration of the availability. The SRU Surveyor will be the sole point of contact between Ship's Force, NRCC, and the contractor for all questions and actions concerning work specifications.

(2) The SRU Surveyor will assist Ship's Force in QA monitoring of each job. The surveyor will:

(a) Provide a working copy of the work specifications and all modifications to be used for each job to the ship availability coordinator prior to job start or as soon as they are developed.

(b) Brief the ship availability coordinator and ship supervisory personnel on the nature of the industrial environment and the need to insist on verbatim compliance with the job specification by the contractor, stressing that failure of the contractor to provide required material, perform required tests, or otherwise conform to the specification requirements of the work, should be reported immediately. The briefing will specify that Ship's Force will not obligate the government or abrogate the requirements of the work specification by direct interface with the contractor personnel on any level.

(c) Identify in the work specifications all tests and inspection check points which require Ship's Force witness or participation.

(d) Identify in the work specifications all tests which the ship must complete. Provide test parameters. If operational design and test information are not available or are unclear, the SRU will request assistance from the TYCOM.
Identify in writing the specifications for material to be provided by the ship to the contractor.

Inspect all material to be turned over to the contractor by Ship's Force for controlled work with the designated Ship's Force QAI. If the controlled material is MIC-Level I, the material inspection shall be a joint inspection, to include the designated Ship's Force QAI and the Ship's Controlled Material Petty Officer, prior to a turnover of the material to the contractor.

Inspect each completed controlled work job with the designated Ship's Force QAI prior to final acceptance.

Advise the ship availability coordinator of any condition where the lack of references, Military Specification material, or qualified contractor personnel will require Ship's Force submission of a Departure from Specification in accordance with Volume V, Part I, Chapter 8 of this manual.

3.6.2 Voyage Repair Policy

3.6.3 Submarine Policy

a. With the exception of Japanese National Master Labor Contract personnel employed by NSRF and JRMC Yokosuka, Japan and SRF DET Sasebo, foreign nationals shall not be contracted to perform VRs onboard submarines. Mission essential VR support will be coordinated by COMSUBGRU Seven/COMSUBGRU Eight or the TYCOM. Japanese National Master Labor Contract personnel employed by NSRF and JRMC Yokosuka, Japan and SRF DET Sasebo may perform VR work in non-nuclear areas only.

b. When required, MUSE support can be provided in some foreign ports. Ship requests for MUSE support shall be submitted to COMSUBGRU Seven or COMSUBGRU Eight, with information copies to COMSERVFORSIXTHFLT, COMSERVFORSIXTHFLT SRU DET Bahrain or COMLOG WESTPAC.

c. Work candidates must be submitted to COMSUBGRU Seven or COMSUBGRU Eight, with information copies to COMSERVFORSIXTHFLT, COMSERVFORSIXTHFLT SRU DET Bahrain, COMLOG WESTPAC or RMC as appropriate.

d. Submarine maintenance in the Fifth and Seventh Fleet will be conducted per references (d) and (e).

3.7 Nuclear Propulsion Plant and Related Equipment

3.8 Unsatisfactory Work/Work Practices

Any unsatisfactory work accomplished by any maintenance activity shall be promptly reported to the activity involved. Inform COMSERVFORSIXTHFLT, COMSUBGRU Seven, COMSUBGRU Eight, COMSERVFORSIXTHFLT SRU DET Bahrain, COMLOG WESTPAC, or RMC, as applicable. Reports should include sufficient detail to ensure that timely and proper corrective action may be taken. Direct liaison between customer and repair activity in clarifying deficiencies is mandatory. Include COMSERVFORSIXTHFLT, COMSERVFORSIXTHFLT SRU DET Bahrain, COMLOG WESTPAC, COMSUBGRU Seven, COMSUBGRU Eight, or RMC, as applicable, as an information addressee on all correspondence.
3.9 STRIKE FORCE INTERMEDIATE MAINTENANCE ACTIVITY MISSION, POLICY AND APPLICABILITY.

3.9.1 Mission. The mission of the Strike Force Intermediate Maintenance Activity (SFIMA) is to provide a first response to units needing assistance with maintenance candidates beyond their capability to correct while deployed, at sea, or away from regular support facilities. It is a self-help effort that takes advantage of the organic capabilities of each member of the deploying force. Maintenance candidates beyond the SFIMA capability and/or capacity or those that would interfere with the mission of the service provider shall be managed per Chapter 4 of this volume. The Strike Force is not authorized to perform SUBSAFE work.

3.9.2 Policy. With the exception of SUBSAFE, Strike Force maintenance and repair actions are limited only by the procedures and guidelines contained in reference (i) and in the Quality Maintenance section, Volume V, Part I, Chapter 2 of this manual. The Strike Force is not authorized to perform SUBSAFE work.

3.9.3 Applicability. This paragraph applies to all Forces, Ships, Units, and Detachments deploying as a cohesive force.

3.9.4 Action.

3.9.4.1 Commander, Fleet Forces Command. The Commander, Fleet Forces Command shall:
   a. Provide general policy guidance for the SFIMA.
   b. Monitor the efficiency of the SFIMA and amend policies as required.
   c. Develop metrics to measure the performance of the SFIMA (no special reporting shall be required).

3.9.4.2 Type Commander. The TYCOM shall monitor the performance of organizations in their claimancy assigned to the SFIMA and amend manpower requirements, maintenance training and logistics support practices as required.

3.9.4.3 Force Commander. The Force Commander (Senior Officer/Officer in Charge) prior to "Surge Ready" shall:
   a. Organize a SFIMA scaled and tailored to the size of the deploying force and the length of deployment.
   b. Designate the Maintenance Coordinator with whom members of the deploying force will interact for SFIMA requirements. These personnel should be selected based on their knowledge of quality assurance, maintenance and material management, and unit capabilities.
   c. Exercise the SFIMA.

3.9.4.4 Force Maintenance Coordinator. The Force Maintenance Coordinator shall:
   a. Issue a SFIMA Capabilities Catalog and Operations Guide that informs members on:
(1) Maintenance skills within the force. The Navy Training Management and Planning System is the Navy Education and Training Command data warehouse that provides users a myriad of personnel information. For information on this site visit their homepage at http://www.ntmps.navy.mil, call their Support Office (toll free) (866) 438-2898 or E-mail: support@ntmpshelp.com.

(2) How to obtain assistance. Before requesting assistance keep in mind that the SFIMA "work force" is made up of sailors already burdened with own ship, Planned Maintenance System, watches, and other organizational duties and responsibilities.

(3) The conditions under which skilled personnel shall be expected to render assistance. The impact on the assisting unit must be evaluated to gauge the impact of absent personnel on the crew (watch standers) and mission.

b. Be the central point of contact for management of work candidates originating both internally and externally from the force.

c. Determine the best course of action for work candidates. Work that is beyond the efficient and economical capability or capacity of the force shall be managed per Chapter 4 of this volume.

3.9.4.5 Commanding Officer/Officer in Charge. The Commanding Officer/Officer in Charge of a force member shall:

a. Assign a SFIMA coordinator. These personnel should be selected based on their knowledge of quality assurance, maintenance and material management, and unit capabilities.

b. Provide the Force Maintenance Coordinator with point of contact information for the SFIMA coordinator.

c. Authorize the assignment of command personnel to do SFIMA work away from the command.

d. Authorize requests for onboard SFIMA assistance.

3.9.4.6 Strike Force Intermediate Maintenance Activity Coordinator. The SFIMA Coordinator shall:

a. Maintain liaison with the Force Maintenance Coordinator.

b. Provide organizational maintenance capability changes to the Force Maintenance Coordinator.

c. Coordinate requests for onboard SFIMA work with the Force Maintenance Coordinator.

d. Ensure the accomplishment of onboard SFIMA work is in accordance with this manual.

e. Ensure that the affected work center documents the accomplishment of SFIMA work in accordance with reference (j).

f. Coordinate the assignment of personnel to do SFIMA work away from the command.
APPENDIX A

VOYAGE REPAIR POLICY
COMLOG WESTPAC AREA OF RESPONSIBILITY

Voyage Repair Availability Execution.

1. Naval Regional Contract Center. The NRCC representative will award the contract and liaison with the contractor on contractual matters, including new work and payment.

2. Arrival. The SRU Surveyor will meet ship on arrival and ensure contracts are in place prior to the commencement of work. The surveyor will ensure the technical portion of the contract is satisfied and will liaison with local industrial activity on technical matters. It is both the surveyor and Ship's Force responsibility to ensure the contractor complies with work specifications.

3. Pre-Production Meeting. After the contractor ship-check, an arrival conference will be scheduled, during which the surveyor and Ship's Force will review the specifications, ship-contractor coordination requirements, QA requirements, and required government furnished material to be provided by the ship. The ship shall provide the surveyor a list of the ship's QAIs to be used during the availability.

4. Daily Production Meeting. The SRU Surveyor, Ship's Maintenance Management Officer, and other personnel as necessary will meet daily, as a minimum, to review progress with the intent being to identify possible problem areas that may require specific attention. The overall success and effectiveness of any availability is almost entirely a reflection of the customer ship's interest in the work being accomplished.

5. Growth and New Work.
   (a) Growth work identified during the open and inspect phase of the baseline repairs will be reviewed for cost and schedule impacts and incorporated in the work package by the surveyor, as applicable.
   (b) New work must be processed and authorized without violating Public Law restrictions. To assure these restrictions aren't violated, the ship shall submit an OPNAV 4790/2K in accordance with the normal process and provide a copy to the surveyor. The surveyor shall determine the feasibility of completing new work and shall obtain the required authorization from the Area Maintenance Coordinator.

6. Constructive Changes. Constructive changes are changes to contracts in the intent of work specifications directed at the contractor by anyone other than the surveyor or NRCC representative. Since they are not pre-negotiated with the contractor, constructive changes are against the law. Ship's Force personnel should be cautioned not to direct or otherwise influence contractor personnel to accomplish work not clearly delineated by contract specifications.

7. Contractor Support.
   (a) Material Support. Military Specification parts and material are often not available to local contractors. Some parts can be manufactured, but the ship should provide the material and parts required for work package execution. The ship should provide only the parts required by the work specifications.
   (b) Technical Support. Drawings and Technical Manuals are generally not available in theater. Ship's Force should be prepared to produce associated technical information as required.
8. Schedule Limitations.

(a) In the COMFIFTHFLT AOR, the Arab workweek is Saturday through Wednesday with the weekend being on Thursday and Friday. Ships in VR Availabilities should support this schedule for the most productive use of the maintenance period.

(b) In Israel, the weekend is on Friday and Saturday. Ships in VR Availabilities should support this schedule for the most productive use of the maintenance period.

(c) Contractor ability to accomplish work is sometimes limited by Port Captain regulations, local strikes, and holidays. These stoppages are relatively frequent but short term in nature. The NRCC representative and SRU Surveyor should be notified immediately of any indication of problems.

9. QA Responsibilities. Although the name implies quick repairs, VRs require no less stringent QA procedures than any other routine planned repair. While Ship's Force is ultimately responsible for ensuring that appropriate QA is maintained on all repairs, regardless of who performs the work, the SRU overseeing the VRs is responsible to Ship's Force to ensure that all requirements specified in the contract are met. Specific Ship's Force QA responsibilities may include:

(a) Providing personnel to witness tests and inspections as required by the SRU Surveyor. Witnesses shall be qualified QAI who are aware of the technical requirements to be fulfilled by the test or inspection.

(b) Ensuring that documentation of each contractor test or inspection is provided to the QAI at its conclusion. If not provided, the QAI will use the applicable form from Volume V, Part I, Chapter 11 of this manual to document the test or inspection. Records of all Ship's Force and contractor tests and inspections will be maintained in accordance with Volume V, Part I, Chapter 10 of this manual.

(c) Insisting on verbatim compliance with the work specification, through the QAI, during the test or inspection. The QAI will immediately inform the appropriate Department Head and SRU Surveyor of any discrepancies noted.

(d) Ensuring that any material provided by Ship's Force by direction of the work specification is in strict accordance with technical requirements.

(e) Ensuring that no other material, tools, or physical assistance is provided to the contractor unless it is specifically required by the contract specification or requested by the SRU Surveyor. The entire Ship's Force will be briefed on this prior to the start of the VR period.

(f) Assisting the SRU Surveyor in providing continual in-process inspections of work being accomplished aboard ship. In-process inspections of work accomplished off-ship will be accomplished as deemed necessary by the Department Heads and as agreed to by the SRU Surveyor.

(g) Providing ship-specific operating/design system parameters to aid in determining actual testing requirements. Reporting specified test results on appropriate QA forms to the SRU Surveyor prior to the end of the VR period.

(h) Providing all MIC LEVEL I material required to the SRU Surveyor. Material will not be accepted unless properly controlled by Ship's Force. A face-to-face turnover by a designated Controlled Material Petty Officer to the SRU Surveyor is required.
10. Unsatisfactory Work or Work Practices. Any unsatisfactory work accomplished or work practice conducted by any maintenance activity shall be promptly reported to the activity involved and the applicable Area Maintenance Coordinator. Reports should include sufficient detail to ensure timely and proper corrective action may be taken. Prior to informing the Area Maintenance Coordinator, direct liaison between customer and repair activity in identifying and clarifying deficiencies is required.

11. Post-Production Meeting. The SRU Surveyor will provide to Ship's Force all appropriate documentation, including objective quality evidence, to verify that the VRs were satisfactorily completed. As necessary, technical justification will be provided when a Departure from Specification request is required to be submitted.

12. Following the completion of the VR Availability, Ship's Force shall generate and transmit a Post-VR Assessment Report for transmission via message or email.
VOLUME III

CHAPTER 4

SCHEDULED MAINTENANCE PLANNING, PREPARATION AND PRIORITIES

REFERENCES.

(a) COMNAVSURFOR NOTICE 4701 - Surface Ship Maintenance Validation, Screening and Brokering
(b) COMNAVSURFOR NOTICE 4702 - Surface Ship Work Package Preparation
(c) COMNAVSURFOR NOTICE 4703 - Surface Ship Maintenance Placement Oversight Business Rules
(d) COMSUBGRU7INST C3210.2 - Deployment Guide
(e) COMSUBGRU7INST 4790.1 - Conduct of Submarine and Tender Availabilities
(f) NAVSEAINST 4790.8/OPNAVINST 4790.4 - Ships' Maintenance and Material Management (3-M) Manual

LISTING OF APPENDICES.

A Format for Work Screening Message

4.1 SURFACE SHIP WORK PACKAGE PREPARATION. Reference (a) promulgates Commander, Naval Surface Force ship maintenance work item/specification package preparation procedures, milestones and business rules. These business rules apply to Regional Maintenance Centers (RMC), Surface Type Commanders (Commander, Naval Surface Force Pacific, Commander, Naval Surface Force Atlantic), Systems Commanders (sponsoring Program Alterations) and other Alteration Installation Team Sponsors. Where references (a) through (c) differ from Volume II, Part II of this manual, references (a) through (c) take precedence. Submarine maintenance work item/specification package preparation procedures, milestones and business rules are listed in references (d) and (e). References (d) and (e) further clarify the requirements of Volumes II and III of this manual as they apply to submarine maintenance in the Fifth and Seventh Fleet area of operations.

4.2 CONTINUOUS MAINTENANCE PLANNING. In this Chapter on Deployed Maintenance, the term Continuous Maintenance (CM) Planning refers to Forward Deployed Naval Forces (FDNF) ships, and to work brokered to the Afloat Fleet Maintenance Activity (AFMA) for all other ships. A vital part of CM is the scheduling and accomplishment of work outside of Chief of Naval Operations availabilities. This allows the ship to be consistently maintained at acceptable readiness levels. Multi-Ship/Multi-Option contracts create a long-term relationship with the executing activity that facilitates the execution of CM. The ship's maintenance teams should recognize every scheduled in-port period as an opportunity to accomplish CM. Funding for CM is included in the ship's Maintenance and Modernization Business Plan. Discussions with Multi-Ship/Multi-Option contractors and I-level service providers indicate that in order to get the most efficient use of our CM maintenance dollars there are some minimum planning thresholds that should be adhered to in order to prevent premiums from being accrued. A minimum of 30 days should be allotted between the time depot level work is brokered to the executing activity and work is scheduled to start. A minimum of 40 days should be allotted for work brokered to I-level activities. This assures there is adequate time to plan the work and acquire the necessary material in an efficient manner. If these minimum thresholds cannot be complied with, the work should be postponed until the next CM opportunity. The Maintenance Team may run a business case if there are other factors that might justify the addition of work inside these preferred windows. As described above all work for a CM Availability should be identified at A-40 for I-level and at A-30 for D-level. This will allow a Work Package Integration review to take place at A-20 and for all work to be definitized at A-10. Metrics are currently being developed to monitor CM planning.
4.3 CURRENT SHIP’S MAINTENANCE PROJECT MAINTENANCE WHILE DEPLOYED.

a. Under the CM concept, parent Maintenance Team/RMC/Immediate Superior In Command (ISIC)/Fleet Maintenance Activity (FMA) will no longer transfer the Current Ship's Maintenance Project to the deployed unit's maintenance activity. Parent Maintenance Team/RMC/ISIC/FMA will maintain control of the Current Ship's Maintenance Project and will broker work, as a continuous process, in accordance with Volume II, Part I, Chapter 2 of this manual.

b. Parent Maintenance Team/RMC/ISIC/FMA will identify work candidates brokered to a deployed screening activity in the Maintenance Resource Management System and report them to the ship through weekly Work Package Summary reports.

c. When normal screening systems are down parent Maintenance Team/RMC/ISIC/FMA will receive automatic feedback on status of brokered work candidates through the Streamline Automated Logistics Transmission System/Regional Maintenance Automated Information System/Navy Enterprise Maintenance Automated Information System/Maintenance Resource Management System. The forward screening activity can identify work candidates that will not be undertaken during deployment by using the "Return to Broker" function.

4.4 WORK CANDIDATE PREPARATION AND PRIORITY.

a. Work candidates shall be prepared in strict accordance with references (a) through (c) and (f). Use a message work candidate in accordance with Volume II, Part I, Chapter 4 of this manual whenever an OPNAV 4790/2K cannot be sent by any other means.

b. In accordance with SHIPMAIN procedures an appropriate Figure of Merit should be assigned.

c. Priority (PRI) assignment in 2 Kilo is a major factor in determining whether a work candidate is approved for accomplishment during deployment and must be accurate. The following table illustrates the interrelationships.

<table>
<thead>
<tr>
<th>PRI</th>
<th>DESCRIPTION</th>
<th>DEPLOYED ACCOMPLISHMENT FOR NON-FORWARD DEPLOYED NAVAL FORCES (FDNF) SHIPS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Voyage Repairs.</td>
<td>Afloat Fleet Maintenance Activity (AFMA), Technical Assistance or Foreign Contractor, Naval Ship Repair Facility (NSRF), Strike Force Intermediate Maintenance Availability (SFIMA).</td>
</tr>
<tr>
<td>2</td>
<td>Urgent repairs during: Technical Availabilities Maintenance Availabilities (MAV).</td>
<td>AFMA, Technical Assistance or SFIMA.</td>
</tr>
<tr>
<td>3</td>
<td>Routine repairs.</td>
<td>AFMA or SFIMA.</td>
</tr>
<tr>
<td>4</td>
<td>Desirable ship work.</td>
<td>AFMA or SFIMA.</td>
</tr>
</tbody>
</table>

4.5 SUBMISSION OF WORK PACKAGES. Screened work packages should be continuously available to COMSERVFORSIXTHFLT, COMLOG WESTPAC, COMSERVFORSIXTHFLT SRU DET Bahrain and the AFMAs from the ship's parent Maintenance Team/Japan Regional Maintenance Center (JRMC)/ISIC. These work packages will form the basis for each availability. To ensure clearly defined work packages at availability start, the accomplishing activity (FMA/RMC/SRU or Area Maintenance Coordinator) will provide a screening message at arrival minus ten days to all concerned with an information copy to responsible ISICs and RMC (See Appendix A of this chapter).
4.6 SCREENING OF WORK CANDIDATES AND WORK PACKAGES.

a. The following activities are authorized to conduct screening of work packages:

<table>
<thead>
<tr>
<th>AREA OF RESPONSIBILITY</th>
<th>ACTIVITY</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commander, U.S. Naval Forces, Europe</td>
<td>COMSERVFORSIXTHFLT N43</td>
<td>Screening for all Area of Responsibility activities (AFMA, contractor technical assistance, etc.).</td>
</tr>
<tr>
<td>and Commander, U.S. Sixth Fleet</td>
<td>Mediterranean AFMA</td>
<td>Screening for AFMA only.</td>
</tr>
<tr>
<td></td>
<td>Commander, Submarine Squadron 22</td>
<td>Screening of all submarine and assigned Surface ship MAVs.</td>
</tr>
<tr>
<td>(COMFIFTHFLT)</td>
<td>SIXTHFLT SRU</td>
<td>Screening for all Arabian Gulf/Arabian Sea/Red Sea activities (AFMA, Contractor).</td>
</tr>
<tr>
<td>Commander, Fifth Fleet</td>
<td>COMSERVFOR-DET Bahrain</td>
<td>Screening for assigned MAV's only.</td>
</tr>
<tr>
<td></td>
<td>COMFIFTHFLT AFMA</td>
<td></td>
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<tr>
<td></td>
<td>COMSUBGRU Seven</td>
<td>Screening for all deployed submarines.</td>
</tr>
<tr>
<td>Commander, Seventh Fleet (COMSEVENTHFLT)</td>
<td>JRMC</td>
<td>Screening for FDNF for ports covered by JRMC.</td>
</tr>
<tr>
<td></td>
<td>WESTPAC AFMA</td>
<td>Screening for AFMA only.</td>
</tr>
<tr>
<td></td>
<td>COMSUBGRU Seven</td>
<td>Screening for all submarine and assigned surface ship AFMAs.</td>
</tr>
<tr>
<td></td>
<td>NSRF and JRMC</td>
<td>Screening for all COMSEVENTHFLT deployers visiting Yokosuka.</td>
</tr>
<tr>
<td></td>
<td>JRMC</td>
<td>Screening for all COMSEVENTHFLT deployers visiting Sasebo.</td>
</tr>
<tr>
<td></td>
<td>COMLOG WESTPAC/SRU Singapore</td>
<td>Screening for all COMSEVENTHFLT deployers (except as noted above).</td>
</tr>
<tr>
<td></td>
<td>COMSUBGRU Seven</td>
<td>Screening for all deployed submarines.</td>
</tr>
<tr>
<td></td>
<td>COMSUBRON Fifteen</td>
<td>Screens all work candidates and work packages brokered to the assigned AFMA.</td>
</tr>
</tbody>
</table>
b. Non-FDNF Voyage Repairs Only. When AFMAs visit ports with substantial Naval repair facilities or are in commercial ports during times of high port loading, it is often desirable to divide availabilities and primary work screening functions between the shore activity and the AFMA on a ship by ship basis. When this happens, the applicable maintenance coordinator will, by message, assign the primary availability and work package screening responsibility to either the shore activity or the AFMA. When assigned, the primary activity will request and screen the work package. The primary activity will also screen work candidates for referral to the secondary activity for review and acceptance or rejection. The secondary activity will then issue its own screening message concerning only the work candidates referred by the primary activity. Ports where this may be routinely expected to happen are:

<table>
<thead>
<tr>
<th>PORT</th>
<th>ACTIVITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yokosuka</td>
<td>NSRF and JRMC</td>
</tr>
<tr>
<td>Sasebo</td>
<td>JRMC</td>
</tr>
<tr>
<td>Haifa</td>
<td>SRU Naples (Israeli Industrial Activity)</td>
</tr>
<tr>
<td>Toulon</td>
<td>SRU Naples (French Arsenale)</td>
</tr>
</tbody>
</table>

c. The following guidance applies to work to be accomplished by all maintenance activities on ships not permanently homeported overseas:

(1) Work candidates which are clearly within the capability of Ship's Force will not normally be accomplished by repair activities, but technical assistance will be provided if the need is substantiated.

(2) Work candidates for material only or manufacture of standard stock items will not be approved, unless the item is not available in time to ensure timely correction of Casualty Reports or major safety items only.

(3) Work candidates for Ship Alteration, Ordnance Alteration, Machinery Alteration, Boat Alteration, or other alterations will not normally be approved unless ship holds previous approval for accomplishment of alteration while deployed.

(4) Activities authorized to accomplish work screening will use screening messages prepared in accordance with Appendix A of this chapter, or via Email (SIPRNET/NIPRNET) as applicable.
APPENDIX A

FORMAT FOR WORK SCREENING MESSAGE

FM (ACTIVITY) //
TO USS (SHIP NAME AND HULL NO.) //
INFO (AOR MAINTENANCE COORDINATOR) //
(OPERATIONAL COMMANDER) //
(PARENT RSG/RMC) //
(PARENT ISIC) //
BT
UNCLAS //N04700 //
MSGID/GENADMIN/ACTIVITY //
SUBJ/WORK PACKAGE SCREENING FOR MAV/VR/RAV //
REF/A/RMG/(SHIP NAME) //
AMPN/REF A IS CALL DOWN MESSAGE //
REF/B/DOC/COMFLTFORCOMINST 4790.3 //
AMPN/REF B IS JOINT FLEET MAINTENANCE MANUAL //
RMKS // 1. WORK PACKAGE (CALL DOWN) forwarded REF A received and screened IAW REF B as follows:
A. ACCEPTED FOR ORIG (NSRF OR SRU) ACCOMPLISHMENT
   (LIST JSNS) (LIST SHIP-TO-SHOP JSNS)
B. SCREENED FOR AFMA USS (SHIP NAME) ACCOMPLISHMENT.
   (LIST JSNS)
C. DEFERRED PENDING SHIPCHECK.
   (LIST JSNS)
D. DEFERRED: SHIPALT/AER REQUIRES TYCOM AUTH.
   (LIST JSNS)
E. DEFERRED: SHIPS FORCE ACCOMPLISHMENT.
   (LIST JSNS)
F. DEFERRED: WORKLOAD, FUNDING OR NON-VR.
   (LIST JSNS)
G. DEFERRED: INSUFFICIENT INFORMATION.
H. DEFERRED: OTHER.
2. EVALUATION AND COMMENTS CONCERNING WORK PACKAGE QUALITY (IF APPLICABLE)
3. OTHER COMMENTS: SHORE POWER AVAILABILITY, BERTHING PLAN, OTHER SERVICES OFFERED OR PLANNED, ETC. //
BT
NOTE: ENSURE MESSAGES ARE IN ACCORDANCE WITH NTP-3 FORMAT AND CURRENT_plain_language_ADDRESS_DIRECTORY (PLAD) IS UTILIZED.
VOLUME III

CHAPTER 5

MAINTENANCE SUPPORT FOR NON-UNITED STATES NAVY SHIPS AND ACTIVITIES

5.1 PURPOSE. Maintenance activities addressed in this volume shall provide support to Military Sealift Command (MSC) ships, United States Coast Guard (USCG) ships and other craft and activities on a not to interfere with primary mission basis, at the discretion of the Commanding Officer or Officer In Charge. Generally, all material directly chargeable to the work accomplished shall be funded by the requesting activity. Requesting activity should also fund any related temporary additional duty and travel expenses. If the requesting activity is non-United States Navy, man-day rates for military and civilian personnel will be chargeable.

5.2 MILITARY SEALIFT COMMAND VESSELS. Before the acceptance of work by the industrial activity, MSC vessels must obtain prior authorization and funding from the cognizant MSC program manager via the ship's MSC port engineer and MSC type desk. Where prior authorization has not been received, the Master and Chief Engineer of the requesting vessel should be directed to submit their Voyage Repair request to their MSC Port Engineer and MSC type desk for work authorization and brokering. After the MSC type desk authorizes the work, and it is accepted by the industrial activity, the industrial activity will use their standard procedures for work candidate processing, planning, Quality Assurance, and work execution methods. The MSC ship Chief Engineer and/or Port Engineer will be the primary points of contact to coordinate jobs. Work performed by Fleet Maintenance Activities shall be included in the Maintenance Resource Management System for tracking and up line reporting. Note that MSC ships do not use the 3M system and if desired to track the job in Maintenance Resource Management System, a "dummy 2K form" will have to be prepared by the MSC Port Engineer and manually entered into the system by the Fleet Maintenance Activity or Regional Maintenance Center.

5.3 UNITED STATES COAST GUARD VESSELS. USCG vessels assigned to Navy operational control will be treated the same as Navy vessels for the purposes of maintenance, with the exception that the USCG will fund any direct material, or contractor charges.

5.4 OTHER SERVICE CRAFT AND ACTIVITIES. Work requested by non-Navy activities shall be carefully screened to ensure the work is authorized by higher authority, funding arrangements are in place and technical requirements are fully understood prior to acceptance.
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