DEPARTMENT OF THE NAVY
COMMANDER, NAVAL SURFACE FORCE
UNITED STATES PACIFIC FLEET
2841 RENDOVA ROAD
SAN DIEGO, CALIFORNIA 92155-5490

COMMANDER
NAVAL SURFACE FORCE ATLANTIC
1430 MITSCHER AVE
NORFOLK, VA 23551-2494

COMNAVSURFPACINST 4700.1/
COMNAVSURFLANTINST 4700.1
N43/N43
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COMNAVSURFPAC/COMNAVSURFLANT INSTRUCTION 4700.1

From: Commander, Naval Surface Force, U.S. Pacific Fleet
       Commander, Naval Surface Force, Atlantic

Subj: TOTAL SHIPS READINESS ASSESSMENT (TSRA)

Ref: (a) OPNAVINST 4700.7K; Maintenance Policy for Naval
           Ships
       (b) COMFLTFORCOMINST 4790.3; Joint Fleet Maintenance
           Manual (JFMM)
       (c) COMNAVSURLANT Norfolk Va 280224Z Sep 06;
           Cancellation of the formal Hull, Mechanical, and
           Electrical Readiness Assessment (HMERA) program
       (d) COMNAVSEASYSCOM/COMNAVSURFOR 4700: FRP Business Rules
           29 Dec 09
       (e) COMNAVSEASYSCOMINST 5400.95; Waterfront Engineering
           and Technical Authority Policy
       (f) OPNAVINST 4790.4 (Series); Ships' Maintenance and
           Material Management (3-M) System Policy
       (g) CNSL/CNSP NOTE 4700; Class Matrices
       (h) CNSP/CNSL INST 9093.2; C5RA
       (i) Surface Force Readiness Manual

Encl: (1) TSRA Ready to Commence message template
       (2) TSRA Completion message template
       (3) TSRA Metrics

1. Purpose. To promulgate policy, procedures, expectations, and
responsibilities for the planning and execution of Total Ship
Readiness Assessments (TSRAs). TSRA I, II, III, and IV are tailored
material assessment packages scheduled to occur at specific times
during a ship's schedule to improve maintenance availability planning,
Current Ship's Maintenance Project (CSMP) management, equipment
repair, over-the-shoulder training of ship's force technicians, and
operational availability (A_o). TSRAs adhere to the following motto:
"Find, Fix, Train." While not an inspection, TSRA completion is a
significant readiness preparation assessment. Regional Maintenance
Centers (RMC), private sector contractors, in-service engineering

agents (ISEA), NAVSEA Technical Warrant Holders (TWH), Surface Ship Maintenance Engineering, Planning and Procurement Activity (SURFMEPP), TYCOM, and ship's force are key stakeholders responsible for TSRA effectiveness.

2. <u>Scope</u>. TSRAs will occur on all Surface ships within Naval Surface Force, Atlantic and Pacific and include comprehensive assessments of ship's hull, mechanical, electrical (HM&E), combat systems, command, control, communications, computers and intelligence (C5I) systems, support equipment, and logistics condition. Consulting maintenance databases and reports such as Integrated Condition Assessment Systems (ICAS), Integrated Performance Assessment Reports (IPARs), CSMP, and Corrosion Control Information Management Systems (CCIMS) will inform TSRA planning.

3. <u>Policy</u>

    a. In accordance with references (a) through (c), RMCs are tasked by Commander, Naval Sea Systems Command, to support surface ships under the cognizance of Commander, Naval Surface Force Atlantic (CNSL) and Commander, Naval Surface Force, Pacific (CNSP) to plan and execute TSRAs I-IV. Commander, Navy Regional Maintenance Centers (CNRMC), shall issue a complementary instruction for RMC TSRA execution.

    b. In accordance with reference (c), the Master Assessment Index (MAI) process is a TYCOM risk prioritization model to assist in the development of the TSRA agenda. MAI, and/or other data repositories shall be utilized to assist in the preparation of TSRA system candidates.

    c. Reference (b) directs assessment activities to perform system assessments utilizing Integrated Class Maintenance Plan (ICMP) tasks in accordance with the scope identified by Commander, Naval Surface Force Atlantic and Pacific. ICMP technicians find, document, and fix equipment discrepancies while providing training to ships force.

    d. TSRA visit nominal duration is two weeks (with the exception of TSRA II). However, at the discretion of the TYCOM, TSRA events may be scheduled for more or less than two weeks in order to avoid conflicting with operational schedules. When the TSRA event is scheduled for less than two weeks, the focus of the TSRA will be identification and documentation of systems deficiencies as well as ship's force training. Any required repairs may have to be deferred.

    e. For a nominal two week TSRA event, the schedule will be structured as follows:

        (1) Week 1- Execute assessments in accordance with the planned agenda/check-list to the maximum extent possible. Focus shall be to find, fix, train, document on the CSMP, and validate configuration of assessed systems.

    (2) Week 2- The focus shall be on completing the assessments of any systems that were not assessed during the first week.

NOTE: For Forward Deployed Naval Forces (FDNF) the 2-week model described above may not be effective due to the operational tempo considerations. RMCs shall coordinate with Operational Commander to determine best schedule for the execution of TSRA events on FDNF units. Deviation from two-week events requires TYCOM approval.

    f. TSRA events scheduled for execution during the Fleet Response Plan (FRP) shall be defined at the Life Cycle Planning Conference (LCPC) conducted 760 days prior to the availability (A-760). All assessment requirements shall be incorporated into the ship's Baseline Availability Work Package (BAWP) in accordance with reference (d). The BAWP shall include all technically mandated (Category A) Integrated Class Maintenance Plan (ICMP) assessments identified by SURFMEPP and the TYCOM risk mitigation (Category B and C) ICMP assessments. ICMP assessments tasks are categorized as follows:

        (1) Category A – ICMP assessments tasks that are directed and required by higher level technical authority.

        (2) Category B – High priority, risk mitigation ICMP assessment tasks identified by the TYCOM based on the review of data such as: MAI, Departure Report, Request for Contract Change (RCC), CASREPs, Technical Assist Visit Reports (TAVRs), Engineering Assessments, Atlantic/Pacific Light Off Assessment (LOA) results, etc.

        (3) Category C – Low priority, risk mitigation ICMP assessment tasks identified by the TYCOM utilizing similar methods as category B tasks.

    g. Systems/equipment assessments shall be accomplished using the published class specific equipment matrices provided SEPCOR. Additions and subtractions from systems identified in the class matrices for a specific TSRA must be approved by the TYCOM. Additionally, included in the class specific equipment matrices are ICMP tasks and/or INSURV check sheets. If there are no valid ICMP or INSURV check sheet tasks, then the specific RMC will identify and/or develop an alternative assessment task using an existing approved procedure or a locally developed procedure approved by the local waterfront technical authority, in accordance with reference (e). The cognizant RMC shall document the use of an alternative assessment task and submit a technical feedback report (TFBR) to SURFMEPP for adjudication.

    h. The RMC shall send a "Ready to Commence" message per enclosure (1), announcing the execution dates, agenda, and expectations for all TSRA events at least three weeks prior to the scheduled event.

i. The RMC shall send a "TSRA Completion" message per enclosure (2) no later than five business days after TSRA completion.

j. TSRA discrepancies shall be documented in the ship's 3M system in accordance with reference (f). RMCs shall ensure assessment results (Satisfactory or Unsatisfactory) are sufficiently detailed to enable proper work planning. It is imperative that all systems found to be in satisfactory material condition be identified as such to allow the Material Readiness Database (MRDB) to evaluate and trend system performance over time. All documented findings must reference the original ICMP task number in order to allow cross-referencing of tasking and repair recommendations.

k. Discrepancies identified during the assessment shall be annotated in accordance with reference (d) prior to entry in the ship's 3M system. Repairs will be accomplished based on priority, availability of parts, Ship's Force (S/F) support, Subject Matter Expert (SME) availability, or time remaining in the TSRA. Repairs that are not accomplished during the TSRA will be processed in accordance with reference (d).

l. "Over the shoulder training" provided to S/F personnel shall be accomplished during the assessment visit and training hours reported per enclosure (2).

m. TSRAs will be scheduled by TYCOM via the Fleet Scheduling Conferences and published quarterly.

n. TSRAs are defined as follows:

(1) TSRA I: A pre-CNO availability ship-wide material condition assessment. TSRA I will be notionally scheduled 270-150 days (A-270/150) prior to the availability in order to add work items prior to AWP definition and to optimize material condition prior to LOA, Sea Trials, Basic Phase assessments and training, and INSURV. TSRA I shall be scheduled as a two week event to maximize efforts to identify, document, train, and repair deficiency findings.

(2) TSRA II: An assessment event to assist the ship in achieving Maintenance Phase exit criteria. An additional objective is to assess slow to degrade systems (tanks, voids and structures) and HM&E and C5I systems essential to a successful Light-off Assessment (LOA), Sea Trials (ref b), TYCOM Readiness Assessment (ref i), and INSURV. TSRA II will be conducted throughout the CNO availability; results will help populate material condition trend databases and identify future BAWP items. The selected systems will be observed as Ship's Force restores equipment from layup to online operations.

      (3) TSRA III: A two week assessment notionally conducted 180-120 days (D-180 to D-120) prior to deployment defined in ref g. TYCOM will provide additional guidance as required. TSRA III assesses HM&E and C5I equipment and also encompasses the Ballistic Missile Defense Readiness Assessment (BMDRA).

Note: These events may occur during the Basic Phase. Basic Phase Training events have scheduling priority.

      (a) Ballistic Missile Defense Readiness Assessment (BMDRA): A mission specific subset of TSRA III. BMDRA will be scheduled 45-30 days (D-45 to D-30) prior to deployment. BMDRA will be scheduled as a 10 day event to allow for all required assessment/repairs to be accomplished.

      (4) TSRA IV: A TYCOM-directed assessment in support of high-interest evolutions. TYCOM will provide guidance and oversight for the development of the scope of assessment. TSRA IV may be scheduled as a two-part event to include in port and underway evolutions. An example of a high interest evolution is a ship undergoing a home-port change to forward deployed status.

4. Responsibilities

   a. TYCOM. Establish policy; provide oversight and guidance as required to:

      (1) Identify fleet maintenance and material readiness objectives for surface ships to be supported by the TSRA process.

      (2) Assign an Assessment Coordinator (AC) at CNSL N43 and CNSP N43 to provide TYCOM perspective and coordination with RMCs Assessment Directors (AD). This individual shall be responsible to the TYCOM for the approval of the TSRA agenda and support the ADs in coordinating with ship's force as required.

      (3) Through the Assessment Coordinator, oversee the execution of the TSRA process including review and approval of class matrix changes.

      (4) Identify TYCOM risk mitigation items of interest (Category B and C) for inclusion in the TSRA visit.

      (5) Continually review data-driven metrics (i.e. ICAS, IPAR, CCIMS and other data repositories) in order to adjust and improve the business rules for the selection of equipment to be assessed.

      (6) Adjudicate conflicting events that may be scheduled during a TSRA visit that will adversely affect the objectives of the TSRA visit.

(7) Through the AC, review and approve the discrepancy upload files in accordance with reference (f).

(8) Ensure TYCOM representation (PEs) attends in/out briefs as required.

(9) Generate the TYCOM TSRA schedule quarterly at the conclusion of the fleet scheduling conference.

(10) Schedule and execute an annual review of the TSRA equipment class matrices utilizing various data repositories (i.e. ICAS, IPAR, CCIMS, etc...) in order to adjust and modify TYCOM risk mitigation category B and C tasks.

(11) Upon completion of the annual equipment matrix review, publish the class specific equipment matrices as a TYCOM note to this instruction.

   b. Surface Maintenance Engineering, Planning and Procurement Activity (SURFMEPP)

(1) Monitor completion of mandatory life cycle assessments through the BAWP execution process in accordance with reference (d).

(2) Analyze life cycle assessment results across surface ship classes. Provide feedback to NAVSEA/TYCOM/RMCs on life cycle maintenance trends and assessment task effectiveness.

(3) Manage the ICMP technical feedback process to include a notification procedure to TYCOM and RMCs for ICMP implemented changes. Modify ICMP content based on assessment results, existing technical requirements, and TYCOM/RMC input.

(4) Integrate Category A, B and C CMP tasks into ship's BAWP through the Life Cycle Management and Planning Conference (LCPC) at A-760.

(5) Attend the annual TYCOM class equipment matrices review.

(6) Report to TYCOM on any CAT A ICMP task not completed within required periodicity.

   c. Commander, Navy Regional Maintenance Centers (CNRMC)

(1) Responsible for ensuring consistency and commonality in the execution of TSRA by the RMCs.

(2) Establish measures of effectiveness for fleet maintenance and material condition objectives.

(3) Facilitate the development of common assessment processes and procedures for use by the RMCs.

(4) Responsible for resolving RMC resource shortfalls or gaps.

(5) Attend the annual TYCOM class equipment matrices review. Ensure each RMC has adequate representation during the review process.

d. Regional Maintenance Center (RMC)

(1) Prior to a TSRA event, for TYCOM mitigation category B and C tasks, ensure coordination with SYSCOMS and ISEA to review ICAS, IPAR, ORTSTARs and other trending databases. If this review indicates that a system is operating within acceptable parameters that system may be considered for removal from the TSRA agenda unless otherwise directed by TYCOM. All Satisfactory findings through the review of remote monitoring systems shall be documented as such in the 3M maintenance data system.

(2) Assign one or more Assessment Director (AD) for TSRA visit.

(3) Ensure all preparations are completed in order to successfully accomplish the objectives of the TSRA visit. Specific preparations include, but are not limited to, identifying ship's force support requirements such as tag out and equipment line up during TSRA visit.

(4) Coordinate TSRA pre-visit brief with the ship 6-8 weeks prior to the TSRA event. The pre-visit brief with ship's force and maintenance team (MT) will review class matrix, confirm the availability of equipment to be assessed, and validate the sequence of events to be completed during the TSRA visit.

(5) Coordinate and develop TSRA Assessment packages used by the SMEs to include; Go Assess 2Kilo (GA2K), SCLSIS information, Current Ships Maintenance Project (CSMP) shore file items, assessment procedures for the assigned equipment/system and blank Material Assessment Forms (MAFs).

(6) Coordinate and identify technical code Subject Matter Experts (SMEs), provide or obtain SMEs from other RMC organic resources, In-Service Engineering Agents (ISEAs), System Commands or private sector contractors.

(7) Transmit the TSRA assessment "Ready to Commence" and "Completion" messages per enclosures (1) and (2).

(8) Ensure security screening procedures are sent to the specific industrial facility (if required) and to the ship to expedite TSRA Team access to the ship.

(9) Prepare and provide to TYCOM the proposed assessment matrix 30 days prior to the TSRA event. Execute and manage assessment visit in accordance with the final assessment agenda approved by TYCOM.

(10) Conduct an out brief with S/F on the final day of the TSRA visit.

(11) Provide a final written report to the ship's commanding officer within 5 business days of the end of the TSRA visit with copy to TYCOM and ISIC in accordance with enclosure (2).

(12) Utilize a dedicated Visit Support Team (VST) to perform logistics validation, data entry and data collection support functions necessary to properly execute and manage a TSRA visit. This team will review on a daily basis, the quality and content of 2K Block 35 entries to ensure RMCs assessment teams provide sufficient detail to guarantee adequate work definition and upload discrepancies to the ship's CMSP.

(13) Collect metrics data during and after the TSRA visit per enclosure (3). Metrics will be used to measure effectiveness and efficiency of the TSRA visit. The metrics will be reviewed on a routine basis by TYCOM, ISIC CNRMC, RMC and SURFMEPP as required to improve TSRA planning and execution.

   e. <u>Ships Force</u>

(1) Participate in the pre-visit brief. Identify the availability of systems and equipment to be assessed in the assessment matrices. Identify the availability of ship's force personnel to support TSRA event.

(2) Prepare for TSRA visit as addressed during the Pre-Visit Brief (i.e. radiate requests, aloft chits, tag-outs, etc…).

(3) Designate a representative as the ships TSRA visit coordinator.

(4) Establish a security screening process to expedite TSRA Team access to the ship.

(5) Designate a senior S/F representative to prepare ship systems and tag outs, request support services and generate QA packages (as required).

(6) Designate a space for use by the Assessment Team.

(7) Host TSRA daily briefings onboard the ship.

(8) Ensure the Ships 3M Coordinator, Work Center Supervisors and the Supply Officer (or designated representative) are available (as required) during the TSRA visit.

(9) Assign adequate ship's force personnel to support equipment/systems that are to be assessed.

(10) Responsible for ordering parts identified during the TSRA visit.

(11) Execute assigned items, if applicable, under the management of the TSRA AD.

5. Action. All TSRA events shall be conducted in accordance with this instruction and references (a) through (c).

R. A. ROGERS   J. P. GELINNE
Deputy and Chief of Staff   Chief of Staff

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TSRA "READY TO COMMENCE" COMMAND MESSAGE TEMPLATE

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FM (RMC)
TO USS (SHIP)
(TYCOM)
(SQUADRON COMMANDER)
(ADDITIONAL ADDRESSEES AS APPROPRIATE)
INFO CNRMC
(APPROPRIATE TO SHIP)
(ADDITIONAL ADDRESSEES AS APPROPRIATE)
BT
MSGID/GENADMIN/RMC/-/MMM//
SUBJ/TSRA ASSESSMENT TASKING FOR USS (SHIP)//
REF/A/RMG/(ASSESSMENT)/(REFERENCE)//
REF/B/DOC/(TEST PLAN PROVIDER IF APPLICABLE)/(DATE)//
REF/C/CON/(SCHEDULING AUTHORITY)/(DATE)//
NARR/REF A IS (ASSESSMENT REFERENCE). REF B IS SHIP'S
TEST PACKAGE, IF APPLICABLE, FOR USS (SHIP/SUB/CARRIER). REF C IS
(SCHEDULING AUTHORITY).//
POC/(LIST INFO AS APPROPRIATE, INCLUDE TYCOM AC AND RMC AD)//
RMKS/1. IAW REFS A THRU C, TSRA ASSESSMENT WILL BE CONDUCTED ONBOARD
USS (SHIP) STARTDATE-ENDDATE YYYY.
2. ASSESSMENT WILL PROVIDE THE FOLLOWING:
A. READINESS ASSESSMENT OF SYSTEMS MATERIAL CONDITION.
B. OVER-THE-SHOULDER MAINTENANCE TRAINING FOR SHIPBOARD
PERSONNEL AS THEY PERFORM REQUIRED MAINTENANCE/CORRECTIVE ACTION.
C. ENTRY OF MAINTENANCE READY 2-KILOS INTO THE CSMP AND A CSMP
VALIDATION FOR SYSTEMS ASSESSED.
D.  CONFIGURATION REVIEW OF SCLSIS DATABASE INFORMATION FOR EQUIPMENT
BEING ASSESSED.
3. BRIEFS AND CLEARANCE DATA:
A. PRE-BRIEF WAS CONDUCTED TO DISCUSS GUIDELINES, ESTABLISH REQUIRED
SUPPORT, AND ANY TEST PLAN ISSUES AND REVIEW POSSIBLE CONFLICTING
EVOLUTIONS.
B. RECOMMEND KICK-OFF BRIEF BE HELD ON THE FIRST MORNING OF
THE EVENT.
C. ASSESSMENT DIRECTOR WILL PROVIDE DAILY BRIEFS TO CO OR DESIGNATED
REP.
D. AN OUTBRIEF WILL BE CONDUCTED AT THE CONCLUSION OF THE EVENT.
E. CLEARANCE DATA WILL BE PROVIDED BY SEPCOR.
4. USS (SHIP):
A. RMC LOG REP WILL CONTACT SHIP FOR LOG DATA REQUIREMENTS.
B. ENSURE ALL OUTSTANDING ASI TAPES HAVE BEEN PROCESSED PRIOR TO START
OF ASSESSMENT.
C. ENSURE TRAINING IN MAINTENANCE PROCEDURES AND PRACTICAL APPLICATION
OF ONBOARD TEST EQUIPMENT AND TOOLS FOR INSTALLED SYSTEMS IS
CONDUCTED. (IF APPROPRIATE)
D. FOR MAXIMUM BENEFIT, REQ ALL TECHS, SUPPLY SUPPORT PERSONNEL AND 3-
M COORDINATOR BE AVAILABLE FOR DURATION OF EVENT.
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E. DUE TO LARGE NUMBER OF PERSONNEL BOARDING EACH DAY, REQ PROCESS BE ESTABLISHED TO EXPEDITE BOARDING ACCESS.

F. THIS ASSESSMENT IS NOT AN INSPECTION AND NO PRE-EVENT TESTING IS REQUIRED. CONTINUE NORMAL PMS SCHEDULE.

G. ADVISE OF ANY PERSONNEL SHORTFALLS. SHIP'S FORCE REPRESENTATIVES WILL BE PARTNERED WITH RMC SME FOR ASSESSMENTS AND REPAIR(S IF APPLICABLE) FOR ACCOUNTABILITY, SAFETY AND TRAINING PURPOSES. IF A SHIP'S FORCE REPRESENTATIVE IS NOT AVAILABLE THIS EQUIPMENT WILL BE REMOVED FROM THE TSRA VISIT AGENDA.

H. REQ ADVISE OF ANY SCHEDULE EVOLUTIONS WHICH COULD IMPACT THE CONDUCT OF THIS EVENT.

I. IDENTIFY MAJOR AITS/UPGRADES OR REPAIRS WITHIN LAST 90 DAYS.

5. (ISIC): REQ ADVISE ALCON NAME AND TELEPHONE NUMBER OF STAFF MEMBER DESIGNATED AS ISIC REP.

6. REQ ALL SUPPORT ACTIVITIES ADVISE ALCON NAME/CLNC LEVEL OF REP(S) PROVIDING SUPPORT.(LIST AS APPLICABLE TO THE ASSESSMENT)

A. REQ ALL TEAM MEMBERS REPORT ONBOARD IAW TASKING AND MEET WITH THE ASSESSMENT DIRECTOR TO OBTAIN TEST PLANS AND CONTROL SHEETS.

7. FOR FURTHER INFO CONTACT (LIST POC E-MAIL ADDRESS). (RMC) STANDS READY TO SUPPORT ALL FLEET UNITS 24/7 THROUGH OUR COMMAND DUTY OFFICER: COMM (###) ###-####, DSN ###-####, UNCLASSIFIED E-MAIL (INSERT ADDRESS), CLASSIFIED E-MAIL (INSERT ADDRESS), AND BATTLE-CHAT SERVER (INSERT ADDRESS).//

BT

TSRA COMPLETION MESSAGE TEMPLATE

FM (RMC)
TO USS (SHIP)
(TYCOM)
(SQUADRON COMMANDER)
(ADDITIONAL ADDRESSEES AS APPROPRIATE)
INFO CNRMC
(APPROPRIATE TO SHIP)
(ADDITIONAL ADDRESSEES AS APPROPRIATE)
BT
MSGID/GENADMIN/RMC/-/MMM//
SUBJ/COMPLETION REPORT ISO USS SHIP TSRA//
REF/A/RPT/ASSESSMENT ACTIVITY//
AMPN/REF A DOCUMENTS//
RMKS/1. A TSRA ASSESSMENT WAS CONDUCTED ON USS XXX AT NOB NORFOLK, VA
DURING THE PERIOD XX-XX MMM 20XX. DEFICIENCIES ARE NOTED IN REF A.
2. ASSESSMENT DIRECTOR COMMENTS:
A. THE SHIP REPORTED A HISTORY OF XXX(SYSTEM AND DISCREPANCY).
B. THE RELIABILITY OF THE XXX SYSTEM IS SUSPECT. DURING THE COURSE OF
THE ASSESSMENT, XXX WERE INOP DUE TO A NUMBER OF MATERIAL THE SHIP HAS
A MATERIAL HISTORY FILE THAT INDICATES A RECORD OF POOR RELIABILITY
WITH XX CASUALTIES, INCLUDING XX CASREPS. MANY OF THE CASREPS ARE
RELATED TO PARTS NOT IN STOCK OR NOT CARRIED.
C. THE CONDITION OF THE DISTRIBUTED ELECTRICAL SYSTEM OUTSIDE OF THE
XXX SPACES IS OF CONCERN. NUMEROUS UNLABELED/MISLABELED CIRCUITS,
OVERSIZED/UNDERSIZED PROTECTIVE DEVICES, AND OTHER SAFETY DEFICIENCIES
WERE NOTED.
D. TOPSIDE CORROSION, ESPECIALLY ALONG THE CATWALKS AND UNDER
SPONSONS, WAS NOTED. THE SERIOUSLY DETERIORATED MAIN SPACE INTAKE
PLENUMS SHOULD BE ADDRESSED IMMEDIATELY.
E. THE SHIP HAS NEVER HAD A COMPLETE OIL POLLUTION ABATEMENT SYSTEM
(SPECIFICALLY AN OILY WATER SEPARATOR AND OIL CONTENT
MONITOR) INSTALLED AND CONSEQUENTLY CANNOT COMPLY WITH EXISTING
ENVIRONMENTAL PROTECTION LAWS. THE SHIP HAS ROUTINELY USED SPACE
EDUCTORS TO REMOVE BILGE WATER WHILE AT SEA.
3. THE SHIP REPORTED THE FOLLOWING CASREPS WERE INITIATED AS PART OF
THE ASSESSMENT
04XXX XXXX 2
04XXX XXXX 2
04XXX XXXX 2
4. ASSESSMENT RESULTS:
A. XXX ITEMS WERE SCHEDULED FOR ASSESSMENT
B. XXX ITEMS WERE ASSESSED RESULTING IN XXX DISCREPANCIES IDENTIFIED
AND DOCUMENTED IN THE CSMP.
C. CONFIGURATION VALIDATION RESULTED IN XX 4790.CK SUBMISSIONS. D.
EXISTING CSMP REVIEW IDENTIFIED XXX VALID CSMP ENTRIES AND XXX INVALID
CSMP ENTRIES.

5. SIGNIFICANT MATERIAL DEFICIENCIES AND EQUIPMENT OPERATIONAL
CAPABILITY INCLUDE:
A. PROPULSION:. REF A DOCUMENTS DEFICIENCIES AND OBSERVATIONS
B. AUXILIARIES:
- THE XXX WAS EXCESSIVELY WORN.
- 5 OF 8 XXX INDICATORS WERE INOP (CORRECTED).
- 10 OF 10 XXX HAD INOP OR OUT-OF-SPEC SAFETY SWITCHES (5 CORRECTED).
- 5 OF 5 XXX WERE INOP (3 CORRECTED).
- 17 OF 23 XXX HAD SIGNIFICANT DEFICIENCIES OR WERE INOP (13
CORRECTED).
- THE ACCOM LADDER UPPER PLATFORM WAS MISSING A THIRD LIFELINE.
C. COMBAT SYSTEMS:
- 5 OF 6 XXX WERE INOP (2 CORRECTED).
- 2 OF 10 XXX WERE UNSAFE TO OPERATE (CORRECTED).
- 8 OF 10 XXX WERE UNSAFE TO OPERATE (CORRECTED).
- 25 OF 25 XXXX DID NOT HAVE REQUIRED FLOATATION AND HOLSTER SAFETY
MODIFICATIONS INSTALLED.
- THE XXX WARNING BELL WAS INOP (CORRECTED).
- THE XXX WAS INOP (CORRECTED).
- THE CONDITION OF ELECTRONIC MATTING IN MANY XXX SPACES WAS NOT
INSTALLED IAW NSTM CH 634 AND COVERED SIGNIFICANTLY CORRODED DECKS.
- EX: THERE WERE SEVERAL SIGNIFICANT TOPSIDE AND MAST ASSESSMENT
DISCREPANCIES INCLUDING VARIOUS CORRODED FERROUS FASTENERS AND
ASSOCIATED HARDWARE, MISSING OR IMPROPERLY INSTALLED CLIMBER SAFETY
RAIL PINS, AND MISSING ANTENNA SAFETY CUTOUT SWITCH RF HAZARD LABELS.
- THE CLIMBER SAFETY RAILS LOCATED ON THE XXX, NAVIGATION POLE, AND
FANTAIL WERE NOT INSTALLED IAW THE NAVSEA STANDARD DRAWING.
- THE XXX WATER CIRCULATING PUMP WAS INOP (CORRECTED).
D. HABITABILITY:
- THE FLAG PANTRY GARBAGE DISPOSAL HAD EXPOSED ELECTRICAL WIRES IN THE
CABINET BENEATH THE SINK (CORRECTED).
- THERE WERE NO DEEP FAT FRYER EMERGENCY DISCONNECT SWITCHES INSTALLED
IN 5 OF 7 GALLEYS/PANTRIES.
- 17 OF 44 NEWLY INSTALLED GAYLORD HOOD FAIL-SAFE SWITCHES WERE INOP
(CORRECTED).
E. NAVOSH:
- 38 OF 41 XXX SAFETY NETS HAD DISCREPANCIES.
- 1 OF 5 BIOLOGICAL REFRIGERATORS WAS INOP.
- THE XXX CALL BUTTON SYSTEM AND XXX HEADS WAS INOP.
- 1 OF 3 MEDICAL/DENTAL STERILIZERS WAS INOP (CORRECTED).
F. TRAINING HOURS PROVIDED XXX//
6. CO COMMENTS//
BT

Enclosure (2)

TSRA METRICS

1. Data will be collected prior to, during and after the TSRA visits in support of metrics and measures of effectiveness initiatives. The metrics will be reviewed on a routing basis by the TYCOM, ISIC and RMCs and revised as appropriate. The following lists of metrics are the current metrics and are to be considered the minimum. RMCs are encouraged to establish RMC specific metrics as required.

2. The following metrics will be collected:

    a. Configuration Validation results
        i. Items validated
        ii. Items requiring correction
            1. Adds
            2. Deletes
            3. Changes

    b. Training provided
        i. System/equipment
        ii. Hours of training provided

    c. Existing CSMP validation results
        i. 2K validated
        ii. 2K found complete
        iii. 2K to be re-written
        iv. 2K to be cancelled

    d. Assessments tasks scheduled and assessments accomplished
        i. Tasks schedule to be completed
        ii. Tasks fully completed
        iii. Tasks partially completed
        iv. Reason for non accomplishment

    e. Assessment results
        i. TA 1 items found/repaired
        ii. TA 2 items found/repaired
        iii. TA 3 items found/repaired
        iv. TA 4 items found/repaired

    f. Repair parts data (number and dollar amount for each)
        i. required
        ii. obtained at no cost to ship
        iii. ordered by ship
        iv. not ordered by end of visit

g. ICMP assessment task validation
    i. equipment assessed using ICMP assessment tasks
    ii. equipment assessed with no existing ICMP assessment task
    iii. ICMP tasks incorrect due to configuration mismatch
    iv. ICMP tasks requiring block 35 modifications
    v. ICMP tasks without a procedure identified
    vi. ICMP tasks requiring procedure modification

h. Ship self assessment
    i. number of valid CSMP items for systems assessed
    ii. number of new 2K generated by TSRA
    iii. CSMP validity equals (nbr of valid CSMP 2Ks/Total nbr of CSMP 2Ks validated)
    iv. Ship's awareness equals (nbr of valid CSMP 2KS/Total nbr of valid 2Ks plus total nbr of TSR discrepancies)
    v. number of CASREPS
    vi. number of Temporary Standing Orders (TSO)
    vii. number of Departure from Specifications (DFS)

Enclosure (3)