



## DEPARTMENT OF THE NAVY

NAVAL SEA SYSTEMS COMMAND  
2531 JEFFERSON DAVIS HWY  
ARLINGTON VA 22242-5160

IN REPLY REFER TO

NAVSEAINST 4710.8A  
Ser 04X1-04X2/121  
13 July 1998

### NAVSEA INSTRUCTION 4710.8A

From: Commander, Naval Sea Systems Command

Subj: COST AND PERFORMANCE REPORTING FOR CNO SCHEDULED SHIP  
MAINTENANCE AVAILABILITIES

Ref: (a) NAVSEAINST 7000.13, Cost and Schedule Control in Naval  
Shipyards  
(b) NAVSEAINST 4850.7, Naval Nuclear Propulsion Plant  
Production Work; Requirements for Scheduling of  
(c) NAVSEAINST 4850.9, Naval Ship Non-Nuclear Production  
Work; Requirements for Scheduling of  
(d) NAVSEAINST 7670.1, Navy Industrial Fund (NIF)  
Financial Management Systems and Procedures Manual  
(e) NAVSEA FMP Manual SL720-AA-MAN-010  
(f) SECNAVINST 5214.2, DON Information Requirements

Encl: (1) Amplifying Data/Formats for Naval Shipyard Reports  
(2) Amplifying Data/Formats for SUPSHIP Reports  
(3) Ship Availability types  
(4) Glossary

1. Purpose. To revise standard cost and performance reporting requirements on all Chief of Naval Operations (CNO) scheduled availabilities for Naval Shipyards (NAVSHIPYDs) and Supervisors of Shipbuilding, Conversion and Repair (SUPSHIPS). This is a major revision to the current instruction.

2. Cancellation. NAVSEAINST 4710.8 of 18 December 1981.

3. Background. Numerous reporting requirements exist which are intended to allow the Naval Sea Systems Command (NAVSEA) and Fleet customers to effectively manage the repair and modernization of Navy ships. These revised reporting procedures improve existing data reporting requirements and include the Performance Measurement and Control (PMC) System (formerly the Cost/Schedule Control System [C/SCS]) directed by reference (a). These reports will standardize data presentation and simplify the evaluation of ship work performance throughout the Navy.

4. Other Reports. The following reporting requirements are not affected by this directive:

a. NAVSEAINST 4700.6A of 17 June 1986, Guarantee Engineer and Industrial Availability Quality Assessment.

b. NAVSEAINST 4720.6A of 3 December 1981, Preliminary and Final Cost Estimates by Industrial Activities for Ship Alterations.

c. NAVSEAINST 4790.14A of 14 August 1986, Ship Departure and Alteration Reports.

5. Policy.

a. For NAVSHIPYDs, NAVSEA shall be advised of shipyard intentions to request availability completion date changes via the monthly status report, 4710-6C. This provides NAVSEA the opportunity to both assess and advocate the merit of proposed changes. Changes in completion dates shall be the product of thorough discussions with the customers. The intention is to encourage early reporting of potential schedule changes.

b. Due to the sensitive nature of financial data contained in reports required by this directive, it is incumbent upon all users to safeguard the information so that it does not provide an unfair competitive advantage to any contractor doing business with the Navy. In this regard, the reports required by enclosure (1) and (2) will be marked to alert readers as to their sensitive nature. This will be accomplished by using a Naval message classification of UNCLAS FOUO on all reports. In addition, each report will contain the following statement: "FOR OFFICIAL USE ONLY - This message contains business sensitive information".

6. Reporting Requirements. The reports required by this instruction are intended to provide data on each of the four phases of a ship's availability. NAVSHIPYDs and SUPSHIPS will submit reports for applicable CNO availabilities identified in enclosure (3). Timely submission of reports, as described below, is important to ensure that the data provided is current. Each report is discussed below.

a. Ship Availability Advance Planning (4710-6A). This report outlines the status of advance planning actions necessary to successfully transition an operating ship into a major industrial availability. Quarterly Ship Availability Advance Planning Reports are required from the cognizant Executing Shipyard or Planning Supervisor, in the formats provided in enclosures (1) and (2) for NAVSHIPYDs and SUPSHIPS respectively, commencing at A-12. If the quarterly report identifies one or more problems which may adversely impact the availability planning or execution process, monthly reports are required thereafter until the area(s) of concern are resolved. These reports are due at NAVSEA the tenth calendar day of each quarter.

b. Ship Availability Readiness to Start (4710-6B). This summary report describes the readiness of the executing activity to begin and complete the availability as scheduled. A prerequisite for this report is a written pre-availability agreement initiated by the executing activity with the customers. These pre-availability agreements confirm the manday and duration boundaries for management of the availability and establish a commitment to exercise strict controls over growth and new work to insure that the ship availability can be completed on time and within projected costs. Reservations growth and new work are reservations of productive effort and will be factored into the

performing activity's scheduled workload. The 4710-6B report is due in NAVSEA at least thirty days prior to the availability start date.

c. Ship Availability Status Report (4710-6C). This report is used to provide information relating to the progress of the availability. It is used by financial, hardware, and software managers and provides an appropriate vehicle for the executing activity to summarize problems in any area (although it is not intended to be the primary avenue for problem identification). The monthly Ship Availability Status Reports should provide as accurate an assessment of the availability as possible, as well as reporting actual expenditure and major key event status/completion data, per references (b) and (c). The report should also address management concerns and projections on critical events or impacts of unanticipated developments such as delays in material deliveries. Also to be addressed are any anticipated increases in predicted end cost and the reasons. Customers should be advised in advance of planned requests for additional funding for previously authorized work as required by references (d) and (e). It is the responsibility of the executing activity to maintain a continuing dialogue with NAVSEA 04, the Platform Managers and the Type Commander (TYCOM) in these matters. When it is determined that an existing CNO completion date is not attainable, discussions between executing activities and the Fleet should begin immediately rather than waiting for issue of the next monthly Ship Availability Status Report. The monthly Ship Availability Status Report should not be used in lieu of a formal proposal to the TYCOM for requesting an extension to the CNO completion date.

(1) For NAVSHIPYDs, A Cost/Schedule Control System (now know as Performance Measurement and Control [PMC] System) has been implemented as a management and performance measurement tool. PMC information provides timely internal cost and schedule data to compare actual production against a time-phased budget of organizational resources. The shipyard monthly Ship Availability Status Report shall display PMC data (see enclosure (1), Page 11, paragraph 3) including the data date in order to better monitor earned value of work performed against budget. Aggressive PMC management discipline and accurate job order charging will generate objective performance measurement information and permit early and appropriate management attention to problems. This report is due at NAVSEA on the tenth of each month, in the format of enclosure (1).

(2) For SUPSHIPS, this report is due at NAVSEA on the tenth of each month, in the format of enclosure (2), until completion of the availability.

d. Ship Availability Completion (4710-6D). This report is necessary to document the official completion date, identify outstanding or incomplete work, and provide the PEC for ships completing in the report month. This report will be forwarded by NAVSHIPYDs in the format of enclosure (1), and by SUPSHIPS in the format of enclosure (2). The report is due at NAVSEA ten days after the TYCOM agrees the availability is complete.

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(1) For SUPSHIPS, this report will be submitted on a monthly basis continuing until the SUPSHIP has reasonable assurance that the PEC has stabilized and the final cost has been determined. PEC stabilization is unlikely until all change orders and claims have been negotiated. The initial report will be submitted in the format of enclosure (2), however, subsequent reports should be in an abbreviated format (paragraphs 1, 2, 3, and 6 only).

7. Action. This instruction is effective immediately. NAVSHIPYDs and SUPSHIPS shall establish procedures as necessary to implement.

a. NAVSHIPYDs. Amplifying data and formats for NAVSHIPYD reports are provided in enclosure (1). Reports will be submitted electronically or by Naval message in accordance with the distribution cited in paragraph 11.

b. SUPSHIPS. Amplifying data for SUPSHIP reports is provided in the report format of enclosure (2). Report 4710-6A may be sent by regular mail. Subsequent reports (4710-6B, 6C, and 6D) will be sent electronically or by Naval message in accordance with the distribution of paragraph 11.

8. Glossary. A glossary is provided as enclosure (4) to assist in the understanding of the terminology used in this instruction.

9. Nuclear Propulsion. As outlined in the NAVSEA Headquarters Organization Manual, The Deputy Commander for Nuclear Propulsion, NAVSEA 08, is responsible for all technical matters pertaining to nuclear propulsion of U.S. Naval Ships and Craft, including all aspects of integration of the nuclear plant into the ship system. Nothing contained in this instruction detracts in any way from those responsibilities. Accordingly, NAVSEA 08 will be consulted in all matters relating to, or affecting, the nuclear propulsion plant and associated nuclear support facilities. This instruction does not supersede or modify existing NAVSEA 08 reporting requirements, instructions, or guidance in effect at the Naval shipyards or nuclear capable private shipyards and associated SUPSHIPS.

10. Reports. The ship availability reporting system is exempt from reports control as defined in reference (f).

11. Distribution of Reports. Reports will be provided to the activities shown below. In those cases where a contractor is performing the function (Overhaul Yard, Planning Yard, etc.) the associated Naval activity will be provided the report rather than the contractor. Reports will not be provided to contractors.

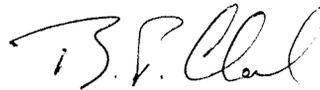
- a. NAVSHIPYDs:
- (1) SHIP
  - (2) TYCOM
  - (3) FLEET Commander in Chief
  - (4) NAVSEA  
04X2

- 08 (Nuclear Ships and Supporting Tenders only)  
91/92  
SPM/APM (Ship Program Manager/Assistant Program  
Manager)
- (5) PERA and SUBMEPP
- (6) PLANNING YARD or PLANNING SUPSHIP

b. SUPSHIPS:

- (1) SHIP
- (2) TYCOM
- (3) FLEET Commander in Chief
- (4) NAVSEA  
017  
0281  
04X1  
08 (Nuclear Ships and Supporting Tenders Only)  
91/92  
SPM/APM (Ship Program Manager/Assistant Program  
Manager)
- (5) PERA and SUBMEPP
- (6) PLANNING YARD or Planning SUPSHIP
- (7) OVERHAUL YARD (Planning Phase Reports)

c. The above distribution is provided as a minimum. Other activities, such as Space and Naval Warfare Systems Command (SPAWAR), Ships Parts Control Center (SPCC), or appropriate Naval Supply Centers, may also be provided a copy as determined on a case basis for each ship.



B. P. CLARK  
Assistant Deputy Commander  
for Industrial Operations

Distribution:

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## AMPLIFYING DATA/FORMATS FOR NAVAL SHIPYARD REPORTS

I. SHIP AVAILABILITY ADVANCE PLANNING (NAVSEA Report Symbol 4710-6A)

FOUO. Self explanatory.

1. General. Subparagraphs (a), (b), (c), (d), (e), (f), (g), (h), (i) and (j) are self explanatory.

2. Design. Subparagraphs (a), (b), (c), (d) and (e) are self explanatory. Executing shipyard will provide number of NAVSEA funded K ALTs, work candidates, work items, SIDs, and test specifications and procedures status quarterly, starting from A-12 until availability start. Explanations of items in jeopardy should be discussed in paragraph (8), Shipyard Assessment.

3. Advance Planning Key Events. Subparagraphs (a) through (g) are self explanatory. As a minimum, shipyards shall report on these significant planning key events.

4. Planning Funds. Subparagraphs (a), (b), and (c) are self explanatory. Expenditures to date include stabilized costs plus outstanding actual material, direct material inventory (DMI), and commitments.

5. Material

(a) This section applies to both nuclear and non-nuclear material to be ordered by the shipyard. It does not include GFM and AERP material.

(b) Ordered material is the sum of material expenditures, DMI and commitments.

(c) Received material is the sum of material expenditures and DMI.

6. Work Package Analysis. The shipyard's identification of the critical path for the entire availability, for light off and for ship alterations.

7. Job Summary Status. The shipyard's best estimate of the number of Job Summaries to be issued for each customer. "Scheduled Complete to Date" data shall reflect the shipyard's internal planning goals concerning the progressive issues of Job Summaries culminating in all known work identified and scheduled at the start of the availability. "Completed to Date" will be a measure of how well the shipyard is doing against that goal.

8. Manday Projections and Predicted End Cost. Projections are based on mandays contained in the sales estimate resulting from Fleet Scheduling Conferences, Work Negotiation Meeting (WNM) estimates, or if necessary shipyard experience on similar availabilities. Eventually, they shall be refined as a result of agreements formalized with appropriate customers and identified

Enclosure (1)

in the Ship Availability Readiness to Start Report. The projections for Farm Out/Farm In work shall be based on known contractor work negotiated by the shipyard. Contractor services costs will be reflected in "Farm Out/Farm In", (d) totals and not in "Material PEC", (b) totals. Material (Other) costs will include estimates for personnel travel/per diem when working availabilities at remote sites. Manday PECs shall be stabilized. Material PEC shall be in dollars unless material is part of the stabilized rate (INACTS).

9. Shipyard Assessment. Shipyard assessments shall, as a minimum, address the issues noted. Other topics influencing the shipyard's planning efforts or ultimately, the availability completion, should be discussed particularly if NAVSEA assistance is required.

FORMAT FOR NAVAL SHIPYARD REPORT NAVSEA 4710-6A  
(SHIP AVAILABILITY ADVANCE PLANNING)

FOUO. FOR OFFICIAL USE ONLY - THIS MESSAGE CONTAINS BUSINESS SENSITIVE INFORMATION

1. GENERAL

- (a) Ship & Hull No. \_\_\_\_\_ (b) Type Availability \_\_\_\_\_
- (c) Availability Yard \_\_\_\_\_ (d) Planning Yard \_\_\_\_\_
- (e) Homeport \_\_\_\_\_ (f) CNO Availability Dates \_\_\_\_\_
- (g) Project Number \_\_\_\_\_ (h) Data Date \_\_\_\_\_
- (i) Plng Project Mgr \_\_\_\_\_ (j) Maintenance Mgr \_\_\_\_\_

2. DESIGN

- (a) Number of NAVSEA Funded K Alterations \_\_\_\_\_
- (b) Work Candidates

	<u>Predicted Total</u>	<u>Rec'd from PY</u>	<u>Returned/Cancelled</u>
_____	_____	_____	_____
(c) Work Items _____	_____	_____	_____
(d) SID's _____	_____	_____	_____
(e) Test Specs/ Procedures _____	_____	_____	_____

3. ADVANCE PLANNING KEY EVENTS

<u>EVENT</u>	<u>ORIG SCHED</u>	<u>PRESENT SCHED</u>	<u>ACTUAL COMPLN</u>
(a) Receipt of Proposed Work Package	_____	_____	_____
(b) Work Negotiation Meeting Complete	_____	_____	_____
(c) All Long Lead Time Mat'l Ordered	_____	_____	_____
(d) Engineering and Planning Ship Check Complete	_____	_____	_____
(e) Alt and Work Package Job Summary Complete	_____	_____	_____
(f) Pre-Arrival Conference Complete	_____	_____	_____
(g) Start of Availability Inspection Complete	_____	_____	_____

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4. PLANNING FUNDS

	<u>TYCOM NUC</u>	<u>TYCOM NON-NUC</u>	<u>NAVSEA NUC</u>	<u>NAVSEA NON-NUC</u>	<u>OTHER</u>	<u>TOTAL</u>
(a) Funds Received (\$)	_____	_____	_____	_____	_____	_____
(b) Expenditures to date (\$)	_____	_____	_____	_____	_____	_____
(c) Balance (\$)	_____	_____	_____	_____	_____	_____

5. MATERIAL

	<u>TYCOM NUC</u>	<u>TYCOM NON-NUC</u>	<u>NAVSEA NUC</u>	<u>NAVSEA NON-NUC</u>	<u>OTHER</u>	<u>TOTAL</u>
(a) Estimated Shipyard Reqmts (\$)	_____	_____	_____	_____	_____	_____
(b) Ordered (\$)	_____	_____	_____	_____	_____	_____
(c) Received (\$)	_____	_____	_____	_____	_____	_____

6. WORK PACKAGE ANALYSIS

- (a) Availability Critical Path \_\_\_\_\_
- (b) LOA/PCD Critical Path \_\_\_\_\_
- (c) Ship Alterations included in the Availability and LOA critical paths. \_\_\_\_\_

7. JOB SUMMARY STATUS

	<u>PREDICTED TOTAL</u>	<u>SCHEDULED COMPLETE TO DATE</u>	<u>COMPLETED TO DATE</u>
(a) TOTAL SHIP	_____	_____	_____
(b) TGI FOR FIRST 60 DAYS	_____	_____	_____

8. MANDAY PROJECTIONS AND PREDICTED END COST (FSC NUMBERS UNTIL SALES ESTIMATE IS DEVELOPED)

	<u>TYCOM NUC</u>	<u>TYCOM NON-NUC</u>	<u>NAVSEA NUC</u>	<u>NAVSEA NON-NUC</u>	<u>OTHER</u>	<u>TOTAL</u>
(a) Present SY (MD) Estimate (\$)	_____	_____	_____	_____	_____	_____

(b) Material PEC (\$)	_____	_____	_____	_____	_____	_____
(c) Material (Other) PEC (\$)						_____
(d) Farm Out/In (\$)	_____	_____	_____	_____	_____	_____
(e) Total PEC (MD) (a+b+c+d) (\$)	_____	_____	_____	_____	_____	_____

9. SHIPYARD ASSESSMENT (ABILITY TO MEET AUTHORIZED COMPLETION DATE)

- (a) Shipyard ability to complete availability as scheduled.
- (b) Ship's Force/IMA ability to complete assigned work.
- (c) Evaluation of planning efforts to date.
- (d) Adequacy of pre-overhaul tests and inspections.
- (e) Assess advance planning key events in paragraph (3) and if in jeopardy identify problem, activity responsible, cause and corrective action being taken.
- (f) Assess material and logistics availability to support repairs and alterations.
- (g) Shipyard concerns at this time.

AMPLIFYING DATA/FORMATS FOR NAVAL SHIPYARD REPORTS

II. SHIP AVAILABILITY READINESS TO START (NAVSEA Report Symbol 4710-6B)

1. General. Subparagraphs (a), (b), (c), (d), and (e) are self explanatory.

2. Availability Dates

(a) The latest CNO availability start and completion dates and duration.

(b) The shipyard's estimated start and completion dates at the start of the availability based on an assessment of the AWP and the shipyard's projected workload. If unable to meet the customer's dates, the executing shipyard should initiate an official change in availability dates prior to A-1. If these new dates are subsequently approved by the customer, NAVSEA will recognize these new dates for evaluation of shipyard performance.

3. Manday Projections and Predicted End Cost

(a) Customer's budget (mandays/\$) for presently authorized work.

(b) Basic package manday and cost (STAB COST) estimates (by customer) for presently authorized work.

(c) Sub-Total (a-b).

(d) PEC material in \$. Should match data in 5.a.

(e) Material (Other) will include estimates for personnel travel/per diem when working availabilities at remote sites.

(f) Estimated dollar amount the shipyard has contracted to be accomplished by a private contractor for this availability.

(g) Total PEC. (Note: Labor will be in STAB \$; material and contracts (farm-out) will be in ACT \$)

4. Financial Data

(a) Funds Received. Self Explanatory.

(b) Expended to Date will reflect labor costs (STAB).

(c) Material expenditures to date will include all committed material costs and anticipated contractor services costs.

(d) "Balance" equals "Funds Received", 4.(a), minus "Expended to Date", 4.(b), plus "Material Expenditures to Date", 4.(c).

5. Material.

(a) This section applies to both nuclear and non-nuclear material to be ordered by the shipyard. It does not include GFM and AERP material.

(b) Ordered material is the sum of material expenditures, DMI, and commitments.

(c) Received material is the sum of material expenditures and DMI.

6. Design. Subparagraphs (a), (b), and (c) are self explanatory.

7. Job Summary Status. Refers to the number of Job Summaries issued to date as compared with the issue schedule developed by the shipyard.

8. Shipyard Assessment. An assessment by the shipyard of nine discrete readiness elements.

9. Formal Agreement/Fixed Price Offer. Self explanatory.

10. Readiness to Start Availability. Identify and discuss areas not previously addressed which will affect availability success. State whether shipyard is prepared to start and conduct the availability successfully.

FORMAT FOR NAVAL SHIPYARD REPORT NAVSEA 4710-6B  
(SHIP AVAILABILITY READINESS TO START)

FOUO. FOR OFFICIAL USE ONLY - THIS MESSAGE CONTAINS BUSINESS SENSITIVE INFORMATION

1. GENERAL

- (a) Ship & Hull No. \_\_\_\_\_ (b) Type Availability \_\_\_\_\_  
 (c) Availability Yard \_\_\_\_\_ (d) Planning Yard \_\_\_\_\_  
 (e) Data Date \_\_\_\_\_

2. AVAILABILITY DATES

- |                         | <u>START</u> | <u>COMPLETION</u> | <u>DURATION</u> |
|-------------------------|--------------|-------------------|-----------------|
| (a) CNO Dates           | _____        | _____             | _____           |
| (b) Shipyard Est. Dates | _____        | _____             | _____           |

3. MANDAY PROJECTIONS AND PREDICTED END COST

	<u>TYCOM NUC</u>	<u>TYCOM NON-NUC</u>	<u>NAVSEA NUC</u>	<u>NAVSEA NON-NUC</u>	<u>OTHER</u>	<u>TOTAL</u>
(a) Customer (MD) Budget (\$)	_____	_____	_____	_____	_____	_____
(b) Present (MD) SY Est. (\$)	_____	_____	_____	_____	_____	_____
(c) Sub Total (MD) (a - b) (\$)	_____	_____	_____	_____	_____	_____
(d) Material PEC (\$)	_____	_____	_____	_____	_____	_____
(e) Material (Other) PEC (\$)	_____	_____	_____	_____	_____	_____
(f) Farm Out/In (\$)	_____	_____	_____	_____	_____	_____
(g) Total PEC (MD) (c+d+e+f) (\$)	_____	_____	_____	_____	_____	_____

4. FINANCIAL DATA

	<u>TYCOM NUC</u>	<u>TYCOM NON-NUC</u>	<u>NAVSEA NUC</u>	<u>NAVSEA NON-NUC</u>	<u>OTHER</u>	<u>TOTAL</u>
(a) Funds Received: (\$)	_____	_____	_____	_____	_____	_____

(b) Expended  
 To Date: (MD) \_\_\_\_\_  
 (\$) \_\_\_\_\_

(c) Material Expenditures  
 To Date: (\$) \_\_\_\_\_

(d) Balance: (\$) \_\_\_\_\_  
 (a-b+c) \_\_\_\_\_

5. MATERIAL

	<u>TYCOM NUC</u>	<u>TYCOM NON-NUC</u>	<u>NAVSEA NUC</u>	<u>NAVSEA NON-NUC</u>	<u>OTHER</u>	<u>TOTAL</u>
(a) Estimated Shipyard Reqmts (\$)	_____	_____	_____	_____	_____	_____
(b) Ordered (\$)	_____	_____	_____	_____	_____	_____
(c) Received (\$)	_____	_____	_____	_____	_____	_____

6. DESIGN

(a) Number of SHIPALTS Authorized \_\_\_\_\_

	<u>Predicted Total</u>	<u>Received From PY</u>
(b) SID's	_____	_____
(c) Test SPECS & Procedures	_____	_____

7. JOB SUMMARY STATUS

<u>ISSUED TO DATE</u>	<u>SCHEDULED FOR ISSUE</u>	<u>TOTAL PROJECTED</u>
_____	_____	_____

8. SHIPYARD ASSESSMENT

- (a) Completeness of Advance Planning Key Events.
- (b) Availability of Manpower and Skills.
- (c) Availability of Facilities, Tools and Equipment.
- (d) Availability and adequacy of Ship Alteration Installation Drawings (SID's) and other Government Furnished Information (GFI).
- (e) Availability of Material and associated logistics support. Comment on GFE in jeopardy and impact on availability cost/schedule.

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(f) Issuance of all authorized work.

(g) Performance Measurement and Control Plan established for all known work.

(h) Identify work assigned to ship's force which is considered high risk, based on historical experience.

(i) Completeness of shipchecks/assessment visits (e.g. Weapons Elevator Management Team (WEMT), Boiler Start of Overhaul Inspection).

9. FORMAL AGREEMENT/FIXED PRICE OFFER. Has a formal written agreement been reached with the customer controlling the availability schedule, concerning dates, manday constraints, projected costs, and required ship's force support? If not, what is the status of negotiations?

10. READINESS TO START AVAILABILITY

(a) Problem:

(b) Problem:

## AMPLIFYING DATA/FORMATS FOR NAVAL SHIPYARDS REPORTS

III. SHIP AVAILABILITY STATUS (NAVSEA Report Symbol 4710-6C).

1. GENERAL. Subparagraphs (a), (b), (c), (d) and (e) are self explanatory.

2. AVAILABILITY DATES

(a) The CNO availability start and completion dates and duration as established at availability start.

(b) The availability dates as shown in the current OPNAVNOTE 4710.

(c) The shipyard's actual start date and current estimated completion date.

3. PERFORMANCE MEASUREMENT AND CONTROL (PMC) SUMMARY. Provide current monthly BQWS, BQWP, AQWP, manday values and cost and schedule variance for categories shown with data date indicated.

4. FINANCIAL/MANNING SUMMARY

(a) Final review estimate (FRE)/Sales Estimate.

(b) Amount remaining of customer new work reserve (STAB \$).

(c) Fixed Price.

(d) Should reflect the shipyard's best estimate of the final stabilized costs.

(e) Should reflect the shipyard's best estimate of the final actual costs.

(f) Self explanatory.

(g) Expenditures to date (Stab). Include labor and services, overhead, material, material commitments, and DMI.

(h) Difference between (f) and (g).

Note: In addition to the material (\$) expenditures, this report will include all contractor support (FARMOUT/IN) costs incurred during the availability.

5. CUSTOMER AUTHORIZED NEW WORK. List significant new work items (20 M/D's or greater) which have been authorized since last report. Report only items which affect the new work reserves. Maintain cumulative total of manday and material estimates. Use the following category letters as applicable for each new work item:

(a) Not in AWP at WNM

(b) Deferred at the WNM

(c) Screened to Ship's Force at WNM

(d) Screened to IMA at WNM

6. CUMULATIVE DELAY DUE TO CUSTOMER NEW WORK. Self explanatory.

7. KEY EVENT SCHEDULE. References (b) and (c) establish requirements to be used by NAVSHIPYDs in scheduling both nuclear and non-nuclear production work on naval ships including the key events which are to be scheduled. The executing shipyard shall select all applicable key events appropriate to the ship type and the work to be performed. Provide dates in the format shown. Completed key events will be reported.

8. CONTROLLING JOBS. List critical path work.

9. MANAGEMENT SUMMARY/ASSESSMENT. Highlight major areas in the data summarized above that may impact availability success. If the availability is behind schedule, indicate the reasons and, if part or all of the delay is attributable to specific work, so state. When additional funds are required or are available for recoupment, specify the date required or available for recoupment and the cause of the change. Provide narrative comments for any Performance Measurement and Control Program variance in excess of ten percent. Finally, include in the summary, an assessment of the percent physical progress compared with the percent of the original CNO availability completed.

FORMAT FOR NAVAL SHIPYARD NAVSEA 4710-6C  
(SHIP AVAILABILITY STATUS REPORT)

FOUO. FOR OFFICIAL USE ONLY - THIS MESSAGE CONTAINS BUSINESS SENSITIVE INFORMATION

1. GENERAL

- (a) Ship & Hull No. \_\_\_\_\_ (b) Type Availability \_\_\_\_\_  
 (c) Availability Yard \_\_\_\_\_ (d) Planning Yard \_\_\_\_\_  
 (e) Data Date \_\_\_\_\_

2. AVAILABILITY DATES

	<u>START</u>	<u>COMPLETION</u>	<u>DURATION</u>
(a) CNO Dates	_____	_____	_____
(b) Current Approved Dates	_____	_____	_____
(c) Shipyard Est. Dates	_____	_____	_____

3. PERFORMANCE MEASUREMENT AND CONTROL (PMC) SUMMARY

	<u>TYCOM NUC</u>	<u>TYCOM NON-NUC</u>	<u>NAVSEA NUC</u>	<u>NAVSEA NON-NUC</u>	<u>OTHER</u>	<u>TOTAL</u>
(a) BQWS	_____	_____	_____	_____	_____	_____
(b) BQWP	_____	_____	_____	_____	_____	_____
(c) AQWP	_____	_____	_____	_____	_____	_____
(d) CV	_____	_____	_____	_____	_____	_____
(e) SV	_____	_____	_____	_____	_____	_____

4. FINANCIAL/MANNING SUMMARY

	<u>TYCOM NUC</u>	<u>TYCOM NON-NUC</u>	<u>NAVSEA NUC</u>	<u>NAVSEA NON-NUC</u>	<u>OTHER</u>	<u>TOTAL</u>
(a) Final Review Estimate (FRE)/Sales Estimate						
LAB/OH (\$)	_____	_____	_____	_____	_____	_____
MATERIAL (\$)	_____	_____	_____	_____	_____	_____
TOTAL (\$)	_____	_____	_____	_____	_____	_____
MANDAYS	_____	_____	_____	_____	_____	_____
(b) Customer New Work Reserve						
LAB/OH (\$)	_____	_____	_____	_____	_____	_____
MATERIAL (\$)	_____	_____	_____	_____	_____	_____
TOTAL (\$)	_____	_____	_____	_____	_____	_____
MANDAYS	_____	_____	_____	_____	_____	_____
(c) Fixed Price						
LAB/OH (\$)	_____	_____	_____	_____	_____	_____
MATERIAL (\$)	_____	_____	_____	_____	_____	_____
TOTAL (\$)	_____	_____	_____	_____	_____	_____
MANDAYS	_____	_____	_____	_____	_____	_____

(d) Predicted End Cost (STAB)						
LAB/OH (\$)	_____	_____	_____	_____	_____	_____
MATERIAL (\$)	_____	_____	_____	_____	_____	_____
TOTAL (\$)	_____	_____	_____	_____	_____	_____
MANDAYS	_____	_____	_____	_____	_____	_____
(e) Predicted End Cost (ACTUAL)						
LAB/OH (\$)	_____	_____	_____	_____	_____	_____
MATERIAL (\$)	_____	_____	_____	_____	_____	_____
TOTAL (\$)	_____	_____	_____	_____	_____	_____
MANDAYS	_____	_____	_____	_____	_____	_____
(f) Funds Received						
LAB/OH (\$)	_____	_____	_____	_____	_____	_____
MATERIAL (\$)	_____	_____	_____	_____	_____	_____
TOTAL (\$)	_____	_____	_____	_____	_____	_____
(g) Expenditures to date (STAB)						
LAB/OH (\$)	_____	_____	_____	_____	_____	_____
MATERIAL (\$)	_____	_____	_____	_____	_____	_____
TOTAL (\$)	_____	_____	_____	_____	_____	_____
MANDAYS	_____	_____	_____	_____	_____	_____
(h) Estimated Funding Adjustments required						
DOLLARS	_____	_____	_____	_____	_____	_____

5. CUSTOMER AUTHORIZED NEW WORK

<u>BRIEF DESCRIPTION</u>	<u>SWLIN</u>	<u>MDs</u>	<u>MAT' L (\$)</u>	<u>TOTAL</u>	<u>MANDATORY YES/NO</u>	<u>CATEGORY</u>
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
Cumulative to Date:		_____	_____	_____		
Original Reserve Balance:		_____	_____	_____		

6. CUMULATIVE DELAY DUE TO CUSTOMER NEW WORK \_\_\_\_\_ days

7. KEY EVENT SCHEDULE

	<u>Name of Key Event</u>	<u>Original Schedule Date</u>	<u>Current Schedule Date</u>	<u>Actual Date</u>
(a)	_____	_____	_____	_____
(b)	_____	_____	_____	_____

8. CONTROLLING JOBS

9. MANAGEMENT SUMMARY

AMPLIFYING DATA/FORMATS FOR NAVAL SHIPYARDS REPORTS

IV. SHIP AVAILABILITY COMPLETION (NAVSEA Report Symbol 4710-6D).

1. General. Subparagraphs (a), (b), (c), and (d) are self explanatory.

2. Availability Dates

a. The CNO availability start and completion dates and duration as established at availability start.

b. The actual completion date of the availability and duration.

c. If the availability completed late to the CNO completion date established at the start of availability, provide the reasons for the lateness.

3. Projected Final Fixed Price. The shipyard's best estimate of what the total final negotiated fixed price will be at final billing.

4. Predicted End Cost (STAB). Self explanatory.

5. Predicted End Cost (ACTUAL). Self explanatory.

6. Major Remaining Work. List the major work items, SHIPALTs, or deficiencies remaining to be corrected or resolved.

FORMAT FOR NAVAL SHIPYARD REPORT NAVSEA 4710-6D  
(SHIP AVAILABILITY COMPLETION)

FOUO. FOR OFFICIAL USE ONLY - THIS MESSAGE CONTAINS BUSINESS SENSITIVE INFORMATION

1. GENERAL

(a) Ship & Hull No \_\_\_\_\_ (b) Availability Yard \_\_\_\_\_  
(c) Type Availability \_\_\_\_\_ (d) Data Date \_\_\_\_\_

2. AVAILABILITY DATES

	<u>START</u>	<u>COMPLETION</u>	<u>DURATION</u>
(a) Original CNO Dates	_____	_____	_____
(b) Actual Completion	_____	_____	_____
(c) Reasons for lateness:			

3. PROJECTED FINAL FIXED PRICE

	<u>TYCOM NUC</u>	<u>TYCOM NON-NUC</u>	<u>NAVSEA NUC</u>	<u>NAVSEA NON-NUC</u>	<u>OTHER</u>	<u>TOTAL</u>
(a) Labor (MD)	_____	_____	_____	_____	_____	_____
(\$)	_____	_____	_____	_____	_____	_____
(b) Material (\$)	_____	_____	_____	_____	_____	_____
(c) Totals (MD)	_____	_____	_____	_____	_____	_____
(\$)	_____	_____	_____	_____	_____	_____

4. PEC (STAB)

(a) Labor (MD)	_____	_____	_____	_____	_____	_____
(\$)	_____	_____	_____	_____	_____	_____
(b) Material (\$)	_____	_____	_____	_____	_____	_____
(c) Totals (MD)	_____	_____	_____	_____	_____	_____
(\$)	_____	_____	_____	_____	_____	_____

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5. PEC (ACT)

(a) Labor (MD)	_____	_____	_____	_____	_____	_____
(\$)	_____	_____	_____	_____	_____	_____
(b) Material (\$)	_____	_____	_____	_____	_____	_____
(c) Total (MD)	_____	_____	_____	_____	_____	_____
(\$)	_____	_____	_____	_____	_____	_____

6. REMAINING WORK ITEMS

FORMAT FOR SUPSHIP REPORT NAVSEA 4710-6A  
(SHIP AVAILABILITY ADVANCE PLANNING)

FOUO. FOR OFFICIAL USE ONLY - THIS MESSAGE CONTAINS BUSINESS SENSITIVE INFORMATION

1. GENERAL.

- |                              |                               |
|------------------------------|-------------------------------|
| a. SHIP & HULL NO. _____     | f. PCO _____                  |
| b. HOMEPORT _____            | g. TYPE OF CONTRACT _____     |
| c. TYPE AVAIL AND FY _____   | h. TYPE OF SOLICITATION _____ |
| d. PLANNING YARD _____       | i. SOLICITATION AREA _____    |
| e. PLANNING SUPERVISOR _____ | j. ACO _____                  |
| k. SSP NUMBER _____          | l. WORK SITE LOCATION _____   |
| m. PLNG PROJECT MGR _____    | n. MAINTENANCE MGR _____      |

2. KEY DATES.

- |                   | <u>DATES</u><br>(FROM/TO) | <u>DURATION</u><br>(MONTHS) |
|-------------------|---------------------------|-----------------------------|
| a. CNO Schedule   |                           |                             |
| b. Contract Dates |                           |                             |
- NOTE: Refer to CNO DATE and CONTRACT DATE in GLOSSARY for details.

3. KEY EVENTS (ADVANCE PLANNING (AP)).

- |                                     | <u>ORIGINAL</u><br><u>SCHEDULE</u> | <u>PRESENT</u><br><u>SCHEDULE</u> | <u>DATE</u><br><u>ACHIEVED</u> | <u>RESPONSIBLE</u><br><u>ACTIVITY</u> |
|-------------------------------------|------------------------------------|-----------------------------------|--------------------------------|---------------------------------------|
| a. AP Milestone Conference          |                                    |                                   |                                |                                       |
| b. Issue AP Letter (K ALTS)         |                                    |                                   |                                |                                       |
| c. Issue AP Letter (D ALTS/Repairs) |                                    |                                   |                                |                                       |
| d. Request AP Funds (K ALTS)        |                                    |                                   |                                |                                       |
- NOTE: Refer to KEY EVENTS in the Glossary for details

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- e. Request AP Funds  
(D ALTS)
- f. Last SID  
Completed
- g. Issue 360  
Day Letter
- h. Issue shipcheck/assessment visit/WPD/WPI  
Report
- i. Issue Preliminary  
Work Package
- j. WPIC/WDC
- k. Issue Authorized  
Work Package
- l. Last work item  
Completed
- m. Issue  
Solicitation
- n. Contractor  
Ship Check
- o. Receive  
Bid/Proposals
- p. Award/complete  
negotiations
- q. Turnover  
Conference
- 4. FUNDING SUMMARY (PLANNING).

	<u>TYCOM(*)</u>	<u>NAVSEA(*)</u>	<u>OTHER</u>	<u>TOTAL</u>
a. Required (estimate)	NOTE: Refer to FUNDING SUMMARY in Glossary for details			
b. Requested				

- c. Received (\*) For nuclear availabilities, each of these columns will be split out (NUCLEAR/NON-NUCLEAR) as shown on page 4, enclosure (1)
- d. Obligated

5. MATERIAL SUMMARY.

	<u>PROJECTED ORDERS</u>	<u>NUMBER ORDERED</u>	<u>NUMBER RECEIVED</u>
a. SUPSHIP Provided			
b. FPMIS			

6. COST DATA (MANDAYS).

	<u>TYCOM (*)</u>	<u>NAVSEA (*)</u>	<u>TOTAL</u>
Authorized	NOTE: SUPSHIP will provide estimates based on empirical data		
Projected			

(\*) For nuclear availabilities, each of these columns will be split out (NUCLEAR/NON-NUCLEAR) as shown on page 4, enclosure (1)

7. SPECIFICATIONS.

	<u>TOTAL PROJECTED/ANTICIPATED</u>	<u>RECEIVED/ COMPLETED</u>	<u>RETURNED/ CANCELLED</u>
a. Work Candidates			
b. Work Items			
c. SIDs			
d. Test Memos (SHIPALTS only)			
e. Other GFI (Test memos/drawings)			

8. WORK PACKAGE ANALYSIS

- a. Availability Critical Path
- b. LOA/PCD Critical Path

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c. Shipalts included in the availability and shipalt crital paths.

9. SUPSHIP ASSESSMENT. SUPSHIP should, as a minimum, provide an assessment for each of the following items. Also other concerns affecting the planning phase or availability completion should be included especially if NAVSEA assistance is required.

a. Key Events. Provide an assessment of the key events of paragraph 3 with respect to timeliness and if any are in jeopardy identify problem, activity responsible, cause and corrective action being taken.

b. Technical Adequacy. Provide an assessment of the technical adequacy of the work definition process and documentation (Work Package/Shipcheck/Ship Assessment Visit/Ship Self Assessment, etc).

c. Material. Provide an assessment of the material availability to support repairs and alterations.

d. Planning Efforts (Red, Yellow, or Green). Evaluate planning efforts and ability to accomplish availability as scheduled. Refer to PLANNING EFFORTS in Glossary for details.

e. Ship's Force/IMA Work. Identify work assigned to ship's force or IMA which is considered high risk based on historical perspective.

f. GFI. Provide an assessment of availability of SIDs, and test packages.

g. Schedule. Assess specification completion schedule.

h. Manday projections. Assess manday projections based on similar availabilities.

i. Planning Yard. Evaluate the planning yard's progress and technical adequacy of its products (i.e. assessment of planning yard LAR resolution and incorporation of feedback from LAR resolutions of sister ships.

j. Bid-ability. Assess technical completeness of the K ALT package and its readiness (bid-ability) to be let for bid. Prior to the A-180 (days) point in the Planning Phase assess the bid-ability of the non-nuclear "K" alteration package in terms of funding, material, design, test requirements and certifications.

Discuss any K ALTs which may be in jeopardy because of missed milestone dates, lack of funding, material, etc.

10. Summary. Refer to SUMMARY of glossary for details.

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FORMAT FOR SUPSHIP REPORT NAVSEA 4710-6B  
(SHIP AVAILABILITY READINESS TO START)

FOUO. FOR OFFICIAL USE ONLY - THIS MESSAGE CONTAINS BUSINESS SENSITIVE INFORMATION

1. GENERAL.

- |                              |                               |
|------------------------------|-------------------------------|
| a. SHIP & HULL NO. _____     | f. PCO _____                  |
| b. HOMEPORT _____            | g. TYPE OF CONTRACT _____     |
| c. TYPE AVAIL AND FY _____   | h. TYPE OF SOLICITATION _____ |
| d. PLANNING YARD _____       | i. SOLICITATION AREA _____    |
| e. PLANNING SUPERVISOR _____ | j. CONTRACTOR _____           |

2. KEY DATES.

- |                   | <u>DATES</u><br>(FROM/TO) | <u>DURATION</u><br>(MONTHS) |
|-------------------|---------------------------|-----------------------------|
| a. CNO Schedule   |                           |                             |
| b. Contract Dates |                           |                             |
- NOTE: Refer to CNO DATE and CONTRACT DATE in GLOSSARY for details

3. KEY EVENTS.

- |  | <u>SCHEDULE DATES</u> |
|--|-----------------------|
| a. Start Availability                      |                       |
| b. Boiler Inspection (SAI)                 |                       |
| c. Crew Move Ashore                        |                       |
| d. Drydock Ship                            |                       |
| e. Undock Ship                             |                       |
| f. Crew Move Aboard                        |                       |
| g. Combat System Installation Complete     |                       |
| h. Combat Systems Support Systems Complete |                       |
| i. Begin Combat System Operational Tests   |                       |
| j. Begin Pre-LOE/LOA Inspection            |                       |
- NOTE: Refer to KEY EVENTS in GLOSSARY for details

Enclosure (2)

- k. Pre-LOE/LOA Deficiencies Corrected
- l. Turnover Engineering Spaces -
- m. LOE/LOA
- n. Light off Boilers/Propulsion Plants
- o. Dock Trials
- p. Fast Cruise
- q. Sea Trial
- r. Complete Availability
- 4. FUNDING SUMMARY (SHIP WORK).

	<u>TYCOM(*)</u>	<u>NAVSEA(*)</u>	<u>OTHER</u>	<u>TOTAL</u>
a. Required (estimate)	NOTE: Refer to FUNDING SUMMARY in Glossary for details			
b. Requested				
c. Received	(*) For nuclear availabilities, each of these columns will be split out (NUCLEAR/NON-NUCLEAR) as shown on page 4, enclosure (1)			
d. Obligated				

5. MATERIAL SUMMARY (GFM IN JEOPARDY).

<u>ITEMS</u>	<u>FSN</u>	<u>ESTIMATED DELIVERY</u>	<u>DATE REQUIRED</u>
--------------	------------	---------------------------	----------------------

6. COST DATA.

	<u>TYCOM(*)</u>	<u>NAVSEA(*)</u>	<u>TOTAL</u>
a. Government Estimate	(*) For nuclear availabilities, each of these columns will be split out (NUCLEAR/NON-NUCLEAR) as shown on page 4, enclosure (1)		
b. Award Price/Base Cost			
c. Fee (Award, Base, or Fixed if applicable)			
d. Growth (SUPSHIP Est.)			

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- e. New Work (SUPSHIP Est.)
- f. GL&A
- g. GFM
- h. Berthing and Messing
- i. Boats (If not included in Award price/Base Cost)
- j. Other Items(not in the Award Price/Base Cost and which may effect the PEC)
- k. Total PEC (total of line items 6.b through 6.j)
- l. Notes (Refer to PREDICTED END COST in GLOSSARY for details)

7. SPECIFICATIONS (DESIGN).

- |                                 | <u>PROJECTED TOTAL</u> | <u>RECEIVED</u> |
|---------------------------------|------------------------|-----------------|
| a. Drawings                     |                        |                 |
| b. GFI (includes test packages) |                        |                 |

8. FORMAL AGREEMENT. Has a formal agreement been reached between SUPSHIP and customers concerning availability dates, manday constraints, projected costs and required ship's force support? If not, what is the status of negotiations?

9. SUPSHIP ASSESSMENT. SUPSHIP should, as a minimum, provide an assessment for each of the following items. Other concerns affecting the readiness to begin availability or availability completion should be included especially if NAVSEA assistance is required.

- a. Provide an assessment of the key events of paragraph 4 and if any are in jeopardy identify problem, activity responsible, cause and corrective action being taken. Use of additional key events necessitated by work package requirements is encouraged.
- b. Availability of manpower and skills.
- c. Availability and adequacy of contractor facilities, equipment, and tools.

- d. Availability of support for ship's force (messing and berthing, work spaces, tools, and other facilities required by the contract).
  - e. Availability of integrated test schedule (specifically address combat systems). Is the schedule achievable? Is it time phased with production?
  - f. Availability and adequacy of drawings, specifications, test packages, and GFI.
  - g. Assess GFM (Provide comments on GFM in jeopardy and impact on availability schedule).
  - h. Appraise design readiness and items in jeopardy.
  - i. Address the size and complexity of the ship's force/IMA work package. Identify ship's force/IMA work considered high risk.
  - j. Identify/comment on other factors which may effect success of this availability.
  - k. Consider all factors, including total SUPSHIP workload, and state if you are capable of conducting a successful availability.
10. SUMMARY. Refer to SUMMARY of glossary for details.

FORMAT FOR SUPSHIP REPORT NAVSEA 4710-6C  
(SHIP AVAILABILITY STATUS)

FOUO. FOR OFFICIAL USE ONLY - THIS MESSAGE CONTAINS BUSINESS SENSITIVE INFORMATION

1. GENERAL.

- a. SHIP & HULL \_\_\_\_\_
- b. TYPE AVAIL AND FY \_\_\_\_\_
- c. PLANNING SUPERVISOR \_\_\_\_\_
- d. TYPE OF CONTRACT \_\_\_\_\_
- e. SOLICITATION NUMBER \_\_\_\_\_
- f. CONTRACTOR \_\_\_\_\_

2. KEY DATES.

- |   | <u>DATES</u><br>(FROM/TO) | <u>DURATION</u><br>(MONTHS) |
|---|---------------------------|-----------------------------|
| a. CNO Schedule (original, at availability start) |                           |                             |
| b. CNO Schedule (current)                         |                           |                             |
| c. Contract Dates                                 |                           |                             |
| d. SUPSHIP Estimate                               |                           |                             |

NOTE: Refer to CNO DATE and CONTRACT DATE in GLOSSARY for details

3. KEY EVENTS.

- |  | <u>ORIGINAL</u><br><u>SCHEDULE</u> | <u>REVISED</u><br><u>SCHEDULE</u> | <u>ACTUAL</u><br><u>SCHEDULE</u> |
|--|------------------------------------|-----------------------------------|----------------------------------|
| a. Start Availability                      |                                    |                                   |                                  |
| b. Boiler Inspection (SAI)                 |                                    |                                   |                                  |
| c. Crew Move Ashore                        |                                    |                                   |                                  |
| d. Drydock Ship                            |                                    |                                   |                                  |
| e. Undock Ship                             |                                    |                                   |                                  |
| f. Crew Move Aboard                        |                                    |                                   |                                  |
| g. Combat System Installation Complete     |                                    |                                   |                                  |
| h. Combat Systems Support Systems Complete |                                    |                                   |                                  |
| i. Begin Combat System Operational Tests   |                                    |                                   |                                  |

NOTE: Refer to KEY EVENTS in GLOSSARY for details

- j. Begin Pre-LOE/LOA Inspection
- k. Pre-LOE/LOA Deficiencies Corrected
- l. Turnover Engineering Spaces
- m. LOE/LOA
- n. Light off Boilers/Propulsion Plants
- o. Dock Trials
- p. Fast Cruise
- q. Sea Trial
- r. Complete Availability
- 4. FUNDING SUMMARY (SHIP WORK).

	<u>TYCOM(*)</u>	<u>NAVSEA(*)</u>	<u>OTHER</u>	<u>TOTAL</u>
a. Required (estimate)	NOTE: Refer to FUNDING SUMMARY in Glossary for details			
b. Requested				
c. Received	(*) For nuclear availabilities, each of these columns will be split out (NUCLEAR/NON-NUCLEAR) as shown on page 4, enclosure (1)			
d. Obligated				

5. MATERIAL SUMMARY (GFM IN JEOPARDY).

<u>ITEMS</u>	<u>FSN</u>	<u>ESTIMATED DELIVERY</u>	<u>DATE REQUIRED</u>
--------------	------------	---------------------------	----------------------

6. COST DATA.

	<u>TYCOM(*)</u>	<u>NAVSEA(*)</u>	<u>TOTAL</u>
a. Award Price/Base Cost			
b. Fee (Award, Base, or Fixed if applicable)			
c. Growth (SUPSHIP Estimate)	NOTE: Growth and New Work estimates (line 6.c and 6.d) are intended to be unrestrained SUPSHIP estimates. In this regard, it is not necessary		
(1) Priced Growth			
(2) Unpriced Growth			

- (3) Growth Reserve
- d. New Work (SUPSHIP Estimate) that growth and new work estimates equal the sum of their subparagraphs (1), (2), and, (3).
- (1) Priced New Work
- (2) Unpriced New Work
- (3) New Work Reserve
- e. GL&A
- f. GFM
- g. Berthing and Messing
- h. Boats (If not included in Award Price/Base Cost)
- i. Other (Items not in the Award Price/Base Cost and which may effect the PEC)
- j. Total PEC (PEC equals total of line items 6.a through 6.i excluding subparagraphs)
- k. Notes (refer to PREDICTED END COST in GLOSSARY)
7. SPECIFICATIONS (DESIGN).
- |             | <u>REQUIRED</u> | <u>COMPLETED</u> | <u>IN JEOPARDY</u> |
|-------------|-----------------|------------------|--------------------|
| a. Drawings |                 |                  |                    |
| b. GFI      |                 |                  |                    |
| c. RLARs    |                 |                  |                    |
8. UNILATERAL/BILATERAL CHANGES.
- |   | <u>NUMBER CHANGES</u> | <u>DOLLAR VALUE</u> |
|---|-----------------------|---------------------|
| a. Total changes (contract mods) issued |                       |                     |
| b. Total unilateral changes issued      |                       |                     |
| c. Total bilateral changes issued       |                       |                     |

9. WORK PACKAGE VARIANCE (OVER \$10K).

	<u>WORK ITEM</u> <u>NUMBER</u>	<u>BRIEF</u>	<u>DOLLAR VALUE</u>
a. TYCOM Growth			
b. TYCOM New Work		NOTE: Refer to WORK PACKAGE VARIANCE in glossary for details	
c. NAVSEA Growth			
d. NAVSEA New Work			

10. SUPSHIP ASSESSMENT. SUPSHIP should, as a minimum, provide an assessment for each of the following items. Also, other concerns affecting the availability or availability completion should be included especially if NAVSEA assistance is required.

- a. Provide an assessment of the key events of paragraph 4 and if any are in jeopardy identify problem, activity responsible, cause and corrective action being taken.
- b. Assess progress of availability in the following terms.
  - (1) Time Consumed (%):
  - (2) Work Completed (%):
  - (3) Dollars Expended (%):
  - (4) Ship Status (Red, Yellow, or Green):  
NOTE: Refer to SHIP STATUS in Glossary for details.
  - (5) Cost (On target, Below target, Above target):  
NOTE: Refer to COST in Glossary for details

11. SUMMARY.

Refer to SUMMARY in glossary for details.

FORMAT FOR SUPSHIP REPORT NAVSEA 4710-6D  
(SHIP AVAILABILITY COMPLETION)

FOUO. FOR OFFICIAL USE ONLY - THIS MESSAGE CONTAINS BUSINESS SENSITIVE INFORMATION

1. GENERAL.

- a. SHIP & HULL \_\_\_\_\_ d. TYPE OF CONTRACT \_\_\_\_\_  
b. TYPE AVAIL AND FY \_\_\_\_\_ e. SOLICITATION NUMBER \_\_\_\_\_  
c. PLANNING SUPERVISOR \_\_\_\_\_ f. CONTRACTOR \_\_\_\_\_

2. KEY DATES.

- |  | <u>DATES</u><br>(FROM/TO) | <u>DURATION</u><br>(MONTHS) |
|--|---------------------------|-----------------------------|
| a. CNO Schedule (Original at availability start) |                           |                             |
| b. CNO Schedule (current)                        |                           |                             |
| c. Contract Dates                                |                           |                             |
| d. Availability Completion Date                  |                           |                             |
- NOTE: Refer to CNO DATE and CONTRACT DATE of glossary for details

3. FUNDING SUMMARY (SHIP WORK).

- |                        | <u>TYCOM(*)</u> | <u>NAVSEA(*)</u> | <u>OTHER</u> | <u>TOTAL</u> |
|------------------------|-----------------|------------------|--------------|--------------|
| a. Required (estimate) |                 |                  |              |              |
| b. Requested           |                 |                  |              |              |
| c. Received            |                 |                  |              |              |
| d. Obligated           |                 |                  |              |              |
- NOTE: Refer to FUNDING SUMMARY in Glossary for details
- (\*) For nuclear availabilities, each of these columns will be split out (NUCLEAR/NON-NUCLEAR) as shown on page 4, enclosure (1)

4. MATERIAL SUMMARY (GFM NOT YET RECEIVED).

<u>LIST OF ITEMS</u>	<u>FSN</u>	<u>ESTIMATED DELIVERY</u>
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5. COST DATA.

	<u>TYCOM(*)</u>	<u>NAVSEA(*)</u>	<u>TOTAL</u>
a. Award Price/Base Cost			-
b. Fee (Award, Base, or Fixed if applicable)			
c. Growth (SUPSHIP Estimate)			
(1) Priced Growth			
(2) Unpriced Growth			
d. New Work (SUPSHIP Estimate)			
(1) Priced new work			
(2) Unpriced New Work			
e. GL&A			
f. GFM			
g. Berthing and Messing			
h. Boats (If not included in the Award Price/Base Cost)			
i. Other (Items not in the Award Price/Base Cost and which may effect the PEC)			
j. Total PEC (Total of line items 5.a through 5.i, excluding subparagraphs)			
k. Notes (refer to PREDICTED END COST in GLOSSARY)			
l. SUPSHIP expects to have final cost of this availability stabilized by _____ (provide date).			

6 UNILATERAL/BILATERAL CHANGES. Show number of changes and dollar value for each of the six categories of changes listed below

	<u>TYCOM(*)</u>	<u>NAVSEA(*)</u>
	<u>NUMBER/VALUE</u>	<u>NUMBER/VALUE</u>
a. Total changes (contract mods) issued		
b. Total unilateral changes issued		

- c. Total bilateral changes issued
  - (1) Fully priced supplemental agreements
  - (2) Maximum priced supplemental agreements
  - (3) Unpriced supplemental agreements
- 7. INCOMPLETE WORK.
- 8. LESSONS LEARNED. List any lessons learned that may improve future availabilities.
- 9. SUMMARY. Refer to SUMMARY in Glossary for details.

NOTE: (\*) For nuclear availabilities, each of these columns will be split-out (NUCLEAR/NON-NUCLEAR) as shown on page 4, enclosure (1)

## SHIP AVAILABILITY TYPES

1. Activations (A)
2. Conversions (C)
3. Depot Modernization Periods (DMP)
4. Depot Refit Periods (DRP)
5. Extended Refit Periods (ERP)
6. Fitting Out (FO)
7. Inactivation Availability (IA)
8. Planned Incremental Availability (PIA, DPIA)
9. Phased Maintenance Availability (PMA), (DPMA), (EDPMA)  
(PMF), (DPMF), (EDPMF)
10. Post Shakedown Availability (PSA)
11. Regular Overhauls (ROH), (COH), (EOH), (SCO)
12. Refueling Overhaul (ERO)
13. Selected Restricted Availability (SRA), (DSRA), (EDSRA)
14. Reactor Compartment Disposal (RCD)
15. Ship Recycle (SR)

**GLOSSARY**

**ACWP:** Actual Cost of Work Performed.

**AWP:** Availability Work Package

**BASE COST:** The negotiated price of the solicited package in a cost type contract.

**BASIC PACKAGE:** The work authorized to be accomplished, to meet the intent of the repairs and alterations, as specified in the authorized Work Package (Work Definition Conference Agreement).

**BCWP:** Budgeted Cost of Work Performed.

**BCWS:** Budgeted Cost of Work Scheduled.

**CAI:** Completion of Availability Inspection (boiler inspection).

**CFM:** Contractor furnished material.

**CNO DATES:** The dates published in OPNAV NOTICE 4710 (which are based on the Annual Fleet Scheduling Conference) or revised dates received in official change messages thereafter.

**COST:** (On target, Above target, or Below target).

**ABOVE TARGET:** A cost trend that projects a final cost that will be more than 5 percent above the original PEC.

**ON TARGET:** A cost trend that projects a final cost within 5 percent (plus or minus) of the original PEC.

**BELOW TARGET:** A cost trend that projects a final cost which will be more than 5 percent below the original PEC.

**COMMITMENT/COMMITTED:** A firm administrative reservation of funds.

**CONTRACT DATES:** Contract availability duration based on the authorized work at the time of contract definition. These dates are generally of a shorter time span than the CNO dates.

**CV:** Cost Variance.

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**DMI:** Direct Material Inventory.

**DOLLARS EXPENDED (%):** Ratio of obligated/committed dollars to PEC expressed as a percentage.

**FMPMIS:** Fleet Modernization Program Management Information System.

**FUNDING SUMMARY:**

**REQUIRED:** Total funds needed for the effort (SUPSHIP estimate).

**REQUESTED:** Total amount asked of funding authority.

**RECEIVED:** Total amount accepted.

**OBLIGATED:** Total amount of funds encumbered for expenditures (i.e., result of signing an agreement or modification).

**GFI:** Government Furnished Information.

**GFM:** Government Furnished Material.

**GL&A:** Government Labor and Administration.

**GOVERNMENT ESTIMATE:** A one time planning activity estimate of the cost to accomplish the work in the solicitation package. For SUPSHIP, this estimate is reported one time, in the Readiness To Start Report (NAVSEA Report 4710-6B).

**GROWTH:** That increase in work over the basic work item, which must be authorized in order to satisfy the original intent of the work item.

**KEY EVENTS:** References (b) and (c) establish requirements to be used by NAVSHIPYDs and SUPSHIPS in scheduling both nuclear and non-nuclear production work on naval ships including the key events which are to be scheduled. SUPSHIP shall select all applicable key events appropriate to the ship type and the work to be performed. The format shown in enclosure (2) reflects the typical availability.

**LLTM:** Long Lead Time Material.

**MANDATORY NEW WORK:** Work which must be accepted by the overhaul activity when properly authorized and funded. However, when this occurs the overhaul activity shall advise the authorizing customer of the impact of this decision, if any, on ship schedules and projected availability costs. In order for work to be designated mandatory new work, it must be so designated by the TYCOM/NAVSEA.

**NEW WORK:** Work which is beyond the original intent of the work authorized in the basic package.

**OWP:** Overhaul Work Package.

**PEC:** See PREDICTED END COST.

**PLANNING EFFORTS:** Evaluate as RED, YELLOW, or GREEN.

**RED:** Bid-ability of ship will be assessed as Red if planning effort will not support the Availability Start date.

**YELLOW:** Bid-ability of ship will be assessed as Yellow if planning effort indicates there is a strong possibility of not meeting the Availability Start date.

**GREEN:** Bid-ability of ship will be assessed as Green if planning effort will support the availability start date.

**PLANNING SUPSHIP:** The SUPSHIP who is assigned class planning responsibilities for ships of a designated class.

**PLANNING SUPERVISOR:** The SUPSHIP assigned the planning responsibilities for a specific ship availability.

**PLANNING YARD:** Activity responsible for the engineering drawing maintenance (i.e. maintain drawings, configuration control, develops SHIPALT drawings, etc) for a specific class of ship.

**PREDICTED END COST (PEC):** For SUPSHIP reports, this is the Supervisor's estimated cost of all ship work, which consists of several factors. PEC equals the Award Price/Base Cost plus the estimated cost of other items which are not covered by the Award Price/Base Cost. Other items can include such items as fees, growth, new work, GL&A, GFM, messing and berthing and, boat repairs if not included in the Award Price/Base Cost. Advance planning funds or funds provided to other activities should not be included in the estimate. The PEC does not establish financial obligations on customers but rather is the SUPSHIP's estimate of what the

availability is most likely to cost. In this regard, the SUPSHIP may be required to adjust the PEC when it is obvious that circumstances (i.e., buy-ins, potential for major growth/new work, etc) exist which would inhibit the determination of a realistic PEC. These extenuating conditions shall be reported under line item of OTHER, assigned a dollar value, and be considered in the computation of a realistic PEC. If warranted, an explanatory note may be added.

**PMC TERMS: PERFORMANCE MEASUREMENT and CONTROL TERMS**

**ACWP:** Actual Cost of Work Performed (\$)  
**AQWP:** Actual Quantity of Work Performed (Mandays)  
**BCWP:** Budgeted Cost of Work Performed (\$)  
**BQWP:** Budgeted Quantity of Work Performed (Mandays)  
**BCWS:** Budgeted Cost of Work Scheduled (\$)  
**BQWS:** Budgeted Quantity of Work Scheduled (Mandays)  
**QAC:** Quantity of Work at Completion  
**CP:** Cost Performance  
**CV:** Cost Variance  
**SP:** Schedule Performance  
**SV:** Schedule Variance

**RESERVATION(S):** Level of industrial effort projected for growth/new work.

**RESERVE(S):** Uncommitted customer funds held by the NAVSHIPYD/SUPSHIP.

**RLAR:** Reverse Liaison Action Request.

**SAI:** Start of Availability Inspection (boiler inspection).

**SHIP SELF ASSESSMENT:** Ship's force assessment of the materiel condition of their ship.

**SHIP STATUS:** Evaluate as RED, YELLOW, or GREEN.

**RED:** Assessment will be evaluated as Red if availability will not complete within the original CNO dates (dates in effect at availability start).

**YELLOW:** Assessment will be evaluated as Yellow if significant problems have been identified which have a strong potential for extending the completion beyond the original CNO date.

**GREEN:** Assessment will be evaluated as Green if availability will complete within the original CNO dates.

**SID:** SHIPALT Installation Drawing.

**SSR:** Ship's Selected Records.

**STAB:** Stabilized rate.

**SUMMARY:** This section is for the purpose of elaborating on any significant factors impacting the availability that may not be sufficiently detailed elsewhere in the report.

**SV:** Schedule Variance.

**SWLIN:** Ship Work Line Item Number.

**TIME CONSUMED (%):** Ratio of elapsed time to current CNO duration.

**WDC:** Work Definition Conference.

**WORK COMPLETED (%):** Ratio of work accomplished to total work package.

**WORK PACKAGE VARIANCE:** List of any growth or new work (\$10K and above) that has emerged since last report.

**WPI:** Work Package Inspection.

**WNM:** Work negotiation Meeting

**WPD:** Work Package Definition.