

NAVSEA
STANDARD ITEM

FY-19 **CH-1**

ITEM NO: 009-81
DATE: 06 MAR 2018
CATEGORY: I

1. SCOPE:

1.1 Title: Compartment Closeout; accomplish

2. REFERENCES:

2.1 Standard Items

3. REQUIREMENTS:

3.1 Submit one legible copy, in approved transferrable media, of a compartment closeout schedule to the SUPERVISOR no later than the 50 Percent Review Conference for all CNO availabilities and non-CNO availabilities 9 weeks in length or longer.

3.1.1 The compartment closeout schedule **will be based on the list of affected spaces provided by the SUPERVISOR during the bidding process which lists all affected spaces requiring a compartment closeout along with the assigned Key Event or Milestone.** The compartment closeout schedule shall contain the following minimum information:

3.1.1.1 Identification of work not completed in each compartment by the Work Item number and associated Key Event or Milestone.

3.1.1.2 Any impact that known work by Ship's Force, Alteration Installation Teams (AIT), Fleet Maintenance Activity (FMA), or other third Party Maintenance Providers will have on the contractor's ability to complete work in the compartment.

3.1.1.3 The date when the contractor expects to complete his work within each compartment. Highlight major trouble spots.

3.1.1.4 An index of the compartment closeout schedule by compartment number listing the page number of where the information about the compartment can be located.

3.1.2 **Compartment closeout inspections shall be completed at least one day prior to the associated Key Event or Milestone, unless otherwise approved by the SUPERVISOR.**

(V) (G) "COMPARTMENT INSPECTION"

3.2 Accomplish a joint inspection with the SUPERVISOR and the Commanding Officer's designated representative upon completion, inspection, and acceptance, by the contractor, of work within each compartment.

3.2.1 Acceptance criteria is completion of all contractor work within the compartment inclusive of associated Work Items, **and** settled changes to associated Work Items. |

3.2.1.1 Provide a listing of all contractor work applicable to the compartment for use in evaluating the status of contractor's work completion during the inspection.

3.2.2 **Identify and list any incomplete work or discrepancies for each compartment on the compartment closeout schedule. Deficiencies shall be updated and reviewed at the weekly progress meeting until completed.**

3.2.2.1 **Inspection of each compartment shall be considered complete when all contractor responsible deficiencies are remedied or adjudicated. The SUPERVISOR, Commanding Officer's designated representative and the contractor will sign the Compartment Closeout Schedule indicating contractor work in the compartment is complete.**

3.2.3 Turn over each compartment accepted in accordance with 3.2.1 to Ship's Force for maintenance/use and indicate on the updated compartment closeout schedule as complete.

3.3 Update the compartment closeout schedule at the weekly progress meeting after the first report is published.

3.3.1 **Include any new work or changes in work boundaries via the Contractor Furnished Report (CFR)/Request for Contract Change (RCC) process.**

3.3.2 Highlight changes from the previous compartment closeout schedule.

3.3.3 Highlight each discrepancy that cannot be corrected prior to their associated Key Event or Milestone date, providing the reason and expected completion date. |

4. NOTES:

4.1 The ship's Commanding Officer will furnish the SUPERVISOR the work by compartment, including the schedule, which is planned for accomplishment by Ship's Force on a weekly basis.

4.2 For purposes of this item, the term compartment includes compartments, tanks, and voids. The terms "space/spaces", "room/rooms", and "compartment/compartments" are synonymous.

4.3 Tanks inspected and closed with a work item are exempt from the requirements of 009-81.

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4.4 Interface conflicts in the closeout schedule will be resolved as they occur.

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4.5 The contractor is not required to conduct a compartment closeout for spaces in which only services were routed. If damage is caused by the routing of services, the contractor is only required to repair the damaged areas.

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