



**JOINT FLEET MAINTENANCE MANUAL (JFMM)**

**COMUSFLTFORCOMINST 4790.3**

**VOLUME III  
DEPLOYED MAINTENANCE**

DEPARTMENT OF THE NAVY  
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**JOINT FLEET MAINTENANCE MANUAL**  
**VOLUME III**  
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**LIST OF EFFECTIVE CHAPTERS**

<u>Chapter Number</u>	<u>Change in Effect</u>
1	Change 3
2	Change 3
3	Change 1
4	Change -
5	Change -
6	Change 3

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REFERENCES.

- (a) COMPACFLTINST 4710.6 - Policy for Accomplishment of Ship Repair Work in WESTPAC
- (b) COMSEVENTHFLT OPORD 201
- (c) NWP 1-03.1 - Naval Warfare Publication Operational Report

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A Glossary of Terms

1.1 NOTICE. Volume III revision reflects changes in Commander, U.S. Naval Force, Europe-U.S. Naval Forces, Africa, Sixth Fleet (COMUSNAVEUR-COMUSNAVAF-COMSIXTHFLT) maintenance support philosophy, practices and procedures. Transformational changes included the establishment of the Forward Deployed Regional Maintenance Center (FDRMC) Naples, Italy. Listed references, Operational Orders, instructions, policies and procedures will remain in effect and continue to be used until all references can be revised to reflect these changes and incorporated into this manual.

1.2 PURPOSE. To provide in one publication essential information concerning the maintenance policy for ships deployed in COMUSNAVEUR-COMUSNAVAF-COMSIXTHFLT, Commander, Fifth Fleet (COMFIFTHFLT), and Commander, Seventh Fleet (COMSEVENTHFLT) Areas of Responsibility (AOR).

1.3 SCOPE.

- a. COMUSNAVEUR-COMUSNAVAF-COMSIXTHFLT N43 oversees matters pertaining to repair and maintenance of Naval Surface Force ships in the COMUSNAVEUR AOR. Day-to-day administration of Surface Ship Maintenance in COMSIXTHFLT has been delegated to FDRMC NAPLES. Administration of repair and maintenance for Submarine Force ships has been delegated to Commander, Task Force 69 (CTF 69) and Commander, Submarine Group 8 (COMSUBGRU EIGHT). COMFIFTHFLT administers maintenance related matters and maintenance scheduling in the COMFIFTHFLT AOR. Day to day administration and scheduling of deployed submarine maintenance in the COMFIFTHFLT AOR is accomplished by Commander, Task Force 54 (CTF 54).

By references (a) and (b), Commander, Logistics (COMLOG) Western Pacific (WESTPAC) has the same responsibilities for ships deployed in the COMSEVENTHFLT AOR, other than Japan and Okinawa, which are the responsibility of the Ship Repair Facility - Japan Regional Maintenance Center (SRF-JRMC). Day-to-day administration and scheduling of deployed submarine maintenance in the COMSEVENTHFLT AOR is accomplished by Commander, Task Force 74 (CTF 74) and Commander, Submarine Group 7 (COMSUBGRU SEVEN).

- b. This manual authorizes overseas maintenance facilities to accomplish repairs on Military Sealift Command and United States Coast Guard ships and service craft, carrying out missions for the Navy in AORs specified in section 1.2.a of this Chapter, when authorized by the area commander. The procedures apply to all Navy ship maintenance administered and funded within the COMUSNAVEUR-COMUSNAVAF-COMSIXTHFLT, COMFIFTHFLT and COMSEVENTHFLT AORs.
- c. The COMSEVENTHFLT area and chop procedures are defined and governed by references (b) and (c). These maintenance procedures are not applicable in all cases to planned availabilities such as Selected Restricted Availabilities, Drydock Selected Restricted Availabilities, Phased Maintenance Availabilities, and planned availabilities, which are assigned to SRF-JRMC shore repair activities, for ships assigned to the Forward Deployed Naval Forces. Forward Deployed Naval Forces ships may also be assigned availabilities with Ship Repair Units (SRU) when deployed.
- d. Task Force Commanders and Commanding Officers must be guided by this manual to obtain maintenance assistance while deployed. Commanding Officers of RMCs and Shore Fleet Maintenance Activities, Repair Officers of Afloat Fleet Maintenance Activities and Officers-In-Charge of Space and Naval Warfare Systems Facilities Guam and Japan, as well as other activities involved in maintenance of deployed ships must comply with the direction provided in this manual. Comments and recommendations for its improvement are invited.
- e. The Foreword of this manual contains a master list of references. These references are arranged in alphanumeric order to facilitate the ordering of documents. References used in specific chapters are listed at the beginning of each chapter. Appendix A of this chapter contains a glossary of terms used in this specific volume.
- f. Equipment under the cognizance of the Strategic Systems Programs and Naval Sea Systems Command Nuclear Propulsion Directorate (NAVSEA 08) is maintained following Strategic Systems Programs and NAVSEA 08 directives, respectively.

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

## APPENDIX A

### GLOSSARY OF TERMS

<u>TERM</u>	<u>DEFINITION</u>
Fleet Maintenance Activity (FMA)	FMA's include tenders, shore based maintenance activities (Regional Maintenance Centers, Naval Ship Repair Facilities, Naval Submarine Support Facilities, Naval Intermediate Maintenance Facilities (NAVIMFAC), TRIDENT Refit Facilities, Weapons Repair Facilities and other activities of that type) and supporting activities (port services, etc. that perform maintenance on Fleet assets).
Industrial Activity	The activity responsible for accomplishing construction or repair of ships whether private or public. This includes Naval shipyards, private shipyards, shipbuilders, vendors, Naval Aviation Depots, Naval Ship Repair Facilities and other Naval Repair or Technical Activities (Naval Underwater Weapons Center, Naval Ships Weapons Center, etc.).
Maintenance Manager	Those persons, such as Port Engineers, Ship Superintendents, Ship's Coordinators, and Maintenance Planning Managers, assigned to assist Ship's Force in the tracking of work candidates, development of work packages, and tracking of FMA or Industrial Activities assigned jobs.
Maintenance Team	The Maintenance Team (MT), led by the Ashore Ships Maintenance Manager, is responsible for validating, scheduling and tracking through execution of all maintenance candidates. The primary responsibility of the Maintenance Team is to execute the maintenance policies, directives and regional business rules of this manual, the TYCOM and the RMC.
Naval Supervisory Authority or Supervisory Authority	The officer designated to represent the Navy Department at an industrial activity; normally a Supervisor of Shipbuilding (new construction), RMC (Conversion and Repair) or the Commander of a Naval Shipyard.
Regional Maintenance Team (RMT)	A site specific, multi-disciplined group of people normally accomplishing "outside shop" or on-platform work. An RMT may be platform or technology specific (e.g., submarines or nuclear) to facilitate necessary worker training and competency. An RMT is generally comprised of both military and civilian workers.
Regional Repair Center (RRC)	An "inside shop" focusing on a particular product line (e.g., motors) or technology (e.g., machinery). An RRC is generally comprised of both military and civilian workers.
Technical Data	Recorded information (regardless of the form or method of recording)



TERM

DEFINITION

of a scientific or technical nature (including computer databases and computer software documentation). This term does not include computer software or financial, administrative, cost or pricing, or management data or other information incidental to contract administration. The term includes recorded information of a scientific or technical nature that is included in computer databases. For these purposes, technical data includes the characteristic of a particular science, trade or profession.

Voyage Repairs

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

Waterline

The term “waterline” in this manual refers to where the hull of a ship meets the surface of water when afloat.

Work

- a. Any action that actually or potentially changes (including disassembly for the purposes of inspection or repair) the approved configuration of any part, component or ship’s system.
- b. Any action that removes or affects the ship’s ability to operate ship’s systems or components following ship’s systems, operating manuals or reactor plant manuals.
- c. Any testing or inspections required to establish, maintain or reestablish certification.
- d. Any design, engineering, planning or configuration management functions that involve the final review or approval of technical information.

Examples of work include the following:

1. Action which disassembles or removes any part, component or ship’s system.
2. Action specified in a Technical Work Document.
3. Any action that removes or affects the ship’s ability to operate ship’s systems or components following ship’s systems manuals, operating manuals or reactor plant manuals, excluding tagout per the Tagout User’s Manual, including but not limited to:
  - (a) Component or system tests.

TERM

DEFINITION

- (b) Intrusive inspections (such as breaking the plane of electrical panels requiring electrical safety).
- (c) Valve line-ups that alter the normal system line up not governed by operating procedures.
- (d) Removing valve hand wheels, disconnecting of reach rods.

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**CHAPTER 2**

**MAINTENANCE ORGANIZATIONS AND CAPABILITIES**

REFERENCES.

- (a) COMPACFLTINST 4710.6 - Policy for Accomplishment of Ship Repair Work in WESTPAC
- (b) OPNAVINST 4700.7 - Maintenance Policy for U.S. Naval Ships

2.1 COMMAND RELATIONSHIPS.

- a. Commander, U.S. Naval Force, Europe - Commander, U.S. Naval Forces, Africa - Commander, Sixth Fleet (COMUSNAVEUR-COMUSNAVAF-COMSIXTHFLT) assigns maintenance reporting responsibilities to subordinate Task Force commanders while operating in the Area of Responsibility (AOR). Commander, Submarine Group (COMSUBGRU) Eight is the maintenance representative for all deployed Commander, Submarine Force, U.S. Atlantic Fleet units. Ships deployed to the COMUSNAVEUR-COMUSNAVAF-COMSIXFLT or Commander, Fifth Fleet (COMFIFTHFLT) AOR will address maintenance related correspondence to Forward Deployed Regional Maintenance Center (FDRMC) Naples and FDRMC Bahrain. Submarines deployed to COMSIXTHFLT address maintenance related correspondence to COMSUBGRU Eight, with information copy to their homeport Regional Maintenance Center (RMC) or Regional Support Group (RSG). Submarines deployed to COMFIFTHFLT, address all maintenance related correspondence directly to Commander Task Force (CTF) 54 with information copy to COMSUBGRU Eight.
- b. Commander, Naval Service Force, Fifth Fleet (COMSERVFORFIFTHFLT) is responsible for scheduling of maintenance and utilization of maintenance assets in the COMFIFTHFLT AOR. COMSERVFORFIFTHFLT has one other assignment: CTF 53, Force Logistics Commander for COMFIFTHFLT. COMSUBGRU Seven is responsible for coordination and execution of all deployed submarine maintenance in COMFIFTHFLT AOR as CTF 54.
- c. Commanding Officer, Ship Repair Facility - Japan Regional Maintenance Center (SRF-JRMC) is the Pacific Fleet Maintenance Officer's (CPF N43) representative for the Seventh Fleet AOR, coordinates ship repair and maintenance in Japan and Okinawa per reference (a), and executes Fleet Technical Assistance (FTA) and Assessment in the entire Seventh Fleet AOR. Policy, procedures and guidance regarding utilization of FTA program resources are contained in Volume VI, Chapter 2 of this manual. SRF-JRMC also acts as the maintenance representative for Commander Naval Surface Force, Pacific Fleet, Commander Naval Surface Force Atlantic Fleet and Commander Naval Air Force Pacific Fleet (COMNAVAIRPAC) Forward Deployed Naval Forces ships for all maintenance accomplished in Japan and Okinawa. Commander Logistics Western Pacific (COMLOG WESTPAC) is the Maintenance Representative for Commander Naval Surface Force, Pacific Fleet, and COMNAVAIRPAC for ship maintenance in the WESTPAC outside of Japan and

Okinawa. COMNAVAIRPAC, Commander Naval Surface Force, Atlantic Fleet and COMNAVAIRPAC ships permanently forward deployed to WESTPAC as part of the Forward Deployed Naval Forces will address maintenance correspondence to SRF-JRMC for all maintenance in Japan and Okinawa, information copy to their Immediate Superior In Command (ISIC) and to COMLOG WESTPAC, information copy to their ISIC for all maintenance outside of Japan and Okinawa. All other deploying surface ships will address maintenance related correspondence directly to COMLOG WESTPAC copy to ISIC or to SRF-JRMC for Port Visits in Japan.

COMSUBGRU Seven is the Maintenance Representative for all deployed Commander, Submarine Force, U.S. Pacific Fleet ships. Submarines deployed to the Commander, Seventh Fleet AOR will address all maintenance correspondence directly to CTF 74 (COMSUBGRU Seven), information copy to ISIC and SRF-JRMC for maintenance that will be accomplished in Japan and Okinawa.

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

2.2.1 Sixth Fleet Organizations.

- a. COMUSNAVEUR-COMUSNAVAF-COMSIXFLT.
  - (1) Fleet Maintenance Officer (N43). Sole staff advisor on subjects regarding naval surface aviation maintenance and salvage. Coordinates with COMUSNAVEUR-COMUSNAVAF-COMSIXTHFLT Maritime Integrated Operation Center (MIOC) Logistics, and CTF Commanders on maintenance support requirements. Provides liaison with FDRMC Naples for in-theater ship repairs. Monitors programs relating to aircraft, surface force ship and aircraft carrier maintenance, engineering and material support.
  - (2) CTFs. Task Force commanders are responsible for monitoring the material condition of units assigned and coordinating emergent repairs and requests for technical assistance. Coordinate changes to operational scheduling due to maintenance related problems (must be approved by MIOC). CTF Commanders also provide recommendations regarding operational delays of C3 and C4 Casualty Reports (CASREP).
  - (3) CTF 63. COMUSNAVEUR-COMUSNAVAF-COMSIXTHFLT Task Force Commander for Logistics. Responsible for the scheduling and execution of Combat Logistics Force and Navy Unique Fleet Essential Airlift assets in charge of logistic support and distribution. MIOC Log Ops fulfills this responsibility for the CTF Commander.
  - (4) MIOC Log Ops. Provide logistical support to units operating in the COMUSNAVEUR-COMUSNAVAF-COMSIXTHFLT AOR. (PLAD: NAVEURLOGCOORD CENTER).
    - (a) Air Log. Manages Navy Unique Fleet Essential Airlift assets used to transport personnel and material in COMSIXTHFLT AOR and adjoining AORs.
    - (b) Passenger, Mail, Cargo and CASREP. Passenger, Mail, Cargo and

CASREP division tracks all material movement from Continental U.S. to AOR. Once in the AOR, they direct material shipments to the unit via the most economical means possible using MILAIR, Defense Distribution Depot Sigonella, Italy (DDSI) (Commercial Air or Ground) or Combat Logistics Force.

- (c) Sustainment. Provides logistical coordination for provisions, hazardous material, ordnance and fuel.
- (5) COMSUBGRU Eight. Screens and coordinates maintenance for submarine-specific voyage repair. Assists CTF-69 in monitoring material condition of submarines assigned. Coordinates Voyage Repair (VR) repair brokerage through homeport RMC or RSG. Monitors Technical Assistance requests submitted to FDRMC Naples.
- b. FDRMC Naples. Commander, Navy Regional Maintenance Center Repair representative in the COMUSNAVEUR-COMUSNAVAF-COMSIXTHFLT AOR. Additional Duty to COMUSNAVEUR-COMUSNAVAF-COMSIXTHFLT as Fleet Surface Maintenance Officer (N43A). Coordinator of FTA for surface and subsurface units and sole coordinator of voyage repair efforts for surface units. Provide contract maintenance support in all ports when required. Functions include shipcheck of screened work packages, specification writing, contract technical representation, and Quality Assurance of contracted work. Working closely with Fleet Logistics Center (FLC) Sigonella which performs the Primary Contracting Officer functions. FDRMC Naples ensures completion of all work accepted for accomplishment as VR is on time and per specifications. (PLAD: FDRMC NAPLES IT).
- c. FLC Sigonella provides fleet and base support for U.S. Navy, Military Sealift and Coast Guard ships; U.S. bases and facilities located in Europe, Africa and Southwest Asia; contingency operations; and continental U.S. activities requiring supplies and services from Europe, Africa and Southwest Asia.
- d. DDSI provides the full complement of physical distribution services to all four service components and other federal agencies located south of the Italian Alps. It provides forward stock positioning support and enhanced physical distribution services. Specialized handling and support services include managing the Navy's hazardous materials, depot level repair part storage and distribution, and a complete range of material packing and shipping services. DDSI also provides expedited requisitioning and centralized receiving support to the military community.

#### 2.2.2 Commander, Naval Service Force, Fifth Fleet Organizational Structure.

COMSERVFORFIFTHFLT N43 provides all organizational services. FDRMC Bahrain provides local management for the following services:

- a. Combat Systems and Hull, Mechanical and Electrical assists, provided by local RMC.
- b. Gas Turbine Changeout Vans.
- c. Waterjet Machines.
- d. Availability scheduling.

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

2.3.1 Afloat Fleet Maintenance Activities.

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

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

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

- a. Casualty is not correctable by any ship, element or unit of the Strike Force Intermediate Maintenance Activity (SFIMA).
- b. Ship will provide parts or FAT can carry all required parts.

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

2.3.1.4 Fly Away Team Funding. FAT funding will be provided following Fleet direction.

2.3.1.5 Afloat Fleet Maintenance Activity Tasking. Tasking AFMA for performance of VRs, FAT assistance or other availabilities will be: Maintenance Brokers for Fifth, Sixth and Seventh Fleet assigned units will request AFMA support and availability periods, via CTF 74, who will **directly** task **AFMAs located in Guam**. For AFMAs in other locations in Fifth, Sixth and Seventh Fleet, Maintenance Brokers will request AFMA support and availability periods via the CTF (54, 69, 74) exercising Operational Control of the tender. The CTF exercising Operational Control will directly task the appropriate tender. CTF 54, 69, 74 or COMSUBRON 15, as applicable, must provide the required support based on AFMA operational considerations and resource limitations (e.g., manpower and materials).

2.3.2 Strike Force Intermediate Maintenance Activity.

2.3.2.1 Mission. The mission of the **SFIMA** is to provide a first response to units needing assistance with maintenance candidates beyond their capability to correct while deployed, at sea, or away from regular support facilities. Requests for an impending service or equipment requirement will be processed through the Strike Force Commander, Ship's Maintenance Manager and the Aviation Intermediate Maintenance Department Officer via a Naval Message or SIPRNET E-mail. This will permit efficient work scheduling, advanced personnel planning and minimize disruption to other scheduled jobs. All work for the engineering repair shops will be

conducted and coordinated by the **Ship's Maintenance Manager** through the repair officer and repair division technicians. The repair officer will coordinate all efforts through the **quality assurance** program, planning and estimating, **non-destructive testing** and repair technicians. All **SFIMA** work requires an individual work candidate entry by the repair work center into **the maintenance data system**. This will account for all repair man-hours and material through the 3-M up-line reporting process.

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

2.3.2.3 Applicability. This paragraph applies to all Forces, Ships, Units and Detachments deploying as a cohesive force. **The SFIMA, Volume III, Chapter 6 of this manual, describes policies, provides governance and reporting requirements, and assigns roles, responsibilities, and actions necessary for Strike Group units.**

2.3.3 Regional Maintenance Center. RMCs provide contract maintenance support in all ports when assigned. RMC functions include shipcheck of screened work packages, specification writing, contract technical representation and Quality Assurance of contracted work. Working closely with FLC-Naval Regional Contracting Detachment (NRCD), which performs the Primary Contracting Officer functions; RMCs ensure all work accepted for accomplishment as VR is completed on time and per specifications. RMCs are located in Naples, Bahrain and Japan.

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

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

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

2.4.1 U.S. Navy Facilities. Maintenance piers and limited shore power are available at Naval Station Rota, Spain; Naval Support Activity Naples Detachment Gaeta, Italy; and Naval Station Souda Bay, Greece. Host nations also provide basic pier side services at the following ports: Faslane, Scotland; Gibraltar; Naples and Augusta Bay, Italy.

2.4.2 Repairs in Ports Without Navy Ship Maintenance Organizations.

- a. VRs are accomplished in many ports where there is no permanent Navy presence. This is accomplished by FDRMC Naples Surveyors and FLC-NRCD Naples Contracting Officers. FDRMC will develop contract specifications from ship's work packages, and NRCD will contract the work out to local contractors who have MARAV with FLC-NRCD. See Chapter 3, **paragraph 3.4** of this Volume for additional information.
- b. FLC-NRCD contracted Husbanding Services Contractors may be used to obtain contract repair services using ship's operating budget. This should be done only on a very limited basis in emergency type situations. When used, Quality Assurance and conformance to Navy specifications are entirely the responsibility of Ship's Force.
- c. Submarine maintenance personnel and repair equipment will be assigned from the unit's homeport Fleet Maintenance Activity (an RMC or RSG), or brokered by the Fleet Maintenance Activity to another organization as necessary.

2.4.3 Commercial Industrial Activities. FLC-NRCD Naples maintain lists of commercial industrial activities in most major Mediterranean and some North Sea ports which have MARAVs with the Navy. Since this list changes with business conditions, it is not included here, but can be obtained from FLC-NRCD Naples.

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

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

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

2.6.2 Ship Repair Facility - Japan Regional Maintenance Center Detachment Sasebo, Japan. SRF-JRMC DET Sasebo is the Naval Supervisory Authority responsible for arranging SRA, DSRA and repair work during upkeep and VR periods in Sasebo. Because most of the SRA and



DSRA work in Sasebo is contracted to Japanese industrial activities, repairs to classified weapons, electronics, or cryptological equipment is accomplished by work force augmentation from SRF-JRMC Yokosuka, Japan. A metrology lab at SRF-JRMC Sasebo has the capability of performing most mechanical and some electrical and General Purpose Electronic Test Equipment calibration. Ship-to-shop equipment repair and calibration beyond SRF-JRMC DET Sasebo's capabilities will normally be trucked or flown to Yokosuka for accomplishment. Calibration must be accomplished per the requirements of Volume VI Chapter 9 of this manual. The production shop can perform intermediate and depot level installs and repairs. Portable tools are available for loan. Messages relating to repair matters in Sasebo should be addressed to SRF-JRMC DET SASEBO JA, with information copies to SURFMO SASEBO JA, SRF-JRMC YOKOSUKA JA and COMFLEACT SASEBO JA.

2.6.3 Space and Naval Warfare Systems Facility Pacific Yokosuka, Japan. Naval Information Warfare (NAVWAR) Systems Facility Pacific is chartered and tasked to manage installations of all Naval Information Warfare Systems Command (NAVWARSYSCOM) sponsored Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) systems (e.g., hardware, software and networking) aboard all ships assigned to Commander, U. S. Seventh Fleet. Integrated installations aboard individual ships will be completed so that the overall Strike Group command, control and communications interoperability is achieved. The overall Space and Naval Warfare Systems Facility Pacific management and oversight for Fleet C4ISR installations consists of an Integrated Installation Team (IIT). Members of the IIT include but are not limited to the following:

- a. Installation Management Office. Functions as the conduit by which NAVWAR Systems Center Pacific receives installation related advanced planning, execution tasking and funding. The Installation Management Office ensures product delivery within cost, schedule and performance.
- b. IIT Leader. Overall management and oversight of the IIT, Strike Group Officers, Strike Group Superintendents and Ship Superintendents. Long-range planning for execution of installations in ships of respective Strike Groups. Ensures all parties (e.g., ship and chain of command, IIT and chain of command, system managers and chain of command) are informed. Liaisons with NAVWAR Fleet Readiness Directorate and applicable Program Executive Officers for engineering related issues.
- c. IIT Strike Group Officer. Works scheduling conflicts and issues. Liaisons with NAVWAR Fleet Readiness Directorate for Strike Group scheduling issues. Responsible to IIT Team leader for Strike Group scheduling, availability and system readiness to install. Ensures timely submission of reports and other engineering documentation. Liaisons with Ship Repair Facility, Naval Supervising Activity, NAVSEA Ship Platform Manager, Fleet Commands, Type Commanders, Strike Group Commanders and Commanding Officers to resolve Strike Group availability, scheduling and Strike Group C4ISR composition issues. Coordinate final authorization to install in Strike Group ships.
- d. IIT Strike Group Superintendent. Project Manager for Strike Group IIT installations. Scheduling for Strike Group availabilities. Work scheduling conflicts and issues. Liaison with NAVWAR Fleet Readiness Directorate for Strike Group scheduling issues. Responsible to IIT Team leader for Strike Group scheduling, availability and

system readiness to install. Ensure timely submission of reports and other engineering documentation. Liaison with Ship Repair Facility, Naval Supervising Activity, NAVSEA Ship Platform Manager, Fleet Commands, Type Commanders, Strike Group Commanders and Commanding Officers to resolve Strike Group availability, scheduling and Strike Group C4ISR composition issues. Coordinate final authorization to install in Strike Group ships.

- e. IIT Ship Superintendent. Represents Commanding Officer, NAVWAR Systems Center Pacific, to Fleet Commanding Officers. Verifies work performed adheres to prescribed scope of tasking, policy and guidance. Designated person with overall responsibility for the conduct of the IIT. Has technical authority over contractor team members; must be knowledgeable of and responsible for team adherence to all invoked requirements including safety and quality. Provides a single point of contact between ships and various waterfront activities. Coordinates installations with the Regional Maintenance and Modernization Coordination Office.
- f. Alteration Installation Team Manager. Responsible for installation of individual C4ISR systems in Strike Group ships. Ensures system has current funding, approved Ship Change Document and Government-Furnished Equipment ready for installation. Writes Statement of Work; provides and reviews cost estimates for contractor support as required. Provides system engineering and technical specifications before and during installation. Conducts System Operational Verification Testing and provides operator and maintenance training. Delivers drawings, configurations change forms and other system Integrated Logistics Support to ship's company as necessary. Updates ship selected record as necessary. Reports to NAVWAR Systems Center Technical Code for installation assignment, pay, travel and other administrative matters. Reports to Ship Superintendent for operational matters concerning individual system installations.
- g. Integrated Logistics Support Manager. Implements Integrated Logistics Support policies and procedures following Integrated Logistics Support guidance to the Installation Management Office and IITs.

**VOLUME III**  
**CHAPTER 3**  
**MAINTENANCE MANAGEMENT**

REFERENCES.

- (a) Title 10 U.S. Code
- (b) COMPACFLTINST 4710.6 - Policy for Accomplishment of Ship Repair Work in WESTPAC
- (c) OPNAVINST 4700.7 - Maintenance Policy for U.S. Naval Ships
- (d) COMNAVAIRFORINST 4790.2 - Naval Aviation Maintenance Program
- (e) NAVSEAINST 4790.8/OPNAVINST 4790.4 - Ship's Maintenance and Material Management (3-M) Manual

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

3.2 CASUALTY REPORT SUMMARY. To assist maintenance and logistics activities in maintaining current readiness status for all ships assigned to various Areas of Responsibility (AOR), in-chopping ships will report all outstanding Casualty Reports prior to in-chop following the applicable area Operational Orders.

3.3 DEPLOYED MAINTENANCE PERIODS. Commander, Fifth Fleet (COMFIFTHFLT), Commander, U.S. Naval Force, Europe-Commander, U.S. Naval Forces, Africa-Commander, Sixth Fleet, Commander, Seventh Fleet, Commander, Submarine Group (COMSUBGRU) Seven or COMSUBGRU Eight schedule all Availability periods for ships and submarines in their respective AORs (per references (a) and (b)) after receiving proposals from Operational Commanders. A Ship's Force Upkeep is a maintenance period during which steaming notice is extended sufficiently to facilitate the maintenance of equipment and systems. A ship may accomplish self-maintenance or be assigned any of the following upkeep maintenance availability types:

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

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

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

- b. Forward Deployed Regional Maintenance Center (FDRMC) Naples and Commander Logistics Western Pacific (COMLOG WESTPAC), will submit to Congress, via Fleet Commanders and the Chief of Naval Operations, quarterly reports of work items accomplished during VRs.

### 3.4 VOYAGE REPAIR POLICY (NON-NUCLEAR WORK).

#### 3.4.1 Surface Force Ship and Aircraft Carrier Policy.

- a. VR work package screening guidelines in reference (c) limit the type of work which may be accomplished using overseas shipyards or Ship Repair Facilities - Japan Regional Maintenance Center (SRF-JRMC) to VRs only. For the purpose of this prohibition, a shipyard is any facility that repairs naval vessels and is located outside the United States or its territories. VRs include only mission or safety essential items necessary for a ship to deploy or continue on its deployment. Only work which falls within these boundaries will be authorized for VR accomplishment. All other work will be deferred.
- b. VR work screening activities provide the results of screening to customer ships in a screening message. Approved work candidates are forwarded to the cognizant Regional Maintenance Center (RMC) for accomplishment or contract award. After authorized jobs are received by the RMC, the following steps take place:
  - (1) RMC Surveyor accomplishes shipcheck as ship schedule permits.
  - (2) Cognizant RMC Surveyor writes work specifications or contract work specifications prior to ship arrival.
  - (3) RMC or Contractor ship-checks take place upon ship's arrival. For VR that must be contracted, competitive bidding constraints require not less than three contractors be considered for contract award if possible.
  - (4) When VR contracting is required, contract award occurs not later than arrival plus one day.
- c. Voyage Repair Availability Execution.
  - (1) The assigned Ashore Ships Maintenance Manager and Ship Superintendent or Surveyor will meet ship on arrival and will ensure the Job Order Specification or contract is in place, as applicable. The assigned Ashore Ships Maintenance Manager and Ship Superintendent or Surveyor will ensure the Job Order Specification or technical portion of the contract is adhered to and provide liaison with the local industrial activity on technical matters. It is the RMC Ship superintendent or Surveyor and Ship's Force responsibility to ensure the activity performing the VR complies with work specifications.
  - (2) Where applicable, the Fleet Logistics Center (FLC) Naval Regional Contracting Detachment (NRCD) representative will award the contract and provide liaison with the contractor on contractual matters, including new work and payment.
  - (3) A pre-production meeting will be scheduled, after the contractor shipcheck. Purpose is for assigned Ashore Ships Maintenance Manager and Ship

Superintendent or Surveyor to review with the Ship's Force, contents of the Job Order Specification or Contract Specification, ship-contractor coordination requirements (if applicable), Quality Assurance (QA) requirements of Ship's Force and repair activity performing the VR, and list of government furnished material to be provided by the ship. The ship should provide the RMC Ship Superintendent or Surveyor a list of the ship's Quality Assurance Inspectors (QAI) to be used during the VR period.

- (4) Daily Production Meeting. The Ship's Maintenance Management Officer, Surveyor, and other essential personnel will meet daily to review progress, discuss daily production efforts, and remove possible "interferences" with the intent of minimizing length of the availability. Early and frequent communication between all parties involved in the repair and maintenance process will help to ensure the overall success and effectiveness of any availability.
- d. Growth and New Work.
- (1) Growth work identified during the open and inspect phase of the baseline repairs will be reviewed for cost and schedule impacts and incorporated in the work package by the RMC assigned Port Engineer or Surveyor, as applicable. No growth work or new work is authorized to commence until FLC NRCD negotiates with the contractor and the appropriate contract documentation is issued.
  - (2) New work must be processed and authorized without violating Public Law restrictions. To assure these restrictions are not violated, the ship must submit an OPNAV 4790/2K following the normal process and provide a copy to the assigned Ashore Ships Maintenance Manager or Surveyor. Continuous Screening process will ensure that the forward maintenance activity receives it in a timely manner. The Surveyor must determine the feasibility of completing new work and must obtain the required authorization from the cognizant organization (FDRMC Naples, FDRMC Det Bahrain, COMLOG WESTPAC, SRF-JRMC).
- e. Constructive changes are changes to contracts in the intent of work specifications directed at the contractor by anyone other than the surveyor or FLC-NRCD representative. Since they are not pre-negotiated with the contractor, constructive changes are against the law. Ship's Force personnel should be cautioned **not** to direct or otherwise influence contractor personnel to accomplish work not clearly delineated by contract specifications.
- f. Contractor Limitations.
- (1) Military Specification material may be available from SRF-JRMC or requisitioned by the SRF-JRMC for contractor VR conducted on ships in port Yokosuka and Sasebo, Japan.
  - (2) With the exception of lagging, Military Specification parts and material are not available to local contractors in other ports. Some parts can be manufactured,

but the material and parts required for work package execution should be provided by the ship.

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

- g. Schedule Restrictions. Ships in VR should support the workweek schedule provided by local contractors to make the most productive use of personnel resources during the maintenance period.
  - (1) In the COMFIFTHFLT AOR, the Arab work week is Sunday through Thursday with the weekend being on Friday and Saturday.
  - (2) Contractor ability to accomplish work is sometimes limited by Port Captain regulations, and local strikes. Although generally short term in nature, the FLC-NRCD representative and RMC surveyor should be notified immediately of any indication of problems.
- h. Ship's Force QA responsibilities during VRs for work performed by non-Navy Maintenance Activities.
  - (1) Planning. Increased emphasis is required by Ship's Force to identify the level of control of maintenance of systems being worked and proper equipment, Allowance Parts List, technical manuals and drawings. Early identification of controlled work or work requiring Material Identification and Control or Material Identification Code (MIC)-LEVEL I material, per Volume V of this manual, will assist RMC Surveyors in producing correct work specifications.
  - (2) Execution. Although the name implies quick repairs, VRs require no less stringent QA procedures than any other routine planned repair. While Ship's Force is ultimately responsible for ensuring that the QA level is maintained on all repairs, regardless of who performs the work, the RMC overseeing the VR is responsible to Ship's Force to ensure all required specifications are met. Ship's Force QA responsibilities during execution include:
    - (a) Witnessing all tests and inspections specified in the contract work specification. Witnesses must be qualified QAIs who are aware of the technical requirements to be fulfilled by the test or inspection. For steam systems, final inspections will consist of two steps: unlagged and lagged.
    - (b) Ensuring that documentation of each contractor test or inspection is provided to the QAI at its conclusion. If not provided, the QAI will use the applicable form from Volume V, Part I, Chapter 11 of this manual to document the test or inspection. Records of all Ship's Force and contractor tests and inspections will be maintained per Volume V, Part I, Chapter 10 of this manual.

- (c) Insisting on verbatim compliance with the work specification, through the QAI, during the test or inspection. The QAI will immediately inform the Department Head of any discrepancies noted.
  - (d) Ensuring that any material provided by Ship's Force by direction of the work specification is in strict accordance with technical requirements.
  - (e) Ensuring that no other material, tools, or physical assistance is provided to the contractor unless it is specifically required by the contract specification. The entire Ship's Force will be briefed on this prior to the start of the VR period.
  - (f) Providing continual in-process inspections of work being accomplished aboard ship. In-process inspections of work accomplished off-ship will be accomplished as deemed necessary by the Department Heads and as agreed to by the RMC Surveyor.
  - (g) Providing ship-specific operating and design system parameters to aid in determining actual testing requirements. Reporting specified test results on appropriate QA forms to the RMC Surveyor prior to the end of the VR period.
  - (h) Providing all MIC LEVEL I material required to the RMC Surveyor. Material will not be accepted unless properly controlled by Ship's Force. A face-to-face turnover by a designated Controlled Material Petty Officer to the RMC Surveyor is required.
- i. RMC Quality Assurance and Quality Control responsibilities during VR availabilities.
- (1) An RMC Surveyor will be present on the site of the VR for the duration of the availability. The RMC Surveyor will be the sole point of contact between Ship's Force, FLC-NRCD and the contractor for all questions and actions concerning work specifications.
  - (2) The RMC Surveyor will assist Ship's Force in QA monitoring of each job. The surveyor will:
    - (a) Provide a working copy of the work specifications and all modifications to be used for each job to the ship availability coordinator prior to job start or as soon as they are developed.
    - (b) Brief the ship availability coordinator and ship supervisory personnel on the nature of the industrial environment and the need to insist on verbatim compliance with the job specification by the contractor, stressing that failure of the contractor to provide required material, perform required tests, or otherwise conform to the specification requirements of the work, should be reported immediately. The briefing will specify that Ship's Force will not obligate the government or diminish the requirements of the work specification by direct interface with the contractor personnel on any level.

- (c) Identify in the work specifications all tests and inspection check points which require Ship's Force witness or participation.
  - (d) Identify in the work specifications all tests which the ship must complete. Provide test parameters. If operational design and test information are not available or are unclear, the RMC will request assistance from the Type Commander (TYCOM).
  - (e) Identify in writing the specifications for material to be provided by the ship to the contractor.
  - (f) Inspect all material to be turned over to the contractor by Ship's Force for controlled work with the designated Ship's Force QAI. If the controlled material is MIC-Level I, the material inspection must be a joint inspection, to include the designated Ship's Force QAI and the Ship's Controlled Material Petty Officer, prior to a turnover of the material to the contractor.
  - (g) Inspect each completed controlled work job with the designated Ship's Force QAI prior to final acceptance.
  - (h) Advise the ship availability coordinator of any condition where the lack of references, Military Specification material, or qualified contractor personnel will require Ship's Force submission of a Departure from Specification per Volume V, Part I, Chapter 8 of this manual.
- j. Post-Production Meeting. The RMC Surveyor will provide to Ship's Force all appropriate documentation, including objective quality evidence, to verify the VR was satisfactorily completed. As necessary, technical justification will also be provided when a Departure from Specification request is required to be submitted.
- k. Following the completion of the VR Availability, Ship's Force must generate and transmit a Post-VR Assessment Report for transmission via message or e-mail.

### 3.4.2 Voyage Repair Policy Commander, Logistics Western Pacific Area of Responsibility.

#### 3.4.2.1 Voyage Repair Availability Execution.

3.4.2.1.1 Naval Regional Contract Detachment. The NRCD representative will award the contract and liaison with the contractor on contractual matters, including new work and payment.

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

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



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

3.4.2.1.5 Growth and New Work.

- a. Growth work identified during the open and inspect phase of the baseline repairs will be reviewed for cost and schedule impacts and incorporated in the work package by the Surveyor, as applicable. No growth work or new work is authorized to commence until FLC-NRCD negotiates with the contractor and the appropriate contract documentation is issued.
- b. New work must be processed and authorized without violating Public Law restrictions. To assure these restrictions are not violated, the ship must submit an OPNAV 4790/2K following the normal process and provide a copy to the Surveyor. The Surveyor must determine the feasibility of completing new work and must obtain the required authorization from the Maintenance Manager.

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

3.4.2.1.7 Contractor Support.

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

3.4.2.1.8 Schedule Limitations.

- a. In the COMFIFTHFLT AOR, the Arab work week is Sunday through Thursday with the weekend being on Friday and Saturday. Ships in VR Availabilities should support this schedule for the most productive use of the maintenance period.
- b. In Israel, the weekend is on Friday and Saturday. Ships in VR Availabilities should support this schedule for the most productive use of the maintenance period.
- c. Contractor ability to accomplish work is sometimes limited by Port Captain regulations, local strikes, and holidays. These stoppages are relatively frequent but short term in nature. The FLC-NRCD representative and RMC Surveyor should be notified immediately of any indication of problems.

3.4.2.1.9 Quality Assurance Responsibilities. Although the name implies quick repairs, VRs require no less stringent QA procedures than any other routine planned repair. While Ship's

Force is ultimately responsible for ensuring that appropriate QA is maintained on all repairs, regardless of who performs the work, the Surveyor overseeing the VRs is responsible to Ship's Force to ensure that all requirements specified in the contract are met. Specific Ship's Force QA responsibilities may include:

- a. Providing personnel to witness tests and inspections as required by the Surveyor. Witnesses must be qualified QAIs who are aware of the technical requirements to be fulfilled by the test or inspection.
- b. Ensuring that documentation of each contractor test or inspection is provided to the QAI at its conclusion. If not provided, the QAI will use the applicable form from Volume V, Part I, Chapter 11 of this manual to document the test or inspection. Records of all Ship's Force and contractor tests and inspections will be maintained per Volume V, Part I, Chapter 10 of this manual.
- c. Insisting on verbatim compliance with the work specification, through the QAI, during the test or inspection. The QAI will immediately inform the appropriate Department Head and Surveyor of any discrepancies noted.
- d. Ensuring that any material provided by Ship's Force by direction of the work specification is in strict accordance with technical requirements.
- e. Ensuring that no other material, tools, or physical assistance is provided to the contractor unless it is specifically required by the contract specification or requested by the Surveyor. The entire Ship's Force will be briefed on this prior to the start of the VR period.
- f. Assisting the Surveyor in providing continual in-process inspections of work being accomplished aboard ship. In-process inspections of work accomplished off-ship will be accomplished as deemed necessary by the Department Heads and as agreed to by the Surveyor.
- g. Providing ship-specific operating and design system parameters to aid in determining actual testing requirements. Reporting specified test results on appropriate QA forms to the Surveyor prior to the end of the VR period.
- h. Providing all MIC LEVEL I material required to the Surveyor. Material will not be accepted unless properly controlled by Ship's Force. A face-to-face turnover by a designated Controlled Material Petty Officer to the Surveyor is required.

3.4.2.1.10 Unsatisfactory Work or Work Practices. Any unsatisfactory work accomplished or work practice conducted by any maintenance activity must be promptly reported to the activity involved and the applicable Maintenance Manager. Reports should include sufficient detail to ensure timely and proper corrective action may be taken. Prior to informing the Maintenance Manager, direct liaison between customer and repair activity in identifying and clarifying deficiencies is required.

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

3.4.2.1.12 Assessment Report. Following the completion of the VR Availability, Ship's Force must generate and transmit a Post-VR Assessment Report for transmission via message or e-mail.

3.4.3 Submarine Policy.

- a. Mission essential VR support will be coordinated by COMSUBGRU Seven, COMSUBGRU Eight and applicable TYCOM, with information copies to MARCM DET Bahrain, COMLOG WESTPAC, and homeport Fleet Maintenance Activity (RMC or RSG).
- b. With the exception of Japanese National Master Labor Contract personnel employed by SRF-JRMC, foreign nationals must **not** be contracted to perform VRs onboard submarines. Japanese National Master Labor Contract personnel employed by SRF-JRMC may perform VR work in non-nuclear areas only.
- c. When required, Mobile Utility Support Equipment (MUSE) support can be provided in some WESTPAC foreign ports. Ship requests for MUSE support must be submitted to COMSUBGRU Seven, with information copies to FDRMC Det Bahrain and COMLOG WESTPAC. Commander, U.S. Naval Force, Europe-Commander, U.S. Naval Forces, Africa-Commander, Sixth Fleet has no MUSE support.

3.4.4 Nuclear Propulsion Plant and Related Equipment. Only qualified Navy or Naval Industrial Activity personnel must perform maintenance on nuclear propulsion plant and related equipment. Ship requests for VRs to this equipment must be forwarded to the TYCOM, with information copies to the parent Immediate Superior In Command, FDRMC Det Bahrain, COMLOG WESTPAC, COMSUBGRU Seven or COMSUBGRU Eight.

3.5 SHIP REPAIR WORK IN SEVENTH FLEET AREA OF RESPONSIBILITY. Subtitle C, Part IV, Chapter 633, Section 7310 of reference (a) limits vessels with a homeport in the United States to receiving **ONLY** VRs from foreign maintenance facilities. The restrictions imposed by Subtitle C, Part IV, Chapter 633, Section 7310 of reference (a) include SRF-JRMC. The WESTPAC Afloat Fleet Maintenance Activity and Guam repair facilities are considered U.S. repair facilities and are not limited to performing Voyage Repairs on U.S. homeported ships. Additionally, the VR restrictions under reference (a) do not apply to the Forward Deployed Naval Forces ships. Reference (b) provides specific instruction for the preparation of work packages, funding and management of WESTPAC availabilities.

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

3.5.2 Current Work Package. For Commander, Seventh Fleet AOR, the Maintenance Team will screen, budget and broker ship's 2 Kilos to repair facilities, COMLOG WESTPAC, SRF-JRMC, or FLC- NRCD for local contracting (via RMC or COMLOG WESTPAC) following current FLEET and TYCOM policies and procedures.

3.6 UNSATISFACTORY WORK OR WORK PRACTICES. Any unsatisfactory work accomplished by any maintenance activity must be promptly reported to the activity involved. Inform the operational and administrative chains of command and RMC, as applicable. Reports should include sufficient detail to ensure that timely and proper corrective action may be taken. Direct liaison between customer and repair activity in clarifying deficiencies is mandatory.

**VOLUME III**  
**CHAPTER 4**

**SCHEDULED MAINTENANCE PLANNING, PREPARATION AND PRIORITIES**

REFERENCES.

- (a) NAVSEAINST 4790.8/OPNAVINST 4790.4 - Ship's Maintenance and Material Management (3-M) Manual

LISTING OF APPENDICES.

A Format for Work Screening Message

4.1 PURPOSE. To implement the policies of reference (a) when planning deployed maintenance, and describe the process for the submittal and review of work packages and message work candidates for deployed ships.

4.2 SURFACE FORCE SHIP WORK PACKAGE PREPARATION. Volume II, Part II, Chapter 2 of this manual establishes Naval Surface Force ship maintenance work item and specification package preparation procedures, milestones and business rules. These business rules apply to Regional Maintenance Centers (RMC), Surface Type Commanders, Systems Commanders (sponsoring Program Alterations) and other Alteration Installation Team Sponsors.

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

4.4 CURRENT SHIP'S MAINTENANCE PROJECT MAINTENANCE WHILE DEPLOYED.

- a. Under the CM concept, parent Maintenance Team, RMC, Immediate Superior In Command (ISIC) and the Fleet Maintenance Activity (FMA) will not transfer the

Current Ship's Maintenance Project to the deployed unit's maintenance activity. Parent Maintenance Team, RMC, ISIC and the FMA will maintain control of the Current Ship's Maintenance Project and will broker work, as a continuous process, per Volume II, Part I, Chapter 2 of this manual.

- b. Parent Maintenance Team, RMC, ISIC and the FMA will identify work candidates brokered to a deployed screening activity in the appropriate IT system and report them to the ship through weekly Work Package Summary reports.
- c. When normal screening systems are down, parent Maintenance Team, RMC, ISIC and the FMA will receive automatic feedback on status of brokered work candidates through the appropriate IT system(s). The forward screening activity can identify work candidates that will **not** be undertaken during deployment by using the "Return to Broker" function.

#### 4.5 WORK CANDIDATE PREPARATION AND PRIORITY.

- a. Work candidates must be prepared in strict accordance with reference (a). Use a message work candidate per Volume II, Part I, Chapter 4 of this manual whenever an OPNAV 4790/2K **cannot** be sent by any other means.
- b. Following End-to-End Maintenance Process procedures, an appropriate Figure of Merit should be assigned.
- c. Priority (PRI) assignment in 2 Kilo is a major factor in determining whether a work candidate is approved for accomplishment during deployment and must be accurate. The following table illustrates the interrelationships.

#### **DEPLOYED ACCOMPLISHMENT FOR NON-FORWARD DEPLOYED NAVAL FORCES (FDNF) SHIPS**

<u>PRI</u>	<u>DESCRIPTION</u>	<u>ACTIVITIES</u>
1	Voyage Repairs.	Afloat Fleet Maintenance Activity (AFMA), Technical Assistance or Foreign Contractor, Naval Ship Repair Facility (NSRF), Strike Force Intermediate Maintenance Availability (SFIMA).
2	Urgent repairs during Unscheduled Maintenance Availabilities.	AFMA, Technical Assistance or SFIMA.
3	Routine repairs.	AFMA or SFIMA.
4	Desirable ship work.	AFMA or SFIMA.

4.6 SUBMISSION OF WORK PACKAGES. Screened work packages should be continuously available to Commander, Logistics (COMLOG) Western Pacific (WESTPAC), Forward Deployed Regional Maintenance Center (FDRMC) Naples, Det Bahrain and the AFMAs from the ship's parent Maintenance Team Ship Repair Facility - Japan Regional Maintenance Center (SRF-JRMC) and ISIC. These work packages will form the basis for each availability. To ensure clearly defined work packages at availability start, the accomplishing activity (FMA, RMC or Maintenance Manager) will provide a screening message at arrival minus ten days to all

concerned with an information copy to responsible ISICs and RMC (See Appendix A of this chapter).

#### 4.7 WORK CANDIDATE SCREENING AND BROKERING.

- a. For Commander, U.S. Naval Forces, Europe-Commander, Sixth Fleet (COMUSNAVEUR)-(COMSIXTHFLT) Area of Responsibility (AOR), FDRMC Naples will screen, budget and broker surface ship's maintenance work candidates to Fleet Maintenance Activities, stateside repair facilities or to the Naval Regional Contracting Department for local. Commander, Submarine Group (COMSUBGRU) Eight will screen submarine Message Work Candidates, and coordinate with the Unit's home Fleet Maintenance Activity to broker the work to the appropriate repair facility.
- b. For Commander, Fifth AOR, the Maintenance Team will screen, budget and broker ship's 2-Kilos to repair facilities, COMLOG WESTPAC, RMC, Fleet Logistics Center or Naval Regional Contracting Department for local contracting (via RMC or COMLOG WESTPAC) following current FLEET and Type Commander policies and procedures.
- c. For Commander, Seventh Fleet AOR. For all maintenance actions in Japan and Okinawa, SRF-JRMC will screen, budget and broker surface ship's maintenance work candidates to FMAs, stateside repair facilities, or to Fleet Logistics Center Yokosuka for local contractor accomplishment. For all maintenance outside Japan, COMLOG WESTPAC will screen, budget and broker surface ship's maintenance work candidates to FMAs, stateside repair facilities or to Fleet Logistics Center Det Singapore for local contractor accomplishment. COMSUBGRU Seven will screen submarine Message Work Candidates, and coordinate with the Unit's home FMA to broker the work to the appropriate repair facility. COMSUBGRU Seven will also screen surface ship 2-Kilos to its assigned AFMA referred to them from COMLOG WESTPAC.

#### 4.8 SCREENING OF WORK CANDIDATES AND WORK PACKAGES.

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

<u>AREA OF RESPONSIBILITY</u>	<u>ACTIVITY</u>	<u>REMARKS</u>
COMUSNAVEUR-COMUSNAVAF-COMSIXTHFLT	FDRMC Naples	Screening for surface ships deployed to SIXTH Fleet
	COMSUBGRU Eight	Screening for submarines deployed in SIXTH Fleet.
Commander, Fifth Fleet (COMFIFTHFLT)	FDRMC Det Bahrain	Screening for all Arabian Gulf, Arabian Sea, Red Sea activities (AFMA, Contractor).
	COMFIFTHFLT AFMA	Screening for assigned MAVs only.
	COMSUBGRU Seven	Screening for all deployed submarines.

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Commander, Seventh Fleet (COMSEVENTHFLT)	SRF-JRMC	Screening for FDNF for ports covered by SRF-JRMC.
	WESTPAC AFMA	Screening for AFMAs only.
	COMSUBGRU Seven	Screening for all submarine and assigned surface ship AFMAs.
	SRF-JRMC	Screening for all COMSEVENTHFLT deployers visiting Yokosuka.
	SRF-JRMC	Screening for all COMSEVENTHFLT deployers visiting Sasebo.
	COMSUBGRU Seven	Screening for all deployed submarines.
	COMSUBRON Fifteen	Screens all work candidates and work packages brokered to the assigned AFMA.

- b. Non-FDNF Voyage Repairs Only. When AFMAs visit ports with substantial Naval repair facilities or are in commercial ports during times of high port loading, it is often desirable to divide availabilities and primary work screening functions between the shore activity and the AFMA on a ship-by-ship basis. When this happens, the applicable maintenance manager will, by message, assign the primary availability and work package screening responsibility to either the shore activity or the AFMA. When assigned, the primary activity will request and screen the work package. The primary activity will also screen work candidates for referral to the secondary activity for review and acceptance or rejection. The secondary activity will then issue its own screening message concerning only the work candidates referred by the primary activity. Ports where this may be routinely expected to happen are:

<u>PORT</u>	<u>ACTIVITY</u>
Yokosuka	SRF-JRMC
Sasebo	SRF-JRMC Det

- c. The following guidance applies to work to be accomplished by all maintenance activities on ships not permanently homeported overseas:
- (1) Work candidates which are clearly within the capability of Ship's Force will not normally be accomplished by repair activities, but technical assistance will be provided if the need is substantiated.
  - (2) Work candidates for material only or manufacture of standard stock items will not be approved, unless the item is not available in time to ensure timely correction of Casualty Reports or major safety items only.
  - (3) Unless previously authorized by the Type Commander, work candidates for ship changes will not normally be approved while deployed.



- (4) Activities authorized to accomplish work screening will use screening messages prepared per Appendix A of this chapter, or via E-mail (SIPRNET or NIPRNET) as applicable.

**APPENDIX A**  
**FORMAT FOR WORK SCREENING MESSAGE**

FM (ACTIVITY)//  
TO USS (SHIP NAME AND HULL NO.)//  
INFO (MAINTENANCE MANAGER)//  
(OPERATIONAL COMMANDER)//  
(PARENT RSG/RMC)//  
(PARENT ISIC)//  
BT  
UNCLAS //N04700//  
MSGID/GENADMIN/ACTIVITY//  
SUBJ/WORK PACKAGE SCREENING FOR VR/OTHER AVAILABILITIES//  
REF/A/MSG/(SHIP NAME)//  
REF/B/DOC/COMUSFLTFORCOMINST 4790.3//  
NARR/REF A IS CALL DOWN MESSAGE. REF B IS JOINT FLEET MAINTENANCE  
MANUAL//  
RMKS//1. WORK PACKAGE (CALL DOWN) FORWARDED REF A RECEIVED AND  
SCREENED IAW REF B AS FOLLOWS:  
A. ACCEPTED FOR ORIG (NSRF) ACCOMPLISHMENT.  
(LIST JSNS)(LIST SHIP-TO-SHOP JSNS)  
B. SCREENED FOR AFMA USS (SHIP NAME) ACCOMPLISHMENT.  
(LIST JSNS)  
C. DEFERRED PENDING SHIPCHECK.  
(LIST JSNS)  
D. DEFERRED: SHIPALT/AER REQUIRES TYCOM AUTH.  
(LIST JSNS)  
E. DEFERRED: SHIPS FORCE ACCOMPLISHMENT.  
(LIST JSNS)  
F. DEFERRED: WORKLOAD, FUNDING OR NON-VR.  
(LIST JSNS)  
G. DEFERRED: INSUFFICIENT INFORMATION.  
H. DEFERRED: OTHER.  
2. EVALUATION AND COMMENTS CONCERNING WORK PACKAGE QUALITY (IF  
APPLICABLE)  
3. OTHER COMMENTS: SHORE POWER AVAILABILITY, BERTHING PLAN, OTHER  
SERVICES  
OFFERED OR PLANNED, ETC.//  
BT

**NOTE: ENSURE MESSAGES ARE PER CURRENT MESSAGE FORMAT AND  
CURRENT PLAIN LANGUAGE ADDRESS DIRECTORY (PLAD) IS  
UTILIZED.**

**VOLUME III.**

**CHAPTER 5**

**MAINTENANCE SUPPORT FOR  
NON-UNITED STATES NAVY SHIPS AND ACTIVITIES**

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

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

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

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

**VOLUME III**  
**CHAPTER 6**

**STRIKE FORCE INTERMEDIATE MAINTENANCE ACTIVITY**

REFERENCES.

- a. OPNAVINST 5440.77 - Missions Functions, and Tasks of United States Fleet Forces Command, United States Naval Forces Northern Command, and United States Naval Forces Strategic Command
- b. OPNAVINST 5450.337 - Missions, Functions, and Tasks of Commander United States Pacific Fleet
- c. OPNAVINST 4700.7 - Maintenance Policy for Navy Ships
- d. COMNAVAIRINST 4790.46 - Aircraft Carrier (CV/N) / Carrier Air Wing (CVW) Aviation Support Milestone Program
- e. NAVSEAINST 4790.17 - Fleet Test and Repair of Shipboard Electronic Equipment
- f. OPNAVINST C3501.298 - Mission, Functions and Tasks for Carrier Strike Group Staffs
- g. OPNAVINST F3501.319 - ROC & POE for Expeditionary Strike Group Staffs
- h. OPNAVINST C3501.65 - Required Operational Capabilities and Project Operational Environment for Multi-Purpose, Nuclear-Powered Aircraft Carriers
- i. 10 U.S Code 863 - Naval Vessels

6.1 PURPOSE. This chapter describes the policies and assigns roles, responsibilities, and actions necessary to align deployed organic self-repair capability efforts in support of establishing and maintaining Strike Force Intermediate Maintenance Activity (SFIMA) readiness.

6.2 BACKGROUND. The primary mission of the SFIMA program is to promote self-sufficiency through an effective organizational structure, supported by policies and processes that enable Carrier Strike Groups (CSG) and Expeditionary Strike Groups (ESG) to conduct self-contained organic repair in contested or uncontested environments, without the need for shore support facility training, technical assistance, or transient maintenance augmentations or detachments.

6.3 DISCUSSION. References (a), (b) and (c) task Fleet Commanders to promote self-sufficiency of fleet ships and assigned activities. Deployed Strike Group maintenance self-sufficiency is vital to sustaining mission readiness. Combat operations, contested environments, and other operational barriers greatly limit onboard technical assistance and diminish remote distant support efforts. When properly tasked and utilized, the SFIMA capable Strike Group significantly enhances the ability to respond to assigned units and other combatants in theater.

6.4 ROLES AND RESPONSIBILITIES.

6.4.1 Fleet Commanders. Fleet Commanders will:

- a. Be responsible for the administration and updates of this chapter to include the widest dissemination and implementation of requirements pertaining to SFIMA and organic repair.

- b. Participate in the development and implementation of the SFIMA program for each Force Level ship class.
- c. Coordinate with CSGs and ESGs and other commands to ensure the development of metrics and key performance indicators (KPI) to be utilized during the optimized fleet response plan (OFRP) in assessing the Strike Group's ability to perform assigned duties related to SFIMA actions. Metrics and KPIs will be included in readiness and after-action reporting.
- d. Approve changes, additions, and deletions to the CSG and ESG capabilities matrices as recommended by the Type Commanders (TYCOMs).

6.4.2 Commander Second Fleet and Commander Third Fleet. Numbered Fleet Commanders will coordinate with CSG and ESG Commanders to track SFIMA deployment readiness during the OFRP phases to ensure readiness for deployment.

6.4.3 Type Commanders. TYCOMs will:

- a. Codify the baseline requirements ships will be measured against and will develop into CSG and ESG metrics and KPIs with input from the Fleet Commanders.
- b. Establish assessment schedules (e.g., operational repair capability assessment (ORCA)), identify deficiencies, and ensure correction is accomplished to ensure ships are mission-ready in meeting the operational commander's SFIMA and self-sufficiency requirements. Assessments will include manning, training, shop facilities, Industrial Plant Equipment (IPE), fiber optic test and repair (FOTR) readiness assessment and certification, Miniature/Microminiature (2M) Electronic Repair Program, and Module Test and Repair (MTR) Site Certification. For CVNs, assessments will be performed by the TYCOM Assessment Team. Aviation capable units will continue to meet the CV/CVW support milestones identified in reference (d), in support of the aviation logistics review conference process.
- c. Coordinate with Naval Sea Systems Command (NAVSEA) 00 for services and support outlined in reference (e) to include identifying the 2M, MTR, and FOTR capabilities necessary to repair circuit card assemblies, electronic modules, and fiber optic cable or assemblies. Consider inclusion of repairs to test, measurement, and diagnostic equipment (TMDE) within the SFIMA to sustain Strike Group maintenance capability.
- d. Coordinate with NAVSEA 09M and Naval Air Systems Command (PMA260B) Metrology and Calibration programs to receive a SFIMA calibration support plan. The SFIMA calibration support plan will identify ship or aviation critical safety items including systems, associated TMDE, tools, or fixtures, test equipment repair and calibration capability within the SFIMA program to sustain Strike Group maintenance capability.
- e. In collaboration with SYSCOMs, perform data analysis on mission limiting Casualty Reports (CASREP) and update manning, training, and equipment requirements to

enhance to the greatest extent possible, the organic repair capabilities of identified systems.

- f. Report assessment (e.g., ORCA) results to the Fleet Commander including “as found” conditions and any readiness gaps. Provide regular status updates via readiness reporting channels in preparation for deployment.
- g. Manage emergent IPE maintenance, including the identification and prioritization of corrective maintenance actions.
- h. Utilize lessons learned to revise SFIMA strategies and upgrade SFIMA capabilities.

6.4.4 Commander Carrier Strike Group. COMCARSTKGRU FOUR and FIFTEEN will:

- a. Assess CSG and ESG SFIMA program pre-deployment readiness through demonstration of SFIMA capability based on requirement identified in references (f), (g) and (h).
- b. Ensure Strike Group SFIMA program instruction is completion prior to 90 days prior to Composite Training Exercise (C2X).

6.4.5 Carrier Strike Groups and Expeditionary Strike Groups. CSGS and ESGs will:

- a. Implement the SFIMA program to enhance the self-sufficiency capability within their Strike Group in accordance with references (f), (g) and (h).
- b. Coordinate with TYCOMS to ensure that all critical staff billets are filled as expeditiously as possible to maintain program continuity throughout the OFRP process.
- c. Designate CSG and ESG N4 as SFIMA Manager to facilitate the SFIMA program for the Strike Group.
- d. Designate CSG and ESG N6 as the Fleet Systems Engineering Team manager to incorporate combat systems self-sufficiency as a component of the SFIMA.
- e. The SFIMA manager will coordinate with TYCOMs, Cruiser Destroyer Squadrons (DESRON), and Amphibious Squadrons (PHIBRON) throughout the OFRP to ensure that ships are on-track to meet SFIMA compliance to include monitoring of manning and navy enlisted code discrepancies, and that IPE is available and operational.
- f. Develop SFIMA instruction or review and update existing SFIMA instruction that identifies the requirement and purpose of the SFIMA program along with establishing policy, procedures, and enclosures identifying the processes for intra-Strike Group SFIMA support in accordance with references (f) and (g). At a minimum, the instruction should:
  - (1) Outline the processes for requesting support and documenting repair actions performed by other ships within the Strike Group as per applicable guidance and instructions.

- (2) Include a listing of available repair capabilities for all ships within the Strike Group.
- (3) Require that all Strike Group and Amphibious Ready Group requests for off-ship Fleet Technical Assistance (FTA) and Onboard Technical Assistance (OBTA) be screened by the originating activity for SFIMA repair and support capability within the Strike Group and Amphibious Ready Group.
- (4) Collect, analyze, and report via readiness channels the following metrics:
  - a. The number of requests processed through the SFIMA process
  - b. The number of requests completed
- g. Complete the Strike Group SFIMA program instruction 90 days prior to C2X.
- h. Ensure Strike Group SFIMA program instruction includes new technology and repair capabilities and associated support capabilities.
- i. Ensure SFIMA program policy is promulgated throughout the ESG.
- j. Ensure the execution of deployed maintenance in the Western Pacific area of responsibility is accomplished within the guidelines of reference (i).
- k. Incorporate SFIMA status into the Commander's pre-deployment and post-deployment briefs.

6.4.6 All CSG and ESG ship or unit Commanding Officers (CO). COs will:

- a. Designate a SFIMA coordinator responsible for managing the ships SFIMA program.
- b. Ensure all Executive Officers, Command Master Chiefs, Department Heads and Departmental Leading Chief Petty Officers are thoroughly familiar with the SFIMA directive.
- c. Coordinate with TYCOMs throughout the OFRP cycle to identify and address potential shortfalls at the appropriate levels.
- d. Follow CSG and ESG N4 guidance regarding SFIMA processes and procedures to exhaust all possible SFIMA support options prior to requesting assistance outside the Strike Group.
- e. Ensure that all off-ship requests for FTA and OBTA are screened by responsible Department Head, Maintenance Manager, SFIMA coordinator, and CASREP releasing authority to validate intra-Strike Group capability.
- f. Submit an end of deployment report identifying all SFIMA capabilities utilized throughout the cycle to the CSG and ESG SFIMA Manager.