



DEPARTMENT OF THE NAVY
COMMANDER NAVAL SURFACE FORCES
2841 RENDOVA ROAD
SAN DIEGO, CA 92155-5490

IN REPLY REFER TO
COMNAVSURFORINST 3502.1D
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1 Jul 07



COMNAVSURFORINST 3502.1D

Subj: SURFACE FORCE TRAINING MANUAL

Ref: (a) COMUSFLTFORCOM/COMPACFLT INST 3501.3(Series)
(Fleet Training Continuum - FTC)
(b) NWP 1-03.3A (Status of Resources and Training System
(SORTS))
(c) COMNAVSURFPACINST 3501.2G/COMNAVSURFLANTINST 3500.7D
(SORTS Readiness Reporting)

1. **Purpose.** To promulgate a revised Surface Force Training Manual used by all Naval Surface Force ships, staffs, and units in execution of the Fleet Response Plan (FRP). The FRP provides adaptable, flexible and sustainable naval forces for Major Combat Operations (MCO), Homeland Security (HS), and Maritime Security (MS) to support the needs of Combatant Commanders and maintain a global forward presence. SHIPTRAIN is the primary means to align and integrate processes to effectively and efficiently produce warships and trained crews continuously ready for operational mission tasking, which is the product of the Surface Warfare Enterprise (SWE). Surface Force ships and units must operate in an environment of continuous readiness and continuous certification. Training does not stop at the conclusion of any FRTP phase and skills and training teams should not be allowed to atrophy at the end of deployment only to have to be rebuilt after the post-deployment availability. Our ships must be more ready, more able, more of the time, with Warship Ready for Tasking the continuous goal.

2. **Cancellation:** COMNAVSURFORINST 3502.1C.

3. **Revision.** This instruction is an extensive rewrite and revision of the SFTM and includes significant changes to unit level training that affect all phases of the Fleet Response Training Plan (FRTP). This revision reorganizes the SFTM for easier reference and use based on where a ship is in the SHIPTRAIN assess-train-certify process. Major changes are summarized in Chapter 1 and include refinements to the criteria for maintenance and basic phase training as part of the Fleet Training Continuum (FTC), reference (a). This manual contains revised assessment and certification criteria, new FEP and EOC business rules, revised ULTRA-S reporting criteria, provides CO's greater flexibility in executing continuous training and readiness, and adds specific guidance that mission area certifications are continuous and should not be allowed to expire. This revision discusses the SWE and introduces CLASSRONS. Appendix B, Unit Competitions and Awards, should be thoroughly reviewed for changes affecting the current awards period requirements.

4. **Discussion.**

a. This instruction provides guidance for the conduct of Surface Force unit level training for all ships and units of the Naval Surface Force. In the

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event there are conflicts between this manual and other CNSF instructions, the SFTM will take precedence.

b. This instruction is an extensive revision to the SFTM and should be thoroughly and carefully reviewed in its entirety. To assist in reviewing and highlighting key changes a list of major changes is provided in Chapter 1, article 1104.

c. The reporting of individual unit readiness is accomplished according to references (b) and (c). This instruction contains amplifying readiness reporting information.

d. This manual may be cited by its short title: SURFORTRAMAN (SFTM)

//Signed//

P. A. GUMATAOTAO
Chief of Staff

Distribution:
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<https://www.surfor.navy.mil/default.aspx>

This manual is posted at the CNSF Directives portion of the website in 'pdf' format, and at the CNSF Training and Readiness/N7A portion of the website in 'Word' format.

LIST OF EFFECTIVE PAGES

The following is a list of pages in effect. "0" indicates the original as listed in this edition.

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CHAPTER 1

SURFACE FORCE TRAINING

SECTION 1

INTRODUCTION

Ref: (a) COMFLTFORCOMINST 3501.3(Series)(Fleet Training Continuum)
(b) Surface Warfare Enterprise Strategic Plan 2006-2011

1101. Executive Summary. The Surface Force Training Manual (Short Title: SURFORTRAMAN (SFTM)) is the primary source of policy, direction and requirements for all aspects of unit level assessment, training and certification. The SFTM is a key training directive for the Surface Warfare Enterprise (SWE) and fully supports the Fleet Response Training Plan (FRTTP) to meet the continuous readiness requirements of the Fleet Response Plan (FRP). The SFTM provides guidance to each ship and unit for maintaining continuous readiness and certification throughout the employment cycle using the SHIPTRAIN assess-train-certify methodology and the Training Figure of Merit (TFOM) and Training and Operational Information Services (TORIS) tools. TFOM is a readiness indicator in stoplight/digital dashboard format that allows unit commanders to identify training readiness strengths and weaknesses and tailor training programs, efforts, and resources to the specific needs of the unit in order to maintain continuous training readiness and ensure operational excellence. It cannot be overemphasized that unit level training (ULT) must be continuous throughout the FRTTP. Skills atrophy and personnel rotate. Even in instances where repetition seems to be sufficient, absent a formal approach to training, complacency and the potential for accidents increase. Continuous training and readiness is the center of mass of every thing we do. The fundamental goal of unit level training is for ship's training teams to effectively self assess and train themselves, and the ship to be certified in required CNSF certification criteria and primary mission areas; be ready to commence integrated and sustainment phase training under the numbered fleet commander (NFC); and be independent unit ready for tasking (RFT) in the event national tasking requires ships to be ready for immediate deployment. It does not mean that a ship is fully trained or proficient in group or other composite unit operations. Strict compliance with this manual and the standards contained within is mandatory for all surface ships. CNSF authorization via the ISIC required prior to any deviation. In situations where deviation may be required, ships must plan for success through early consultation with their ISIC and CR.

1102. Surface Warfare Enterprise (SWE). Warships Ready for Tasking is the SWE product. The SWE mission involves producing personnel trained and ready to fight and warships ready at the right time, place, and cost. Surface force training is the foundation built on the SWE core processes of manning, maintenance and modernization, and sustainment. Training is essential to transform personnel and ships into Warships Ready for Tasking, and to keep them ready. SHIPTRAIN is the process with the tools to execute surface force training throughout the FRTTP. The SWE approach to readiness demands the use of metrics to support cost-wise, data-driven decisions. It's imperative ISICs, CLASSRON Commanders and ship Commanding Officers ensure unit level TFOM data is

updated, accurate, and analyzed frequently in support of maintaining proficiency and certification. TORIS provides a direct link to the Navy Training Information System (NTIMS) which in turn feeds Defense Readiness Reporting System - Navy (DRRS-). Additionally, TORIS and TFOM are mapped to the various Unit Navy Mission Essential Task Lists (NMETL) to provide proficiency status and resource expenditure data to the SWE.

1103. Purpose. As directed in reference (a) this manual provides the policy and minimum CNSF requirements to assist the ISIC, CLASSRON and Commanding Officer in developing a comprehensive unit level training program. Each ship's training program should facilitate continuous readiness by using all tools available and integrates a sequence of individual, team, and unit training evolutions in all mission areas and core competencies. It is the primary directive for planning, scheduling, and executing all unit level training requirements within the Surface Force. This manual includes formal training requirements applicable to ships and units of the Surface Force. All CNSF critical and essential school and NEC requirements are contained in NTMPS/FLTTPS.

1104. Major Changes. (Note: CHANGE 1 major changes noted below. CHANGE 1 changes are highlighted in yellow throughout each section) To assist in reviewing this version of the SFTM the manual's organization and an executive summary of major changes is provided below. Since not all sections or changes are listed here a thorough review of this instruction is recommended:

CHAPTER 1 - SURFACE FORCE TRAINING

Section 1 - CHG-1: ULTRA-S periodicity now 12 months +/- 6 months after ULTRA-C/E.

Section 4 - CHG-1: Adds Traino Tickler.

CHAPTER 2 - SURFACE FORCE CONTINUOUS SELF-ASSESSMENT, SELF-TRAINING and CERTIFICATION

Section 2 -

CHG-1:

- Requires review and re-certification of all mission areas during ULTRA-C/E, regardless of when mission area certifications expire.
- Adds CG-OBT guidance.
- Defines completion of Basic Phase.
- Deletes deployed ULTRA-S.
- Updates MSFD "AGENT GOOD/BAD" guidance.

Section 3 -

CHG-1:

- Adds ATG Best Practices list.
- Updates FST-U guidance.
- Updates ATG LTT guidance.

Section 4 -

CHG-1:

- Defines effective date of mission area certifications.

- ULTRA-C/E/S reports combined into single report/format.
- Adds Independent Unit RFT report.
- Specifies all CCRs must be complete for mission area certification.

CHAPTER 3 - CERTIFICATION CRITERIA

Section 1 - Certifications and Qualifications.

CHG-1:

- Tab M Navigation (MOB-N) and Tab Q Undersea Warfare (USW) completely revised and reformatted, to include all applicable FXP requirements. Ships are no longer required to conduct exercises listed in Appendix C for MOB-N and USW, but rather use Tab M and Tab Q CCR's exclusively for determining certification and readiness reporting requirements.
- Adds Tab X Ordnance Handling Safety Assistance Team (OHSAT) explosive safety certification criteria.
- Modifies Level of Knowledge (LOK) proficiency testing guidance in all mission area certification Tabs.

APPENDICES

A -

CHG-1:

- Adds drop-down tab in TORIS datacards to identify use/location of live training ranges used for training events.

B -

CHG-1:

- Adds 3M as a qualifier for all Command Excellence Awards.
- Removes the Purple E, Efficiency Excellence Award.
- Returns Battle E criteria to 4 of 5 Command Excellence Awards.

C -

CHG-1:

- Updates NSFS training and certification guidance.
- Deletes requirement to conduct MOB-N and USW FXP exercises (relevant FXP's now included as CCR's in Cert Tabs M and Q).
- Replaces the Exercise Equivalency Matrix.

1105. Fleet Response Training Plan (F RTP). F RTP is a flexible and scalable approach to training managed by the TYCOMs (CNSF for all surface forces) during the maintenance and basic phases, and by the numbered fleet commanders (NFCs:C2F/C3F/C7F) during the integrated and sustainment phases. F RTP aligns Navy capabilities and missions in support of combatant commander and Navy requirements. F RTP requirements are defined through fleet training instructions. A notional F RTP for strike group and individual unit deployers consists of four phases: maintenance, basic, integrated and sustainment. This results in defined progressive levels of employable capability for Navy forces. The continuous certification process means a ship must be ready to proceed to more advanced training under the NFC at any time. The F RTP is the established methodology for building unit and strike group proficiency. Continuous readiness at the unit level is the key enabler. This includes all Continuous Certification Requirements (CCR's) and continuous sustainment of appropriate warfare mission areas at TFOM level Blue or above. (Note: TFOM level used in this manual is overall TFOM, unless otherwise specified.) In normal deployment patterns the

integrated and sustainment phases of the training cycle follow CNSF certification that all basic phase and unit level proficiency requirements have been met. (Note: Fig 1-1-1 deleted) Unanticipated contingencies, surge or pulse deployments, or wartime combat operations will demand significant changes to the normal pattern of training, which will be adjusted as necessary to meet the need. The requirement is to maintain currency in all warfare mission area certifications and CCR's. The ISIC will recommend any waivers or deviations to CNSF.

a. F RTP Phases:

1. Maintenance phase. The maintenance phase normally starts the F RTP cycle and supports the SWE maintenance and modernization core pillar. However, the basic phase may precede the maintenance phase in whole or in part when required to efficiently accommodate maintenance and training schedules. Maintenance is critical to the success of FRP since this is the preferred period during the entire F RTP in which major shipyard or depot level repairs, upgrades, and modernization will occur. In addition to the timely completion of the maintenance package units must focus on individual/team training and achieving unit level readiness.

2. Basic phase (unit level training). The basic phase normally follows the maintenance phase and focuses on ensuring unit level training proficiency, team training capability on board and ashore, unit level exercises inport and at sea, unit inspections, assessments, and certifications. During the basic phase ships will maximize distance learning options for individual skills development and maximize in-port synthetic training. Training is monitored by the ISIC and is supported by the appropriate Afloat Training Group (ATG) in each FCA. The focus is on unit level proficiency and establishing a sustainable culture of self-assessment in support of continuous training and certification requirements. This unit level training culture emphasizes training team and watchteam development, watchstander qualification, and exercises and evolutions in basic command and control, weapons employment, mobility (navigation, seamanship, damage control, engineering, and flight operations) and warfare specialty. For these areas and other core competencies this manual provides detailed criteria for the ISIC, the CLASSRON, the CO and ATG to use in assessing, conducting and evaluating training throughout the F RTP. Upon completion of the basic phase a unit is expected to be TFOM level Blue or above in all mission areas and have completed certifications in a wide variety of core competencies for surface ships. These certifications can be verified within the CCR Tracker component of TORIS. Certifications and requirements are discussed in Chapters 2 and 3. It is expected that ship's training teams will maintain a high level of watchstander and watchteam proficiency (at least TFOM proficiency level Blue or above) throughout the F RTP. The following certifications by CNSF are associated with the basic phase:

(a) Independent Unit Ready for Tasking (IURFT). Upon completion of basic phase certification ships may be tasked with independent operations (outside the CSG/ESG) in support of Phase 0 (shaping/deterrence), Homeland Security, or Humanitarian Assistance/Disaster Relief. For CNSF, IURFT means a ship has achieved in all required mission areas TFOM level Blue or above, overall and in TFOM PROFICIENCY, completed all CCRs, and is prepared for integrated and sustainment phase training or additional training targeted to

specific mission areas prior to employment. Ships will not transition to IURFT status and will not proceed to integrated training without approval from CNSF. Designation as an IURFT will be made by CNSF in format of Chapter 2, Section 4 Tab E.

(b) Amphibious Task Force (ATF) Surge. This is a special category for amphibious assault ships in order to support contingency amphibious lift requirements. For amphibious units the term ATF Surge applies only to an individual unit's capability and not the Marine Corps capability, which the Marine Air-Ground Task Force (MAGTF) provides. ATF Surge ships will provide lift support and are not typically required to conduct the full breadth of amphibious specialty tasks. CNSF will define and certify ships to ATF Surge status based on NMETs. ATF Surge status is typically achieved within 90 days of completion of a PIA, five months after DPIA, and nine months after new construction.

3. Integrated phase. The goal of integrated phase training is to synthesize unit/staff actions into coordinated strike group operations in a challenging, multi-warfare operational environment. To facilitate this goal self administered and self assessed unit level training must continue throughout all FRTP phases. In other words unit level proficiency enables strike group capability. The integrated phase provides an opportunity for strike group decision makers and watchstanders to complete staff planning and warfare commanders courses; conduct multi-unit inport and at-sea training; and to build on individual skill proficiencies attained during basic phase and unit level training. The integrated phase is adaptable in order to provide training for Major Combat Operations (MCO) Surge certification and/or tailored training to support emergent combatant commander requirements, as well as advanced integrated training for MCO Ready certification. The following certifications by the NFC are associated with integrated phase training:

(a) Maritime Security Surge (MS). Surge capable units identified by the Navy's force provider receive training that provides the foundation in the integrated aspects of surge missions using classroom, synthetic, and live training events. As missions are defined units receive training to operate as a MS (i.e. GWOT, MIO, HLD, Info OPS, SOF support, etc...) strike group. MS strike group training ensures proficiency in conducting surge missions and includes live training that emphasizes multi-unit procedures and anticipated region specific scenarios. Upon completion of this focused training these selected units will be certified in surge mission requirements by the NFC. The MS strike group can be employed when requested by combatant commanders to conduct specified missions within certification limitations.

(b) Major Combat Operations (MCO) Surge. Units and groups will have successfully demonstrated Navy core capabilities commensurate with MCO and be certified by the NFC as a Navy core combat capable unit/group MCO Surge. (Typically upon completion of NMET requirements accomplished during COMPTUEX and Air Wing Fallon for CSGs.)

(c) MCO Ready. MCO Ready status is attained when a unit or group is certified to its full capability for forward deployed operations as well as the ability to operate in joint/coalition operations. The NFC

will certify units and groups as MCO Ready following the attainment of acceptable proficiency in all required missions. During deployment units/groups maintain proficiency through ongoing unit/group training, exercises, and normal operations as directed by higher authority.

4. Sustainment phase. The sustainment phase begins upon completion of the integrated phase, continues throughout the post-deployment period and ends with the commencement of the subsequent maintenance phase. Sustainment consists of a variety of training evolutions designed to sustain warfighting readiness as a group, multi-unit or unit until and following employment. Sustainment phase training exercises units and staffs in multi-mission planning and execution and to inter-operate in a joint/coalition environment. Sustainment training, inport and at-sea, allows forces to demonstrate proficiency in operating as part of a joint and coalition combined force and ensures proficiency is maintained in all NMETs in order to maintain MCO Ready. The extent of sustainment training will vary depending on the unit's length of time in MCO Ready status as well as anticipated tasking. During sustainment, units/groups maintain an MCO Ready status until commencement of the maintenance phase unless otherwise directed by the NFC.

(a) C2F/C3F, supported by the TYCOMs, will schedule and support training events as required to maintain appropriate readiness level.

(b) Strike Group Commanders/ISICs are responsible to report readiness levels achieved in sustainment training events after initial certification.

b. Proficiency Training. The surface warfare culture of continuous proficiency through continuous training is dependent on repetitive execution and completion of each ship's unit level training plan. TORIS is the enabling data engine to achieve SHIPTRAIN objectives of continuous training and certification.

1. TORIS is the CNSF web-based data engine consisting of various applications used to assess, train, and recommend certifications for ships. Other applications include Ships-in-Training (SIT), Fleet View, and Unit Level Training Status (Stoplights). All applications are located on the ATG Extranet.

2. TORIS-Afloat is the shipboard version of TORIS. Embedded in TORIS-Afloat are functions to collect training and assessment data during mission area training, including a specific module for MOB-E. TFOM and CCR Tracker are embedded in TORIS to enable a ship to review overall training status.

1106. Unit Level Training Overview.

a. The basic phase training period will include an ISIC conducted Unit Level Training Readiness Assessment Certification/Engineering (ULTRA-C/E), supported by the appropriate ATG organizations, to determine the ship's ability to self train and maintain proficiency in all applicable warfare mission areas. The purpose of ULTRA-C/E is to validate a ship's proficiency. TFOM is the tool for assessing the ship's ability to self-assess and self-train, and to certify the ship's

ability to perform required warfare missions to a set standard resulting in mission area certification by CNSF. Following ULTRA-C/E a tailored training syllabus will be developed by the ISIC to correct any shortfalls.

b. Required training periods are scheduled in the ship's employment schedule, and WebSked accuracy verified, to minimize unnecessary interferences with competing requirements. This requires close cooperation and coordination of all schedulers including ATG, ISIC, CNSF, and NFC. The training effort is focused on developing training team expertise and watchstander proficiency as well as completing specific warfare mission area certifications. The training plan is developed by the Commanding Officer and approved by the ISIC. The use of ATG is not optional. However, if TFOM proficiency level Blue or above is achieved during ULTRA-C/E a ship may be allowed to complete any remaining certification requirements on their own and report completion for ISIC verification.

c. CNSF certification criteria are provided in primary mission areas and a wide variety of core competencies in order to promote standardization, remove subjectivity in evaluations, and assist both trainers and trainees to focus on what needs to be accomplished. Respective certification requirements are listed in Chapter 3 for each warfare mission area.

d. ULTRA-C/E should be viewed as an event in the continuous cycle of training, not as the start of continuous training. **The goal for all ships is to achieve certification in all warfare mission areas during ULTRA-C/E.** FEP is not tied to independent unit RFT certification and is not required or scheduled for ships in their second and subsequent SHIPTRAIN cycles. For ships in their initial SHIPTRAIN cycle and ships scheduled to undergo long maintenance and/or installation periods that extend beyond 120 days, where certification is not achieved during ULTRA-C/E, a FEP is normally required. In this case, as FEP is not tied to independent unit RFT certification, ISICs may request a FEP waiver based on ULTRA-C/E performance. The waiver request must certify that all mission areas have attained TFOM level Blue or above, that ship self-assessed scores are within the +/- 10 criteria relative to the ATG assessment, that all warfare integration points have been met, and contain a plan to complete any outstanding CCRs not accomplished during the ULTRA event. The ISIC will submit such waiver requests to CNSF for approval/disapproval. When FEP is conducted, a detailed report of the ship's performance during FEP will be sent within one week by the ISIC, with input from ATG, to CNSF providing the ship's status, any outstanding training deficiencies, and a POAM to correct. For ships that have completed their initial SHIPTRAIN cycle and are approaching the second-cycle or subsequent ULTRA-C/E the goal is to re-establish all mission area certifications during the ULTRA-C/E. This requires the difference between the ship's self assessed TFOM and that of the ATG assessment to be within prescribed range, +/- 10 TFOM index points. CNSF will issue any required changes to this range as appropriate based on analysis of execution data. In those instances when the assessed difference exceeds the prescribed range, ISICs are responsible for developing a 2-5 week training remediation plan. ULTRA Sustainment (ULTRA-S) events will serve as the assessment/measurement event for determining sustained readiness levels and ship self-assessment skills.

e. Completion of ULTRA-C/E does not mark the end of unit level training. Sustaining unit level skills through continuous training is the foundation on which higher sustained performance is based. The goal for all ships entering the second and subsequent SHIPTRAIN cycle is to be fully independent unit RFT certified prior to commencing ULTRA-C/E, and any ULTRA-S event. An active program utilizing TFOM and a shipboard training team organization is required during all portions of the ship's employment to preserve these skills. Ships, ISICs, and CLASSRONs shall continue to monitor individual unit and class TFOM performance trends throughout the FRTP cycle.

f. In addition to ULTRA-C/E there will be subsequent periodic reviews of unit level training readiness. This is accomplished using the ULTRA-S. ULTRA-S is a mandatory 2-3 day scheduled event in which the ISIC, supported by ATG, conducts a standardized assessment across all certification areas. ULTRA-S is required once per FRTP cycle at 12 months plus/minus 6 months after ULTRA-C/E, except that ULTRA-S will not be done during any part of a deployment.

1107. Reporting. Satisfactory and continuous completion of the training and exercise requirements contained in this manual is the primary basis for measuring unit readiness within the Surface Force. It is important that commands report their training accomplishments in a timely and accurate manner by regularly updating TFOM. The primary vehicle for reporting the completion of required training is TFOM.

1108. Applicability. The provisions of this manual apply to all ships and units of the Surface Force. Distribution of applicable portions of this manual also includes Military Sealift Command military departments for use as desired when providing service support, and ships of the U.S. Coast Guard when conducting training. As new ship classes and ship systems are added to the Surface Force new or revised training evolutions will be added to the appropriate sections of this manual.

CHAPTER 1

SURFACE FORCE TRAINING

SECTION 2

SHIPTRAIN

1201. SHIPTRAIN: SHIPTRAIN is COMNAVSURFOR's continuous training and certification program in support of FRP requirements. TORIS is the SHIPTRAIN enabling data engine and TFOM, with the CCR Tracker, is the visual lens on the collected data. To ensure effective application of training resources SHIPTRAIN top level objectives include a specific focus on unit level self-assessment capability, steady strain training, common standards, and data quality: timeliness, relevance, and completeness of data and metrics reported via TORIS/TFOM.

a. The SHIPTRAIN process enables ISICs, CLASSRONs, and Commanding Officers to determine what specific training resources their ship(s) require in response to mission requirements. The SHIPTRAIN process delivers cost-wise training and readiness: the right training, at the right time, at the right place. TORIS/TFOM/CCR Tracker provides the CO a tool to monitor proficiency and readiness and to make data driven decisions. The keys to success with SHIPTRAIN are a steady strain focus on performance and proficiency, a programmed approach to planning and scheduling training, accurate data recording, timely reporting of assessment results, and frequent command level review of TFOM to monitor current readiness and drive proficiency trends.

b. TORIS is the key data source for managing shipboard training, maintaining proficiency and readiness, and for providing selected data to other end users (ISIC, CLASSRON, CNSF, MPTE, NAVSEA, etc.). TFOM, an application lens integrated with TORIS, provides afloat users with a diagnostic and prescriptive (sense and respond) tool for maintaining proficiency in all warfare mission areas. Additionally, it gives the shipboard Planning Board for Training (PB4T) and afloat training teams a management tool, as shown in Figure 1-2-1, to coordinate and schedule training to maintain proficiency and certification.

SHIPTRAIN Planning Board for Training Cycle

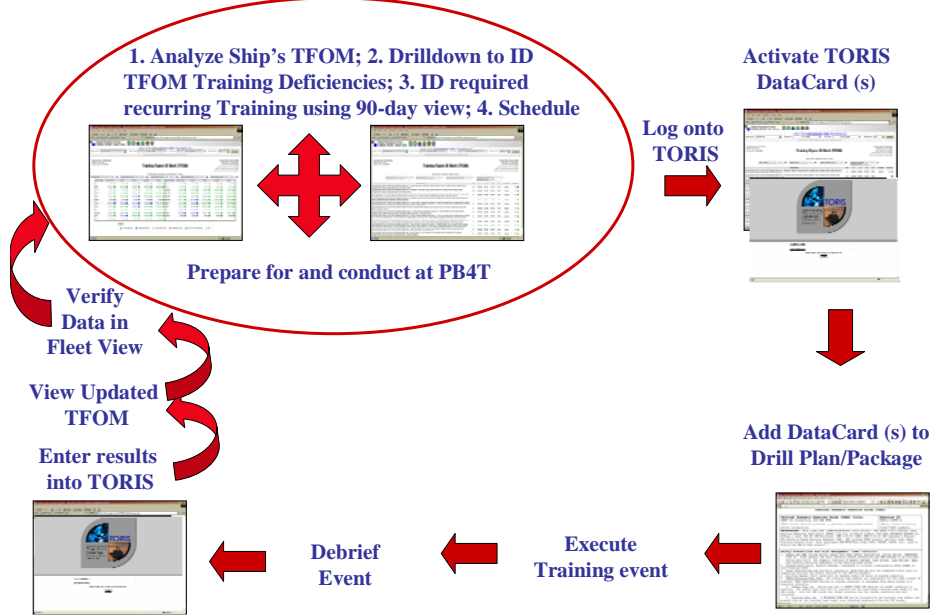


Figure 1-2-1
TORIS/TFOM and PB4T

c. The TFOM lens gives an aggregate view of data contained in the TORIS database. Proficiency is the most heavily weighted pillar in TFOM and there is always a premium on the proficiency pillar in TFOM calculations. TFOM V3 calculation is shown in Figure 1-2-2. A ship's overall training level is shown as a Figure of Merit (FOM) on the TFOM dashboard display. The ship's FOM is a combination of all individual warfare mission area certification training levels incorporating the four TFOM readiness pillars: Proficiency, Personnel, Management, and Material. Each unit's FOM training level is determined by the following guidelines:

<u>Training Level</u>	<u>Score</u>	<u>Color</u>
One	100-90.00	Green
Two	89.99-80.00	Blue
Three	79.99-70.00	Yellow
Four	69.99-00.00	Red

TFOM CALCULATION METHODOLOGY

- A layered calculation
- 90-day rolling window to reduce the impact of a 'bad day'
- Gives the ship a stable indication of overall readiness.
- The process:
- For "Average" type datapoints:
 - All datapoints for the 90-day window are obtained.
 - Calculated FOM of the datapoints are averaged to obtain the average FOM.

- For "Last-Collected" type datapoints:
 - The most recent datapoint completed is used for the TFOM calculation.
- The datapoints within a group (CCR) are rolled up to calculate the FOM for the group.
- The CCR FOM is rolled up to calculate the FOM for the Mission Area Pillar.
 - Each CCR has a distinct weighting that is applied to the calculation.
 - Mission Area Pillar FOM's are rolled up to calculate the Mission Area FOM.
 - Each Pillar within a mission area has a distinct weighting that is applied to the calculation.
- All Mission Area Pillar FOM's are averaged to calculate the Pillar FOM.
- The Mission Area FOM's are averaged to calculate the Ship FOM.

Figure 1-2-2
TFOM Calculation Methodology

d. TORIS/TFOM will be used throughout the F RTP. TORIS provides the data for Fleet View that is accessible to a wide audience. Fleet View is accessed through TORIS via the ATG extranet at <https://toris.atgpac.navy.mil/atgpac/login.asp>.

e. TFOM provides the foundation for transforming the management of training resource allocation and training proficiency maintenance. It is essential that each afloat unit:

1. Ensures accurate assessments of training using embedded TORIS standards.
2. Conducts the required performance data collection using TORIS Data Cards.
3. Use and enforce the standards in the SFTM.
4. Ensures timely data entry of assessed performance data in TORIS.

1202. SHIPTRAIN Data Rhythm. The following items outline the desired procedural steps for including TORIS/TFOM/CCR Tracker in each unit's routine:

a. Prepare for PB4T:

1. Department heads coordinate training team requirements
2. Review SORTS/DRRS-N and update requirements
3. Review long range and short range training plans
4. Review NTMPS/FTMPS command summary
5. View TFOM/CCR Tracker and incorporate in PB4T discussion

b. Conduct training scheduled at PB4T:

1. Review and approve drill packages (drill plans, data cards, casualty control drill guides, ORM, etc.) for the day's training events
2. Conduct the training
3. Assess and debrief the results from the training event in a timely manner

c. Work the Data Rhythm:

1. Collect the training/assessments data using TORIS data cards
2. Review and QA the data
3. Enter the data into TORIS
4. Review TFOM/CCR Tracker to validate desired changes
5. Check Fleet View weekly for accuracy

CHAPTER 1

SURFACE FORCE TRAINING

SECTION 3

CLASSRON

1301. CLASSRON Concept, Implementation and Responsibilities.

a. The CLASSRON (CR) is a re-organization within the CNSF domain to align surface readiness along product (ship class) lines. CR commanders are the supporting commanders to current ISICs and afloat Commanding Officers and will act as the process integrator for manning, maintenance/modernization, and training functions. CLASSRONs will bridge the gap between SWE enablers and the processes in the fleet. Specifically, CLASSRONs will:

1. Optimize effectiveness and efficiency of producing Warships Ready for Tasking by executing deep dive analysis into the key SWE processes like SHIPMAIN, SHIPTRAIN, FIT/FILL manning and OPTAR resourcing trends.

2. Influence and direct resources across all CNSF pillars based on integrated analysis.

3. Work closely with ISICs/Ships ISO continuous process improvement by analyzing processes and linked metrics across a ship class, examining ship class trends, and determining root causes of inefficiencies or insufficient processes.

b. The CLASSRON will coordinate with the ISIC and ATG for training, the RMC for maintenance and CNSF for manning to ensure the ships of the class are properly manned, trained, maintained, and equipped.

1. TRAINING: ATG remains the executive agent for training. ISICs/COs will continue to work directly with their respective ATG to schedule and execute ULT across all certification areas. CLASSRONs will conduct deep dive analysis into SHIPTRAIN metrics/data and readiness trends. As a result CLASSRONs will be in an optimum position to identify and capture efficiencies in the continuous training and certification process.

2. MAINTENANCE: The SHIPMAIN process has not changed. Engineers and the CLASS TEAMS are assigned to the Regional Maintenance Centers (RMC). Working with the Port Engineers and ISIC N4s, CLASSRON N43s will prioritize work, track/analyze class maintenance trends and resource requirements.

c. CLASSRONs report to the SWE CEO (CNSF) via the SWE CRO (Deputy CNSF).

1. A detailed description of CLASSRON function responsibilities and organization is contained in the CLASSRON ORGANIZATION AND REGULATIONS MANUAL (CORM) and is required reading by all ISICs and Commanding Officers. In addition, each CLASSRON has developed a Class specific MISSIONS, FUNCTIONS, TASK (MFT) document that is also required

reading. The CORM is posted on the SURFOR Homepage under the CLASSRON Web tab.

1302. CLASSRON Location, Organization and Command Relationships.

a. Figure 1-3-1 depicts the geographic lay-down of each CLASSRON. The eight CLASSRONs are located as fol: the LHA/LHD/steam LPD, DDG, and PC CLASSRONs located in Norfolk, the FFG CLASSRON in Mayport, the MCM CLASSRON in Ingleside, the LCS, LSD/LPD-17 and CG CLASSRONs in San Diego. The CG, LHA/LHD, MCM, and FFG CLASSRONs provide FCA administrative support formerly provided by RSOs. The numbers in parenthesis on the chart indicate the number of ships in each CLASSRON.

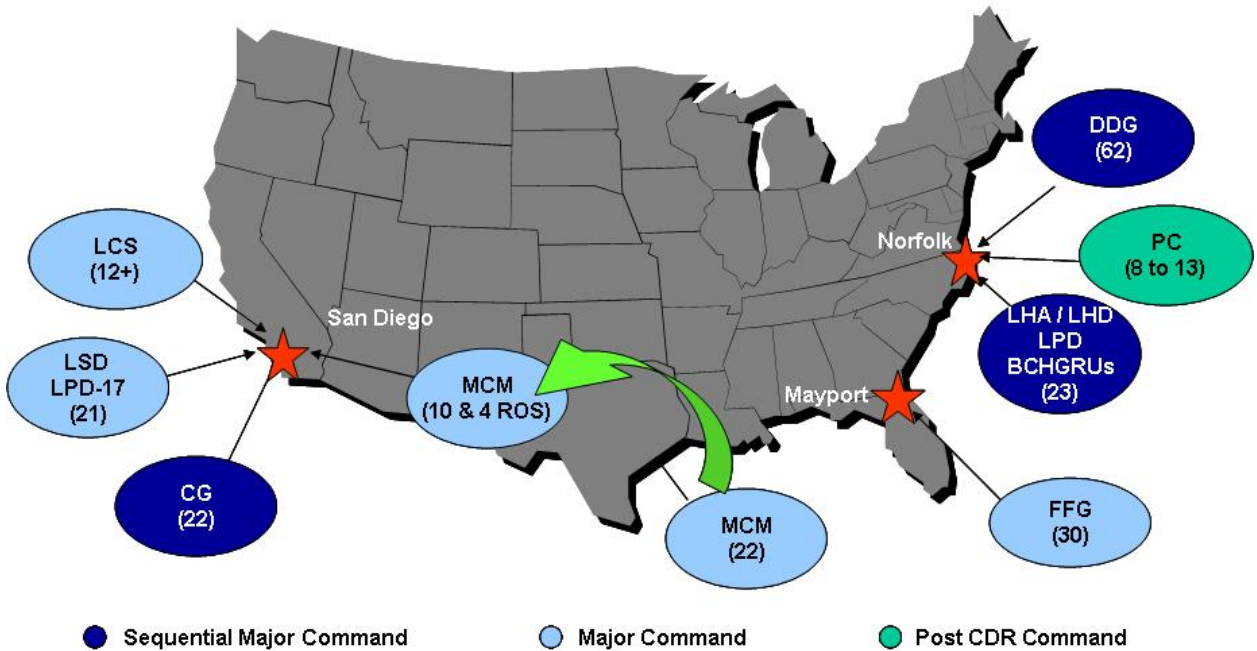


Figure 1-3-1.

Geographic Lay-Down of each CLASSRON

b. Figure 1-3-2 shows the notional CLASSRON organization structure. The basic organizational structure for each CLASSRON is similar; a commander and deputy, with the five major department: manpower, supply readiness, maintenance and trend analysis, training and readiness, and requirements and analysis.

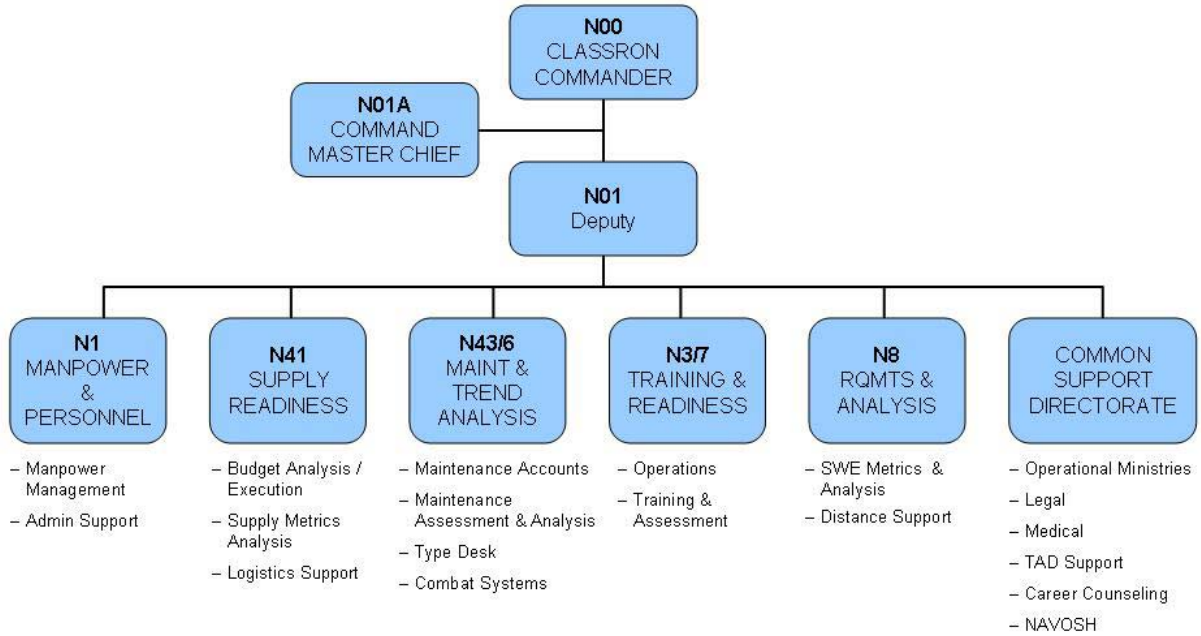


Figure 1-3-2

Notional CLASSRON Organization

c. Figure 1-3-3 shows CLASSRON command relationships with the SWE, ISICs and ships. A more detailed description of these relationships is contained in the CORM.

Relationships

- **Command Relationships**
 - CLASSRON reports to SWE Chief Readiness Officer
 - No change in ISIC-to-Ship Relationship
- **CLASSRON-to-ISIC Relationship**
 - ISIC is always the “supported Commander”
 - ISIC is ULT certifying authority
 - CLASSRON produces ships ready for tasking
 - CLASSRON provides observations of ships and recommends SFTM ULT certification to ISIC
- **CLASSRON-to-SWE Relationship**
 - CLASSRON is “supported Commander”
 - Leverage cross-functional integration within SWE and across other Enterprises
- **CLASSRON Mutual Support**
 - Necessitated by geography and synergy
 - Leverage Efficiency and Effectiveness

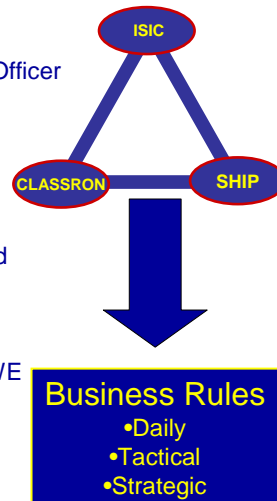


Figure 1-3-3

CLASSRON Command Relationships

CHAPTER 1

SURFACE FORCE TRAINING

SECTION 4

RESPONSIBILITIES

Ref: (a) COMFLTFORCOMINST 3501.3 (Series)(Fleet Training Continuum)
(b) OPNAVINST 3120.32C (Standard Ship's Organization and Regulations Manual)

1401. Commander Naval Surface Force (CNSF): Overall management of Naval Surface Force training, policy, procedures and requirements in accordance with reference (a). As the Surface Type Commander and SWE CEO, CNSF responsibilities include:

- a. Management of maintenance and basic phase and all unit level surface force training.
- b. Development of new or revised training evolutions, subsequent publication through the appropriate FXP or other appropriate means and implementation as training plan modifications.
- c. Identification of training support service requirements to be provided by other commands for surface units.
- d. Annual review of the Surface Force Training Program.
- e. Coordination with other TYCOMs to ensure ongoing training standardization.
- f. Assisting Commander, Navy Reserve Force (COMNAVRESFOR) in identifying training support and service requirements for NRF ships and units.
- g. Provide Surface Force training guidance to the Afloat Training Groups.

1402. Immediate Superior in Command (ISIC). The ISIC monitors and provides overall supervision for the conduct of each assigned unit's progress throughout the training cycle and participates in selected evolutions. The ISIC will:

- a. Ensure compliance of assigned units with the Surface Force Training Manual.
- b. Assist Commanding Officers in the coordination of ULTRA-C/E and ULTRA-S events to include scheduling assistance, liaison with ATG, and act as senior assessor during ULTRA-C/E and ULTRA-S.
1. Approve Commanding Officer's tailored training plans for the conduct of Tailored Ship Training Availabilities (TSTAs), as applicable.

2. Conduct ULTRA-C/E and ULTRA-S, supported by ATG.

c. Upon completion of all basic phase training requirements grant required certifications of assigned ships as outlined in Chapter 2 using the specific evaluation criteria provided in this manual.

d. Review and approve training requirements and plans of assigned units and monitor their execution through routine use of TFOM. Coordinate unit requests for training services and coordinate scheduling of ship assist/certification visits.

e. Continuously monitor individual ship certification status and keep Stoplights data updated throughout the FRTP. Ensure a plan to re-certify is submitted at least 90 days prior to any certification expiration.

f. Approve ship scheduling, coordinate schedule requests through the chain of command and quarterly fleet scheduling conferences, and monitor basic phase training exercise completion. Ensure ship scheduling of integrated and sustainment training phases does not conflict with maintenance and basic phase training.

g. Monitor performance of assigned units participating in training. If progress is unsatisfactory an ISIC recommendation shall be forwarded to CNSF, info CLASSRON and ATG, detailing specific shortcomings and additional training requirements and time requested.

h. Ensure adequate re-evaluation of skills found to be unsatisfactory or incomplete following completion of any ULTRA event.

i. In coordination with the CLASSRON monitor integrated and sustainment phase training through liaison with tactical commanders/immediate operational commanders, OCEs for major fleet exercises, and CSG/ESG commanders.

j. Administer the Battle Effectiveness Award program for assigned units, in coordination with the applicable CLASSRON.

k. Monitor school missed training opportunities for assigned units and take appropriate action based on the circumstances.

l. Monitor and ensure ship participation in Monthly Inport Training Events (MITEs) in each FCA. Approve MITE participation waivers for each ship not able to participate.

1403. CLASSRON. The CLASSRON is a supporting commander to ISICs and afloat Commanding Officers and will act as the process integrator for manning, maintenance/modernization, and training functions, reporting directly to the SWE CRO. Metrics and analysis are the cornerstone of CLASSRON functionality. The CLASSRON will:

a. Consolidate training and readiness accountability across a ship class.

b. Coordinate with ISICs, ATGs, and other unit level training providers to deliver and sustain unit level proficiency and deliver

warships ready for tasking to surface warfare operational commanders in response to demand signals.

c. Supported by ATGs, monitor and provide (as required) unit level assessment, training, and certification assistance to CNSF, ISIC, and Commanding Officers in direct support of the SHIPTRAIN continuous training and certification process.

d. Working with the ATGs, the CLASSRONs will development and refine, as required, all class specific mission area assessment, training, and certification standards, processes, and procedures. All recommended changes to these standards must be submitted to CNSF via CRO for standardization and inclusion into TFOM/TORIS and aligned with NMETLs.

e. Oversight of training using standards and other criteria as may be established by the Fleet and Type Commanders. This includes TFIRM "T" pillar conditions and standards, NTIMS generated ULTPs, and Fleet Training Costs and Capabilities (FTCCS) thresholds.

f. Provide assessment support to ISICs in the conduct of:

- ULTRA-C
- Tailored Training/Mission area certification process
- FEP (when required)
- ULTRA-S
- Restricted Operations. Provide support to the ISIC when a ship is placed in Restricted Operations at any point where it is deemed the ship does not meet the requirements for unrestricted operations.

g. Assist Commanding Officers and ISICs in establishing and maintaining:

- An effective shipboard self-training (i.e., Shipboard Training Teams) and self-assessment capability to ensure continuous operational and material readiness, training proficiency, and process improvement.
- Monitor, influence and act upon ordnance readiness, training and safety issues resulting from Conventional Ordnance Safety Reviews (COSR)s and/or Ordnance Handling and Safety Team (OHSAT) assessments and visits.
- Participate in periodic assessment and training standardization meetings with ATGs.
- Hold periodic waterfront ISIC conferences in major fleet concentration areas to keep ISICs abreast of training issues, as well as, receive feedback for process improvement.
- Provide for attendance by subject matter experts at conferences and technical meetings/seminars to support professional growth and in support of fleet training requirements.
- Assist with coordination and inputs for updates to the SURFORTRAMAN.

h. In conjunction with ATG support new construction Crew Certification shakedown unit level training requirements in the following areas: damage control, navigation, seamanship, propulsion engineering, communications, medical, aviation, force protection, and safety.

i. In conjunction with ATG provide unit level training and certification support IAW the SFTM for ships scheduled to undergo long maintenance and/or installation periods that extend beyond 120 days, such as CG conversion and LHA/LHD PIA/DPIAs.

j. Conduct the analysis of assessment, training, and certification ship class trends, and overall training productivity, taking the necessary actions to correct ship class related deficiencies.

k. Analyzing the training metrics for the class and taking action on those areas within the class that are class challenges, examining class trends, probing for root causes of class training problems, and communicating the problem to an organization for action.

1404. Afloat Training Groups: The Afloat Training Group is CNSF's 'executive agent' for training. The use and support of ATG by the ISIC, CLASSRON and CO is required during maintenance and basic phases to assure standardization in conducting and assessing training.

a. Evaluate the status of training readiness during ULTRA-C/E and ULTRA-S and provide a recommendation to the ISIC and CLASSRON regarding certifications and follow on training.

b. In coordination with the CLASSRONs support SHIPTRAIN development of policy, procedures and processes.

c. Serve as the program manager for the Training and Operational Readiness Information Services (TORIS) and associated applications. Develop, maintain and distribute the applications to the Surface Force, ISICs, CLASSRONs and CNSF, and provide periodic updates including TORIS-Core, TORIS-Afloat and Training Figure of Merit (TFOM). Provide TORIS/TFOM training for afloat (ship/ISIC/CLASSRON) Training Officers, Training Team Leaders and other shipboard personnel as required. Interface with NAVSEA, NSWC Crane and other organizations to ensure TORIS/TFOM is a NIAPS approved program.

d. Serve as the database manager for Surface Force and Afloat Training Organization training and certification data.

e. Provide training assistance, when requested, to the ISIC/Ship in the form of Limited Training Teams (LTTs).

f. Provide support using the Navy Continuous Training Environment (NCTE) battle labs for Fleet Synthetic Training-Unit level (FST-U) events.

g. Conduct the Training Officer Course G-7B-0200 for afloat training officers.

h. **Conduct Monthly Inport Training Events (MITEs) in each FCA.**

1405. Commanding Officer. One of the principal responsibilities of the Commanding Officer is to ensure the development of a viable shipboard training program. The Commanding Officer will:

a. Maintain, as a minimum, continuous certification requirements (CCRs) specified in the SFTM. To this end, the Commanding Officer shall frequently (at least monthly) review and update the ship's training plans to ensure continuous readiness throughout the ships projected employment schedule. The primary tools used in accomplishing this is are TFOM and the CCR Tracker. Do not let certifications expire.

Submit via the ISIC a plan to re-certify at least 90 days prior to any certification expiration.

b. Conduct ULTRA-C/E and ULTRA-S per Chapter 2 and propose schedule modifications to help the ship conduct required training.

c. Tailor FRTP training objectives as determined by the ULTRA-C/E process and approved by the ISIC.

d. Use every opportunity to achieve and maintain unit proficiency by effective use of onboard training devices and simulation.

e. Aggressively prepare ship systems and personnel for scheduled training events, including the accomplishment of all prerequisite training and systems level tests required to progress through the FRTP phases.

f. Evaluate and report primary and secondary mission area training readiness by:

1. Establishing the formal training teams described in Chapter 2.

2. Reporting completed training evolutions via TFOM based on Commanding Officer's assessments during basic phase training and using the criteria for individual exercises during subsequent unit level training.

3. Requesting and reporting equivalence for an exercise when, in the Commanding Officer's judgment, the exercise in question is adequately represented by the equivalency and the objectives of the exercise are met.

4. Ensuring the timely and accurate reporting of the ship's exercise accomplishments and mission area training readiness in TFOM.

g. Ensure internal administration of training in the command is well organized and is maintained per the guidelines in Chapter 8 of reference (b) and amplifying CNSF directives. The use of available programs such as NTMPS/FLTMPS, Stoplight, Ships-In-Training (SIT), TORIS, TFOM, and the CCR Tracker to maintain CCRs, training plans, lesson guides, and attendance records is required.

h. Provide ISIC with reason for school missed training opportunities.

1406. Training Officer. The Ship's Training Officer assists the Executive Officer in the formulation and administration of the unit training program. The Training Officer (TrainO) will:

a. Serve as a member of the Planning Board for Training (PB4T).

b. Prepare, issue and maintain training schedules after the PB4T has outlined the requirements.

c. Coordinate with the Operations Officer in scheduling training exercises.

d. Supervise implementation of the Personnel Qualifications Standards (PQS) System and ensure its use as the basis for training objectives within the command training program.

e. Maintain the TORIS data base by creating and distributing data cards for all training and assessment events, and ensuring entry of results upon completion.

f. Ensure daily TORIS/TFOM replications via NIAPS/Distance Support (for NIAPS 1.2 and higher capable units), and monthly updates to ATGPAC for units without NIAPS 1.2 installed.

g. Provide the Commanding Officer an assessment of the ship's mission readiness by use of the TORIS database, TFOM and the CCR Tracker data views.

h. Maintain the ship's formal schools requirements program, coordinate school quota requirements and submission of the projected schools requirements message to TSC/TSD, and continuously track critical NECs and schools completion.

i. Train crew on the benefits, capabilities and access to Navy Career Tools to include:

- Navy Knowledge Online (NKO)
- Navy eLearning
- Electronic Training Jacket (ETJ)
- FLTMPs (key personnel)

j. Monitor and report to the chain of command the currency of Navy Career Tool data. Specifically:

- Inbound NAFL Datamart
- Inbound LMS Amendments/eLearning content available on NIAPS
- Outbound eLearning completion transcripts

k. In conjunction with the Communications/ADP Officer, advise the Chain of Command on outages or delays in data replication that would affect crew access to or use of training specific Navy Career Tools. Report issues that cannot be resolved to the Global Distance Support Center (GDSC).

l. Primary coordinator for the ship's NTMPs/FLTMPs database.

m. Attend FCA TSC/TSD sponsored quarterly "Train0" and School Coordinator meetings.

n. Maintain password access, and log-in to the SURFOR N7 Training website and ATG website at least weekly to ensure training tools and guidance are current. Additionally, the Train0 will log into the ATG Extranet weekly to ensure proper data replication of TORIS data to Fleet View.

1. SURFOR N7/Training/SFTM: <https://www.surfor.navy.mil/training/>
2. ATG: <http://www.atg.surfor.navy.mil/>

3. ATG Extranet: <https://toris.atgpac.navy.mil/>

o. For ships equipped with RADM ensure a monthly RADM-FLTMPS upload is conducted with SPAWAR CODE 525 RADM DBA (757-443-0296) no later than the 10th day of every month.

p. Periodically interface with applicable CLASSRON to resolve any issues with the ship's training and certification metrics.

1407. Training Teams/Leads. Training Teams should be comprised of a core group of the most knowledgeable and experienced personnel in the ship who bring enthusiasm to the training process. Composition and responsibilities of the Training Teams and Training Team Leads is further discussed in Chapter 2. Attend ATG sponsored TORIS/TFOM training and assist the Training Officer with TORIS TFOM data entry whenever a training event is completed.

Tab A: Training Officer Tickler

Tab A: Training Officer Tickler

Note: To be used as a guide.

Periodicity	Task	Reference
Annual	ORM Training	SFTM 2304.e
	Unit Competition and Awards package submissions	SFTM appx B
	Annual Travel Plan TADTAR inputs (August)	Message
Quarterly	Attend FCA RSC/TSD sponsored quarterly Traino and school coordinator meetings	SFTM 1406.j
	Submit long range projected school quota requirements to TSC/TSD	SFTM 2318.h
	Administer Level of Knowledge (LOK) exams	SFTM 2313
Monthly	Ensure TORIS/TFOM replication (if not NIAPS 1.2)	SFTM 1406.f
	RADM-NTMPS upload completed by 10 th of every month	SFTM 1406.l
	Critical school/NEC and TFOM report to ISIC and CLASSRON	SFTM 2318.k
	Submit Training Reports by 5 th of every month and whenever significant changes occur	SFTM A-304.1
	Notify ISIC if ship will not be able to participate in MITES	SFTM 2315
	Update required schools master list	SFTM A-103.b
	Review PQS progress and tracking program updates	recommendation
Weekly	PB4T	SFTM 1406.a,b
	Log into SURFOR N7 training website for updates (https://www.surfor.navy.mil/training)	SFTM 1406.k
	Log into ATG website for updates (https://www.atg.surfor.navy.mil)	SFTM 1406.k
	Log into ATG Extranet to ensure proper data replication of TORIS data to Fleet View (https://toris.atgpac.navy.mil)	SFTM 1406.k
Daily	Ensure TORIS/TFOM replication (if NIAPS 1.2)	SFTM 1406.f
Other		
At least 90 days prior to cert	Submit recertification plan to ISIC. Submit extension/waiver request if required.	SFTM 1405.a

expiration		
After each training event or assessment	Ensure training and assessment results entered in TORIS	SFTM 1406.e
12 +/-6 months after ULTRA C/E	Schedule ULTRA-S	SFTM 2104.c
Certification completion	Report certification in TRMS by TRAREP using ISIC assigned effective date of completion.	SFTM 2402.b
Prior to ULTRA-C	Conduct audit of ship's reconciliation database with SFTM and submit FBR	SFTM A-206.b
Pre-ULTRA C/R	Submit readiness report message to ISIC/CLASSRON, INFO ATG	SFTM A-402.b
School prerequisites not met by student	Submit waiver to CNSF through ISIC	
Equipment config change affects ship's school requirements	Submit FBR to CNSF through ISIC using FLTMPs	

CHAPTER 1

SURFACE FORCE TRAINING

SECTION 5

NAVAL RESERVE FORCE TRAINING AND READINESS

1501. General. The Naval Reserve consists of Ready, Standby, and Retired Reservists. Reservists in a pay status are called Selected Reservists (SELRES). Selected Reservists are organized into units with specific mobilization billets, generally onboard active commands ("gaining commands") or as stand-alone units. Training of those units not assigned to Naval Reserve Force (NRF) ships may be accomplished at Reserve Centers or Readiness Commands, onboard active ships or at the gaining command site, or as directed by higher authority during weekend Inactive Duty Training (IDT) periods and/or two week Annual Training (AT) periods. The establishment of a close working relationship between the parent command and their naval reserve unit(s) is required to maximize readiness for mobilization.

1502. Training Philosophy. A primary objective in the training of the SELRES is the integration of individuals and units with their active duty counterparts. This integration permits the SELRES to perform the same or similar functions as those personnel assigned to active duty and enhances their ability to perform their assigned mission when mobilized. To the maximum extent possible, commanding officers should work to foster a close working relationship with their counterpart reserve units by frequently communicating with them, coordinating the embarkation/debarkation of reserve unit personnel, and developing tailored training programs designed to optimize limited reserve active duty training and personnel qualification opportunities. To achieve these goals, Commanding Officers must recognize the inherent limitations of the Reserve training environment and develop innovative programs to overcome these limitations. Stand-alone reserve units will work in close coordination with their ISICs and supported/supporting commanders. Training of reservists will be conducted per reference (a).

a. Reserve Training Environment.

1. Inactive Duty Training (IDT) is accomplished two days per month, usually on the weekend; Annual Training (AT) is accomplished two weeks per year.

2. Training for individual reservists must be sequenced, well orchestrated, well defined, and must account for inherent problems of discontinuity. Close coordination and liaison between the NRF ship CO/XO/Training Officer and the reserve unit SELRES Coordinator and Administrator (reserve unit CO/XO) are key to a successful reserve training program. Remember that these reservists are members of your command and most of these individuals have previous active duty experience.

b. Personnel Qualifications (NRF Ships). NRF ship Commanding Officers are to assign all primary crew SELRES to Condition I and III watch stations. SELRES will use PQS to train for final qualification in these watch stations. Qualification time lines are as assigned by the commanding officer, commensurate with drill and annual training time available, present ship's employment, prior active duty, and PQS qualifications documented in service record page 4's. Once PQS qualified for their Condition I and III assignments, SELRES may undertake other PQS, such as inport watch stations and ESWS. General DC and 3M qualifications should be accomplished early in the SELRES' tour of duty in conjunction with initial Condition I and III watch station PQS. This watch station assignment/job accomplishment policy applies only to the NRF primary crew SELRES and not to the SELRES who perform one time annual training in support of fleet operations.

c. Annual Training (AT). AT may include inport or underway training based on ship operating schedules. Training should be tailored to the circumstances at hand. If the entire AT period is inport and the ship is undergoing major maintenance, the use of shore based training facilities and/or other ships for equipment operation and watch station training is encouraged. Ship schedules will reflect the particular ship's employment as Naval Reserve Training (NRT) for underway training or Reserves Embarked (REM) for inport training.

d. Other SELRES training. All reservists are tasked to meet the requirements of their billet-specific Individual Training Plan (ITP). In addition, gaining commands will ensure that each reserve unit receives real-world tasking (either peacetime contributory support or mobilization readiness) in support of their mission, to the extent possible. Stand-alone units will maintain their unique level of expertise consistent with unit mission and current funding.

1503. Naval Reserve Force (NRF) Training Requirements. The specified wartime mission for NRF units requires that training requirements remain the same as for active duty counterparts to provide a benchmark for measuring the actual status of NRF readiness. Training objectives for NRF units are designed with the unique manning capabilities of these units considered.

1504. Naval Reserve Force (NRF) Readiness Criteria. NRF units are generally tasked with the same training requirements as their active duty counterparts. However, due to limited days underway with selected reservists embarked, and limited availability of inport trainers, these units may experience training degradation beyond their control. Accordingly, NRF units may complete the advanced unit phase of training without achieving C1/M1 readiness in all primary mission areas. The mission area readiness ratings listed in Figure 1-5-1 specifically prescribe the minimum acceptable standards for NRF units at the end of advanced training and during repetitive (proficiency) training.

Selective Minimum Readiness Standards

<u>Mission Area</u>	<u>CRUDES</u>	<u>MIW</u>
AMW	M3	
AW	M2	
C2W	M2	
CCC	M3	M3
MIW		M2
MOB	M2	M2
SUW	M2	
USW	M2	

Figure 1-5-1.

NRF UNIT ADVANCED READINESS

CHAPTER 2

SURFACE FORCE CONTINUOUS SELF-ASSESSMENT, SELF-TRAINING and
CERTIFICATION

SECTION 1

OVERVIEW

Ref: (a) COMFLTFORCOMINST 3501.3 (Series) (Fleet Training Continuum)

2101. SURFOR Vision and Intentions. The SURFOR vision defines the SWE final product of all we do as OPERATIONAL EXCELLENCE. There are several fundamental principles that underpin all our actions: INTEGRITY, LEVEL OF KNOWLEDGE, PROCEDURAL COMPLIANCE, FORMAL COMMUNICATIONS, QUESTIONING ATTITUDE, FORCEFUL BACKUP, and RISK MANAGEMENT. These guiding principles should be incorporated into every aspect of the day-to-day routine of Surface Force ships. SHIPTRAIN is founded on these principles and provides the framework for the continuous training and certification philosophy. A continuous training philosophy is the fundamental enabler of FRP. The role of CNSF, via the ISIC and CLASSRON, is to man, equip (includes modernization as well as logistics), maintain, and train the force to conduct combat operations at sea. Figure 2-1-1 uses a pyramid to represent how the Surface Warfare Enterprise is really a series of mutually supporting processes.

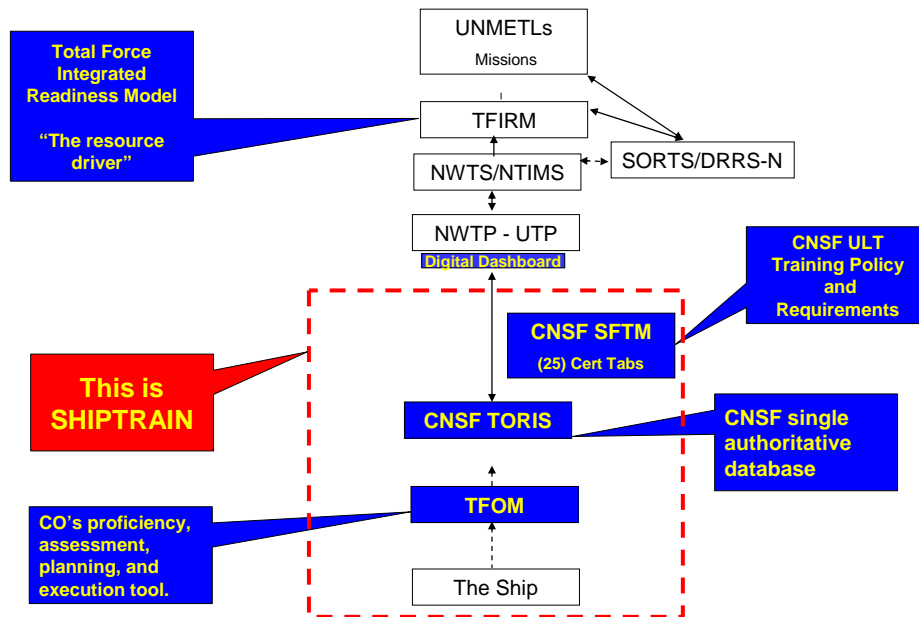


Figure 2-1-1
Operational Excellence

The processes in place to man, maintain, and equip form the base of the pyramid and the foundation for the next level above. Each has myriad processes associated with it and each is in a state of constant improvement. Above that, on its own plane, is training. TRAINING IS THE CENTER OF MASS FOR SURFACE WARFARE. It is the essential enabler for getting to the top. OPERATIONAL EXCELLENCE, at the peak of the pyramid, represents the standard of warfighting performance achieved through effective and efficient training. With proper manning, equipping, and maintenance comes a solid foundation to support self sufficient training. Keeping this pyramid strong, current, and responsive is the top SWE priority.

2102. Overview. Commanding Officers, ISICs, CLASSRONs, and ATG working as a cohesive team under the direction of CNSF are responsible for providing combat trained, manned and equipped forces to the combatant commanders - Warships Ready for Tasking! Execution of this responsibility mandates the accurate tracking and reporting of unit readiness metrics throughout the FRTM to allow the most efficient resource allocation decisions in support of maintaining operational readiness. The Navy-wide system to track and display force readiness is called the Navy Warfare Training System (NWTS)/ Navy Training and Information Management System (NTIMS). This system uses NMETL-based metrics and contains the Navy Warfare Training Plan (NWTP), including the Unit Training Plan (UTP) for each ship class. The TORIS database has been mapped to and fully supports completion of all NMETL requirements. Figure 2-1-2 portrays how NWTS works.

Figure 2-1-2 Navy Warfare Training System



2103. SHIPTRAIN. This chapter outlines the SHIPTRAIN culture of continuous training and certification. We must have the ability to quickly deliver the right force, with the right readiness, at the right cost. SHIPTRAIN is dependant on adherence to a common set of measurable standards by each component of the TRAINING TRIAD (CO, ISIC/CLASSRON, ATG), regardless of who is assessing. Figure 2-1-3 depicts the Training Triad.

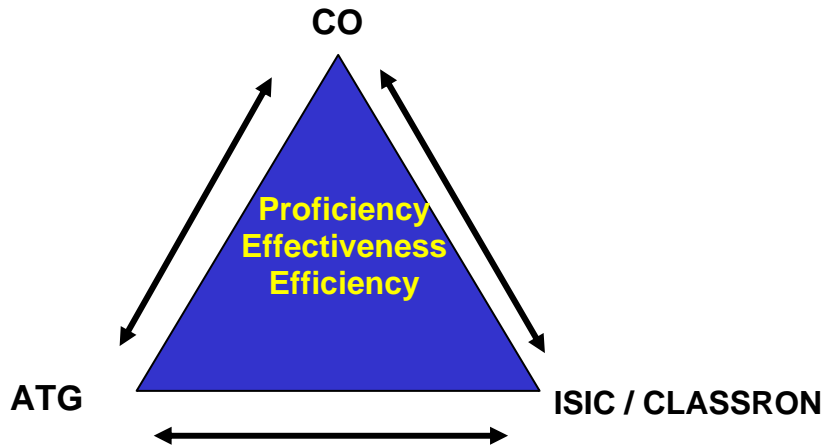


Figure 2-1-3
The Training Triad

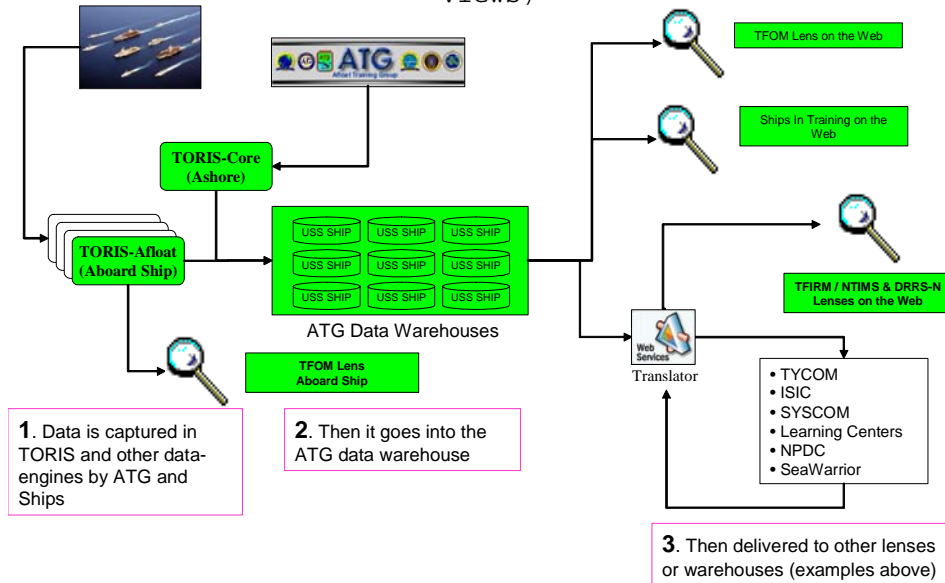
This mandate is achieved through a culture of rigorous and continuous self-assessment, self-training and accurate reporting of results. The product of this culture of continuous readiness is the "right" standards derived from the "right" data, which in turn will directly support the delivery of the "right" resources at the "right" time and at the "right cost". The by-product of this process is ships that are continuously certified to perform mission(s). This culture, or mind-set, is essential to the entire Surface Warfare Enterprise. The SHIPTRAIN initiative, including an overview of TORIS/TFOM, is reinforced below:

a. SHIPTRAIN is the CNSF process to meet FRP requirements. The primary objective of SHIPTRAIN is to instill a culture of continuous self-training and self-assessment at the unit level. TORIS is the enabling data engine to achieve this SHIPTRAIN objective. TORIS/TFOM forms the nerve center for managing shipboard training, maintaining proficiency and readiness, and for providing selected data to other end users (ISIC, CLASSRON, CNSF, NPDC, NAVSEA, etc.). TFOM, a lens integrated with TORIS, provides afloat users with a diagnostic/prescriptive (sense and respond) tool for maintaining proficiency in all warfare areas. The SHIPTRAIN management process gives the shipboard PB4T and afloat training teams a management tool to coordinate and schedule training to maintain proficiency and certification.

1. TORIS (Training and Operational Readiness Information Services). TORIS is the CNSF single authoritative database/hub for all proficiency effectiveness and efficiency metrics. TORIS is linked to the Navy Warfare Training System (NWTs). TORIS is a web-based data engine consisting of

various applications used to support the process of assessing, training, and certifying ships. Figure 2-1-4 provides an overview of TORIS architecture.

Figure 2-1-4
TORIS Enterprise
Data Collection and Lenses (Queries and Views)



(a) TORIS-Core is the primary training data collection application used by ATG. It contains all the human performance data collected by ATG assessors.

(b) TORIS-Afloat is the shipboard version of TORIS Core. It is intended to capture human performance data during assessments conducted by shipboard training teams.

2. TFOM (Training Figure of Merit). TFOM is the Commanding Officer's tool for directing and monitoring continuous self-training and sustainment of warfighting proficiency in all applicable certification areas as listed in Chapter 3 Certification Tabs A through X. The TFOM application directly supports a continuous training/certification culture and process with a common set of standards and the ability to track quantifiable, standard metrics. TFOM displays current proficiency and enables more efficient planning/application of training resources when and where needed. Additionally, TFOM includes a CCR tracker function and gives the PB4T a diagnostic capability allowing a 90 day look into the future to determine what training is required to maintain TFOM at the required levels. Figure 2-1-5 describes the TFOM hierarchy.

3. CCR Tracker. TORIS includes a CCR Tracker that lists and tracks all requirements required to maintain CCRs complete. The CCR Tracker specifically lists the required Condition/Watchteam combinations for each CCR. This view is designed to supplement and support TFOM and will indicate when a CCR is 30 days from expiration via a "Warning Flag" within TFOM.

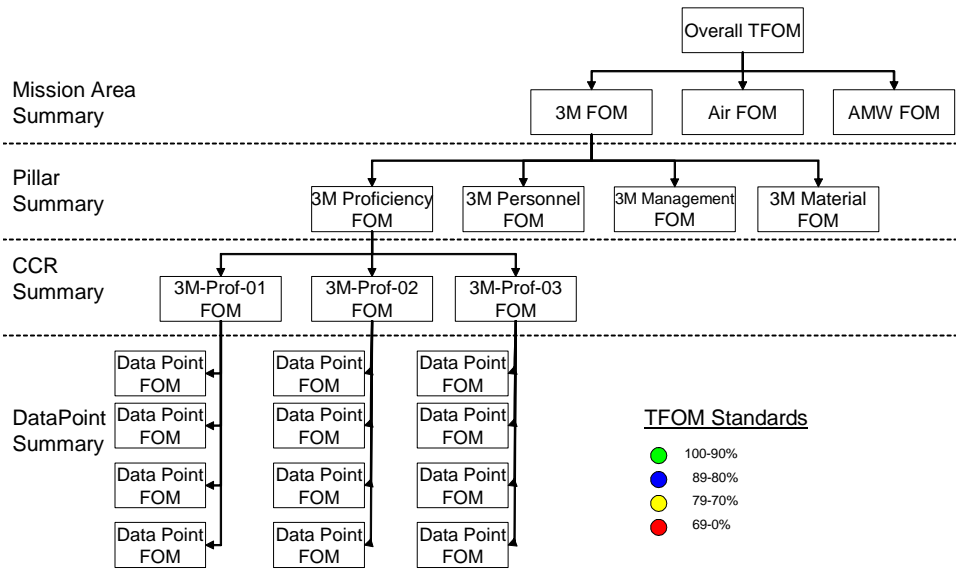


Figure 2-1-5 TFOM Hierarchy

b. TFOM is based on the four pillars listed below and is aligned with the CCRs in each Certification Tab. Each pillar has specific weighting applied as the data is rolled up to form the TFOM. The Proficiency pillar accounts for the majority of the FOM in most warfare areas. The premium placed on proficiency is a key point in evaluating the FOM and initiating and scheduling training to maintain and/or improve TFOM.

1. PROFICIENCY: This measures how well a ship performs warfighting tasks. This is accomplished by assessing a set of objective and trendable (how fast, how far, how much) collected datapoints in each warfare area. TFOM proficiency is affected each time a TORIS data card is updated.

2. PERSONNEL: TFOM personnel information includes school/course requirements, NEC requirements, manning levels, watchteam turnover since last certification, and training team PQS qualifications.

3. MANAGEMENT: TFOM management data contains outstanding ASA checklist items, assessment of Watch Team Replacement Plan (WTRP), cruise missile doctrine, battle orders, physical security bill, training/PQS programs, combat systems smooth log, and required security clearances.

4. MATERIAL: The material pillar of TFOM tracks all required equipment and hardware necessary to support operations and training. This range includes minimum equipment/safe to train thresholds for engineering, material certifications for equipment or software that requires such, system OCSOT PMS, system DSOT/SOT PMS, Damage Control equipment, embedded trainers, and accuracy of eight o'clock reports. The most effective way of ensuring continuous material readiness is establishing and executing a

recurring Zone Inspection program that includes documenting discrepancies in the CSMP that cannot be immediately corrected.

2104. SHIPTRAIN and Continuous Training. The continuous training/certification process is overlaid on the Fleet Training Continuum in Figure 2-1-6. It is important to note that although it is in the basic phase that a ship undergoes a refresh of certifications, unit level training continues during the entire FRTP. The FRTP is described in more detail in reference (a). The certification process will be accomplished on an individual ship basis over one complete training cycle beginning with the SBTT. Following ULTRA-C/E, and any tailored training required, ships will be assessed at 12 +/- 6 months after ULTRA-C/E. This post basic phase assessment, the ULTRA-S, will occur in homeport. These assessments will focus on the ship's ability to apply/maintain standards and accurately self-assess own ship readiness.

a. A key event in the ULT process is the Shipboard Training Team Course (SBTT). SBTT is held onboard the ship and should be scheduled by the ship 1-2 months prior to ULTRA-C. To ensure maximum productivity SBTT should be as exclusive an event as possible. SBTT attendance shall include the ship's ITT team and other key members of the shipboard training organization. The key products from the SBTT course will be a detailed/tailored ULTRA scenario, scenario timeline, and training support products (data cards, drill guides/packages, etc,). This product should be used by the ship's ITT to enhance proficiency prior to ULTRA, as an open-book exam. Active participation by the ISIC/CLASSRON ensures maximum Training Triad effectiveness.

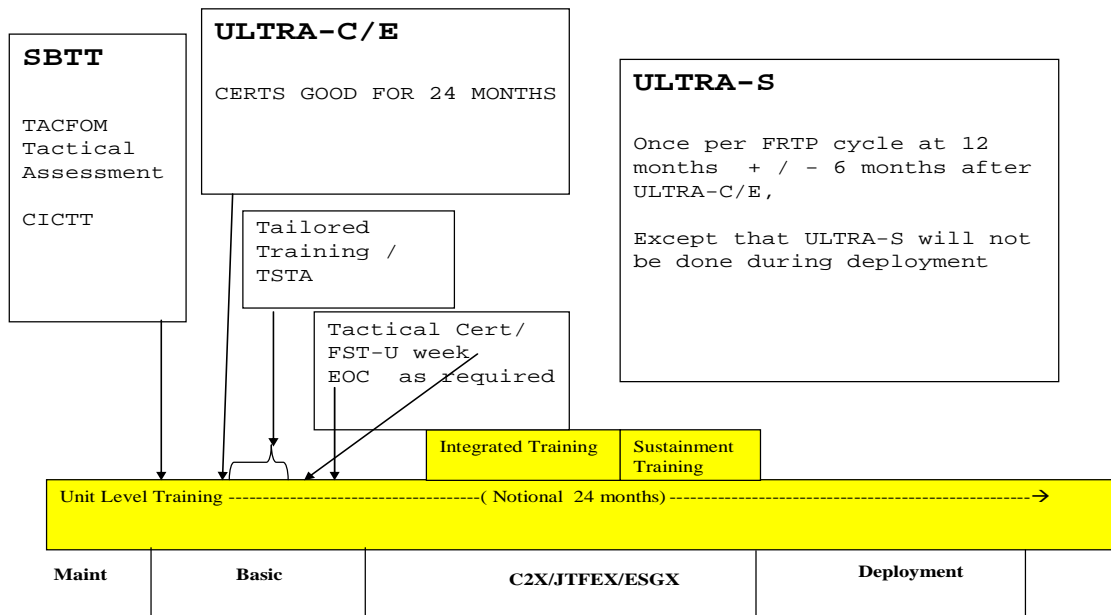


Figure 2-1-6
SHIPTRAIN and the Fleet Training Continuum

b. The basic phase will include an ULTRA-C/E. During these events the Commanding Officer's ability to accurately self-assess and self-sustain unit readiness will be measured. Ships are expected to attain required certifications during ULTRA-C/E. This is achieved by comparing ATG assessment of the overall FOM in each applicable warfare mission area with the ship's self assessed overall FOM for that mission area. If the ship's self-assessment is within +/- 10 of the ATG assessment, overall TFOM and TFOM PROFICIENCY for that warfare mission area is at level Blue or above, and all CCR's are complete, certification dates may be reset for another 24 months for that mission area. If the ship's self-assessment for a mission area is within +/- 10 of the ATG assessment, but TFOM PROFICIENCY is Yellow the ship may be granted self-assess criteria by the ISIC to complete certification. If the +/- 10 threshold is not met, or not all CCR's are complete, ISICs will be required to develop a tailored basic phase training plan.

c. Ships will continue unit level training following the basic phase. To ensure continuous standardization across the fleet a validation process will be used during periodic assessments called ULTRA-S. These events will be scheduled by the ship/ISIC/ATG once per FRTP cycle at 12 months plus/minus 6 months after ULTRA-C/E, except that ULTRA-S will not be conducted during any part of a deployment. The goal is for the ATG assessment to be within +/- 10 of the ship Training Team assessment. If the +/- 10 threshold is not met during ULTRA-S ISICs are required to remediate and make a report to CNSF via the appropriate CLASSRON that the ship has re-attained required standards.

d. Ships must continue to use TORIS/TFOM throughout the FRTP by monitoring proficiency levels and the associated drivers. The ship plans and executes unit level training requirements so as to maintain and improve proficiency levels attained during the basic phase. Ability to rigorously apply common standards, accurately self-assess and report results is required.

2105. Afloat Training Group (ATG). ATGs support Commanding Officers, ISICs and CLASSRONS in maintaining unit level readiness standards at all times throughout the FRTP. Commanding Officers are encouraged to establish liaison with ATG as early as possible. A comprehensive library of resources including ATG training material along with standardized check sheets, drill guides and other training aids can be found on the ATG website: <https://www.atg.surfor.navy.mil/>

2106. TFOM Data Reporting. TFOM data is submitted to ATGPAC, who maintains TORIS Core.

a. For ships with the Navy Integrated Application Product Suite (NIAPS 1.2 or newer) data replication is automatic and requires only periodic maintenance from ship's personnel to verify the data remains accurate and viable. On NIAPS TORIS/TFOM can be accessed from any IT 21 workstation. As updated versions of TORIS/TFOM are released these updates will be pushed to the ship via Distance Support. It is incumbent on the ship to ensure the ship's TFOM is accurately reflected in Fleet View. This is the

preferred method and makes full use of the capabilities of TORIS/TFOM ship specific configuration. It is highly recommended the ship verify good replication by checking the Fleet View for accurate data on the ATG Extranet at least weekly. If any problems with TORIS/TFOM or data replication are noticed on NIAPS-enabled ships the ship must complete a trouble ticket via the NIAPS Global Help Desk.

b. Non-NIAPS 1.2 ships should have a TFOM laptop computer with a ship-class specific TFOM program installed. During the last week of each month these ships will either burn the database backup to a CD or transmit via email to ATG. If the data is sent via CD mail it directly to ATGPAC, Attn: N71. However, the preferred method of sending data is via email data transfer as follows:

- Within TORIS access the "DataCards" menu tab, select the "DB Extract" menu item and backup the database. The date of the backup will be displayed.
- Select the file and click on retrieve file. Select save and then save the file to the desktop.
- Write the file to a USB flash drive or other data transfer medium. Take the file to any IT-21 computer, access the medium and zip the file.
- Change the zip file extension from (dot) zip to (dot) bak and email the data to ATGLANT or ATGPAC SHIPTRAIN Department.

c. The SHIPTRAIN data rhythm must include both scheduling and conducting weekly training and subsequent updates to TORIS/TFOM. During any operational events (i.e.: UNREP, sea detail, PACFIRE) incorporate TORIS/TFOM into the pre-brief, execution (data collection using the Data Cards), debrief, and ensure data entry in TORIS.

CHAPTER 2

SURFACE FORCE CONTINUOUS SELF-ASSESSMENT, SELF-TRAINING and
CERTIFICATION

SECTION 2

ASSESSMENTS THROUGHOUT the FRTP

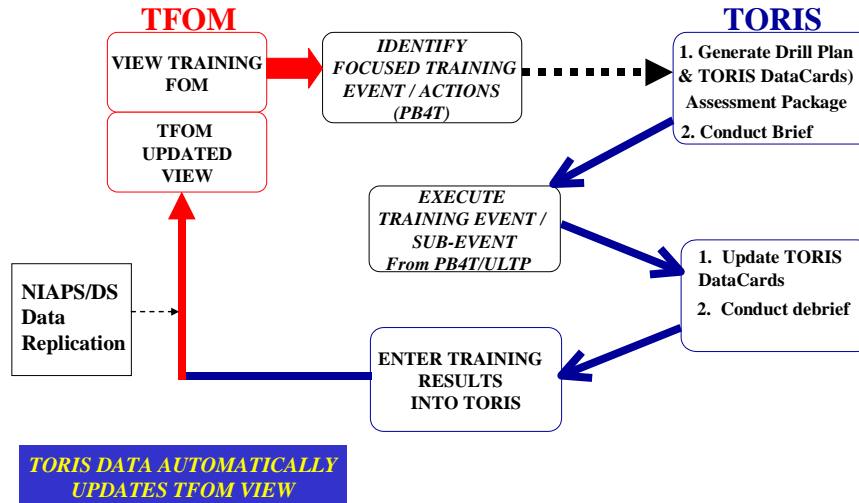
Ref: (a) COMUSFLTFORCOMINST 3501.3(Series)(Fleet Training Continuum)

2201. Establishing a Continuous Training Process at the Unit Level.

A program of rigorous self-assessment and continuous identification of training requirements by every ship across the FRTP is essential to maintain self-sustaining readiness. The primary objective of this continuous training process is to optimally deliver the right force, with the right readiness, at the right cost. The Training Triad (CO,ISIC,ATG) is responsible for developing measurable processes and executing tailored training plans that take full advantage of every training opportunity. This includes use of simulation devices/synthetic scenarios and participation in regularly scheduled inport training events to effectively and efficiently generate sustainable unit readiness. ULTRA-S will be scheduled to validate unit self-assessment capability.

a. Measuring the Process and Executing Tailored Training Plans. The TORIS/TFOM application discussed previously will be used as the Commanding Officer's primary tool for a continuous training process/culture and measuring the effectiveness and efficiency of unit level training plans. The ship's self-assessment program must ensure there is a plan that will support keeping all Continuous Certification Requirements (CCRs) current and exercise all warfare mission areas using the objective standards contained in the TFOM program. An effective self-assessment process relies heavily on feedback and the timely exchange of data among the Integrated Training Team (ITT) to support efficient and frequent planning of training events. Figure 2-2-1 provides a recommended example of how this process should be executed at the unit level.

Figure 2-2-1
TFOM / TORIS
Shipboard Training Integration



b. Using Simulation/Synthetic Training to Increase Proficiency and Achieve Efficiencies.

1. Overview. Fleet training policy contained in reference (a) states training will achieve a balance between live training and constructive simulations to attain targeted levels of warfighting readiness across the FRTTP through the judicious use of limited resources. The efficiencies gained from this blended approach will support efficient generation of required readiness levels, while providing increased flexibility to use live training resources when and where appropriate to meet overall mission capability requirements. The execution of FRTTP events using the Navy Continuous Training Environment (NCTE) distributed scenario architecture is part of the process to improve training effectiveness and efficiency through the use of modeling and simulation (M&S) systems. Appendix C lists the simulation systems approved to complete required training events. The goal is for M&S to support a Fleet Synthetic Training (FST) Plan with a repeatable, sustainable and scalable architecture that can accommodate unit level through strike group level training, including joint and coalition forces. To effectively participate in FST exercises it is imperative ships be ready to enter into the NCTE virtual environment. The following best practices in setting up and aligning BFTT and related/supporting systems should be followed in order to take best advantage of synthetic/virtual training opportunities and events:

(a) Complete ADVANCED OBT COI (S-130-1111) prior to commencement of basic phase.

(b) Ship force hot check CSOSS procedures for placing the systems in training and make the necessary corrections. Follow-up with appropriate feedback reports.

(c) Always use validated procedures to place the system into training.

(d) Carefully follow the sequence of events for placing the system into training as outlined in the validated procedures. For correct

operation, strict adherence to order of events is a must.

(e) Do not place the system into training more than one hour before problem start.

2. Fleet Synthetic Training Continuum and FST-Unit level (FST-U). The FST continuum starts with FST-U and continues to build warfighting capability across all FRTP phases by requiring an increasingly more complex/robust series of synthetic training events focused on Warfare Commanders, Group Commanders and, at the top end, Joint/Coalition Task Force Commanders. All CNSF ships equipped with embedded synthetic training systems and able to participate in distributed events using NCTE are required to participate in a FST-U exercise during the basic phase. The FST-U requirement will normally be accomplished during CIC Team Training, but can also be conducted as a stand-alone event during the basic phase. The Training Triad will schedule specific dates and ensure required resources are available during the coordination/scheduling conference prior to the beginning of each ship's basic phase. The main objectives of FST-U are:

(a) Complete required Continuous Certification Requirements (CCR) objectives, to include associated NMETLS/NTAs, and populate applicable TORIS data cards in each combat systems warfare area. Completion of FST-U is a unit level certification requirement and directly supports maintenance of CCRs prescribed in the warfare certification TABS contained in Chapter 3.

(b) Demonstrate the ship's ability to operate within the NCTE live simulation environment using embedded training systems. Prior to the FST-U ships must demonstrate the material readiness of embedded training systems and the ability to operate these systems during all ULTRA events.

(c) Validate the Combat Systems Operational Sequencing System (CSOSS) procedures for embedded systems.

c. Participation in Inport Training Events. ISICs and/or Commanding Officers are required to plan and execute inport training for either individual or multiple units as often as possible. Embedded training systems such as BFTT, ACTS, SQQ-89, TTWCS Coordinated Training Node (CTN) and BEWT, as well as other approved training support software tools (Cruise Missile Trainer - PC version 2.1.1 (CMTpc), Seamanship Navigation Team Trainer (SNTT), and Damage Control Training and Management System (DCTMS)) will be used regularly to train combat system, damage control and seamanship watchteams while inport. ITT/CSTT/DCTT/STT should assess and report the results from these types of training events using the TORIS/TFOM process and standards described throughout this manual to the greatest degree possible. Periodic exchanges of ITT/CSTT/DCTT/STT members between ships to assess proficiency is highly encouraged and is an effective way to check alignment of standards, verify the effectiveness of own ship self-assessment processes, garner lessons learned from other ships, and build confidence in own ship data and trends. In addition, all ships are required to participate in CNSF sponsored inport training events unless specifically excused by the ISIC. ATGs will act as Inport Training Coordinators for their respective regions.

2202. Self-Assessment During the Continuous Training Cycle.

In addition to the formal command assessments described in para 2203, ISICs and commanding officers must regularly self-assess mission area proficiency and continually develop and execute training plans that

present integrated and complex scenarios to their watchteams. The TORIS/TFOM tools will be used by the Training Triad as the primary means for assessing unit readiness and, when necessary, applying focused resources to improve readiness. Remember that individual training teams, as well as the integrated training team, are the keys to ensuring accurate training assessments and maintaining warfare certifications. Training assessment is conducted as often as needed to support continuous training and certification requirements using a recurring process to:

- Identify WHAT training to assess - Define "core assessment requirements to be scheduled at PB4T."
- Identify WHEN to assess the training - The concept is to tie the process to a personnel/watchbill replacement plan.
- Identify HOW to assess training using TORIS/TFOM. This includes scheduling, preparing, briefing, executing, and debriefing the training mission followed by updating TORIS/TFOM and validating the desired changes in FOM.

a. Achieving Integration. There are five opportunities to assess warfare and casualty/damage control integration in support of attaining independent unit RFT status during a ship's basic phase, and throughout the F RTP:

1. ULTRA-C/E
2. TSTA/ITT week(s)
3. FEP (for ships where FEP is required)
4. ULTRA-S
5. Fleet Synthetic Training (FST) exercises

Integration goes beyond simple timeline merging. Integration occurs when one training team must meet its training and CCR objectives in order for another training team to accomplish theirs. For example, a missile strikes the ship and causes damage to a space and starting a Class Alpha fire. Incident to the attack the watchteam is conducting C4I, and Air/Surface/Sub-surface tracking, including identification, correlation, and refinement of the common operational picture. The casualty also renders engineering and/or combat systems equipment in the space inoperable. The hit also causes several personnel injuries. This scenario creates an integration requirement between DCTT/MTT, ETT and CSTT. Restoration of the casualty through successful completion of damage control objectives is first required before ETT can evaluate engineering efforts and CSTT can complete warfare area and/or casualty restoration objectives. Medical casualties must be triaged and cared for after removal from the affected spaces. In short, integration must include an initiating event - THE CAUSE - which results in an impact and required actions - THE EFFECT - to another training team's area of responsibility and assessment. CAUSE and EFFECT is the benchmark for planning and executing realistic, challenging and effective training scenarios. The requirements for track density and associated complexity details are contained in the scenario complexity matrix on the ATG website.

b. Using TFOM to Track Unit Proficiency/Readiness. As described earlier in Figure 2-1-5 the TFOM hierarchy and drill down capability provides a display of the following FOM levels:

1. OVERALL TFOM: Depicts the overall readiness of a ship to effectively execute warfare missions across all applicable certification

areas. The ship's OVERALL FOM is a compilation of the mission/certification area MISSION AREA FOMs. This view allows ISICs, CLASSRONs and commanding officers to more objectively assess and manage overall unit readiness. The OVERALL TFOM not only supports sustaining RFT capability and ability to more effectively integrate into a group, but enables the more efficient use of finite training resources across the F RTP.

2. MISSION AREA LEVEL: Tracks overall readiness in each application mission/certification area. A separate FOM is displayed for each mission area. The MISSION AREA FOM for each mission area is a roll-up of the PILLAR LEVEL FOM. The competency level view affords ISICs, CLASSRONs and commanding officers the capability to prioritize the level of effort necessary to target and achieve specific readiness levels in each mission area. The MISSION AREA LEVEL directly supports self-sustainment of unit level certifications.

3. PILLAR LEVEL: Generates and depicts readiness in each mission/certification area across the PROFICIENCY, PERSONNEL, MANAGEMENT, and MATERIAL pillars. A distinct FOM is quantified for each pillar. Each PILLAR is distinctly weighted when used in the rollup calculation for the MISSION AREA FOM. This view provides ISICs, CLASSRONs and commanding officers with a quantifiable view of management goals in each of the above pillars. Effectively managing requirements across the PILLAR LEVEL directly supports attainment/maintenance of Continuous Certification Requirements (CCRs).

4. CCR LEVEL: Provides granularity to each pillar by grouping COLLECTED DATAPOINTS by applicable CCR. Drilling down to this FOM level provides ISICs, CLASSRONs and commanding officers the ability to identify discrete areas that may require attention and resources. Each CCR is distinctly weighted when used in the rollup calculation for the PILLAR FOM. The CCR LEVEL view supports the Integrated Training Team (ITT) in monitoring the overall effectiveness of the long-range training plan/objectives by establishing measurable goals for execution during planned training periods. This view should be used as a baseline for detailed planning at PB4T.

5. COLLECTED DATAPOINT LEVEL: Contains the specific and objective datapoints for each CCR. COLLECTED DATAPOINTS are the foundation for TFOM. COLLECTED DATAPOINTS are based on a combination of established authoritative technical and tactical standards. Each COLLECTED DATAPOINT is weighted and contains performance criteria in support of tracking readiness threshold levels from T-1 to T-4. The COLLECTED DATAPOINT level view should be used by the Training Teams to target specific watchteam and/or individual skill sets for improvement. This view directly supports maintenance of the watchteam replacement plan (WTRP) and managing watchstander turnover across the F RTP.

c. TFOM Calculation. TFOM calculation is a layered calculation that determines the overall Ship FOM based on aggregation of each datapoint. TFOM calculates using a 90-day rolling window for display of FOM, in theory reducing the impact of a 'bad day' and giving the ship a more stable indication of overall readiness. Each datapoint is assigned as either a "Last Collected" datapoint, or an "Average" datapoint. All administrative based datapoints (Personnel, Management, Material pillar and LOK, Training Team Operations) are assigned as "Last Collected". All

remaining datapoints are assigned as "Average". When TFOM is calculated the following process occurs:

1. The individual datapoint's FOM is calculated based on pre-defined FOM ranges and the pre-assigned weight of the datapoint within the mission area pillar.
2. For "Average" type datapoints:
 - All datapoints for the 90-day (based on cage date) window are obtained for the particular ship.
 - The datapoints that are identical are averaged to obtain the average FOM.
3. For "Last Collected" type datapoints:
 - The most recent datapoint completed is found within the individual datapoint's periodicity. This datapoint's FOM is used for the remainder of the TFOM calculation.
4. The datapoints within a group (CCR) are rolled up to calculate the FOM for the group.
5. The Group FOM is rolled up to calculate the FOM for the Mission Area Pillar
6. The Mission Area Pillar FOMs are rolled up to calculate the Mission Area FOM.
7. All Mission Area Pillar FOMs are rolled up to calculate the Pillar FOM.
8. The Pillar FOMs are rolled up to calculate the Ship FOM.

The following additional guidance is provided to assist ISICs, CLASSRONs, commanding officers, and ITT members in maintaining steady strain proficiency and continuous certification criteria:

1. PROFICIENCY Pillar:
 - (a) Number of combat systems scenarios run in last 90 days.
 - (b) Average Level of Knowledge Exam (LOK) scores.
 - (c) Drill / Evolution performance trends (evolutions apply to MOB-E TFOM only).
 - (d) Continuous Certification Requirements (CCR) completed in last 90 days.
2. PERSONNEL Pillar:
 - (a) NEC requirements (FLTMPS/NTMPS is primary source).
 - (b) Watchteam turnover since certification.
 - (c) Critical school graduates (FLTMPS/NTMPS is primary source).
3. MANAGEMENT Pillar:
 - (a) Outstanding Afloat Self-Assessment (ASA) checklist items.
 - (b) Time since last review of programs (recommend monthly review cycle).
 - (c) Monthly review of Watch Team Replacement Program (WTRP).
4. MATERIAL Pillar:
 - (a) Weekly review of minimum equipment status
 - (b) Semi-annual inventory of Damage Control Locker inventories
 - (c) Weekly review of CSMP validity.

d. TFOM Use in Determining Assessment Capabilities and Certification Levels. The objective of the basic phase is to use an integrated training environment to certify a ship as independent unit RFT and be designated as such by CNSF at ULTRA-C/E. The Training Triad, using TFOM/TORIS, will

determine assessment capabilities and certification levels at ULTRA-C/E, and FEP (if required), for each warfare mission/certification area. Figure 2-2-2 is used by the Training Triad to determine consolidated certification levels for watchteams and training teams. An ISIC may certify a combination of individual warfare areas in an integrated environment (integrated mission area certification) when all of the mission areas being assessed achieve a TFOM level, overall and TFOM PROFICIENCY, of Blue or above, and all CCRs listed in the applicable warfare mission area certification TAB (see Chapter 3) are complete. The ISIC may recommend and CNSF may certify the ship as independent unit RFT when all warfare mission areas attain a TFOM level, overall and TFOM PROFICIENCY, of Blue or above in an integrated environment that meets all warfare integration points, and all CCRs are complete. After independent unit RFT certification and validation of TFOM levels by the Training Triad, Training Teams and Watchteams will be assessed at ULTRA-S as either effective or not effective in each mission area based on whether the ATG assessed TFOM PROFICIENCY is within +/- 10 of the ship's self-assessed TFOM. The Integrated Training Team will be assessed as effective if no more than two individual training teams exceed the +/- 10 criteria.

Certification Levels and
TFOM Proficiency Range

	GREEN	BLUE	YELLOW	RED
Integrated Training	Int msn area cert	Int msn area cert	NA	NA

Figure 2-2-2 Consolidated Certification Levels

Integration occurs when two or more Training Teams must work together to accomplish training objectives.

TFOM ranges:

TFOM	Color
100-90	GREEN
89-80	BLUE
79-70	YELLOW
69-60	RED

e. Training Self-Assessment Summary. To ensure effective application of training resources, the ISIC, CLASSRON, commanding officer and ITT must focus on training assessment data quality: timeliness, relevance, and completeness of data and metrics reported via TORIS/TFOM. To meet continuous training and certification goals ships must rigorously apply uniform standards, accurately self-assess, and report results. Frequent review of the Fleet View data available in TFOM provides the acid test of data quality and attention to the following details.

1. Ensure command level attention to monitoring the performance of ship's NIAPS/Distance Support 2.1 servers to ensure unimpeded data flow for NIAPS/DS ships.

2. Spotlight data quality by requiring weekly reviews of TFOM and Fleet View (located at <https://toris.atgpac.navy.mil>).

3. Ensure non-NIAPS/DS 2.1 ships meet minimum reporting standards (every 30 days).

4. Proactively plan at PB4T to correct mission areas with TFOM in the Yellow or Red range and ensure improvement plans are effective by monitoring TFOM.

2203. ULTRA Procedures. In addition to the ship's continuous self-assessment process, ISICs will conduct the following command assessments using ATG. The assessments are listed in the order they normally occur during a ship's SHIPTRAIN F RTP cycle.

a. ULTRA-C/E - Unit Level Training Readiness Assessment Certification/Engineering. ULTRA-C and ULTRA-E are each one week periods that shall normally be completed within +/- 30 days of each other. ULTRA-C/E may encompass consecutive weeks if desired. ULTRA-C/E will contain a complete assessment of ALL mission areas, regardless of when mission area certifications expire. The first week of ULTRA-C/E is normally focused on ATFP and MOB-E and referred to as ULTRA-E. In coordination with the ISIC, ATG may schedule ULTRA-E after ULTRA-C depending on availability of assessment teams. The sequencing of ULTRA-C/E and the specific sequencing of events for both weeks will be developed at the Shipboard Training Team Course (SBTT) based on the notional schedules with the required minimum set of events and CCRs. The second week of ULTRA-C/E will assess the remainder of applicable mission area certifications. Figure 2-2-3 depicts the notional ULTRA-C/ULTRA-E, and Figures 2-2-4 and 2-2-5 depict notional execution schedules for ULTRA-C inport and underway events. Ships must be able to support underway requirements in order to successfully complete ULTRA-C/E. An ULTRA-C/E will be conducted every 24 months (+3/-6 months). ULTRA-C/E is normally conducted after completion of regularly scheduled maintenance period following deployment. The objectives of ULTRA-C/E include:

1. Demonstrate all certification requirements across all applicable mission areas and be recommended for certification as independent unit RFT.

2. Validate existing strengths/weaknesses in the training team organization

3. Assess watchteam performance.

4. Validate ship's ability to self-assess by comparing own ship data to ATG assessed data in the TFOM PROFICIENCY pillar.

5. Identify areas that require follow-on remediation for the ship to achieve certification and IURFT status. Follow-on training and ITT Week requirements will be tailored based on ULTRA-C/E results.

Figure 2-2-3
Notional ULTRA-C/E

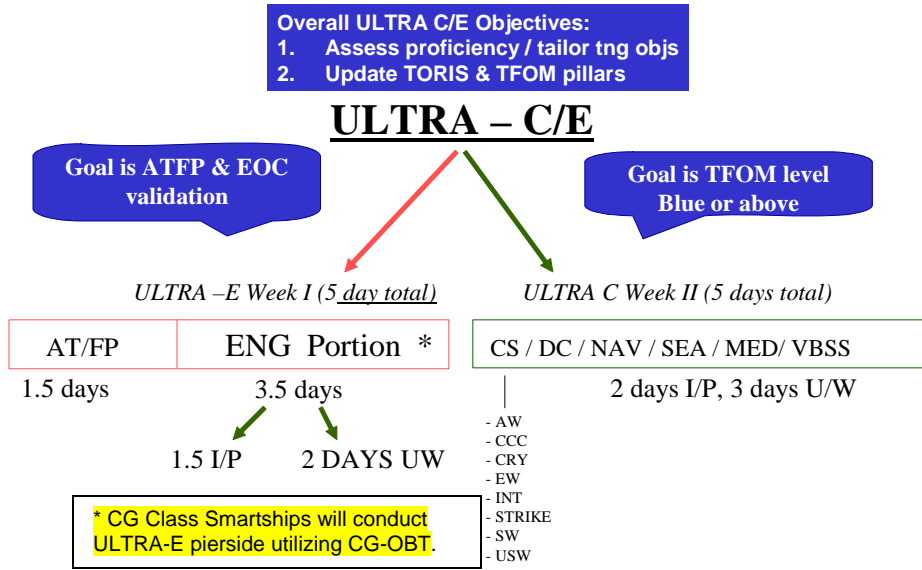


Figure 2-2-4
Notional ULTRA CERT WEEK TWO INPORT PHASE

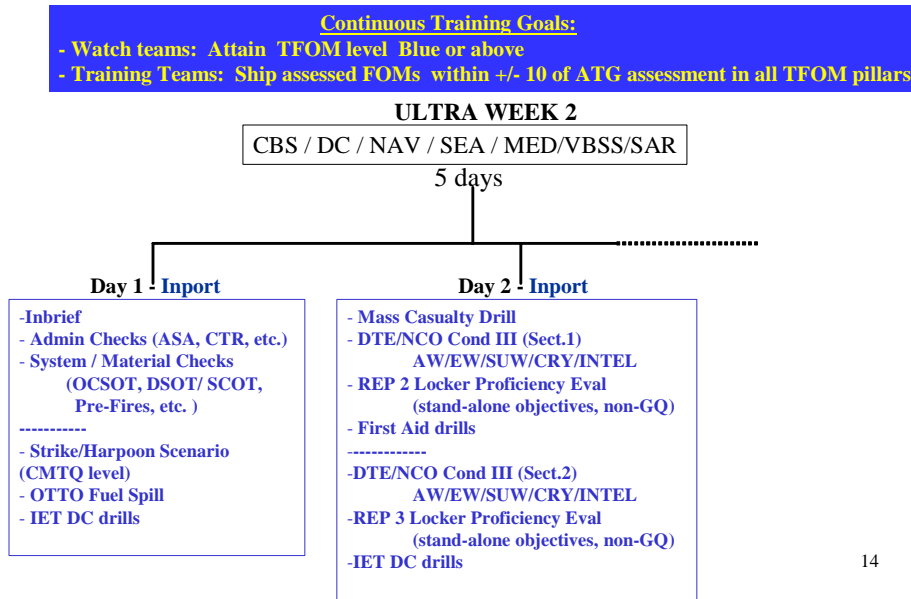
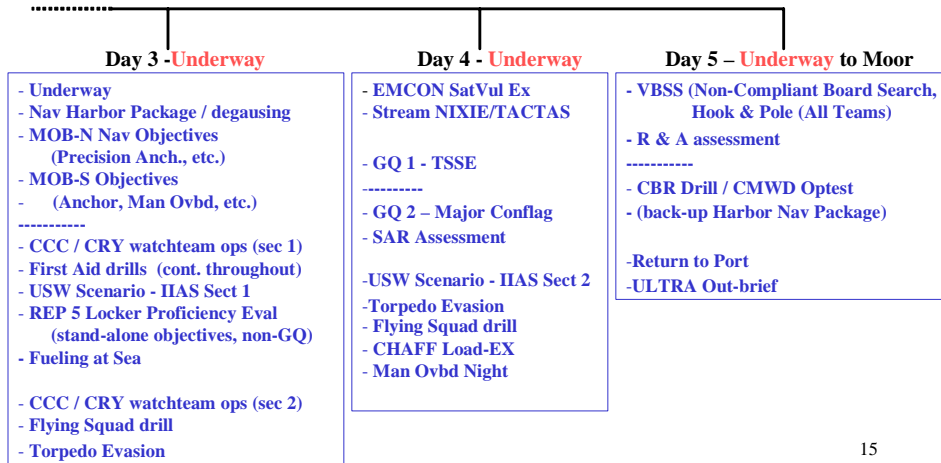


Figure 2-2-5
Notional ULTRA CERT WEEK TWO UNDERWAY PHASE



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b. ITT Week Business Rules. If a ship does not achieve independent unit RFT certification at ULTRA-C/E, and follow-on TSTA training periods are required in any mission area, an ITT week will normally be scheduled as a part of basic phase process. The intent of ITT week is to complete remaining training events and CCRs, provide the ship's ITT an opportunity plan/brief/execute/de-brief ITT level complex integrated training scenarios, and to achieve mission area certification criteria. The TRAINING TRIAD will meet within two weeks of the scheduled ITT week to determine and schedule how ITT week will be executed. ITT week may be planned and executed in three general ways dependent on the assessment of integrated training, certification level, and outstanding requirements of the ship.

1. ITT WEEK BASIC: A substantial number of CCRs remain to be accomplished and TFOM proficiency level in any warfare area is Red.

- ITT WEEK BASIC format: Schedule and accomplish a series of integrated events focused on completing outstanding CCRs and improving TFOM proficiency level.

- The expected end-state of ITT WEEK BASIC is all CCRs complete, TFOM proficiency level is Yellow or above in all applicable warfare areas, and ISIC endorsement that the ship has a clear path toward achieving certification criteria, or is ready for FEP (if required).

2. ITT WEEK INTERMEDIATE: At least 80 percent of all applicable CCRs are complete and TFOM proficiency level in all areas is Yellow or above.

- ITT WEEK INTERMEDIATE format: Integrated events focused on those mission areas not yet complete with all CCR requirements, and displaying a TFOM proficiency level of Yellow or above for the initial 2-3 days, then leading to achieving certification criteria. FEP (if required) would be executed during the last 2-3 days of the week.

- The expected end-state of ITT WEEK INTERMEDIATE is all outstanding CCRs complete and TFOM proficiency level is Blue or above in all applicable warfare areas. If all of the above are achieved the ship will be considered to have attained certification criteria.

3. ITT WEEK ADVANCED: All training objectives and CCRs are met and TFOM proficiency level is Yellow or above in all applicable warfare areas.

- ITT WEEK ADVANCED format: Any integrated events required to achieve certification criteria. Proceed directly to FEP (if required).

- The expected end state of ITT WEEK ADVANCED is TFOM proficiency level Blue or above in all mission areas, certification criteria attained, and FEP complete (if required). The ship has completed basic phase training may be recommended for designation as independent unit RFT to proceed to the integrated phase.

c. FEP (Final Evaluation Problem) and End of Basic Phase. As discussed previously FEP is not tied to independent unit RFT certification and is not required or scheduled for ships in their second and subsequent SHIPTRAIN cycles. The goal for all ships is to achieve certification in all mission areas during ULTRA-C/E. For ships in their initial SHIPTRAIN cycle and ships scheduled to undergo long maintenance and/or installation periods that extend beyond 120 days, where certification is not achieved during ULTRA-C/E, a FEP is normally required, unless waived as discussed in Chapter 1, article 1106(d).

1. For those ships **where FEP is required** the ISIC, assisted by ATG, will validate the completion of the basic phase based on the ship's ability to conduct multiple simultaneous combat missions, support functions in a complex integrated environment, and survive complex casualty control situations under stressful conditions. This will include evaluation of all conditions of readiness that the ship is designed, manned and equipped to exercise. After each TSTA or training event leading to FEP the ship's TFOM will be updated and reviewed by the Integrated Training Team (ITT). The Training Liaison Officer (TLO) assigned to the ship will assist in ensuring all TORIS/TFOM data is entered in a timely and accurate manner.

2. Within five working days after basic phase completion, or FEP (if required), the TRAINING TRIAD will review and validate the final TFOM results. This final TFOM will function as the baseline for follow-on own ship training and serve as the basis for subsequent assessments, such as ULTRA-S. The ship will demonstrate the required levels of tactical proficiency and warfare knowledge to proceed to the integrated phase of training, as well as the ability to sustain readiness through self-training while effectively employing all applicable embedded training devices. This will include assessment of ship's Integrated Training Team (ITT) and ship's certification level. The ship is expected to have attained TFOM level Blue or above, overall and in TFOM PROFICIENCY, in all areas and **completed all applicable CCRs**. In the event the above criteria are not met in any area an ISIC developed plan for meeting this standard will be outlined in the End of Basic Phase, or FEP, report for CNSF approval.

3. Basic phase training and FEP (if required) should be completed before the ship commences integrated phase training. If for any reason

the ISIC determines that basic phase training or FEP will not be completed by that time, a message report to CNSF, INFO Numbered Fleet Commander, Strike Training Force, CLASSRON, will be provided stating circumstances and steps required to complete all basic phase training and/or FEP.

4. The ISIC will report within one week of end of basic phase and/or FEP completion.

5. Since completion of the basic phase hinges on achieving proficiency and completion of all CCRs, there is no exact or specified length. It will vary by individual ship. However, the goal is to complete the basic phase in eight training weeks or less. Specifically, eight weeks where ATG resources are onboard, to include ULTRA-C/E and the weeks where the ISIC verifies remaining CCR completion. This does not include SBTT week. Since ULTRA-C/E typically requires two weeks, ships should strive to have the basic phase completed in six training weeks or less from the completion of ULTRA-C/E. Non-training weeks (ATG not onboard, ISIC not certifying CCR completion) should be kept to a minimum.

d. ULTRA-S - Unit Level Training Readiness Assessment-Sustainment. ULTRA-S is fundamental to the SHIPTRAIN continuous training and certification process and is a periodic, come-as-you-are, outside assessment to validate shipboard training team's self-assessment proficiency, ensure command standards are in place, and verify CCR status. ULTRA-S will not result in any certification or re-certification. ISICs will conduct ULTRA-S once per FRTM cycle at 12 months plus/minus 6 months after ULTRA-C/E, except that ULTRA-S will not be conducted during any part of a deployment. ULTRA-S is a three day assessment of all warfare mission areas. Exceptions to exclude any mission area must be requested by the ISIC and approved by CNSF prior to the start of ULTRA-S. Figure 2-2-6 depicts a notional ULTRA-S execution schedule. ULTRA-S is a subset of ULTRA-C/E with about 80 percent overlap in data points between the two events. The first day and one-half of ULTRA-S will normally be conducted inport, followed by a day and one-half of underway operations. SHIPS/ISIC will coordinate with ATG to schedule ULTRA-S two quarters in advance and this employment will be reflected on the quarterly sked extract. Use of ATG in conducting ULTRA-S is mandatory. In addition to ATG support ISICs should include ship training team members, ISIC representatives, and personnel from other ships as available to comprise the assessment team. The following will occur NLT three weeks prior to the sked ULTRA-S date:

- ATG will provide the ULTRA-S package to the ship containing all requirements to conduct the ULTRA-S.

- The ship will provide U/W watchbills (conditions 1 thru 4) and a three section inport duty watchbill, including documentation of all watchstander qualifications using R-ADM, as well as an alpha roster broken down by officers, CPO, E1-E6 to CLASSRON, ISIC, ATG. ATG will use the information provided to select the watchteams/personnel that will conduct scenarios/events and take the LOK exams. Ten percent of the entire crew will take the LOK exams for Medical and Damage Control. ATG will notify the ship regarding the above selections within one week.

- ULTRA-S is a come-as-you-are assessment that should not include any special preparations.

1. ULTRA-S results will be determined using the following process:

(a) ISIC/ATG assessors observe and record watchteam performance using appropriate TORIS data cards, and verify the status of all CCR's in each mission area. For the MOB-N, USW and OHSAT mission areas Tabs M, Q and X each have CCR's marked "CR" indicating those critical CCR's required to be verified during ULTRA-S.

(b) Ship's Training Teams observe and record watchteam performance using appropriate TORIS data cards. This resultant TFOM proficiency will be compared with the ISIC/ATG proficiency score.

(c) When the two TFOMs are compared and result in a difference of no greater than +/- 10 index points in each mission area, self-assessment capability is considered effective.

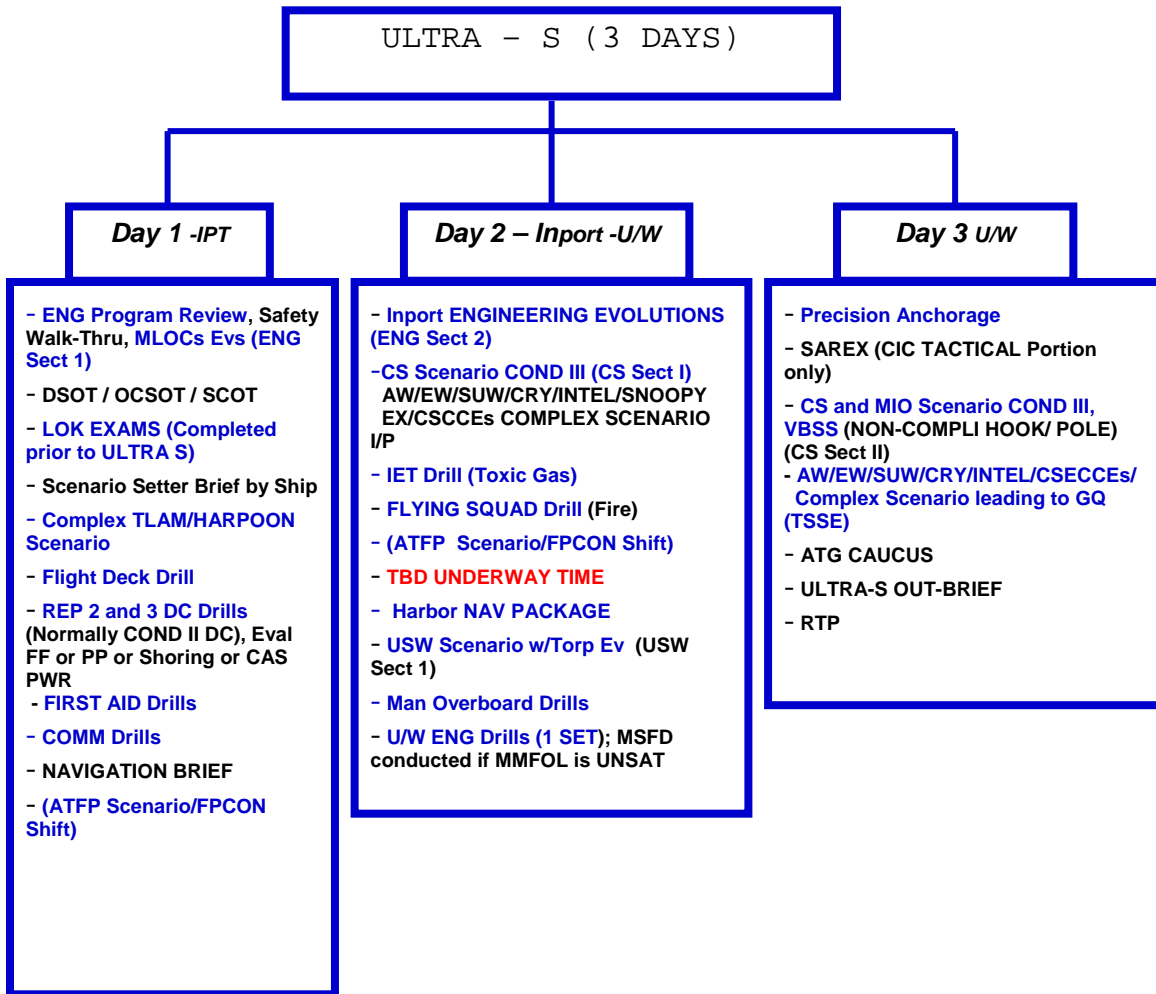
(d) If TFOM in any assessed warfare mission area does not meet the +/-10 criteria, self-assessment capability is considered not effective.

(e) ISIC will identify training deficiencies, and CCRs not met, during ULTRA-S and provide a plan to correct. ISIC/CO/ATG will coordinate remedial training in self-assessment.

(f) ISICs will reassess any warfare mission areas considered not effective, and any unmet CCRs, and report results to CNSF within 90 days.

(g) ISIC will report within one week ULTRA-S results.

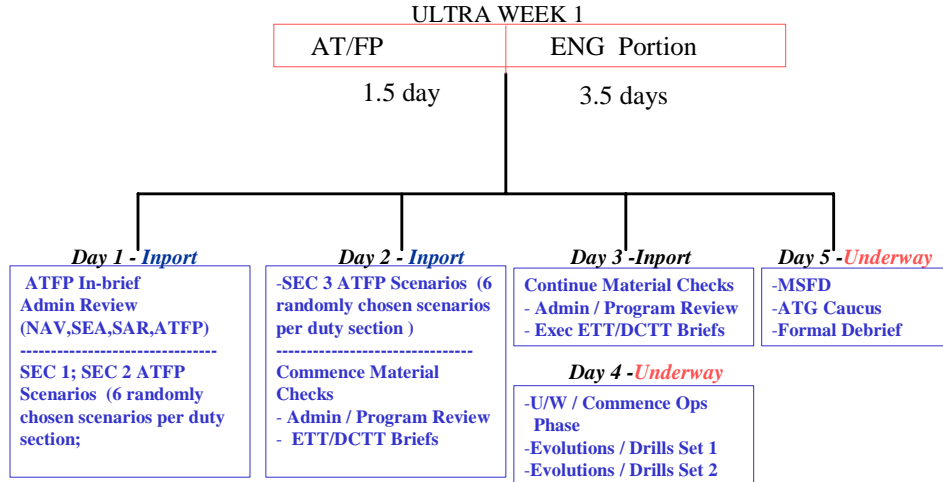
Figure 2-2-6 notional ULTRA-S



MCM's at ISIC discretion may conduct the MOB-E underway portion of the assessment inport.

e. ULTRA-E - ULTRA Engineering. ULTRA-E is a five day event conducted inport and underway with the goal for the MOB-E portion of ULTRA-E to validate Engineering Operations Certification (EOC). **CG Class Smartships will conduct ULTRA-E pierside utilizing CG-OBT.** Figure 2-2-7 depicts the notional ULTRA-E execution schedule. The first day and one-half of ULTRA-E will focus on assessing ATFP readiness and developing follow-on training objectives in this mission area. The last three and one-half days will focus on assessing readiness in the MOB-E mission area and developing follow-on training objectives. Specific guidelines for conducting and assessing drills and evolutions are contained in this section. MCM's at ISIC/CLASSRON discretion may conduct the MOB-E underway portion of ULTRA-E inport.

Figure 2-2-7
Notional ULTRA-E (*)



* CG Class Smartships will conduct ULTRA-E pierside utilizing CG-OBT.

ULTRA-E will update the ship's MOB-E TORIS/TFOM data. Minimum equipment must be met to go to sea. Satisfactory underway operations are required for certification. Underway operations are not required for CG Smartship certification (minimum equipment must be met and maintained for all events). Major areas assessed are:

1. Proficiency:

- Evolutions. Two qualified watchteams from the watchbill, using R-ADM, will be selected to conduct one standard evolution set each. Four MLOC evolutions will be identified from the light-off orders at the beginning of the assessment, and the person who completed the MLOC will perform verification for grading by ATG. Each watchteam must be at least 65% effective to certify.
- Drills. Two qualified watchteams from the watchbill (same two watchteams selected for evolutions) will conduct one standard drill set each. Each watchteam must be at least 50% effective to certify.
- Main Space Fire Fighting. Both qualified watchteams will demonstrate a Major Fuel Oil Leak (MMFOL) and must be effective for certification. The re-entry team must also be effective for an "AGENT GOOD" scenario to certify. A "self assess" Main Space Fire "AGENT BAD" drill scenario will be worked into the major conflag drill rotation for the MOB-D Continuous Certification Requirement (CCR) with the following periodicities: Gas Turbine ships every 24 months, Diesel ships every 12 months, and Steam ships every 6 months. Demonstration of an "AGENT BAD" drill scenario is not required for MOB-E certification. The goal is to have watchstanders highly proficient in their initial actions for fire prevention. During the ULTRA event watchstanders must demonstrate the ability to correctly report and isolate the leak, secure equipment, conduct proper firefighting procedures, and safely evacuate when required, activating installed firefighting systems and donning appropriate

emergency breathing devices. In order to evaluate the full range of watchstander skills, regardless of watchstander initial actions, the leak will flash to a fire during both of the MMFOL drills. Repair 5 re-entry will only be required during one of the drills. Only an "AGENT GOOD" scenario is required for certification IAW procedures implemented January 2008 in NSTM 555 ACN, EOCC updated leak and fire procedures, and updated Repair Party Manual. Performance of the underway DC organization (Repair 5 re-entry team proficiency) is also required to be maintained effective as defined in the Main Space Fire Drill Grade Sheet embedded within the TORIS/TFOM MOB-E application. The Main Space Fire Drill must be run on a hot plant for certification.

- Level of Knowledge (LOK) Exams. Assessment team will review results of ship administered exams. The goal is a greater than 70% sustained average for the qualified watchstanders in the engineering department.

2. Personnel:

- PQS qualified watchteams. Must maintain at least two PQS qualified Condition III watchteams. ETT members shall be separate from the minimum two watchteams and may be the nucleus of any watchteam greater than the minimum two.

- PQS qualified ETT. All ETT members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations.

3. Management:

- Shipwide assessment of all NAVOSH Programs (all must be effective to certify): Hearing Conservation, Heat Stress, Electrical Safety, and Tag Out.

- Assess all Critical Management Programs (all must be effective to certify): PQS, Engineering Department Training, Main Propulsion Boilerwater/Feedwater, Auxiliary BW/FW, Waste Heat BW/FW, Lube Oil Quality Management (LOQM), Fuel Oil Quality Management (FOQM), and Legal Records.

- Assess all Other Management Programs (all must be at least partially effective to certify): Engineering Operational Sequencing System (EOSS), Marine Gas Turbine Equipment Service Records (MGTESR), Operating Logs, Online Verification (OLV), and Quality Assurance (QA).

- Equipment Degradation Tracking. Administrative files will be reviewed (8 O'Clock reports, CASREP'S, DFS, TSO's, EOSS Deviations, NAVSEA/ CNSF waivers, etc.) and must accurately reflect the propulsion plant condition and degradations IAW Self-Assessment ASA checksheet to certify.

- Watch Team Replacement Plan. Must maintain an effective watchstander and ETT Watchteam Replacement Plan IAW the Engineering Department Training ASA Checksheet for Conditions I, IIDC, and III covering four quarters.

4. Material:

- Material condition (see below for minimum equipment) must support operations for certification.

- Full set of hot and cold material checks and thorough safety walkthrough will be conducted.

- Repair 5 Locker inventory will be conducted. Must have enough on hand to fully outfit initial entry team and two re-entry teams. If 100% of required items are not on hand, missing items must be on order.

- All portable and fixed (Halon, AFFF, CO2, Water Mist, Damage Control Console) damage control equipment must be fully operational IAW current MRC requirements.

- Satisfactory AFFF concentration analysis results and Halon time delay specification and periodicity.

- Items of Priority (IOP), Restrictives, and Items of Concern (IOC) will be identified as required.

Note: An IOP includes items that require outside repair, technical assistance, or are repairable by ship's company, but cannot be corrected during the limited duration of an assessment. A non-critical piece of equipment will allow the ship to maintain minimum equipment standards. Some specific IOPs may include: (1) Design, supply support, manning, technical documentation, material reliability, or component operating procedures that are either in conflict with technical directives or require clarification; (2) A technical problem exists, or is discovered that the ship has not resolved; (3) EOSS revalidation/configuration check is required; (4) Material deficiencies that require significant outside assistance to correct.

Note: A RESTRICTIVE is equipment found to be unsafe to operate, has a safety device out of periodicity, or does not operate IAW EOSS or PMS parameters. The equipment will not be operated until repairs are completed and the applicable safety checks completed and documented.

Note: An IOC includes issues that do not fit into the IOP or RESTRICTIVE category and in the opinion of the Senior Assessor should receive command attention.

- Spaces must be safe to train for certification.

(a) Minimum Equipment. Consists of the following and reflects INSURV standards:

ALL PROPULSION PLANTS

- Main lube oil systems must be capable of complete sequential automatic operation.

- Half of the auxiliary components must be operational in each plant or have cross-connect capability.

- Half of the installed firepumps must be operational and their associated sea suction/discharge valve and remote operators.

- Half of the ship's service generators and associated waste heat boilers must be operational.

- Half of the ship's emergency generators must be operational.

- Non-steam propulsion ships are required to have a minimum of one safe-to-steam auxiliary boiler (if so equipped) before getting underway.

- Major damage control equipment: All Fixed and portable firefighting systems/equipment, escape trunks (Ellison doors, lighting, escape hatches/scuttles), and adequate operable life support equipment (OBA, SCBA, EEED, etc.) must be fully functional

- Half of installed SCBA compressors fully operational.

- The ship must be capable of de-watering all main spaces remotely through installed space capability, or via other spaces through main drainage system cross-connects or bulkhead stops.

- Safety settings must be within specification and periodicity.

- Steering machinery must be fully in commission with relief valves properly set. Each steering ram shall have at least two fully operational sources of hydraulic power, excluding emergency hand pumps and emergency HPU's.

- There must be no other condition which, in the opinion of the ISIC and of the Senior Assessor, would preclude safe operation of the ship or present a hazard to personnel, equipment, or the environment.

STEAM PROPULSION PLANTS

- In general at least one boiler in each fireroom/combined machinery space must be in commission. Specifically, the following number of boilers are required:

Total Installed	In Commission
2	2

- All single shaft ship main propulsion steam turbines must be operational. Twin-shaft ships must have both main propulsion steam turbines operational.
- Installed automatic boiler controls for required in-commission boilers must be operational.
- Two different main feed pumps with associated feed booster pumps or emergency feed pumps must be capable of feeding the boilers in each plant.
- Half of each type of air compressor (LP, MP, or HP) must be operational when the system supplies air to support main propulsion and auxiliary machinery. (Reduced High Pressure (HP) air is not a qualifying source to supplement less than minimum equipment for MP/LPACs)

DIESEL PROPULSION PLANTS

- In diesel propelled ships the following engine criteria apply: (At least one engine per shaft)

Number of engines installed	In commission
2	2
4	2

Note: For Patrol Coastal (PC) class ships minimum propulsion equipment will be met if the ship has one propulsion shaft in commission per main engine room.

GAS TURBINE PROPULSION PLANTS

- In gas turbine ships the following apply:
 1. CG 47/DDG 51 class: At least one engine per shaft.
 2. FFG 7 class: Both engines in commission.

2204. Tailoring. Tailoring ship basic phase training schedules based on demonstrated performance at ULTRA-C/E directly translates to increased operational availability, more efficient use of limited training resources and greater flexibility in executing basic phase training. The tailoring process and business rules outlined below provides SHIPS/ISICs/CLASSRONs the ability to capitalize on steady strain training programs by scheduling and completing required training EVENTS and SUB-EVENTS in an effective and efficient manner. Additionally, ATG manpower can be reinvested toward ships requiring additional training support during the basic phase or

those periodically needing a set of outside eyes to help maintain standards.

a. How the tailoring process works:

1. Tailoring is enabled by continuous self-training and self-assessment using TFOM, strict adherence to standards, and aggressively maintaining all Continuous Certification Requirements (CCRs) as listed in each Certification TAB located in Chapter 3.

2. Coordinate early with ATG in support of planning and executing a robust, complex, and fully integrated ULTRA-C scenario. The scenario must contain integration points across multiple warfare areas. The ATG taught Shipboard Training Team Course (SBTT) is a critical and important event in completing the scenario plan.

b. Tailoring business rules:

1. Within 5-7 working days of ULTRA-C/E completion ATG will convene a tailoring conference with representatives from the ship, ISIC, CLASSRON, and ATG departments. This group will determine if, and what, any additional basic phase tailored training is required. In areas where the ship attains TFOM level Blue or above, the Training Triad will validate completion of training objectives and seek to eliminate as many previously scheduled TSTA periods/training events as possible. Elimination of ATG supported training in any mission area does not mean the remaining CCRs in each mission area do not have to be completed. Instead, the Commanding Officer and the Shipboard Training Teams will self-observe and report completion of the outstanding training requirements via weekly TRASUMS (Training Summary Report). Completion of all certification requirements contained in this manual is the standard for certification.

2. For mission areas assessed at TFOM level Yellow or below at ULTRA-C significant reductions in training may not be possible or prudent.

3. Post ULTRA-E tailoring. Ships that demonstrate effective self-assessment skills, meet minimum equipment thresholds, get underway, have all programs assessed as EFFECTIVE or PARTIALLY EFFECTIVE, and complete the operations phase on both watchteams should also tailor as appropriate.

2205. Guidelines for Assessing Engineering Drills.

a. Purpose. These guidelines establish a common engineering drill assessment standard between shipboard Engineering Training Teams and ATG Assessment Teams. They reflect guidance in the Engineering Operating Sequencing System (EOSS) User's Guide.

b. Drill Assessment Guidance. Each qualified watch team is required to maintain a minimum 50 percent drill proficiency in satisfactorily conducting Category I (core) and II (elective) drills as defined in the following paragraphs. The ability to meet this requirement is founded on the effectiveness of ETT in training individual watchstanders to operate as a team in a high stress environment. Additionally, individual watchstanders must have the controlling and immediate actions memorized.

1. Drill Categories:

(a) Category I (core): Drills that involve high risk and/or occur most frequently. Each qualified watch team is required to effectively complete every drill quarterly.

(b) Category II (elective): Drills that involve moderate risk and/or occur frequently. Each qualified watch team is required to effectively complete every drill semi-annually.

(c) Category III: Drills that involve low risk and/or occur infrequently. Each qualified watch team is required to effectively complete every drill annually. These drills will not be observed at ULTRA events.

2. Drill Families:

Gas Turbine	Main Engine, Propulsion Drive Train, Electrical, Integrated
Steam	Main Engine/Shafting, Boiler Feedwater, Electrical, Integrated
Diesel	Main Engine, Propulsion Drive Train, Electrical, Integrated

3. Standard Drill Sets:

(a) A standard drill set will consist of 80% Category I (core) and 20 percent Category II (elective) drills with the following number of drills based on ship class:

- CG, DDG, FFG: 8
- LHA, LHD, LPD: 9
- LPD 17, LSD, MCM, PC: 6

c. Drill Grading Guide. ATG has developed specific guidance for each drill and affected watchstation. This guidance is designed to be used by the Engineering Training Teams (ETT) during post drill caucus. The focus of this guidance is to allow the ATG assessors and ship ETT to give the watchstanders credit and consideration even though some steps were not "accomplished as written and in the stated sequence", provided the sequencing of those steps has no engineering or operational consequence. The drills are listed by ship class. It is understood that some peculiarities exist within ship classes due to new or different equipment installations and this may mean there is a difference in EOCC for a particular ship not reflected in this guidance. The Chief Engineer is encouraged to contact the ATG Engineering Assessors and request additional guidance if required.

d. General Assessment Guidance. The EOSS User's Guide states, "All Controlling Actions and Immediate Actions are intended to be memorized by the watchstander. The watchstander should refer to the EOCC procedure as soon as feasible to ensure all Controlling/Immediate Actions have been completed." The watchstander may open and review the immediate and controlling actions after they have taken a sufficient number of initial actions to control the casualty and the review of the EOCC does not delay any further controlling or immediate actions.

1. Several EOCC procedures require the EOOW to announce the casualty to engineering spaces. The EOOW has a number of circuits available depending on the ship class (2JV, SWCS, SABRE, 1MC). Regardless of the circuit used the effectiveness of the action, and therefore the drill grade, will be based on whether or not the communication between control

stations (EOOW/OOD/CSOOW) or between EOOW and watchstanders reached the intended party as evidenced by an acknowledgement from the called station.

2. Several EOCC procedures require the EOOW to order engineerrooms manned, despite the fact that those spaces are routinely manned. Unless a specific additional watchstander is required in the space to combat the casualty, these orders can be considered "as required."

3. Some EOCC procedures direct the EOOW to notify the OOD in the first few steps of the procedure. In others, a report to the OOD isn't required until after the casualty has been managed and the EOOW is providing a report regarding the status of propulsion and power limitations. Assessors will not grade a drill ineffective because the EOOW made an initial report of a casualty to the OOD earlier than specified. However, if a report is required several steps into the drill based upon a report by engineerroom watchstanders that actions have been completed, then that complete report must be provided to the OOD at the specified time.

4. Manning optimization has resulted in a greater number of Gas Turbine ships manning the PACC and EOOW with one watchstander. Where PACC and EOOW are combined, reports between those two are no longer required. If this is a long-term manning arrangement, the EOSS should be modified by the command (steps lined out) or through use of the feedback reporting system.

e. Effective Drills. Drills are "EFFECTIVE" in the assessment mode if ATG and/or ETT judge that the watchstanders completed all steps in the procedure as written, in the stated sequence, without deviation -- unless deviations were in accordance with the approved guidelines detailed herein. Whenever there is a pause in the drill the watchstanders are allowed to open their EOCC procedures and use it as a checklist even if they have not completed all of their Immediate and/or Controlling actions

f. Not Effective Drills. Drills are "NOT EFFECTIVE" if the watch team does not complete all steps in order as written when required, is not able to maintain plant control, commits a safety violation, or does not recognize an unsafe condition.

g. Drills at ULTRA. At ULTRA-E two watchsections will be selected from the watchbill to conduct a standard drill set. At the ULTRA-S only one watch section will be selected from the watchbill to conduct a standard drill set.

h. Drill Credit. The ship can take credit for completion of effective drills by the following two methods:

1. ETT brief, execute, and debrief the drill. Ship may take credit for each drill satisfactorily performed in the assessment mode by each watch team.

2. Validations: When a watch team successfully performs a drill, another drill in that family may be "validated" during the training session. ETT should brief planned validations during their drill set brief. Upon conclusion of any drill, ETT member should routinely debrief the watchstander on station regarding their performance during that drill. If the drill just completed is one upon which validation credit is planned, ETT member should then discuss with the watchstander the differences in symptoms, indications, and response actions for the drill that is to be validated. Following completion of the entire drill set for the section(s), ETT should debrief the entire watchteam on their overall performance, including which drills the team successfully validated at the

earliest available opportunity. There may be a maximum of one validation per successful drill - per drill periodicity. The drill that was validated in the current period must be conducted in the following period.

i. ETT. The effectiveness of ETT will be assessed at every ULTRA event. ETT will be assessed as effective if their assessment of watchstander performance is within +/- 10 of the proficiency FOM as assessed by ATG. ETT must demonstrate the ability to effectively plan, brief, conduct, debrief, and evaluate drills. This includes correct identification of watchstander procedural errors and stopping/preventing personnel or equipment safety issues. To ensure drill grading consistency between ATG Assessment Teams and Engineering Training Teams (ETT), each ETT member should have a copy of each master EOCC procedure and use it as a checklist when grading watchstanders conducting drills. ETT should make every effort to debrief each observed watchstander on station immediately following completion of the drill, using written notes taken during the drill. If, during the ETT caucus at the end of the drill set, systemic or team performance discrepancies/mistakes are noted by the ETT, the ETT leader may choose to conduct a watchteam debrief immediately following watch turnover to address these issues with the entire team. At the very least the watchteam should be debriefed regarding their performance at the first opportunity prior to the next scheduled drill set. ETT must rigorously enforce the EOSS User's Guide, utilize realistic impositions for drills, and enforce safe to train standards. ETT adherence to standards is vital to continuous engineering proficiency and readiness.

j. Specific Drill Grading Guidance by Ship Class. EOSS should always be trained to verbatim. However, for some drills the failure to perform certain prescribed steps in exact verbatim order does not negatively affect the overall watchteam goal of controlling the particular casualty and/or ensuring equipment is not further damaged. The guidance outlined below has been coordinated with NAVSEA. When assessing overall watchteam performance after a drill set ETT should follow the guidelines listed below. Specifically, this guidance should be used after the drill is graded by ETT using the master copy of each EOCC procedure as a grading checklist. The entering argument should be that the watch team achieved the desired outcome but, some steps were either not performed in sequence, were omitted, or watchstanders did not complete all controlling or immediate actions before reviewing EOCC. This guidance will then be referenced to see if any additional consideration can be given to determine whether or not the specific drill being graded is SAT or UNSAT.

1. CG:

WATCHSTANDER(S)	EOCC STEPS	DRILLS APPLIES TO
EOOW	EOOW may identify the hot bearing to the engineroom at the same time he orders the engineroom manned.	HBRG

PACC	Following verifying that power turbine inlet temperature is decreasing the PACC operator may report to EOOW, "Post shutdown fire in No GTM" at any time after receiving indication of a post shutdown fire.	PSFP
PACC	<p>The following steps may be done in any order:</p> <ul style="list-style-type: none"> -When at TRAIL SHAFT MODE and when required, PACC operator depress REDUCED AHEAD PITCH pushbutton indicator; verify "REDUCED AHEAD PITCH" pushbutton indicator extinguishes. -When at SPLIT PLANT or TRAIL SHAFT MODE, PACC operator transfer ITC control to CCS and slow the affected shaft one major speed change. -When the AFFECTED SHAFT is TRAILING, PACC operator transfer ITC control to CCS and slow the unaffected shaft one major speed change. Remove pitch trim as required. 	<p>HBRG (CONTROLLING) NVRG (CONTROLLING) HLSB (CONTROLLING)</p>
PACC	<p>Following PACC Emer Stopping affected GTM, these steps may be done in any order:</p> <ul style="list-style-type: none"> -When at TRAIL SHAFT MODE and when required, PACC operator depress REDUCED AHEAD PITCH pushbutton indicator; verify "REDUCED AHEAD PITCH" pushbutton indicator extinguishes. -When at SPLIT PLANT MODE or when the AFFECTED SHAFT is TRAILING, PACC operator transfer ITC control to CCS and place the unaffected shaft ITC lever at 60 SRPM and the affected shaft ITC lever at STOP. -When at TRAIL SHAFT MODE, PACC operator transfer ITC control to CCS and retard both ITC levers to STOP, remove pitch trim as required. 	<p>LLOPR LLOL LHOL NVRG (IMMEDIATE) HBRG (IMMEDIATE) HLSB (IMMEDIATE)</p>
PACC	EOOW may order PACC to test for manual pitch control, and PACC may test for manual pitch control at any time after ITC is transferred to CCS and ITC is tested for positive pitch response, but before EOOW orders engineer room to take local pitch control.	LCRP

<p>PACC</p>	<p>ENGINE ROOM FIRE Following PACC monitoring affected shaft RPM and placing pitch knob at zero percent, these steps may be done in any order: -PACC operator place the lube oil pump mode select switch to manual position and stop lube oil pumps. -PACC stop electric CRP pump -Stop lube oil purifier -PACC operator shut bleed air valves on operating GTMs</p>	<p>CBF</p>
<p>PACC</p>	<p>Following PACC operator tripping emergency fuel trip, the following steps may be done in any order: -When at TRAIL SHAFT MODE, when required, PACC operator depress REDUCED AHEAD PITCH pushbutton indicator; verify "REDUCED AHEAD PITCH" pushbutton indicator extinguishes. -When at SPLIT PLANT MODE, PACC operator transfer ITC control to CCS and place the affected shaft ITC lever at 60 SRPM. -When at TRAIL SHAFT MODE, PACC operator transfer ITC control to CCS and retard both ITC levers to STOP. -PACC operator shift affected GTM to MAN BRAKE MODE and depress BRAKE ON pushbutton indicator; verify "BRAKE ON" pushbutton indicator illuminates. -PACC operator turn the fuel oil PUMP MODE select switch to the MANUAL position and stop the fuel oil service pump(s) in the affected space.</p>	<p>BGTM</p>

<p>PACC</p>	<p>Following PACC performing a manual initiate stop, the following step can be done in any order: -When at TRAIL SHAFT MODE and when required, PACC operator depress REDUCED AHEAD PITCH pushbutton indicator; verify REDUCED AHEAD PITCH pushbutton indicator extinguishes. -When at split plan mode, PACC operator transfer ITC control to CCS and place the affect shaft ITC lever at 60 SRPM -When at TRAIL SHAFT MODE, PACC operator transfer ITC control to CCS and retard both ITC levers to STOP. -PACC operator shift affected GTM to MAN BRAKE MODE and depress BRAKE ON pushbutton indicator; verify BRAKE ON pushbutton indicator illuminates.</p>	<p>CASF GGOS GGS EPTV HTIT LFOP LHOP LPLA LPTO PTOS</p>
<p>PACC</p>	<p>Following PACC emergency stop, these steps may be done in any order: -PACC operator transfer ITC control to CCS and place the affected shaft ITC lever at 60 SRPM. -PACC operator shift the affected GTM to MAN BRAKE MODE and depress BRAKE ON pushbutton indicator; verify "BRAKE ON" pushbutton indicator illuminates.</p>	<p>MFOL</p>
<p>EPCC</p>	<p>Following EPCC disabling TOPS CONTROL ASSEMBLY, these steps may be done in any order: -EPCC operator order all unaffected switchboard operators to secure all alternate sources of power to the affected switchboard including 115 VAC and 28 VDC sources. -EPCC operator order Repair Electrician to isolate all alternate power sources at the affected switchboard.</p>	<p>CCFS</p>

<p>ENGINEERROOM W/S</p>	<p>Following the Engineerroom monitoring all MRG bearing temperatures and oil flow through all bearing sight flow indicators, the following steps may be performed in any order: -Verify proper lube oil cooler alignment. -Sample and inspect lube oil cooler oilside and waterside for possible contamination or leaks. -Shift, inspect and clean lube oil strainers.</p>	<p>HBRG</p>
<p>ENGINEERROOM W/S</p>	<p>During investigation for possible cause of noise/vibration, the following power train components can be checked in any order: - Attached CRP propeller hydraulic oil pump. - Attached MRG lube oil pump. - MRG and thrust bearing assembly. - Bulkhead shaft seals. - Stern tube seal assembly. - Line shaft bearings. - No debris riding against shaft.</p>	<p>NVRG</p>
<p>ENGINEERROOM W/S</p>	<p>Following engineerroom release of PRIMARY CO2, these steps may be done in any order: -No.____ engineerroom shut the manual fuel supply valve FOS-10 A/B to No.____ GTM. -No.____ engineerroom shut the lube oil supply valve LOS-49 A/B to No.____ GTM. -No.____ engineerroom shut the steam inlet valve to No.____ fuel oil heater.</p>	<p>BGTM</p>
<p>ENGINEERROOM W/S</p>	<p>Man-in-charge at the scene may order firefighting equipment manned and the attack of any spreading fire at any time.</p>	<p>CCFS</p>
<p>SWITCHBOARD OPERATORS</p>	<p>When ordered to take local control of switchboard, switchboard operators may perform the following steps in any order: - Place CB MODE CONT select switch in the PERM position. - Place GTB CONTROL select switch in the LOCAL position.</p>	

2. DDG:

WATCHSTANDER(S)	EOCC STEPS	DRILLS APPLIES TO
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<p>Affected Space Watchstanders</p>	<p>Upon hearing an unusual noise or vibration in Main Reduction Gear, these components can be checked for proper operation in any order:</p> <ul style="list-style-type: none"> - Attached CRP propeller hydraulic oil pump. - Attached MRG lube oil pump. - Main reduction gear and thrust bearing assembly. - Bulkhead shaft seals. - Stern tube seal assembly. - Line shaft bearing(s). - No debris rideing against shaft. 	<p>NVRG</p>
<p>Engineroom Watchstander</p>	<p>Following release of HALON, these steps can be done in any order:</p> <ul style="list-style-type: none"> - No. ___ Engineroom visually inspect the affected GTM through the observation window. If flames, black smoke, or other indications of a fire are still detected, after release of primary halon, report conditions to EOOW. - No. ___ Engineroom shut the manual fuel supply valve 1/2 PFS-V-1 A/B to No. ___ GTM. - No. ___ Engineroom shut the lube oil supply valve 1P-PLOS-V-1 A/B, 2P-PLOS-V-2 A/B to No. ___ GTM. - No. ___ Engineroom verify No. ___ fuel oil heater ON indicator is extinguished. 	<p>BGTM</p>
<p>Engineroom Watchstander</p>	<p>Following isolation of fuel oil leak these steps can be done in any order:</p> <ul style="list-style-type: none"> - Report to EOOW, "Fuel oil service system leak is isolated." - Verify No. ___ fuel oil service heater ON indicator is extinguished. 	<p>MFOL</p>
<p>EOOW</p>	<p>Upon notification by EPCC of Class C fire in GTG, affected GTG is stopped and stand-by GTG is started, these steps can be done in any order:</p> <ul style="list-style-type: none"> - Notify engineroom Class C fire in No. ___ GTG. - Order Repair Electrician dispatched to the affected space. - Report to OOD and CSOOW, 	<p>CCFG</p>

	"Class C fire in No. ___ GTG. No. ___ GTG is stopped; No. ___ GTG is started and in parallel with No. ___GTG."	
PACC	Following Emergency Stop of GTM, these steps can be done in any order: - PACC operator verify the module temperature remains within normal limits. - ..."transfer ITC to CCS"	MCASF
PACC	After placing both program levers to "STOP", these steps can be done in any order: - Depress affected shaft lube oil service pump "MANUAL" and "OFF" pushbutton indicators; verify lube oil service pump "MANUAL" and "OFF" pushbutton indicators illuminate. - Depress affected shaft electric CRP pump "MANUAL" and "OFF" pushbutton indicators' verify electric CRP pump "MANUAL" and "OFF" pushbutton indicators illuminate.	MCBF

3. FFG:

WATCHSTANDER(S)	EOCC STEPS	DRILLS APPLIES TO
Engineroom Watchstanders	Following notification of a Class Bravo fire in the module, these steps can be done in any order: -Engineroom monitor module fire through observation window. -Engineroom report manned and status of module fire. -No. 2 AMR secure waste heat to the fuel oil heater. -No. 2 AMR report manned and waste heat secured to the fuel oil heater.	BGTM
ENGINEROOM Watchstanders	Following the Engineroom report of affected bearing oil temperature, oil flow through sight flow indicators and any unusual conditions, these steps may be done in any order: -Verify proper lube oil cooler alignment -Sample and inspect lube oil cooler oilside and waterside for	HBRG

	possible contamination or leaks.	
EOOW	<p>Following EOOW/PCC closing fuel oil SUPPLY CUT-OFF VALVE, these steps can be done in any order:</p> <ul style="list-style-type: none"> -EOOW/PCC operator ring up STOP on EOT -EOOW/PCC operator verify engine stops and PLA at idle. Place ENGINE CONTROL MODE selector switch to REMOTE MANUAL position <p>Following EOOW/PCC operator ensuring Vent Damper is closed, these steps can be done in any order:</p> <ul style="list-style-type: none"> -EOOW/PCC operator ensure VENT DAMPER CLOSED indicator is illuminated. -EOOW/PCC operator ensure FAN RUNNING indicator is extinguished. 	BGTM
EOOW/PACC	<p>Following EMER STOP, these steps may be done in any order:</p> <ul style="list-style-type: none"> -EOOW ring up STOP on the EOT -EOOW verify engine stops and PLA at idle -EOOW place the PROGRAMMED CONTROL LOCATION selector switch in the CCS position. Verify CCS IN PROGRAMMED CONTROL indicator is illuminated <p>Following EOOW's report to OOD these steps may be done in any order:</p> <ul style="list-style-type: none"> - EOOW retard PROGRAMMED CONTROL lever to the STOP position - EOOW notify the SCC operator to place PROGRAMMED CONTROL LOCATION selector switch in the CCS position 	MLLLOL
EOOW/PACC	<p>Following EOOW/PCC verifying engine stops and PLA at idle these steps can be done in any order:</p> <ul style="list-style-type: none"> -EOOW/PCC operator place the PROGRAMMED CONTROL LOCATION selector switch in the CCS position. Verify CCS IN PROGRAMMED CONTROL indicator is illuminated. -EOOW/PCC operator monitor for post shutdown fire. <p>Following stop of the lube oil pump, these steps may be done in any order:</p> <ul style="list-style-type: none"> -EOOW/PCC operator retard 	LLOPR

	<p>PROGRAMMED CONTROL lever to the STOP position.</p> <p>-EOOW/ PCC operator notify SCC operator to place PROGRAMMED CONTROL LOCATION selector switch in the CCS position.</p>	
EOOW/PCC	<p><u>AUX2 FIRE</u>: Following online engine "EMER STOP" these steps can be done in any order:</p> <p>-Ring up "stop" on the EOT.</p> <p>-Ensure fuel oil transfer pump and fuel oil transfer purifier stopped.</p> <p>-When required, stop auxiliary fuel oil transfer pump.</p> <p>-Verify fuel oil quick closing valves have been tripped.</p> <p>-Place PROGRAMMED CONTROL LOCATION selector switch in the "CCS" position.</p> <p><u>MER FIRE</u>: Following emergency stop of online engine these steps may be done in any order:</p> <p>-Ring up "stop" on the EOT</p> <p>-Depress fuel oil SUPPLY CUT-OFF VALVE "VALVE OPEN/VALVE CLOSED" pushbutton indicator. Verify "VALVES CLOSED" indicator is illuminated.</p> <p>-Place PROGRAMMED CONTROL LOCATION selector switch in the CCS POSITION.</p>	MCBF
EOOW/PCC	<p>Following placing the lube oil pump control mode selector switch in the MAN position.</p> <p>These steps may be done in any order:</p> <p>-Depress the lube oil pump STOP pushbutton indicator. Verify STOP indicator is illuminated.</p> <p>-Stop standby CPP pump by depressing STANDBY MANUAL pushbutton indicator. Verify MANUAL indicator is illuminated.</p>	MCBF
EOOW/PCC	<p>Following EOOW taking throttle control, these controlling action steps may be done in any order:</p> <p>-EOOW notify SCC operator to place PROGRAMMED CONTROL LOCATION selector switch to the CCS position.</p> <p>- When required, EOOW/PCC operator</p>	HBRG

	<p>place ROUGH WEATHER DAMPING selector switch to the OFF position.</p> <p>The following controlling action step can be started at anytime: -EOOW continuously monitor main reduction gear lube oil sump level and lube oil cooler outlet temperature.</p> <p>The following Immediate Actions can be done in any order: -EOOW dial up and monitor affected main reduction gear bearing temperature on DDI -EOOW take throttle control by placing the PROGRAMMED CONTROL LOCATION selector switch in the CCS position. Verify CCS in PROGRAMMED CONTROL indicator is illuminated. -When required, EOOW/PCC operator place ROUGH WEATHER DAMPING selector switch to the OFF position</p>	
EOOW/PCC	<p>Following EMER STOP, the following steps can be done in any order: -EOOW/PCC operator ring up stop on the EOT -EOOW/PCC operator verify engine stops and PLA at idle. Turn ENGINE CONTROL MODE selector switch to REMOTE MANUAL position. -EOOW/PCC operator monitor for post shutdown fire.</p> <p>Follow Depress fuel oil service pumps STOP, these steps may be done in any order: -EOOW/PCC operator depress fuel oil SUPPLE CUT-OFF VALVE "VALVE OPEN/VALVE CLOSED" pushbutton indicator. Verify VALVE CLOSED indicator is illuminated. -EOOW/PCC operator depress fuel oil service tank SUCTION & RETURN OPEN/CLOSED pushbutton indicator. VERIFY CLOSED indicator is illuminated.</p>	MFOL
EOOW/PCC	<p>Following closing of fuel oil SUPPLY CUT-OFF VALVE, these steps may be done in any order: -EOOW/PCC operator ensure ENGINE CONTROL MODE selector switch is in REMOTE MANUAL -When required, EOOW/PCC operator</p>	PSFP

	<p>clear manual stop/emergency stop by depressing MANUAL STOP/EMER STOP pushbutton indicator on affected engine panel.</p> <p>Following EPCC's report that the high-pressure start air solenoid selector switch is in the OPEN position, these steps may be done in any order: -EOOW/PCC operator ensure TURBINE BRAKE DISENGAGED indicator is illuminated -EOOW/PCC operator ensure affected engine SEQUENCER MODE selector switch is in the OFF LINE position.</p> <p>Following EOOW/PCC operator depressing affected engine "STARTED ON" pushbutton indicator, these steps can be done in any order: -EOOW/PCC operator report to OOD, "Post shutdown fire in No_engine" -EOOW/PCC operator monitor power turbine inlet temperature -EOOW/PCC operator order engineroom manned and conduct visual inspection of module</p>	
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4. LHD/LHA/LPD-4:

WATCHSTANDER(S)	EOCC STEPS	DRILLS APPLIES TO
EOOW	The order of reports from EOOW to all spaces and OOD can be done in any order.	BEX, CBF, CCFG, CFED, FBAC, HBS, HBTG, HBWL, HLSB, JT, LBWL, LCA, LLOP, LMFC, LOBF, LVAC, LVMC, LWDT, MFOL, MLOL, MMF, NVME, RBT, RDFP
EOOW, S/S, MMOW	Order/Set fire boundaries, secure ventilation and order attack of fire can be done in any order.	CCFG, CCFS
SPACE SUPERVISOR/ MMOW	The order of reports to EOOW and watch standers can be done in any order.	BEX, FBAC, HBS, HBWL, HLSB, HMEB, LLOP, LMFC, LOBF, LWDT, MFOL, MLOL, MMF, NVME, RBT, RDFP
SPACE SUPERVISOR/	S/S report to EOOW that noise/vibration has stopped and	NVME

MMOW, THROTTLEMAN	slowing of affected shaft 5 rpm below speed at which noise/vibration stopped can be done in any order.	
THROTTLEMAN	The order of opening/closing main engine throttle valve and indicating changes on EOT can be done in any order.	BEX, CBF, FBAC, HBS, HBWL, HLSB, HMEB, LBWL, LCA, LMFC, LOBF, LVMC, LWDT, MFOL, MLOL, NVME, RBT, RDFP
BTOW/BCO	During securing of the ABC system, the order of shifting air, feedwater and fuel oil can be in any order.	BEX, CBF, FBAC, HBWL, LBWL, LCA, LMFC, LOBF, LWDT, MFOL, MMF, RBT, RDFP
ALL W/S	Alarms can be silenced at any time after casualty is identified and reported.	ALL DRILLS
MMUL	Ensure L/O cooler outlet between 120-130F, monitor bearing temps, take/record rotor position clearances, vent waterside of L/O cooler and check L/O sump level can be done in any order.	HBTG
FRUL, FRLI	Check feedwater control system/valve, MFP for proper operation, MFBP for proper operation and DFT for proper operation can be done in any order.	LMFC
FRUL, MMLL	Monitor DFT water level/shell pressure, check auto M/U and excess feed valve alignment, check condensate system/pump for proper operation/alignment, check condenser hotwell and MUF valve can be done in any order	LWDT
ALL W/S	Once boiler is properly secured, main and auxiliary steam stops are shut, sequence for securing auxiliary equipment can be accomplished in any order.	BEX, CBF, FBAC, HBWL, LBWL, LCA, LMFC, LOBF, LWDT, MFOL, MMF, RBT, RDFP

5. LSD:

WATCHSTANDER(S)	EOCC STEPS	DRILLS APPLIES TO
EOOW	The order of initial report from EOOW to all spaces and OOD can be done in any order.	MLLOL, MLLOP, MDGEO, MLLOPR, MDEGM, MLSC, MLPCA, MLCRP, MLMCS, MHLSB, MHBRG, MMF, MLHOL, MMFOL, MCBF, MCCFG, MNVDG, MDGOH, MDGOL, MDGGM, MDGCE,

WATCHSTANDER(S)	EOCC STEPS	DRILLS APPLIES TO
		MLSSG, MLEPC, MHPBG, MCFED, MCCFS
EOOW	EOOW order EOSC, "shift __ shaft propulsion control from pilot house to EOSC and reduce speed one major bell change," can be done prior to notifying OOD and engineering spaces.	MDGEO
EOOW	If propulsion control air pressure continues to drop, EOOW order AMR 1 & 2, "Ensure priority air valves are shut," and "split control air system," can be done in any order.	MLPCA
EOOW	EOOW order EOSC of unaffected shaft to shift control from pilot house to EOSC and slow in standard speed decrements to match affected shaft, can be done immediately prior to or after notifying OOD and engineering spaces.	MHL SB, MHBRG
EOOW	EOOW order NR__AMR to start NR __SSDG can be done at any time.	MDGOL
EOOW, IN-SPACE W/S	Set fire boundaries, configure ventilation, and attack of fire can be done in any order.	MCFED, MCCFS, MCCFG
EOSC, EOOW	"Shift both propulsion control from pilothouse to EOSC," can be done prior to tripping F/O quick closing valves.	MMF
In-Space W/S	Affected space investigation steps can be done in any order.	MDGEO
In-Space W/S	Manning FF equipment, flushing L/O to bilge with AFFF and cover with AFFF can be done at any time after casualty is reported provided it doesn't delay isolation of the leak.	MLLOL, MLHOL, MMFOL
ALL W/S	Silence all alarms can be done at any time.	ALL DRILLS where applicable

6. MCM:

WATCHSTANDER(S)	EOCC STEPS	DRILLS APPLIES TO
EOOW	The order of initial report from EOOW to all spaces and OOD can be done in any order.	MMFOL, MLLOP, MDEGM, MDGEO, MLLOPR, MHBRG, MLCRP, MHL SB, MLHOP, MLHOL, MLLOL, MDGCE, MDGOL, MDGGM, MDGOH, MHOTG, MCCFG, MHBDG, MHETG, MCBF, MLGGO, MLLOPD, MNVDG,

WATCHSTANDER(S)	EOCC STEPS	DRILLS APPLIES TO
		MCBF, MCFED, MMF, MCCFS, MLSCS
ALL W/S	Silence all alarms can be done at any time.	ALL DRILLS
EOOW	EOOW, "order bearing watch manned on affected bearing," and "notify OOD," can be done in any order.	MHLSE
EOOW	EOOW, "order MMR/AMR and switchboards manned," can be done at anytime after casualty is detected and prior to switchboard operator's immediate actions.	MCCFG, MCCFS
EOOW, IN-SPACE W/S	"Order/Set fire boundaries," "order unaffected space to set positive ventilation," and "order switchboard operator secure power to affected space with exception of lighting and ventilation," can be done in any order.	MCBF
In-Space W/S	MMR "man firefighting equipment and flush hydraulic oil into bilge with AFFF and cover with AFFF," can be done at anytime during immediate actions as long as it does not interfere with isolation.	MLHOL, MLLOL
In-Space W/S	Affected space investigation steps can be done in any order.	MDGEO, MHBRG, MLCRP, MDGOH, MNVDG

7. PC:

WATCHSTANDER(S)	EOCC STEPS	DRILLS APPLIES TO
EOOW	The order of initial report from EOOW to all spaces and OOD can be done in any order.	MCBF, MCCFG, MCCFS, MCCFD, MDECE, MDEGM, MDGCE, MDGEO, MDGGM, MDGOH, MHGB, MLFOP, MLFOPD, MLLOLG, MLLOPB, MLLOPD, MLMCC, MMFOL, MNVDG, MNVMEDT
EOOW, In-Space W/S	Set fire boundaries, configure ventilation and attack of fire can be done in any order.	MCCFG, MCCFS, MCCFD
In-Space W/S	Step I "Equipmnet Monitor open affected SSDG space heater breaker and j/w heater breaker," can be done at anytime after casualty is reported provided it	MCCFG

	doesn't delay fire fighting efforts.	
In-Space W/S	When checking engine for cause of casualty, monitor can conduct inspection in any order.	MDEGM, MDGEO, MDGOH, MHGB, MNVMEDT

2206. Guidelines for Assessing Engineering Evolutions.

a. Purpose. Establish a common engineering evolution assessment standard between shipboard Engineering Training Teams and ATG Assessment Teams.

b. Evolution Assessment Guidance. Each qualified watch team is required to maintain a minimum 65% evolution proficiency in satisfactorily conducting routine (core), infrequent (elective), and MLOC (system alignment, core) evolutions as defined in the following paragraphs.

c. Evolution Categories.

1. Routine (core): These evolutions are normally performed weekly, daily, every watch while underway, in response to a casualty, or related to safety or damage control. Watch stander familiarity with evolution and documentation is expected. Previously categorized as "core", each qualified watch stander is required to effectively complete every evolution in the assessment mode applicable to their watch station quarterly.

2. Infrequent (elective): These evolutions are ones that a watch team could reasonably expect to perform during extended operations at sea. The watchstander's supervisor is required to be present during the evolution. Some review of technical guidance, publication and even supervisor consultation is acceptable. Previously categorized as "elective", each qualified watch stander is required to effectively complete every evolution in the assessment mode applicable to their watch station annually.

3. MLOC (core): These are engineering department system alignment evolutions that are to be used as a tool to maintain proficiency in the safe light off of the engineering plant. A qualified assessor (ETT member or other knowledgeable/qualified individual designated by the CHENG) is required to be present during the assessed evolution. Some review of technical guidance, publications, and even supervisor consultation is acceptable. ETT shall evaluate each MLOC alignment procedure once per quarter. If the ship does not get underway in a given quarter, then ETT shall evaluate MLOC before the next underway. The Chief Engineer shall specify in the Light-Off Orders personnel responsible for each MLOC alignment procedure. Each observed MLOC procedure will be accomplished in the assessment mode as per standard evolution grading criteria discussed in paragraph above.

d. Standard Evolution Set. A standard evolution set will consist of 80% routine (core) and 20% infrequent (elective) evolutions with the following number of evolutions based on ship class:

- CG, DDG, FFG, LSD: 15
- LHA, LHD, LPD: 18
- MCM, : 9
- PC: 6

e. Evolution Grading Criteria.

1. Effective:

(a) Routine Evolutions are "EFFECTIVE" if the watch stander, without the assistance of ETT or their supervisor, conducts all steps in the procedure IAW the EOSS User's Guide, as written, in the stated sequence, and without deviation from the applicable EOP, NSTM, PMS, manufacturer's, or technically correct locally approved procedures.

(b) Infrequent and MLOC Evolutions are "EFFECTIVE" if the watch stander by themselves or with a one time assist from their supervisor conducts all steps in the procedure IAW the EOSS User's Guide, as written, in the stated sequence, and without deviation from the applicable EOP, NSTM, PMS, manufacturer's, or technically correct locally approved procedures.

2. Not Effective:

(a) Routine Evolutions. The inability of the watch stander to follow the approved procedures verbatim, to recognize safety hazards and/or the failure to use appropriate personnel protective equipment and/or failure to report discrepancies noted by the watch stander to supervisory personnel; i.e. space supervisor or EOOW, may cause the evolution to be evaluated as "NOT EFFECTIVE". Equipment failure or material discrepancies will not impact evolution effectiveness provided discrepancies are reported to the space supervisor or EOOW.

(b) Infrequent or MLOC Evolutions. The inability of the watch stander to follow the approved procedures verbatim, requires assistance from a supervisor multiple times (more than once), to recognize safety hazards and/or the failure to use appropriate personnel protective equipment and/or failure to report discrepancies noted by the watch stander to supervisory personnel; i.e. space supervisor or EOOW, may cause the evolution to be evaluated as "NOT EFFECTIVE". Equipment failure or material discrepancies will not impact evolution effectiveness provided discrepancies are reported to the space supervisor or EOOW.

f. Evolutions at ULTRA. At both the ULTRA-E and ULTRA-S two watchsections will be selected from the watchbill and each will conduct a standard evolution set. Additionally, four MLOC alignment evolutions will be identified from the Engineering Light-off Orders at the beginning of the assessment and the person who completed the MLOC alignment will perform the verification for grading by ATG.

g. Evolution Credit. The ship can take credit for completion of effective evolutions by the watch standers as long as they are evaluated in assessment mode by ETT, Watch Supervisors, or other personnel designated in writing by the Commanding Officer.

h. ETT. The effectiveness of ETT will be assessed at every ULTRA event. ETT will be assessed as effective if their assessment of watchstander performance is within +/- 10 of the proficiency FOM as assessed by ATG. ETT must demonstrate the ability to effectively plan, brief, conduct, debrief, and evaluate evolutions. This includes correct identification of watchstander procedural errors and stopping/preventing personnel or equipment safety issues. ETT adherence to standards is vital to continuous engineering proficiency and readiness.

2207. EOC - Engineering Operations Certification. The EOC portion of the Engineering Continuous Readiness Process focuses on engineering operations, evolutions, and drills. MOB-E certification requires that all CCR's are met and EOC successfully completed. EOC may be completed in one of the following three ways:

a. Validate EOC proficiency requirements during ULTRA-E. If both shipboard watchteams achieve required proficiency in evolutions and drills during ULTRA-E, then no other CNSF/ATG engineering proficiency assessment is required during the basic phase. Remaining unmet CCR's (if any) must have a clear path to completion and be met prior to granting MOB-E certification. Results will be reported in the ULTRA-C/E completion report.

b. Validate EOC by achieving the following evolution and drill proficiency requirements during any one of the first three weeks of TSTA training:

1. Evolutions: An overall average for the week of at least 75% effective for both watchsections. Each section must complete at least two standard evolution sets during the week, AND

2. Drills: An overall average for the week of at least 60% effective for both watchsections. Each section must complete at least two standard drill sets during the week.

Remaining unmet CCR's (if any) must have a clear path to completion and be met prior to granting MOB-E certification. If EOC validated during TSTA, ISIC submit EOC message report IAW Tab B to Section 4.

Note: this EOC validation option is available only to those ships that achieve the following standards at ULTRA-E:

- Meet minimum equipment
- Evolutions: >40% for both sections
- ETT performance: >50% for all evolutions and drills conducted

If a ship requires more than three weeks of engineering TSTA training, an EOC is required.

c. If EOC proficiency standards are not met during ULTRA-C/E or during the first three weeks of Engineering TSTA the ship must complete EOC requirements during a one day underway event after the MOB-E TSTA process. The following process guidelines and EOC business rules apply in this case:

1. ATG assessment team will support the ISIC during EOC. EOC should normally not exceed one day and consists of a safety walk-through and two watchsections demonstrating evolutions and drills. Inability to obtain minimum equipment standards listed in paragraph 2203 may result in a determination not to proceed with EOC. Once EOC is in progress failure to maintain all equipment standards may be grounds to terminate the EOC. In such cases the ship will not be

recommended for certification due to demonstrated inability to maintain adequate operable propulsion machinery to safely train at-sea, and a new EOC will be scheduled.

2. ATG training teams will assist the ISIC with recommendations concerning the ship's readiness to proceed to EOC. EOC will be conducted once the ISIC/SHIP and ATG are satisfied the ship has completed tailored engineering training and is determined to be ready for EOC. Ship's should not proceed to EOC until they have at least met minimum CNSF proficiency requirements (50% drills / 65% evolutions). Although not mandatory, the goal for watchteam proficiency at the last TSTA prior to EOC ("Go/No-Go" week) is 65% drills and 80% evolutions. This goal provides an excellent reference point for use by the Training Triad in determining the probability of successful EOC completion.

3. EOC commences underway (MCM's are configured to support an inport EOC at ISIC discretion) with a safety walk-thru followed by two watchsections demonstrating evolutions and drills. **CG Class Smartships will conduct EOC pierside utilizing CG-OBT.** The ATG assessment team will report findings and recommendations for certification to the ISIC and CLASSRON upon completion of EOC. The ISIC is the certification authority and will report to CNSF within one week after EOC is completed. This report will identify a POAM for outstanding certification items if necessary.

(a) Up front review. Prior to the start of the evolution/drill sets the assessment team will conduct a brief review to familiarize themselves with current conditions in the plant. This review will consist of a plant walk through; a review of that day's fuel, lube oil and boilerwater/feedwater logs, and 8 o'clock reports, and a review of any outstanding modifications to normal operation of the plant (temporary standing orders, CO approved changes to EOSS, DFSSs, and NAVSEA waivers). The ISIC will confirm that main machinery space firefighting capability and management program compliance certifications are completed, if not previously certified at ULTRA-E.

(b) Evolutions. Each section will demonstrate its ability to satisfactorily carryout routine propulsion plant evolutions. Sufficient evolutions are to be conducted to effectively assess a watchsection's ability to accomplish routine watch related operations. These evolutions will vary by ship class/type and will be selected from class and ship specific EOP, PQS, and PMS for each watchsection.

(c) Drills. Watchstander casualty control effectiveness will be determined through performance-based assessment of responses to imposed casualties. A sufficient number of casualties will be imposed on each watchsection to assess the individual watchstander and the watchteam's ability to control casualties. As a minimum each watchsection will be expected to respond to basic casualties imposed from each casualty family. For diesel and gas turbine ships these casualty families are: main engine, propulsion drive train, electric plant, and integrated casualties. For steam ships these casualty families are: main engine/shafting, boiler/feedwater, electric plant, and integrated casualties. Ships with multiple main propulsion machinery spaces will have a sufficient number of drills imposed to effectively evaluate the watchstanders in each main propulsion machinery space. In accordance with the EOSS User's Guide the watchstanders must have controlling and immediate actions committed to memory and, when the plant is stabilized, must refer to EOCC/EOP for supplementary actions.

4. EOC grading.

(a) ECC drill performance effectiveness for each watchsection are the inputs to the Overall Operations Grade formulation. Evolution

performance will carry a weighting factor of 70% of overall Operations grade and ECC drill performance carries a weighting factor of 30% of Overall Operations Grade. This algorithm is built into the proficiency pillar of TFOM.

(b) Overall EOC grades are formulated by applying the 0.70 weighting factor to the combined watchsection evolutions grade and 0.30 weighting factor to the combined watchsection ECC drills grade and adding those results together to achieve the overall grade.

<u>OVERALL EOC OPERATIONS GRADE:</u>		
T1/GREEN	(Outstanding)	.90 - 1.00
T2/BLUE	(Above Average)	.80 - .89
T3/YELLOW	(Average)	.70 - .79
T4/RED	(Below Average)	.60 - .69
Unsatisfactory	< .60 or below (50% drills or 65% evolutions in either section)	

(c) Formulation Method: The total effective evolutions for both watchsections will be added together, divided by the total number of evolutions for both watchsections, and multiplied by 0.70. The total effective ECC drills for both watchsections will be added together, divided by the total number of drills for both watchsections, and multiplied by 0.30. The Overall Operations Grade is the combination of evolutions and ECC drills performance. Apply the weighting factor formula as follows: combined sections effective evolutions percentage x 0.70 + combined sections effective ECC drills percentage x 0.30 = overall grade, then determine the adjective grade from above.

EXAMPLES:

Maximum possible combined overall grade: (both sections are 100% evolutions and 100% drills)

$$1.0 \times 0.70 + 1.0 \times 0.30 = 1.0 \text{ overall}$$

Minimum possible combined (satisfactory) overall grade: (both sections are 65% evolutions and 50% drills)

$$0.65 \times 0.70 + 0.50 \times 0.30 = 0.60 \text{ overall}$$

Specific example:

Section 1: 12 of 15 effective evolutions/4 of 6 effective drills
Section 2: 14/15 effective evolutions/5 of 6 effective drills

Formula calculation:

Evolutions: $12 + 14 = 26$ of 30 evolutions = 0.867

Drills: $4 + 5 = 9$ of 12 drills = 0.75
Overall: $(0.867 \times 0.70) + (0.75 \times 0.30) = 0.83$; resulting in an Overall Operations adjective grade of ABOVE AVERAGE.

2208. LOA - Light Off Assessment. ATG assessment teams will assist ISICs in the conduct of formal LOAs on all new construction ships and on ships where availabilities exceed 120 days. The purpose of LOA is to ensure the ship is capable of safely lighting off and operating its engineering plant prior to going to sea. LOA will begin with the ship in a cold iron status. It will be complete when the ATG assessment team has assessed all areas and the ISIC is able to make a determination of "Ready to Light Off" or "Not Ready." A ship may be found "Not Ready to Light Off" but a "Clear Path to Light Off" is identified. The "Clear Path to Light Off" will identify those specific discrepancies that must be corrected to the ISIC's

satisfaction in order to be "Ready for Light Off." Once the path to light off has been achieved to ISIC satisfaction, the ship is "Ready to Light Off. Another LOA will be required in the event a "Clear Path to Light Off" cannot be determined. In order to complete LOA all major equipment must be in commission or a clear path to light off must exist for the equipment not in commission. A clear path to light off is defined as a point whether equipment has either passed cold checks or all cold checks have been completed to the point where a specific casualty or discrepancy is identified. Deficiencies are cleared through material re-checks.

a. New construction LOAs will consist of assessment of the following items:

1. Firefighting capability assessment is based on the absence of fire hazards, the material condition of main propulsion and auxiliary space damage control equipment, adequacy of the ship's main space fire doctrine, repair locker readiness, and the main space fire drill conducted by the underway repair organization. A cold plant configuration main space fire drill conducted at LOA may not be used for maintenance and basic phase training firefighting certification.

2. Extensive safety walk-through and material assessment of the engineering plant using CNSF approved checklists. The walk-through will verify firefighting and damage control equipment readiness, absence of safety material discrepancies and that fire and personnel hazards do not exist. The ISIC and ATG will coordinate to accomplish as close to 100 percent as possible cold checks. To the maximum extent possible, and with ISIC and ATG concurrence, cold checks successfully demonstrated for INSURV during builder's trials may be accepted and shall not require re-demonstration during the LOA. Deficiencies are cleared through material rechecks by ATG or the ISIC.

3. Engineering management program review. Management Programs may be assessed as "sufficiently established to support light off" if the nature of the program and lack of program data resulting from new construction precludes a meaningful assessment. A review of programs during the past three months will be conducted. All management programs will be formally reassessed at the time of ULTRA-E. LOA results may be used in supporting this assessment.

4. NAVOSH programs will be assessed as necessary only to determine the ship's readiness to light off. Program assessment will be limited to the Engineering Department unless the ship or ISIC requests a wider assessment.

5. Ship's ability for two watchteams to conduct engineering evolutions.

b. CNSF required post-availability LOAs will consist of assessment of the following items:

1. Fire fighting capability assessment is based on the absence of fire hazards, the material condition of main propulsion and auxiliary space damage control equipment, repair locker readiness, and the main space fire drill conducted by the underway repair organization. A cold plant configuration main space fire drill conducted at LOA may not be used for maintenance and basic phase training firefighting certification.

2. Material assessment results derived from equipment material checks, evaluation of the ship's awareness of material deficiencies (8 O'clock reports, DFS files, etc.), operating conditions of equipment and

systems as observed during the assessment, and overall preservation, stowage and cleanliness of the propulsion plant will be evaluated. In order to complete an LOA, all major equipment must be in commission or a clear path to light-off must exist for equipment not in commission. The ISIC/ATG will coordinate to accomplish approximately 100% of material cold checks from the ATG material safety checklist, with a focus on meeting minimum equipment. Deficiencies are cleared through material rechecks by ATG or the ISIC.

3. Engineering management program review. A full review of all programs will be conducted using ASA checksheets. All management programs will be formally reassessed at the time of ULTRA-E. LOA results may be used in supporting this assessment.

4. NAVOSH programs will be assessed as necessary only to determine the ship's readiness to light off. Program assessment will be limited to the Engineering Department unless the ship or ISIC requests a wider assessment.

2209. CG-OBT. CG-OBT is a tremendous asset for engineering training. However, ships still should conduct non CG-OBT drills so as not to lose in-space watchstander proficiency skills, for instance, motoring a GTG locally. OBT-equipped CG Class Smartships will conduct ULTRA-E operations phase and EOC events pierside. The necessity to conduct an event underway may rise (inoperable CG-OBT, ship's schedule, etc) and will be authorized by CNSF via the ISIC on a case by case basis.

a. Following guidelines apply for engineering certification and assessments conducted pierside for OBT-equipped CG Class Smartships:

- All CG Class Smartships shall conduct ULTRA-E and EOC pierside. ATG will evaluate the event IAW this manual.
- Minimum equipment must be met and maintained for all events.
- Guidance for the execution of all events of the operations phase (drills and evolutions) will be promulgated via message by CNSF.
- All evolutions will be conducted on actual plant equipment (not in CG-OBT training mode).
- Casualties imposed via CG-OBT must involve all subordinate watchstanders and drive EOSS actions through the supplemental phase of EOCC.
- Certification must include Loss of Machinery Control Console-Smartship (MLMCS), to include all controlling and immediate actions.

b. Notional ULTRA-E pierside sequence of events and requirements:

- Space safety walkthrough, material hot and cold check demonstration, and management program review.
- When material checks are completed, and minimum equipment is met, the ship will demonstrate the operations phase of the assessment. Guidance on the execution of the operations phase will be promulgated via message by CNSF. .

c. Notional EOC pierside sequence of events and requirements:

- ATG will conduct a safety walkthrough to validate safe to train.
- Guidance on the.

d. The use of ATG LTT's is highly encouraged for a successful execution.

CHAPTER 2

SURFACE FORCE CONTINUOUS SELF-ASSESSMENT, SELF-TRAINING and
CERTIFICATION

SECTION 3

TRAINING THROUGHOUT the FRTP

Ref: (a) OPNAVINST 5100.19 Series, NAVOSH Program for Forces Afloat
(b) COMFLTFORCOMINST 3501.3 (Series)(Fleet Training Continuum)

2301. General. Thorough and consistent self-assessment with well established standards only serves a useful purpose if follow-on action is taken to capitalize on the results with focused, high intensity training. This section provides guidance and best practices for maintaining a viable and robust training organization. It also details many best practices and provides guidelines for conducting effective training. Ultimately the goal of training is to maintain a level of readiness commensurate with the projected mission, which is validated through the certification process at ULTRA events.

2302. Best Practices. Fundamental to maintaining overall operational excellence across the FRTP is the consistent and continuous application of well known standards provided thru TORIS/TFOM.

The Commanding Officer and the Shipboard Training Teams are responsible for managing the overall mission readiness of the ship at all times. ISICs and CLASSRONS will provide direct support. Everyone in the chain of command must ensure timely and objective assessments of current readiness and resource requirements, which are key factors considered in making an overall mission capabilities/risk assessment. Safety and ORM should be part of everything we do, every day. This section provides guidelines and best practices that should be part of the culture of self-sustaining readiness onboard every SURFOR ship from the wardroom, through the CPO mess and Training Teams, down to the individual sailor on the deckplates. While TORIS/TFOM enhance the capability to quantify and trend overall readiness levels, inculcating a culture of readiness requires LEADERSHIP as the key enabler. Five essential leadership traits that help shipboard leaders focus on the basics are:

- ENERGY. Energy is personal stamina. Leaders must have energy to handle the rapidly changing operational environment. Leaders are life long students and engender a learning organization that puts a premium on effective training.

- ENERGIZE. Leaders exercise a genuine, enthusiastic belief in people and their ability to influence and inspire others leads to increase subordinate self-confidence and ultimately mission success. Successful leaders lead by example, setting goals, defining metrics, and seeking continual process improvement.

- EDGE. Edge is the ability as Naval leaders to face reality with intellectual honesty and make the tough calls. Leaders make those tough decisions in a timely manner with decisiveness. Good leaders candidly confront poor performance and take action to correct it.

- EXECUTE. Leaders must do what they say they are going to do and deliver the results to which they have committed themselves and their commands. The mission must always come first. Leaders must demonstrate the warfare skills and critical thinking needed to generate the right readiness, at the right cost, and at the right time.

- ETHICS. HONOR, COURAGE, and COMMITMENT are the Navy's core values and leaders best communicate our standards by personally living them. Leaders must infuse those transcending values into the mission and objectives on a daily basis.

a. ATG Best Practices.

1. **Communication.** Engage early and often with ATG counterparts. This helps minimize or eliminate the difference between ship expectations and ATG expectations.

2. **Know/test your systems/procedures.** Good ships know their embedded training devices, the procedures to integrate these systems to support training, and have tested the training scenario. All too often BEWT or OBT are not able to communicate with BFTT and it is apparent to ATG the ship is not proficient in setting up these systems.

3. **Have a back up plan.** Murphy is alive and well and so sometimes things do break on the day of assessment. Good ships already have a back up plan they have checked, briefed and are ready to execute.

4. **You get what you inspect.** Look at TORIS/TFOM data on the ATG Extranet Fleet View. Compare this to what the ship "sees", and be able to explain why they are different.

5. **Force visibility on the process.** Put the status of the NIAPS server on 8 o'clock reports.

6. **Read your gauges.** Know where the ship stands with respect to TFOM, CCRs and mission area certifications. The training reports and training plans should agree with what your gauges tell you.

7. **Training not documented is training not held.** Every inport emergency team drill/security force drill is a daily opportunity to add to TFOM.

8. **Take credit for what you do.** Even a "routine" getting underway from a pier and safely navigating out of the channel is an opportunity to update some of the TORIS/TFOM collected data points.

9. **TORIS/TFOM is not just the TRAINO's job.** Every Department Head and Training Team leader/coordinator, as well as departmental and divisional training Petty Officers, should have a working knowledge of TORIS/TFOM.

10. **Depth in the bench.** Eliminate single point failures. Ask yourself what would happen to your training program if so and so were to leave unexpectedly? If that gives you reason to pause, then you need to have alternates identified and trained. Formally list primary and alternate training team leaders and coordinators.

2303. Establishing a Continuous Training Process at the Unit Level.

A program of rigorous self-assessment and continuous identification and maintenance of training requirements by every ship throughout the FRTP is essential to maintain self-sustaining readiness. The primary objectives of this continuous training process are: to be ready at any time during the FRP to go in harms way, to execute all assigned missions, and to return home with everyone who sailed. The Training Triad is responsible for enforcing CNSF standards and developing/executing tailored training plans that take full advantage of every training opportunity. This includes use of simulation devices/synthetic scenarios, participation in regularly scheduled inport training events, and taking optimum advantage of team training opportunities during integrated and sustainment phase training events.

a. Measuring the Process and Executing Tailored Training Plans. The TORIS/TFOM tools will be used as the Commanding Officer's primary tools for establishing a continuous training process/culture and measuring the effectiveness and efficiency of unit level training. The ship's self-assessment program must periodically review all CCRs and exercise all warfare areas using the objective standards contained in TFOM. Whenever a training event is completed the appropriate TORIS data card should be completed to document the training occurred. An effective self-assessment process relies heavily on feedback and the timely exchange of data among the Integrated Training Team (ITT) to support efficient planning of training events. Figure 2-3-1 provides an example of how this process should be executed at the unit level.

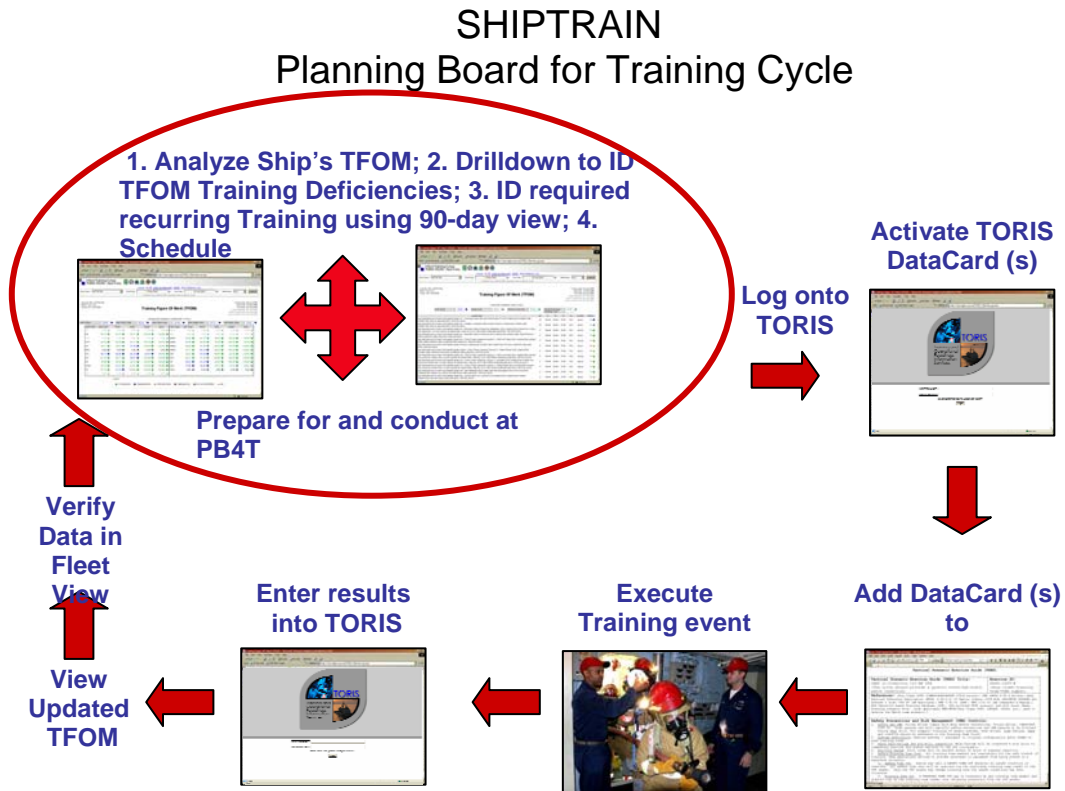


Figure 2-3-1 SHIPTRAIN Planning Board for Training Cycle

b. Participation in Inport Training Events. ISICs and Commanding Officers are required to plan and execute inport training for either individual or multiple units as often as possible. Embedded training systems (such as BFTT, ACTS, SQQ-89, and BEWT) should be used regularly to train combat system watchteams while inport. ITT/CSTT should assess and report the results from these types of training events using the TORIS/TFOM process and standards described throughout this manual to the greatest degree possible. Periodic exchanges of ITT/CSTT members between ships to assess proficiency is highly encouraged and is an effective way to check alignment of standards, verify the effectiveness of own ship self-assessment processes, garner lessons learned from other ships, and build confidence in own ship data and trends. In addition, all ships are required to participate in CNSF sponsored inport training events unless specifically excused by their ISIC. ATGs will act as Inport Training Coordinators for their respective regions. At the completion of all inport training events the ship's training teams should complete the appropriate TORIS data cards for training accomplished.

2304. Operational Risk Management (ORM) and Safety.

a. CNSF Imperative. Reference (a) Volume II provides surface ship safety standards. This manual is required reading for all levels in the chain of command as a baseline for implementing effective risk management programs onboard CNSF ships. The Navy vision for ORM is:

"To develop an environment in which every individual (officer, enlisted and civilian) is trained and motivated to personally manage risk in everything they do on and off duty, both in peacetime and during conflict, thus enabling successful completion of all operations or activities with the minimum amount of risk"

The CNSF goal and imperative is to ensure ORM becomes an integral part of our professional surface warfare culture. ORM is NOT just a safety program. ORM is a systematic tool/process for use by all hands in order to:

- Optimize operational capability
- Increase readiness
- Manage risks

The guiding principles of ORM are as follows:

- Accept risk when the benefits outweigh the costs
- Accept no unnecessary risk
- Anticipate and manage risk by planning
- Make risk decisions at the right level

ISIC's, CLASSRONs, Commanding Officer's, CPO's and all shipboard leaders must continually monitor and self-assess the effectiveness of the ORM culture/process in their units. The following questions should be used to frame the self-assessment/evaluation process:

- Do subordinate leaders and sailors understand RM?

- Is "effective" RM embedded into planning/preparing for OPS?
- Is RM effectively used when executing OPS?

b. The ORM Process. The ORM process embodies five basic steps that must be understood and practiced on a daily basis. Taken together the five steps make up the FIVE POINT ORM SHIELD. These steps apply when conducting operations and when off-duty as well. Figure 2-3-2 outlines the five basic ORM process steps.

Figure 2-3-2 Operational Risk Management Summary

FIVE POINT SHIELD	RISK MANAGEMENT
1. Identify Hazards	Integrate in Planning
2. Assess Hazards	Eliminate Unnecessary Risks
3. Make Risk Decisions	Make Risk Decisions at the Proper Level
4. Implement Controls	Accept Risk if Benefits Outweigh Costs
5. Supervise	Watch for changes - "What is different about this operation or event?"

c. Implementing the FIVE POINT SHIELD. The Executive Officer (XO) is responsible for oversight of unit ORM training and implementation. The XO acting as Integrated Training Team (ITT) leader will ensure all training team members are trained and proficient in ORM principles and the FIVE POINT SHIELD. ORM will be the foundation upon which all shipboard events, including training events, are planned and conducted. Training Team members will serve as the ship's day-to-day deck-plate level leaders for ensuring ORM is an integral part of every shipboard evolution and task.

d. ORM Categories. The ORM culture and mindset onboard every CNSF ship must be capable of planning for, recognizing and reacting to operational risks in two related but different environments.

1. Deliberate ORM ("What-iffing" the operation). This type of ORM analysis is conducted prior to a scheduled event or evolution. The steps in the FIVE POINT SHIELD are applied and the potential risks analyzed in a systematic and thorough manner during the planning process. Deliberate ORM applies to both operations and off-duty events. All personnel should fill out the POV pre-departure risk matrix and a leave and liberty ORM worksheet prior to going on leave and/or liberty. These tools can be found in reference (a) and on the Naval Safety Center web site, <http://www.safetycenter.navy.mil>. The result of an effective and deliberate ORM process is an ORM "game plan" detailing potential risks, mitigating actions, and baseline go/no-go thresholds.

2. Time Critical ORM (ORM "on the fly"). This type of ORM is the most challenging and is required during the actual execution of an operation or evolution. Success in this environment is dependent on the presence of trained leaders/supervisors who can immediately recognize hazards and are empowered to practice intrusive leadership and

intervention to immediately take action to mitigate those hazards.

e. Required ORM Training. All CNSF personnel will complete web-based E-learning annually. The required courses are accessible via NKO web portal at <https://wwwa.nko.navy.mil/portal/splash/index.jsp>

Commanding officers will report course completion rates and projections for attaining 100 percent compliance to their ISIC and CLASSRON, info CNSF, by message NLT December of each calendar year. ATG will check completion rates for each ship during ULTRA events. None of the courses has any prerequisites. All personnel will complete one of the following courses based on rank and duty position.

1. Junior enlisted personnel will complete CNET 11977 - ORM All Navy Fundamentals.
2. Junior officers and enlisted personnel in supervisory positions will complete CNET 11969 - ORM All Navy Essentials for Leaders Course.
3. Commanding Officers will complete CNET 11973 - ORM All Navy Executive Overview.
4. Personnel designated as ORM facilitators or ORM subject matter experts will complete CNET 11997 - ORM All Navy Application and Integration. This web-based training is not equivalent to the 2-day ORM Application and Integration course.
5. Personnel who assess application of ORM during evolutions will also complete ORM Assessor Training via Naval Safety Center website at <http://www.safetycenter.navy.mil/>

The courses are designed to enable individuals to learn at their own pace and include a quiz, a final exam and a certificate of completion.

f. ORM Tracking Utilizing TORIS/TFOM. The goal of using existing programs is to implement a standardized, fleet-wide ORM assessment process to measure and inculcate desired ORM practices and behaviors. Continuous training applies to ORM as well as day to day planning. The overall ORM score, evaluated through individual Training Team Data Cards, supports the ship's ability to effectively evaluate and mitigate associated risks within a given evolution.

2305. Guidelines. To meet the continuous training and certification objectives of SHIPTRAIN, ISICs/CLASSRONs/Ships must rely on adherence to established standards and foster a command climate that encourages rigorous self-assessment and accurate reporting of results. The following guidelines and best practices are provided to assist Commanding Officers in cultivating a culture of steady strain self-sufficiency and operational excellence.

a. Formulate and maintain a LONG-RANGE PLAN: The plan should address all significant events in the ship's schedule and establish command goals for each of those events. The Wardroom and CPO mess should be integral in the development and execution of daily training/maintenance events that directly contribute to those goals. The TORIS/TFOM Afloat application is the primary tool for monitoring the overall effectiveness of the long-range plan and allocating resources to ensure training efficiencies are maximized.

b. Use a Continuous Training Program (CTP): An absolutely critical component of unit level readiness is a healthy Continuing Training Program

(CTP), which must have the CO's personal attention. A formal, well run program will yield benefits beyond a high level of knowledge among the crew; conversely, a poor or non-existent CTP has been found during investigations to be a large contributing factor in shipboard mishaps. The CO should strive to weave training excellence into the ship's culture using a CTP.

1. Benefits. A good CTP will underpin a ship's journey to operational excellence by enhancing several surface warfare fundamentals, including a high level of knowledge, promotion of teamwork and forceful backup principles, and development of questioning attitudes. Additionally, a good CTP will help a CO develop a positive command climate while providing junior officers and chief petty officers another chance to develop presentation skills.

2. Elements. A CTP should center on regular training sessions given at the same time and location for divisions, the CPO mess, and the wardroom. These training sessions should usually follow a lecture format, but can also be in the form of seminars, space tours, or other OJT. Presenters should be subject matter experts and should not over rely on PowerPoint. A written quiz or exam should be given regularly to test knowledge retention, provide another avenue of learning, and to ensure the key takeaways desired by the CO are learned. The Training Officer should run the program for the CO, but the CO must be absolutely engaged in the program's details to achieve success.

3. CTP Best Practices. The following elements are necessary for an effective CTP:

- Command interest
- Formal
- Objective driven
- Mandatory
- Documented
- Regular
- Tested.

Sample supporting paperwork which can be tailored for shipboard use is available on the ATG website.

c. Focus on the fundamentals and learn the basics: Thoroughly talk-thru / walk-thru all drills and training scenarios with both the training team(s) and the watchstanders prior to executing. This process results in more knowledgeable watchstander and watchteams better prepared to maximize opportunities to train on operating systems and/or with outside assets.

d. Establish a rigorous and effective PQS program: The PQS program should produce sailors who are ready to assume the watch. Every watchstander should be working on PQS that supports the overall WTRP and produces sailors who are cross trained in more than one watchstation. Establish completion goals for each individual and track PQS delinquency lists. Include after-hours PQS training as part of the normal duty day routine and make passing a Level of Knowledge (LOK) exam the capstone event prior to signing off that the individual is qualified.

e. Know the status of equipment and systems: An effective and frequent ZONE INSPECTION program is a proven tool. Frequency and scope of zone inspections can vary considerably, but regardless of how often they are

conducted the process must be founded on adherence to high standards. Effective zone inspection programs not only result in a higher degree of material readiness, but they are also very valuable as a training tool. Ensure the Commanding Officer's standards are clearly understood and the crew is trained to recognize departures from that standard. Department Heads, DIVOs, and CPOs should frequently review the status of discrepancies from each zone inspection to ensure follow-up corrective actions have taken place to include documentation of discrepancies that cannot be immediately corrected on departmental work lists, eight o'clock reports, and the CSMP - or all three if required.

f. Periodically review Afloat Self-Assessment (ASA) checklists: Standardized ASA checklists are available on the ATG website: <https://www.atg.surfor.navy.mil>

These checklists include all of the data points required to populate the PERSONNEL, MANAGEMENT, and MATERIAL pillars in TFOM as well as various other important items. TFOM requires ASA checklists be completed every 90 days, but top performing ships review them monthly at PB4T. This best practice helps to ensure effective management of watchteam replacement plans (WTRP), key administrative programs, and complete AELs/equipment inventories.

g. 3-M/PMS Accomplishment: An effective and aggressive 3-M program throughout all levels of the chain of command is the key enabler to achieving / maintaining a steady strain approach and attaining operational excellence. The effectiveness of a ship's 3-M program will be sampled and reported at every ULTRA event using the following policy guidelines:

1. The CERTIFICATION ASSESSMENT. If a ship fails to certify during this assessment there will be a re-assessment for deficient areas, but the areas re-assessed will be graded with the minimum passing grade.

2. Poor performance at certification assessment will exclude a ship from BATTLE E eligibility for the cycle and **impact Command Excellence Awards for each department that performs poorly.**

3. An ungraded assessment of work candidates for type availability codes (1) and (2) will be conducted during the certification assessment. This sampling will not exceed 125 work candidates and will focus on deferred actions older than 30 days.

h. 3-M "best practices": Command attention and intrusive leadership in the following areas are vital to successful 3-M programs:

1. SPOT-CHECKS. Spot-checks offer superb opportunities to both reinforce command standards and train the crew on system operation and proper maintenance techniques. Ensure all items on the EGL are completed. Tag-out applicable equipment if the maintenance requires tag out and ensure the tag-out log is current. Verify that the maintenance-man completes all required steps on the MRC and all mandatory related MRCs are completed as well.

2. VALIDATION PROGRAM. Knowing what equipment is onboard is important in instilling a culture of continuous maintenance and systems readiness. Every work center is required to conduct validation on a weekly basis. The person conducting the equipment validation should sign, print, and date upon completion. Changes to equipment should be annotated on equipment file detail report for SNAP ships or validation aid for OMMS-NG ships. These changes are also required to be completed in the SNAP or

OMMNS-NG database.

3. CURRENT SHIP'S MAINTENANCE PROJECT (CSMP). The CSMP is the single most important document in supporting maintenance of material readiness and efficiently allocating required resources. Accuracy of the CSMP has a direct bearing on a ship's Maintenance Figure of Merit (MFOM). Work center supervisors, division officers, department heads, and the 3MC must review each work center candidate/ 2 KILO for completeness, accuracy, and priority.

4. SITUATIONAL ACCOMPLISHMENT RATE (SAR). These checks are referred to as R-CHECKS and they cover many critical operating systems like DAMAGE CONTROL and COMBAT SYSTEMS. The importance of maintaining awareness of when they should be completed and then effectively accomplishing them cannot be overstated. Ensuring that weekly, monthly, and quarterly schedules include R-CHECKS requires active involvement at the work center supervisor and division officer level. Specifically, leadership should ensure the R-CHECLIST in SKED 3.1 is populated. Accountability logs are an invaluable tool to maintain focus and attention on these checks.

2306. Using Shipboard Training Teams. Shipboard Training Teams are the primary agents for training self-sufficiency. Training team members and Shipboard Training Teams play an active, aggressive role in the preparation and execution of required training events. Training Teams in all warfare certification areas will be maintained by PQS qualified personnel for the entire FRTP. Training for watch teams shall be conducted using on-board trainers and simulators, and training exercises at sea. Inport training should be planned and scheduled to take maximum advantage of both installed/embedded and shore based mobile team training devices and participation in regional inport training events.

a. Training Team Makeup. Training teams should include a core group of the most knowledgeable and experienced personnel in the ship who bring enthusiasm to the training process. No particular team size is directed. The size of the crew, number of qualified personnel, complexity of the exercise, and safety requirements will influence the size of the team. In addition, some training objectives for a particular event may not require the stationing of a full training team. Except in engineering, where two watchteams and a training team are a minimum requirement, ships may find it desirable to have a two-section training team program in which a training team will be formed from the off-duty watch section to train the other and vice versa. Individual training teams should be comprised of the following members: Team Leader, Team Coordinator, Watch station Evaluators/Trainers, Safety Observers, Training Device Operators and Trusted Agents. The following training teams are required:

- Integrated Training Team (ITT)
- Combat Systems Training Team (CSTT)
- Engineering Training Team (ETT)
- Damage Control Training Team (DCTT)
- Force Protection Training Team (FPTT)
- Seamanship Training Team (STT)
- Aviation Training Team (ATT) (LHA/LHD/LPD only)
- Medical Training Team (MTT)- applies to ships with Medical Departments headed by Medical Officers. (Ships with Independent Duty Corpsmen will form an MTT incorporated into DCTT).

b. Training Team Responsibilities. The training teams are responsible, under their team leaders for the identification, formulation, integration

and conduct of all phases of watchstander and watch team training. They have the following responsibilities:

1. Plan, brief, execute, assess, and debrief training using applicable instructions, publications, TFOM data and TORIS datacards.
2. Raise watchstander Level of Knowledge (LOK) through a program that combines evolutions, seminars/classroom training, embedded training devices, LOK exams, in addition to drills and exercises.
3. Assess the readiness and effectiveness of watch teams in the performance of watch station specific tasks.
4. Analyze problem areas or training deficiencies and initiate corrective actions to eliminate the possibility of personnel injury and damage to equipment. TFOM indicators should be reviewed to assist in the analysis.

c. Shipboard Responsibilities.

1. The Commanding Officer shall ensure that each training team is designated in writing and the personnel assigned are qualified for the watch station they are evaluating.
2. The Executive officer is Chairman of the Planning Board for Training (PBFT) and Team Leader of the ITT. The executive officer will coordinate the planning and execution of the ship's training team effort.
3. The Team Leader is responsible for the management of the training team. The team leader shall:
 - Be a member of the PBFT and the ITT.
 - Formulate a training package (Training Team training plan and associated drill plans) tailored to specific integrated or individual functional area team training objectives.
 - Identify training constraints, simulations/deviations, and annotate the training package accordingly.
 - Present the proposed training package to the Commanding Officer for approval.
 - Conduct a pre-brief for each training event for training team members and the watch team being trained.
 - Ensure the training team conducts a training safety walk-through prior to each training event.
 - Supervise the conduct of the training event.
 - Conduct the training event debrief.
 - Address deficiencies identified during exercises conducted utilizing TORIS datacards.
 - Identify training shortfalls and develop lessons learned.
4. The Team Coordinator is responsible to the team leader for:
 - Organizing all team training periods, tailoring drill plans, and making all preparations in support of event execution.
 - Act as overall manager of the training team for training event briefs, performance and debriefs.
 - Train team members in the proper conduct of their duties as drill initiators, exercise observers safety observers, training device operators and trusted agents, including the ORM process discussed in reference (a).
 - Compile the results of the training event utilizing TORIS datacards and submit along with lessons learned to the team leader for review and update of the TORIS database.
 - Act as coordinator for all recommendations and feedback concerning the training team.
5. Trainers/Evaluators/Safety Observers directly observe individual and team performance of the training event. Some may act as initiators or

perform on-site observations and evaluations. Duties include:

- Conduct a training safety walk-through and pre-event checks.
- Modes for Conducting Evolutions and Drills. ETT will only conduct evolutions and drills in the "Talk-Through/Walk-Through" or "Assessment" mode. No equipment will be operated or physical changes made (i.e. start/stop, turn valves, etc.) while conducting evolutions and drills in the "Talk-Through/Walk-Through" mode. When in the "Assessment" mode, equipment will be operated and ETT will not prompt the watchstander. ETT will only step in to prevent personnel injury or equipment damage.
- Provide immediate feedback to individual watchstanders upon completion of the event.
- Provide a post-exercise debrief on observations noted, lessons learned and recommendations for corrective actions.

6. Initiators:

- Review all steps on the drill plan(s).
- Review ORM assessment / controls and conduct a safety walk-through prior to commencing the exercise.
- Ensure initiation of drill plans per approved timeline.
- Disclose tactical information per the approved timeline.
- Provide feedback to watch standers and training team members.
- Complete assessment (training objective based) / critique sheets and indicate remedial training requirements.
- Be prepared to assume the role as trainer or evaluator when directed.

7. Training Device Operators are responsible for the effective operation of embedded training device operation. Duties include:

- Conduct pre-training diagnostic / maintenance prior to the training event.
- Be familiar (qualified) will all aspect of the training device operation.
- Where available, understand and implement the training device operating standards.
- Understand the impact of the training device on shipboard equipment during inport and at-sea training
- Initiate training device input to shipboard systems as indicated in the drill plan / casualty control drill guide.
- Reconfigure ship systems back to "normal" configuration following training.
- Make recommendations to the training team for effective use of the training device.

8. Trusted Agents (when required). Training Teams may find it advantageous to utilize non-Training Team crew members as Trusted Agents during the conduct of the training event. Trusted Agents, while not part of the training team per se, are responsible for:

- Non-discloser of the drill event
- Support the drill as briefed by the applicable training team
- If requested, provide feedback regarding the training event.

9. Safety Walk-Through. Pre-event safety walk-throughs are the responsibility of all training team members. Safety walk-throughs of all training event areas/equipment will be conducted prior to or after the event brief. However, the walk-through must allow for sufficient time for correction of any unsatisfactory conditions found before the start of the event. Safety walk-throughs should not be done in a way that pre-discloses the event location. All significant safety discrepancies should be reported to the training team coordinator who shall be responsible for

ensuring that they are corrected prior to commencing the training event. The following observations/actions are appropriate during this walk-through:

- Check space installed firefighting/safety equipment such as Halon, CO₂, AFFF, and PKP.
- Ensure repair lockers and associated exercise spaces are properly stowed and ready for use.
- Test training event and training team communication circuits.
- Ensure escape trunks, doors, and hatches are unobstructed.
- Review tag out log index page to ensure equipment which may impact event are not degraded or under repair/PMS.
- Observe space temperature(s) for temperatures in excess of 100 degrees.
- Check for missile hazards.
- Check deckplates/tiles to ensure they are securely fastened.
- Ensure that ladders are properly hinged or attached.
- Ensure personal protective equipment such as SEEDs and EEBDs are properly installed/worn.
- Ensure equipment configuration is as briefed.
- MLOC contains useful safety information that can be used as a guide in engineering spaces.
- Ensure deck gear is available and ready to use.
- Ensure all weapons are downloaded and/or in a safe to train configuration.
- Review local regulations on restrictions concerning communications and radar transmissions for inport training periods.
- Ensure HERO is considered when conducting weapons handling training evolutions.
- Ensure embedded training devices are aligned to support training.

10. Safety observer(s) will be assigned to ensure all events are conducted in a safe and professional manner. Initiators/evaluators may also function as safety observers. For particularly complex or dangerous events a separate safety observer may be assigned. A safety observer shall be an experienced officer or petty officer qualified in the event to be observed. The attention of the safety observer will be directed exclusively toward the prevention of accidents and immediate identification of unsafe practices that might hazard personnel or equipment. Additional guidance follows:

- The number of safety observers for a given training event shall be consistent with the capability to observe all areas of possible safety hazards. If separate safety observers are assigned they shall not be distracted from their function by concerning themselves with data collection, or participation in, a training event.
- Safety observers for all training events shall be assigned from ship's company personnel.
- Safety observers have the authority to suspend the progress of a training event when conditions warrant (safety time out). Before beginning an event a signaling method shall be arranged and understood whereby the observer may halt the event. The use of a whistle or the word "silence" is appropriate.
- Training events suspended by a safety observer may be resumed only upon the direction of the ITT Leader or an authorized representative.

d. Qualifications. Personnel assigned to training teams shall be of high caliber and experience, and shall possess the ability to interact

effectively with people and professionally assess their abilities. Training team members shall be PQS qualified for the watch station(s) they are assigned to evaluate or possess a higher level qualification, as appropriate. For example, the Tactical Action Officer (TAO) may observe and evaluate the effectiveness of a subordinate watchstander without being specifically qualified for that watch station. The test for whether a training team member must be PQS qualified for the watch station observed is whether the training team member may have to effectively assume watchstander actions for the safety of personnel or equipment.

1. Team members may be assigned to observe more than one area of the evolution only if all personnel participating in the event can be supervised and observed without degrading safety. Training Team members shall complete applicable PQS/JQR for the respective training team. Training Team PQS and JQRs are can be downloaded from the ATG website. Training Team members shall be incorporated in the ship's WTRP.

2. As part of the training team qualification process training team members need to be conversant with applicable references; TACMEMOs, CO's Battle Orders, Repair Party manual, etc. Ships shall establish a required/recommended reading list for training team members.

3. Training Team members should be familiar with the utilization of TORIS for the activation and printing of the appropriate TORIS datacard per training sub-event and the subsequent collection and recording of data on these data cards. Training Team members should also be familiar with TFOM in order to support the identification of training deficiencies and the relationship to improving training readiness. TORIS and TFOM training are provided by a ship's servicing ATG.

e. Documentation. The following documents are essential for effective planning, briefing, execution, assessing, and debriefing of training events:

1. Training Package. ATG will provide, at SBTT, all current training materials for the conduct of unit level training. This package will include sample Drill Plans, a sample Integrated Training Team (ITT) Timeline, training team drill plans, BFTT and/or CMTpc digital scenarios and a disk with relevant OPTASK SUPPS, rules of engagement, indications and warnings ideas, and overlays and other material for ITT/TT use. Also included is geopolitical information, order of battle, problem control information, ULTRA-C/E Notional Schedule of Events, and CMTQ information. This information, with currency maintained by ATG, can be downloaded from the ATG Toolbox.

2307. Developing an Effective and Efficient Training Plan. An effective and efficient training program is based on a logical continuum of training, starting with a unit continuous training plan to maintain watchstander skills and progressing to more complex evolutions at the multi-team/multi-warfare integrated level. A foundation which develops watchstander Level of Knowledge (LOK) based on evolution training, seminars, use of embedded training devices, simulation, etc., provides the synergy for watch teams to conduct efficient exercises and drills, including integrated training. The goal is for the ship's training teams to attain self-sufficiency and be able to maintain proficiency by conducting challenging training using realistic, safe, and progressively complex scenarios designed to meet specific training objectives.

a. Effective, integrated, scenario-based training exercises the ship as

a complete combat system. It affects multi-mission areas, not merely parallel or simultaneous exercises, and demonstrates the intra- and interdependency of systems. Executing scenarios that demonstrate "cause and effect" relationships between systems are the essence of integrated training. For example, imposing a simulated casualty to a non-vital system such as sea water cooling to an air conditioning plant could, if not detected and corrected in a timely manner by the watchstander/teams, lead to a loss of chilled water which, in turn, would cause the loss of a principal combat system such as the SPY-1 radar. Demonstrating the critical relationship of systems through the creation of a "cause and effect" scenario requires the involvement and coordination of several training teams, tests the proficiency of watchstanders in several mission areas, and is the essence of effective integrated training.

2308. Exportable Training. Training facilities that provide required training to SURFOR units are not available in each homeport. In cases requiring travel to and from the school, TADTAR funds may not be available to deliver enough students to the schoolhouse for training. Mobile Training Teams (MTT) may be the most efficient option to meet team training needs. MTT's may be requested via the CLASSRON and local TSC to CNSF N00F. TADTAR resources should not be used for training located away from a unit's homeport if that training is available in the homeport either by resident training facilities or by MTT.

2309. Damage Control and Fire Fighting Training.

a. Formal Damage Control and Firefighting school requirements are listed in NTMPS/FLTMPs. Units are to consider these requirements as the highest shipboard training priority.

b. All afloat personnel will complete DC PQS (NAVEDTRA 43119 series, Watchstations 301-306) within six months of reporting onboard.

c. Personnel reporting from another ship who have already completed basic damage control PQS shall qualify on ship specific DC systems of the DC PQS (Section 200) within three months of reporting onboard.

d. All personnel shall complete emergency egress training within 96 hours of reporting onboard and every six months thereafter. This training will consist of blindfolded escape from working, berthing and watchstanding spaces.

e. All personnel shall complete breathing apparatus (OBA or SCBA) refresher training every six months commencing after basic damage control qualification/re-qualification.

f. Personnel may not be assigned a position to a Repair Party or Inport Emergency Team (IET) until they have completed DC PQS applicable to their assigned position.

g. DC Team Training (DCTT) personnel shall be fully qualified for the billet they are assigned to train/evaluate and complete the DCTT Members PQS (Watchstation 320).

h. Afloat Gas Free Engineering personnel shall be qualified IAW NSTM 074 V3. GFPO PQS is located in NAVEDTRA 43704 (Watchstation 316)

i. All Damage Control Petty Officers (DCPO) & DC maintenance personnel shall complete DC Watches PQS NAVEDTRA 43119-4F (Watch stations 303 DCPO).

j. Commanding Officers will provide basic DC instruction for embarked personnel, such as Fleet Marines, other military members, and contractor personnel embarked in U.S. Navy ships for a limited duration. This will include, as a minimum, emergency egress from berthing and work spaces, use of an EEBD, use of CO₂, PKP and AFFF extinguishers, fire stations, compartment numbering system, general quarters stations, abandon ship stations, man overboard stations, shipboard communications systems, emergency or casualty reporting and use of the APC system for those personnel assigned mess deck duties.

2310. New Construction Shakedown Training Requirements.

a. The purpose of shakedown training is to ensure that a ship is safe to operate. Shakedown training occurs between commissioning and Post-Shakedown Availability, or commissioning and Combat Systems Ship Qualification Trials (CSSQT) for ships so scheduled. It forms the first step in the basic training process leading to operational employment for new construction ships.

b. Shakedown training will comprise unit level training in the following areas:

- Damage control
- Navigation
- Seamanship
- Propulsion engineering
- Communications
- Medical
- Aviation
- Force Protection
- Safety

c. Shakedown training is the responsibility of the ISIC/CLASSRON. The specific shakedown exercise syllabus will be determined during crew certification. In the case of a new construction ship the ATG on the coast where the ship is built will provide training as requested by the Commanding Officer or ISIC/CLASSRON. However, in order to promote continuity in the engineering LOA/ULTRA-E/EOC process the new construction LOA will be conducted by the gaining PAC or LANT ATG organization.

d. ULTRA may be conducted prior to sail away depending on ship and ISIC evaluation of training requirements and scheduling needs.

2311. Unit Level Synthetic Training (FST-U). FST-U is a mandatory scenario-based, objective driven, multi-day event scheduled by the ISIC/CLASSRON and directly supported/coordinated by ATG. FST-U objectives are to improve basic communications and tactical datalink (TADIL) proficiency, complete unit level combat systems training and certification requirements, and to evaluate the ship's ability to connect and participate in synthetic training events. Every ship equipped and configured to participate in distributed training is required to conduct at least one FST-U during Basic Phase. FST-U will normally be scheduled by ATG as part of CIC Team Training. FST-U tactical scenarios will be made available to any other ship that desires to participate. Ships are required to complete at least one full day of complex multi-warfare scenarios, as well as an additional two hour USW focused scenario.

Participating ships are to achieve 100 percent connectivity with the designated shore site to include BFTT Network, BFTT Digital Voice, RF COMMS, LINK, GCCS and Chat rooms. Ships must maintain ship's combat systems in full training environment for the duration of each distributed scenario, without reloading components. In order to maximize this valuable training opportunity, participating ships shall attempt to complete the following training opportunities prior to FST-U:

- Battle Force Tactical Trainer (BFTT) refresher training
- Shipboard Team Training (SBTT) course
- Link Response Team Trainer (LRTT)
- Combat Systems Training Team (CSTT) Trainer
- Training Supervisor (TRASUP) Course
- SQQ-89 Advanced OBT Operator Training

The tactical scenarios conducted during FST-U will be generated from a designated shore node. Shipboard watchstanders will be supported and observed by applicable training commands (Afloat Training Group (ATG), Strike Force Training LANT/Pac, Tactical Training Group, etc.).

Ships shall complete minimum required TFOM proficiency standards listed below while demonstrating the ability to receive, process, analyze and disseminate indications and warnings.

CATEGORY	WBS	DATAPOINT
CCC		
PROFICIENCY	CCC-PROF-02.04.02	Establish and maintain UHF secure Voice systems.
PROFICIENCY	CCC-PROF-02.04.04	Establish and maintain UHF Link 11 Data systems.
EW		
PROFICIENCY	EW-PROF-02.01.01	Were applicable guidance and directives reviewed and incorporated into watch team briefings?
PROFICIENCY	EW-PROF-02.02.01	Was threat brief conducted with CIC watchstanders including associated radars and weapons systems for all applicable threats in the AOR?
PROFICIENCY	EW-PROF-02.02.02	Was threat warning condition/weapon control status set per tasking?
PROFICIENCY	EW-PROF-02.03.10	Configure EW equipment for the tactical situation
PROFICIENCY	EW-PROF-02.03.11	Modify equipment for the tactical

		situation
PROFICIENCY	EW-PROF-02.03.13	Maintain all EW visual displays
PROFICIENCY	EW-PROF-02.04.01	Conduct electronic warfare internal communications
PROFICIENCY	EW-PROF-02.04.02	Conduct electronic warfare external communications
PROFICIENCY	EW-PROF-04.02	Execute complex scenarios.
PROFICIENCY	EW-PROF-04.03	Operate BFTT with BEWT.
INT		
PROFICIENCY	INT-PROF-02.01.01	Conduct THEATER AREA THREAT briefing to support tactical operations.
PROFICIENCY	INT-PROF-03.01.01	Conduct Intelligence Information Retrieval.
SW		
PROFICIENCY	SW-PROF-02.01.01	Was Watchteam / Intelligence brief conducted?
PROFICIENCY	SW-PROF-02.02.01	Were the ship/watchteams(s) organized to conduct mission?
PROFICIENCY	SW-PROF-02.03.01	Were sensors and associated systems configured correctly IAW Class Tactical Publication (CTP) and CO's Battle Orders?
PROFICIENCY	SW-PROF-02.04.01	Were all surface contacts detected using ships sensors?
PROFICIENCY	SW-PROF-02.06.01	Were all surface contacts automatically or manually tracked?
PROFICIENCY	SW-PROF-02.07.01	Were consoles / LZMS communications set up IOT support Surface Warfare prior to comex?
PROFICIENCY	SW-PROF-02.07.02	Were proper SW voice reports made per NWP 55-2-2/ACP 165?
PROFICIENCY	SW-PROF-02.09.02	Were missions effectively conducted against surface threats?
PROFICIENCY	SW-PROF-03.01.01	Did ship properly conduct GCCS-M external communications?
PROFICIENCY	SW-PROF-03.01.02	Did ship properly conduct GCCS-M internal communications?
PROFICIENCY	SW-PROF-03.02.01	Did ship properly configure GCCS-M for FOTC mode?

PROFICIENCY	SW-PROF-03.02.02	Did ship properly demonstrate GCCS-M database management?
PROFICIENCY	SW-PROF-07.02	Execute complex level scenarios.
AW		
PROFICIENCY	AW-PROF-02.03.01	Were sensors and associated systems configured for AW threat?
PROFICIENCY	AW-PROF-02.03.02	Were all appropriate sensors, associated systems and reference material utilize?
PROFICIENCY	AW-PROF-02.04.01	Were all air contacts detected using ships sensors
PROFICIENCY	AW-PROF-02.05.01	Was IFF utilized and all modes challenged to identify air contacts?
PROFICIENCY	AW-PROF-02.06.01	Were all air contacts tracked and updated either manually or with the ship's ADT?
PROFICIENCY	AW-PROF-02.07.01	Were consoles / LZMS communications set up IOT support Air Warfare prior to comex?
PROFICIENCY	AW-PROF-02.07.02	Was the proper AW voice reports made per NWP 3-01.01/ACP 165?
PROFICIENCY	AW-PROF-03.01.01	Was LINK equipment configured?
PROFICIENCY	AW-PROF-03.01.03	Was data exchange performance monitored?
PROFICIENCY	AW-PROF-03.01.04	Was Tactical data Displayed?
PROFICIENCY	AW-PROF-03.01.05	Link Management
PROFICIENCY	AW-PROF-03.01.06	Were link 11 casualties respond to?
PROFICIENCY	AW-PROF-03.02.01	Was LINK equipment configured?
PROFICIENCY	AW-PROF-05.01	Initialize Scenario and interface with Combat Systems Suite.
PROFICIENCY	AW-PROF-05.02	Execute complex level scenarios.
USW		
PROFICIENCY	USW-PROF-02.02	Was a successful watchteam brief conducted?
PROFICIENCY	USW-PROF-02.04	Were internal communications successfully utilized to report subsurface contact?
PROFICIENCY	USW-PROF-02.05	Were external communication successfully utilized to report subsurface contact?

PROFICIENCY	USW-PROF-02.22	Were Subsurface Contacts correctly plotted?
PROFICIENCY	USW-PROF-10.01	Initialize Scenario and interface with Combat Systems Suite.
PROFICIENCY	USW-PROF-10.02.	Execute complex level scenarios.
TRAINING TEAMS		
PROFICIENCY	AW-PROF-01.01.01	Train and Qualify Training Teams
PROFICIENCY	AW-PROF-01.02.01	Initial Planning
PROFICIENCY	AW-PROF-01.02.02	Conduct Operational Risk Management (ORM)
PROFICIENCY	AW-PROF-01.02.03	Scenario Package
PROFICIENCY	AW-PROF-01.03.01	TT Coordination with ITT
PROFICIENCY	AW-PROF-01.03.04	Brief Watch Teams
PROFICIENCY	AW-PROF-01.04.02	Was event properly executed?

2312. Credit for Exercise Completion. Appendix C lists the repetitive exercises ships must complete at stated periodicities throughout the F RTP to maintain the training readiness rating for each mission area in SORTS/DRRS-N. These exercises are intended to be planned, briefed, conducted and debriefed by the appropriate training team. Training Teams shall use the TORIS/TFOM datacard that supports the accomplishment of the FXP exercise and ensure training results are entered into the TORIS database. Ships are encouraged to use "real-world" events for training as often as possible. A good thumb-rule is any event requiring a formal brief should be used as a training opportunity and recorded as such.

2313. ATG Limited Team Training (LTT). Ships may submit LTT requests to ATG at any time. ATG will make every effort to support training requests, however ATG training support resources may at times be limited. If ATG is unable to support a ship's LTT request, the ship/ISIC/ATG will prioritize requests based on the ship's position in the F RTP cycle, and TFOM level/training objectives for the specific warfare mission area in which the LTT is requested. The Commanding Officer is responsible for ensuring the crew is properly trained, and use of LTT's does not shift responsibility for training to ATG. The ship's primary training capability resides with the various ship training teams, and their effectiveness is assessed during ULTRA events and through periodic ISIC and TYCOM spotchecks.

2314. Inport Training Requirements. Inport training is arranged for individual or multiple participants and takes advantage of inport periods to sharpen unit level training skills. Participation in scheduled inport training periods and events is required by all SURFOR ships not underway. Specific exemptions to this policy should be minimized and must be

approved in advance by the ISIC for ships excused from specific training events. Regularly scheduled inport training events will be organized by a designated Inport Training Coordinator (ITC) as listed in Figure 2-3-3:

Fleet Concentration Area	Inport Training Coordinator
San Diego	ATGPAC
Pearl Harbor	ATG MIDPAC
Yokosuka	ATG WESTPAC
Sasebo	ATG WESTPAC
Everett / Bremerton	ATG PACNORWEST
Norfolk	ATGLANT
Mayport	ATG MAYPORT

Figure 2-3-3 ITC Assignments

a. ITC Duties.

1. The ITC is responsible for scheduling and coordinating the following inport training exercises:

Monthly Inport Training Exercise (MITE)	Description
COMM (Communications Exercise)	CCC-1-SF; CCC-2-SF; CCC-4-SF; CCC-5-SF; CCC-6-SF; CCC-8-SF; CCC-24-SF; CCC-30-SF; applicable ATG Training Objectives
VIS (Visual Signals Exercise)	CCC-9-SF; CCC-10-SF; applicable ATG Training Objectives
EW (Electronic Warfare Exercise)	C2W-2-SF; C2W-6-SF; applicable ATG Training Objectives
ASW (Anti-submarine Warfare Exercise)	ASW-8-SF; ASW-21-SF; ASW-23-SF; ASW-46-SF Gram Analysis training; TDSS Operator training; PC-IMAT training; applicable ATG Training Objectives. Note: See USW Tab Q for conversion from FXP to CCR/TORIS.
INTEL (Intelligence Exercise)	INT-2-SF (MS), INT-6-SF (IS); applicable ATG Training Objectives
LINK	CCC-17-SF, CCC-42-SF; CCC-43-SF; CCC-44-SF; CCC-45-SF; CCC-46-SF; AW-2-SF; AW-26-SF; applicable ATG Training Objectives
SAR-PRO (SAR Proficiency Training)	Rescue Swimmer Training: Lifesaving procedures, rescue equipment & device procedures, rescue hand signals, disentanglement procedures, combative swimmer procedures, and mock trauma scenarios

GCCS-M (Global Command and Control System - Maritime)	Configuration for NETPREC; COP SYNC Tools; COP Procedures; CTPM (FOTC) functions; Database Manager (DBM) functions; applicable ATG Training Objectives
JTT* (Joint Tactical Terminal)	Exercise maintains proficiency training for JTT operators; cueing/track exchange; analysis using IBS-S network channels; applicable ATG Training Objectives *BMD capable ships only

Figure 2-3-4 Exercise Descriptions

2. Each exercise listed above shall be conducted at least monthly. The exercise descriptions delineated in Figure 2-3-4 are provided as a list of potential training evolutions to be conducted during each exercise period. The ITC and commands assisting in the execution of the inport exercises shall make the final determination of the amount and type of training that will be conducted. The ITC will ensure that inport exercises are scheduled so as not to directly conflict with integrated or sustainment phase training events.

3. The ITC will ensure that an Officer Conducting Exercise (OCE) designation is established for each of the seven exercises in Figure 2-3-4. While the ITC can be an exercise OCE, there is training benefit in planning, conducting and recapitulating exercise events.

4. The OCE will ensure that appropriate documentation required to support each series of exercises (e.g. OPGEN, Pre-Ex, CONOPS) is promulgated as necessary. The OCE will submit a post-exercise report to the ITC and event participants that identifies the level of training accomplished and suggested areas for improvement.

5. The ITC will assemble data reflecting ship participation and forward a quarterly summary report to CNSF and CLASSRONS. The summary report will contain the following information for each ship:

USS SHIP A/B/C/D

Where: A = Total number of exercises scheduled in quarter.

B = Total number of exercises for which ship was present inport.

C = Total number of exercises for which ship was excused.

D = Total number of exercises in which ship participated.

b. ISIC Duties. ISIC will excuse ships from participation in the event only for special circumstances. These include: **short notice underway tasking**, availabilities and installs that compromise physical ability to participate, POM, post-deployment leave and upkeep, or conduct of a major inspection/certification and similar events.

c. Commanding Officers. Perform duties as exercise OCE when tasked. Ensure participation in the various inport training opportunities is a high priority. Active participation by training team members, division

supervisors and inexperienced trainees in pre-exercise planning, event execution and post-exercise debriefs is essential in maximizing training benefit and value to all participants. Crewmembers should be encouraged to cross deck to a neighboring ship in order to participate in scheduled training if maintenance, install or other industrial work makes participation onboard impractical. While cross-decking provides invaluable steady-strain training to crews who are unable to participate due to equipment limitations, participating in MITE via cross-decking does not satisfy the MITE participation Proficiency CCR. One of the key elements of successfully completing a MITE is gaining/maintaining proficiency in starting and operating own ship's equipment. The ability to implement a robust inport training program using embedded simulator capability and inport training resources is a hallmark of an effective FRTP plan geared toward maintaining watch team and training team proficiency.

d. Other inport training events. The exercises listed in Figure 2-3-4 are not an all inclusive list of inport training events available to CNSF ships. Simulated Tomahawk missile mission planning and tactical air control availabilities are just a few of the many established training opportunities resident within multiple Fleet Concentration Areas. ISIC and ships are encouraged to identify, schedule and participate in as many inport training opportunities as required to maintain tactical and operational proficiency at acceptable levels.

2315. Fast Cruise.

a. The overall objectives of fast cruise are to train the crew and determine their ability to take the ship to sea safely in a peacetime environment. In addition to the normal underway routine, to the maximum extent possible, equipment should be actuated to check for proper operation and to determine the state of training of the crew. Fast cruise shall, as far as is practicable, simulate at-sea operational conditions. It will be conducted by ship's force unhampered by construction or repair work or by the movement of shipyard personnel through the ship. No trials, tests, or other work should be performed on the ship during this period. The fast cruise must be completed within 1-3 days prior to sea trials.

b. The general evolutions and drills listed below should be conducted except those previously evaluated as satisfactory by LOA teams. The ship shall be on ship's power. All telephone lines, power lines, service connections, and brows shall be removed with the exception of one phone line for official use only. Provisions for discarding trash and garbage should be provided by the shipyard. Additional drills and operations are at the discretion of the commanding officer. The ship should be operated as if underway, simulating the various evolutions required for safe operation of the ship. Each underway section should be exercised in the evolutions that are normally performed on a watch section basis. During each evolution check out all communication systems. Ensure each is in proper working order and, where duplicate systems exist, a priority system is designated. If CSOSS is implemented ensure CS00W organization is functioning. For non-CSOSS ships, ensure Repair 8 (Electronic Casualty Control Organization) is functioning.

c. Minimum fast cruise requirements:

1. All ships:

- Station the Special Sea and Anchor Detail.
- Station the normal underway watch (section watches).
- Simulate getting underway and returning to port.
- Walk through all major sea trial evolutions.
- Exercise the Reduced Visibility Bill.
- Simulate boat transfer at sea.
- Spot-check storage and availability of spare parts and tools.

Verify adequacy of stores and provisions.

- Simulate transit, performing all evolutions and operating equipment as required.

- Conduct the following emergency drills for each section:
 - Loss of steering.
 - Loss of electrical power to navigational radar and

communications equipment.

- Conduct man overboard (boat recovery).
- Exercise the crew at General Quarters.
- Exercise the crew at abandon ship.
- Conduct communications drills with bridge, radio, and CIC

personnel.

- Anchor.

2. The following minimum requirements will be completed by the ship for the combat system as applicable. Check all systems/equipment for proper operation per CSOSS before getting underway. Verify all interior communications circuits, including battle telephones and CSOOW circuits. Conduct communications checks on bridge-to-bridge radio. Walk through/conduct drills for each watch station as follows:

AW-2-SF	Link 11 Operations
AW-3-SF	Radar/IFF Tracking
SUW-1-SF	Combined Air/Surface Tracking
C2W-4-SF	EMCON Setting/Modification
CCC-1-SF	Systems Control - Fleet Broadcast
CCC-6-SF	Radio-Telephone Drills
CCC-10-SF	Flashing Light Procedures (if required)
CCC-15-SF	NTDS Initiation/Operation
MOB-N-3-SF	Conning/Steering Secondary Conn (if applicable)
MOB-N-4-SF	Piloting by Gyro
MOB-S-6-SF	Man Overboard (Boat Recovery)
FSO-M-8-SF	Electric Shock

3. The following minimum requirements will be completed by the ship for the propulsion plant designated. Each watch section should walk through the listed drills and actually conduct as many drills as time permits.

(a) Steam Plant. Check propulsion systems/equipment for proper operation per EOSS. Verify all vital interior communications circuits.

Main Space Fire (MCBF)
Loss of Steering Control (MLSC)
Unusual Noise or Vibration in Main Engine (NVME)
Hot Bearing Main Engine (HMEB)
Loss of Main Engine Lube Oil Pressure (MLLOP/MLLOPR)
Class Charlie Fire in Switchboard (MCCFS)
Low Water in Boiler (MLBWL)

Loss of Main Feed Control (MLMFC)
High Water in Boiler (MHBWL)
Loss of Boiler Fires (MLOBF)
Loss of Vacuum in Main Condenser (MLVMC)

(b) Gas Turbine Plant. Check propulsion systems/equipment for proper operation per EOSS (MLOC). Verify all vital interior communications circuits.

Main Space Fire - Major Class B Fire (MCBF)
Loss of Steering Control (MLSC)
Unusual Noise/Vibration in Reduction Gear/Shaft (MNVRG)
Loss of Propulsion Turbine Oil (MLPTO)
Class Charlie Fire in Switchboard (MCCFS)
Loss of Control Propeller Control (MLCRP)
Loss of CPP Hydraulic Oil Pressure (MLHOP)
High Power Turbine Inlet Gas Temperature (MHTIT)
Gas Turbine Cooling Air System Failure (MCASF)
Loss of Electrical Plant Control Console (MLEPC)
Class Bravo Fire in GTM Module (MBGTM)
Class Bravo Fire in Gas Turbine Generator Module (MBGGM)
Class Bravo Fire in a Diesel Generator Enclosure (MBFDG) (FFG 7)

(c) Diesel Plant. Check propulsion systems/ equipment for proper operation per EOSS (MLOC). Verify all vital interior communications circuits.

Main Space Fire - Major Class B Fire (MCBF)
Loss of Steering Control (MLSC)
Loss of Lube Oil Pressure Main Engine/Main Reduction Gear (MLLOP/MLLOPR)
Unusual Noise or Vibration in main Engine/Shaft (MNVRG)
Class C Fire in Switchboard (MCCFS)
Overheating Diesel Engine (MDGEO)
Diesel Engine Crankcase Explosion (MDECE)
Ship's Service Generator Overload (MDGOL)
Loss of Control Pitch Propeller (MLCRP)
Loss of Electrical Plant Control Console (MLEPC)

2316. Guidelines for Conducting Engineering Drills and Evolutions Training.

a. Modes for Conducting Training in Evolutions and Drills. ETT will only conduct training in evolutions and drills in the "Talk-Through/Walk-Through" mode. No equipment will be operated or physical changes made (i.e. start/stop, turn valves, etc.) while conducting evolutions and drills in the "Talk-Through/Walk-Through" mode. When in the "Assessment" mode equipment will be operated and ETT will not prompt the watchstander. ETT will only take action to prevent personnel injury or equipment damage.

1. The "Talk-Through/Walk-Through" mode is clearly defined in the EOSS User's Guide Chapter 5, and is recommended for use in the following situations:

- Initial watchstander training for qualification.
- Refresher training for qualified watchstanders.

- Watchstander demonstration to ETT that they have reached a level of proficiency and procedural familiarity that they are ready for "Assessment" mode drills and/or evolutions.

2. Successful completion of routine evolutions is a basic watchstanding requirement and ideally should always be conducted in the assessment mode. However, due to the dynamic nature of WTRP coupled with crew turnover rates, ETT should be prepared to periodically conduct evolution training in the "walk-through/talk-through" mode when post assessment analysis indicates it is required for an individual watchstander.

b. Conducting a Plant Status Change (EOP) Talk-Through. When each watchstander has become familiar with the EOP for their watch area the next step is to "talk-through" a plant status change. This will allow each member of a watch team to become more familiar with their EOP and their position in plant status changes. Attendance and participation by all watch team members is a must to conduct a successful training session. To conduct a "talk-through", proceed as follows:

1. While talking through a plant status change keep the following in mind:

- An action that begins with a NOTE that describes a condition that must exist before the action can be performed is not to be accomplished until the required condition exists.

- Although in an actual situation several steps will be occurring simultaneously, only one person is to be reading at any given time.

- If, at any time, a question or misunderstanding arises stop and resolve it.

2. The EOOW selects the operating procedure (OP) for the selected plant status change to be "talked through" and begins reading the actions out loud. The first actions that he/she reads will be actions ordering the Space Supervisor(s) to perform specific actions using specific OPs.

3. Each Space Supervisor (where applicable) then locates the specified OP and begins reading the actions out loud.

4. As each Space Supervisor or EOOW reads an action that requires an order to one of their watchstanders to perform a specific action using a specific procedure, the watchstander locates the procedure and reads the actions out loud.

c. Conducting a Plant Status Change (EOP) Walk-Through. When all members of a watch team have "talked-through" a plant status change the next step is to conduct a "walk-through" of that plant status change. While conducting a "walk-through" all actions will be simulated i.e. read the procedure, place "hands on" valves and/or control elements, locate dipsticks, thermometers, etc. Do not simulate communications; all orders will be given and reports made just as they will be during an actual plant status change. As a minimum each plant status change should be walked-through at least once by each watch team. The more often the walk-through is conducted, the smoother the actual plant status change will be.

d. Conducting a TALK-THROUGH of Casualty Response Procedures. Talking-through a Casualty Response Procedure is conducted differently than talking-through an EOP since "Controlling Actions" and "Immediate Actions" must be memorized prior to conducting a talk-through. Each member of a watch team must also learn "Symptoms/Indications", "Possible Causes" and

"Possible Effects" and memorize "Stopping During a Casualty" sections of designated CPs in the EOP. Talking-through a Casualty Response Procedure is a test of the watch team's preparedness. The talk-through should be conducted as follows:

1. Assemble two watch teams; one team to participate and one team to observe (follow the written actions). The role of the observer is to determine how well the participating watchstander understands required actions.

2. Designate one of the participating watchstanders to initiate the casualty (report the symptoms/indications).

3. Have each watchstander describe the "Controlling Actions" for the watch area while the observer follows the written actions. Once the casualty is reported the Space Supervisor is responsible for initiating the "Controlling Actions" reporting to the EOW and deciding when to take "Immediate Actions."

4. After each watchstander has described the "Controlling Actions" have the observer(s) read the actions that were either omitted or described incorrectly.

5. Continue with the talk-through by having each watchstander describe the "Immediate Actions" for the watch area.

6. After each watchstander has described the "Immediate Actions" have the observer(s) read the actions that were either omitted or described incorrectly.

7. Have each watchstander refer to the Casualty Response Procedure for the watch area and read aloud the "Supplementary Actions."

8. When all "Supplementary Actions" have been talked-through, proceed to the "Restore Casualty" section and have each watchstander read the step aloud.

9. When the entire Casualty Response Procedure has been talked-through discuss the entire procedure and resolve any questions or misunderstandings keeping the following things in mind:

- A potential casualty must always be immediately reported to the Space Supervisor (when required) who reports to the EOW. The EOW, in turn, reports to the OOD, TAO or CSOW (if necessary) and notifies all main engineering spaces.

- A casualty which cannot be controlled or prevented requires that "Immediate Actions" be taken immediately to minimize damage to equipment and injury to personnel.

- Actions taken during a casualty must be taken quickly, safely, simultaneously, and with control and supervision.

- All required communications must be included in the talk-through.

e. Conducting a WALK-THROUGH of Casualty Response Procedures.

When all members of a watch team have talked-through a Casualty Response Procedure the next step is to conduct a walk-through. In conducting a walk-through the use of observers is the same. When conducting the walk-through each watchstander, in addition to describing the "Controlling Actions" and "Immediate Actions" for the watch area, simulates the actions by placing "hands-on" the various valves and/or control elements. In addition to determining how well the participating watchstander understands the actions, the observer should also ensure the correct action is being simulated.

Each Casualty Response Procedure will be walked-through until each member of the watch team has demonstrated the proper knowledge of

the required actions for the watch area. When all members of a watch team have demonstrated the proper knowledge of all Casualty Response Procedures, the next step is to conduct Engineering Casualty Control exercises. All exercises will be imposed, observed and evaluated by the Engineering Training Team (ETT) as directed by the Engineer Officer. The plant will be aligned in accordance with EOP when accomplishing casualty control drills. Also, it is noted that EOCC procedures are developed for actual casualties and repeated imposition of these casualties and subsequent use of EOCC procedures during training may cause damage to equipment. Because of this, some EOCC procedures should be walked-thru or simulated when training watchstanders in their use. ETT should debrief the watch team with a step-by-step review of the Master EOCC. As each step is read by the ETT leader, ETT members should provide any comments they may have regarding watchstander actions for that step. These comments should identify root causes and the impact of the deficiency where possible. The comments are recorded on one drill critique sheet such that the full extent of watch section participation is captured. This summary can be reproduced and posted. Problems from the previous time can be reviewed by the ETT during the next debrief.

2317. CNSF Formal Schools Requirements.

The goal of the formal schools process is to ensure surface force units have the right skill sets onboard to attain and maintain all unit level Warship Ready for Tasking proficiency and certification requirements. A Warship Ready for Tasking (RFT) is one that can meet all certification requirements and maintain TFOM level Blue or above. Essentially, the ship is ready to support independent unit RFT requirements. The formal schools process applies to all SURFOR ships and units, utilizes the tools available in SHIPTRAIN, and provides commanding officers the flexibility to determine the need for additional skilled personnel before committing TADTAR, off-ship man-days, and additional funding toward sending crew members to schools not required for certification.

a. Overview. The formal schools process ties schools and NECs to warfare area readiness and certification by identifying those schools and NECs having the greatest impact on meeting the unit level Warship Ready for Tasking proficiency requirements assessed during ULTRA and measured in TFOM. Schools and NECs are considered either critical or essential. Each group is comprised of three general categories:

1. Operational - knowledgeable graduates of the majority of these schools are required for the ship to perform the tasks needed to demonstrate proficiency leading to unit level mission area certification. Impact is measured by TFOM(Proficiency).

2. Maintenance - knowledgeable graduates of these schools are needed to perform preventive or corrective maintenance on equipment, but in many cases are not required to demonstrate proficiency leading to unit level mission area certification. Impact not measurable by TFOM(Proficiency).

3. Support - knowledgeable graduates of these schools are required to meet Supply, BUMED, NAVOSH, and other requirements, but may not be required for specific unit level mission area certification or proficiency demonstration. Impact not measurable by TFOM(Proficiency).

b. Critical schools and NECs. The following business rules apply to this group:

1. Critical schools certification requirement. Ships will meet 100 percent of the completion requirement for each critical school and NEC to qualify for that specific mission area certification. Critical schools/NECs are listed in the NTMPS/FLTMPS 'Critical' column with a 'CR' designation. If not 100 percent in compliance during the certification event, but all proficiency certification requirements are met and the ship is at TFOM level Blue or Green in the warfare area, the ship may be certified. If proficiency cannot be demonstrated or the ISIC/CLASSRON determine the school graduate numbers are too low to support a safe demonstration of proficiency, the ship will not be certified in the associated mission area. The SHIP/ISIC/CLASSRON/CNSF will work with the Manpower, Personnel, Training and Education (MPT&E) activities (e.g. NPC, NPDC) to prioritize a manning solution or provide TADTAR funding for school attendance to mitigate the impact of the lack of appropriate school graduates.

2. Critical schools requirement.

(a) Critical NEC requirements. The ship will meet 100 percent manning of all critical NEC requirements. If a ship does not meet the critical NEC requirements in a warfare/mission area, but can continue to meet all proficiency certification requirements and maintain TFOM level Blue or Green in the associated warfare/mission area, no immediate manpower action by the ship is required. The expectation is that the requirement will be filled soon by the normal Navy personnel distribution system. If the ship cannot demonstrate proficiency or the ISIC/CLASSRON determine the school graduate numbers are too low to support a safe demonstration of proficiency, the SHIP/ISIC/CLASSRON/CNSF will work with the manpower distribution system to prioritize a manning solution or provide TADTAR funding for school attendance to mitigate the impact of the lack of appropriate school graduates.

(b) Critical non-NEC schools requirements. The ship will meet 100 percent manning of all critical school requirements. If a ship does not meet the critical school requirements in a warfare/mission area, but can continue to meet all proficiency certification requirements and maintain TFOM level Blue or Green in the associated warfare/mission area, no immediate action is required. The expectation is that the ship has a plan to send the remaining personnel to school in order to meet the 100 percent requirement. If the ship cannot demonstrate proficiency, or the ISIC/CLASSRON determine the school graduate numbers are too low to support a safe demonstration of proficiency, the SHIP/ISIC/CLASSRON/CNSF will commit TADTAR and work with the MPT&E to prioritize available quotas to mitigate the impact of the lack of appropriate school graduates.

(c) Critical support (admin and supply) NEC and school requirements. The expectation is the Navy personnel distribution system will fill critical support NECs and the ship has a plan to send personnel to school in order to meet critical non-NEC school requirements. Additional SHIP/ISIC/CLASSRON action will be based on the results of periodic supply record review by ATG and CNSF.

3. Schools and NECs associated with achieving and maintaining certification in the following warfare mission areas are critical and will be maintained at 100 percent in accordance with the guiding instructions and the associated certification tabs:

- VBSS (NC-VBSS)
- Search and Rescue (SAR)

c. Essential schools and NECs. The following business rules apply to this group:

1. These schools and NECs are listed in NTMPS/FLTMPS, but not designated as critical and are not required to certify in that specific unit level warfare mission area.

2. Essential schools and NECs are required, however, to support the maintenance of equipment and smooth operation of ship supply and command functions. The ship shall endeavor to meet the "onboard" graduate requirements for all essential NEC and non-NEC producing schools. It remains the goal that all crewmembers arrive at their ship having received all required NEC schools enroute. However, where schools are required for proper operation of the ship the command has the latitude to determine the best time to send crewmembers to these schools. Before spending TADTAR or sending additional crewmembers to these schools, the command will consider the level of current talent and capabilities onboard, when that skill or talent will diminish or be replaced, operational schedule requirements, and how to maximize TADTAR and minimize operational impact in fulfilling the requirement. Enlisted personnel proposed to attend essential schools must have at least two years time remaining onboard after the completion of the school.

3. While essential schools and NECs are not used to assess the ships ability to meet unit level mission area certification and independent unit RFT status, the ship is required to monitor the ongoing status of maintaining these requirements. The CLASSRON will track this status by ship and work with the ISIC and CO to determine when school graduate numbers are too low to support safe operation and maintenance of the ship. SHIP/ISIC/CLASSRON/CNSF will work with the MPT&E to prioritize a manning solution or provide TADTAR funding for school attendance to mitigate the impact of the lack of appropriate school graduates. In this case a waiver to the two year time remaining onboard requirement may be considered.

d. Critical schools and NECs data metrics. Data gathered and analyzed as part of formal schools process may result in the setting of new steady-state graduate numbers for critical and essential training requirements. This will allow the ship to optimize TADTAR use, minimize the impact of off-ship school requirements on operations, and maximize return on investment. The ship will be able to operate at these minimums and allow for variations in NEC manning driven by the timing of the personnel and training systems. It will also allow for variations in school attendance driven by quota availability and ship operational schedules. Critical schools and NECs listed in NTMPS/FLTMPS will be adjusted by CNSF, both up and down, based on the data. This data may also lead to course modifications, reductions, or elimination.

e. Implementation. The following business rules address specific requirements applicable to all CNSF ships and units.

1. Formal schools training. CNSF required schools are listed in NTMPS/FLTMPS. CCR's require continuous maintenance of the number of critical school and NEC graduates onboard as reflected in NTMPS/FLTMPS. The formal schools certification requirement requires consistent chain of command involvement to conduct continuous review of the ship's NTMPS/FLTMPS Summary Report, requesting quotas (using the ENTRS program where available), tracking to ensure no-shows are kept to a minimum, and directly contacting the local TSC/TSD when a problem arises. NTMPS/FLTMPS is the only database for ship's critical and essential school requirements. ENTRS is the fastest means to request and obtain a course quota. Despite continuous review and implementation of the initiatives outlined below, there may still be times when quota requests exceed availability. When this occurs CNSF and ISIC/CLASSRON will determine priority.

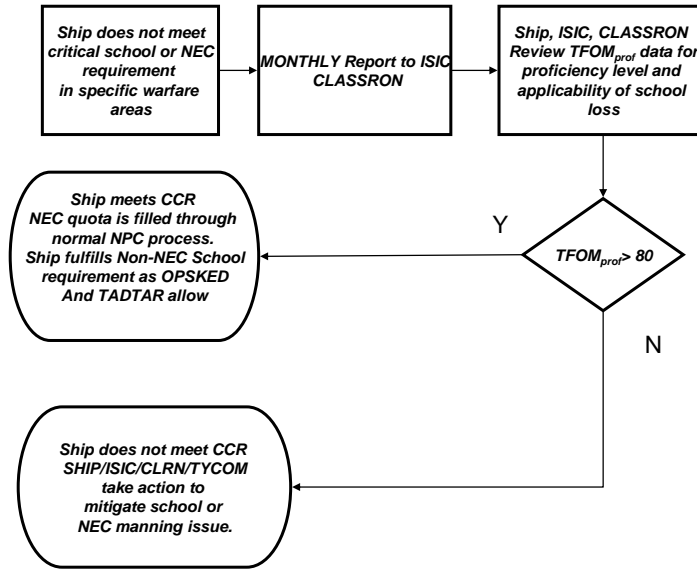
(a) In order to ensure a ship's NTMPS/FLTMPS database remains current, particular emphasis should be placed on a thorough review of the Availability Manpower, Personnel, and Training (MPT) Plan produced by NAVSEA. The primary purpose of this document is to highlight manning changes and training requirements generated by equipment installed or modified during the availability.

(b) Applicable training checklists should be reviewed to ensure all training school requirements are completed.

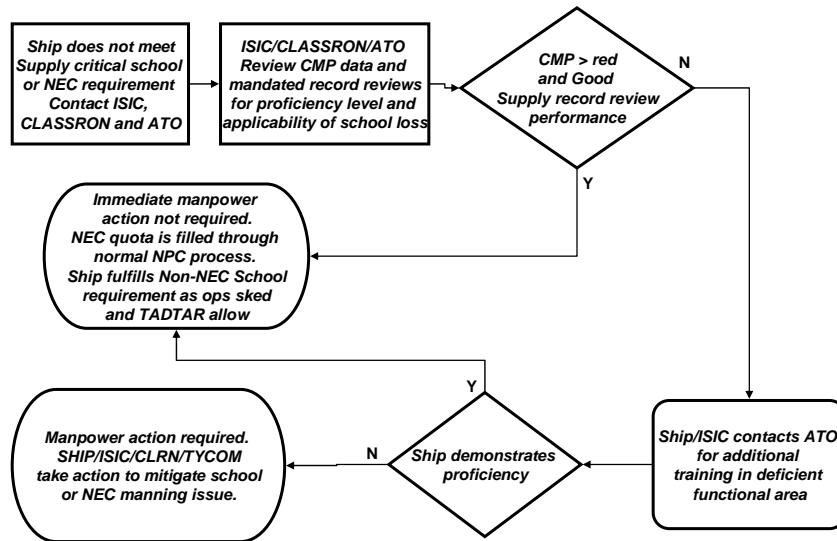
(c) Submit school and NEC prerequisite waiver requests through the ISIC to CNSF N7 for approval at least two weeks prior to the course convening date. Ensure justification addresses the prerequisite being waived.

2. Critical schools requirements decision aids. The decision to send additional personnel to school to meet critical school and NEC requirements should be a deliberate process in coordination with the ISIC and CLASSRON. To determine what action to take to fulfill the requirements of the different school categories, use the following decision aid flowcharts:

Critical Operational



Critical Support



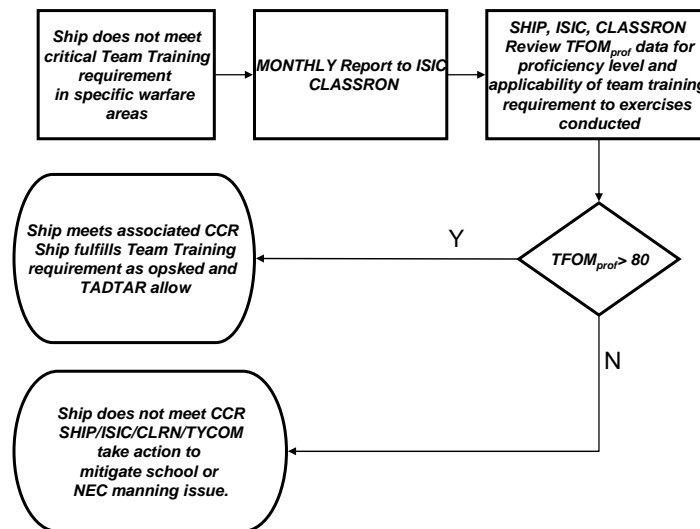
3. Required team training. CNSF formal school requirements include team training requirements designed to provide basic unit level team skill levels in

watchstanding, tactics, fire fighting and damage control, necessary to continue training during fleet operations. Specific team training guidance follows:

(a) Team training will normally be conducted once per FRTP, or as required to support a deployment. During deployment ICW ULTRA-S the CO will assess the ship's team training status to determine the need to repeat this training. In assessing the various teams training status, factors to be considered include:

- (1) Ship's ability to meet CCR's and maintain TFOM level Blue or above in the associated warfare area.
- (2) Significant loss of team personnel that degrade team effectiveness.
- (3) Loss of experienced supervisory personnel concurrent with arrival of new personnel lacking experience and qualifications.
- (4) Unit operations that prevented adequate opportunities to exercise the team.
- (5) NSFS team training requirements are in Appendix C.

Critical Team Training



f. TSC/TSD. NPDC TSC's and Detachments (TSD's) provide centralized student management and support to learning centers, including the management of quota control. The TSC/TSD fleet training liaison function provides direct support to ship's Training Officers in ENTRS/NTMPS/FLTMPS training, resolving school quota requests and assisting ISIC/CLASSRON/CNSF resolution of ships' NTMPS/FLTMPS configuration/requirements discrepancies. Based on homeport, TSC/TSD fleet concentration area contacts are:

- HAMPTON ROADS: (757) 445-7353 ext 1034 DSN (565)
- MAYPORT: (904) 270-6955
- INGLESIDE: (361) 776-5650

- SAN DIEGO: (619) 767-6634
- HAWAII/GUAM: (808) 472-0288
- PACNORWEST: (360) 315-2674
- JAPAN: DSN 243-6115

g. TSC/CLASSRON/ISIC/SHIP coordination. FCA TSC/TSD's will schedule, and jointly conduct with CLASSRON, quarterly Training Officer (Ship/CLASSRON/ISIC)/School Coordinator meetings to provide detailed analysis of the ship's NTMPS/FLTMPS database in support of maintaining adequate school graduate requirements, identifying and resolving quota problems, and disseminating the latest training information updates. Each CLASSRON will notify their customers via message announcing the meeting and promulgate preparation requirements. Additionally, CLASSRONS will use ULTRA results and TFOM reviews to determine other prospective attendees.

h. Formalizing Ship's Long Range Schools Requirements projections. To allow for early intervention in schools quota requirement shortfalls, on a quarterly basis ship's shall submit their long range (12 month) projected schools quota requirements to their servicing TSC/TSD, info all other TSC/TSD locations, CLASSRON, ISIC and CNSF. The specific periodicity for these reports is as follows: NLT the second week of MARCH, JUNE, SEPTEMBER, and DECEMBER for the four quarters that follow. Directions for generating the NTMPS/FLTMPS Training vs. Requirements Report is contained on the NTMPS website (www.ntmps.navy.mil).

i. TSC/TSD participation in SBTT. TSC/TSD will partner with ATG and CLASSRONS to provide training on the use of NTMPS/FLTMPS and work outstanding quota issues at SBTT for each ship. Training Officers and School Coordinators will liaison with their TSC/TSD throughout the FRTTP cycle in order to continuously maintain 100 percent of all critical schools and NEC's.

This effort leverages SHIP/CLASSRON/ISIC/Training Support Commands (TSC) coordination to maximize school course utilization by focusing on four key areas:

1. Institutionalizing continuous CLASSRON/ISIC/SHIP/TSC liaison.
2. Conducting regular Training Officer/School Coordinator meetings with TSC.
3. Formalizing ship's long-range school quota requirement projections.
4. Improving Shipboard Training Team coordination.

j. School requirements Navy Enlisted Classification (NEC) management. The following information will assist ships in the schools requirements management of NEC's:

1. Category B DNEC Scrub. Category B (CAT-B) scrubs are used to identify and correct DNEC discrepancies. CAT B's are personnel DNEC'd into an NEC they do not hold in their inventory. The ship's 12 month training plan report (Training vs Requirement NEC's) identify personnel to DNEC's requiring CAT-B scrub. A CAT-B scrub can be requested by contacting PERS 4013 C2: Email: MILL_NEC_REQUEST@navy.mil; phone: (901)-873-5210/5211/5213.

2. Primary and component NEC. For personnel completing training and awarded a primary NEC IAW the NEC Manual, the component NEC is removed.

The primary NEC incorporates all component NEC requirements. Commands training primary NEC's should take into consideration component NEC's.

3. Navy Enlisted Classification Change Request. Personnel who completed training by an NEC awarding course reflected in the electronic training jacket (ETJ), but have not received the NEC, may submit a Navy Enlisted Classification Change Request (NAVPERS 1221/6) to PERS 4013 C2. The form is available for download at <http://www.npc.navy.mil/channels>. For USN/FTS/SELRES NEC requests submit NAVPERS 1221/6 to PERS 4013 C2 via mail, fax or email. PERS 4013 C2 can provide NEC related research and analysis upon request. Email: MILL_NEC_REQUEST@navy.mil or phone: (901)-873-5210/5211/5213.

k. Reporting procedures. Ships will provide a monthly report of critical schools and NEC levels from NTMPS/FLTMPS, and associated TFOM proficiency level, to the ISIC and CLASSRON in the format provided in Tab A. This report highlights and tracks the following areas of concern:

1. Critical NECs. If TFOM is less than Blue (80); report required action, TADTAR, quota prioritization to meet requirement. Note: ships may comment on the status of the MPT&E distribution system filling 100 percent critical NECs where TFOM is greater than Blue (80).

2. Critical non-NEC schools. If TFOM is less than Blue(80); report required action, TADTAR, quota prioritization to meet requirement. Note: ships may comment on any non-ship reasons for inability to meet the 100 percent requirement where TFOM is greater than Blue (80);

3. Essential School Requirements. If TADTAR is required to support essential school attendance in order to prevent loss of adequate skills onboard provide the list of schools, time attendee will remain onboard after training, and required TADTAR amount in the message.

NOTE: A separate TADTAR augmentation message should be submitted for those schools and NEC's listed above once the TADTAR requirement is approved by ISIC/CLASSRON.

1. Missed training opportunities (MTO) affect force readiness and waste precious funding and instructor resources. MTOs are defined as seats reserved by a command that are not filled by qualified personnel (personnel who meet all course pre-requisites) from the reserving command. An unfilled seat will not be considered a MTO if the reserving command cancels the quota five (5) working days prior to the class convening. All training commands and school houses will provide weekly MTO reports to the regional TSC/D. The regional TSC/D will provide the weekly MTO data to ISICs and commands. Commands with MTOs will contact their ISIC to explain why the reserved seats went unfilled, and the ISIC will take appropriate action based on the circumstances.

Tab A: Sample Critical Schools/NEC Report

TAB A TO SECTION 3

SAMPLE CRITICAL SCHOOLS/NEC REPORT

R
FM SHIP
TO ISIC
CLASSRON
INFO COMNAVSURFOR SAN DIEGO CA//N7//71/N72/N1// *and*
COMNAVSURFPAC SAN DIEGO CA//N7/N1// *or*
COMNAVSURFLANT NORFOLK VA//N7/N1// (*AS APPROPRIATE*)
UNCLAS //N03510//
MSGID/GENADMIN/ISIC//
SUBJ/CRITICAL SCHOOLS AND NEC MONTHLY REPORT//
REF/A/DOC/COMNAVSURFOR/DATE//
NARR/REF A IS SURFORTRAMAN.//
POC/JONES J.P./LT/ISIC/-/COMM:(619) 556-0905/DSN:526-0905//
RMKS/1. MONTHLY MISSING CRITICAL SCHOOLS AND NEC TRACKING REPORT SUBMITTED
AS FOL:

A. MISSING CRITICAL NECS:

MISSION AREA	TFOM LEVEL	REQUIRED ACTION	SHIP PRIORITY
--------------	------------	-----------------	---------------

B. MISSING CRITICAL NON-NEC SCHOOLS:

MISSION AREA	TFOM LEVEL	REQUIRED ACTION	SHIP PRIORITY
--------------	------------	-----------------	---------------

C. MISSING ESSENTIAL SCHOOL REQUIREMENTS: (REPORT ONLY IF REQUIRED FOR
ESSENTIAL SCHOOL ATTENDANCE IN ORDER TO PREVENT LOSS OF ADEQUATE SKILLS
ONBOARD):

REQUIRED ESSENTIAL SCHOOLS	TIME REMAINING ONBOARD	SHIP PRIORITY
----------------------------	------------------------	---------------

2. SHIP IS EXPERIENCING DISTRIBUTION SYSTEM PROBLEMS OR OTHER ISSUES
AFFECTING ABILITY TO ATTAIN THE 100 PERCENT CRITICAL ONBOARD REQUIREMENT.
THE FOLLOWING BARRIERS HAVE BEEN IDENTIFIED: (LIST IN THE FOL FORMAT)

CRITICAL SCHOOL/NEC	RATE/RANK	REASON NOT GRANTED OR ONBOARD
---------------------	-----------	-------------------------------

(SOME EXAMPLES OF BARRIERS LISTED ARE AS FOLLOWS):

- NPC - MBR DETAILED TO SHIP WITHOUT NEC/SCHOOL.
- NPC - MBR DETAILED TO SCHOOL W/O PREREQS.
- SHIP - NDE/AMPS NOT REFLECTING NEC RQMT.
- SHIP - MBR FAILED TO GRADUATE FROM TRAINING ENROUTE TO SHIP.
- SHIP - NO MBRS ONBOARD CURRENTLY ELIGIBLE TO ATTEND.
- SHIP - SHIP CANCELLED TRAINING ENROUTE. PROVIDE REASON.
- SHIP - SHIP ACCEPTED WITHOUT NEC.
- NETC - SCHOOL QUOTA NOT AVAILABLE.

3. COMMANDING OFFICER COMMENTS.//

BT

CHAPTER 2

SURFACE FORCE CONTINUOUS SELF-ASSESSMENT, SELF-TRAINING and
CERTIFICATION

SECTION 4

CERTIFICATION THROUGHOUT the FRTP

2401. Overview. Maintaining continuous certification is the responsibility of the ISIC and the Commanding Officer. This section details the SHIPTRAIN continuous certification process, standards, and business rules across the FRTP. Specific mission area certification requirements are found in Chapter 3. With prior planning and close coordination sufficient latitude in the certification process exists to allow continuous certification. Mission area certifications should not be allowed to expire.

2402. Unit Level Certifications.

a. Unit level mission area certification periodicities are **24 -minus 6 / +plus 3** months. Ships will complete certification during the basic phase prior to the expiration of the 24 month periodicity. As situations dictate certification may be conducted six months earlier with ISIC approval and, if required by operational schedule change, certification may be completed in the 24 to 27 month window with CNSF approval. Certification expiration is normally refreshed/modified under the following conditions:

1. ULTRA-C/E. Ships are expected to attain mission area certification requirements for all mission areas at ULTRA-C/E. Mission area certification requirements at ULTRA-C/E are defined as follows:

(a) All mission areas, except MOB-E, at least TFOM level Blue or above overall and in TFOM PROFICIENCY.

(b) For MOB-E ship must meet minimum proficiency requirements for Drills (50%)/ Evolutions (65%) and all assessed programs must be at least partially effective. Additionally, minimum equipment and safe to steam criteria must be attained, and EOC validated IAW article 2207.

(c) For all mission areas, including MOB-E, **all CCRs must be complete.**

2. Basic phase. For mission area certifications not attained at ULTRA-C/E the ship should complete certification at some point during the remainder of the basic phase. All mission area certifications should be complete by the start of integrated phase training. The ISIC will report mission areas certified/end of basic phase training **NLT eight training weeks after start of ULTRA-C/E, and include a recommendation to CNSF that the ship should or should not be designated an independent unit RFT in format of Tab C or D as appropriate.**

a. **Since completion of the basic phase hinges on achieving proficiency and completion of all CCRs, there is no exact or specified length. It will**

vary by individual ship. However, the goal is to complete the basic phase in eight training weeks or less. Specifically, eight weeks where ATG resources are onboard, to include ULTRA-C/E and the weeks where the ISIC verifies remaining CCR completion. This does not include SBTT week. Since ULTRA-C/E typically requires two weeks, ships should strive to have the basic phase completed in six training weeks or less from the completion of ULTRA-C/E. Non-training weeks (ATG not onboard for the majority of the week, ISIC not certifying CCR completion) should be kept to a minimum.

b. The effective date of certification should be last day of the month in which ULTRA-C was conducted. However, in the event certification is delayed because some element cannot be completed due to some external cause, such as lack of services, the effective date of certification will be the end-of-the-month date when CCR's are complete, as determined by the ISIC. For MOB-E the effective date for certification will be when ULTRA-E is complete, or the last day of the month in which EOC is achieved. In any event the next ULTRA-C/E will assess ALL mission areas, including those mission areas where certification was delayed after the previous ULTRA-C or based on an EOC, regardless of when such certifications are set to expire.

For example: USW mission area certification is delayed due lack of services and is finally granted two months after ULTRA-C. At the next ULTRA-C, USW would be assessed even though it would have an additional two months before expiration.

Or, in the case of MOB-E, a ship has ULTRA-E in June, but achieves EOC in August. The MOB-E certification expiration would be 24 months later, in August. However, the MOB-E certification would be fully reassessed at the next ULTRA-E, even though it may have an additional two months before expiration.

When complete, ships will report certification in TRMS by TRAREP using the ISIC assigned effective date of completion. CNSF will report a ship designated as an independent unit ready for tasking in format of Tab E.

c. Effective long range planning should always preclude expiration of certification. No later than the 20th month after certification the ship, working with the ISIC, will develop a plan to re-certify prior to the 24-month point. That plan will be submitted to CNSF with the ISIC's endorsement as soon as possible, but not later than 90 days prior to the expiration of the certification. Ships may have to re-certify in one or more mission area certifications prior to deployment to maintain certification throughout deployment. When this is the case ISIC shall liaison directly with ATG to develop a tailored plan to re-certify based on an evaluation of TFOM and CCR status. The resulting plan should not interfere with or disrupt the ship's existing integrated or sustainment phase training schedule.

d. Certification in ATFP, 3M, Supply, MOB-D and FSO-M must remain current throughout the F RTP cycle regardless of operational or maintenance availability timing.

2403. Certification Expiration and Suspended Certification Policy.

a. Certification expiration will place a ship in restricted operations for MOB and ATFP certifications. To ensure certifications remain current ships should keep inspections/assessments, trials, CCRs, and PMS that directly support certification within periodicity. Note: TFOM has a built-in CCR tracker that will alert the ship when a CCR is within 30 days

of expiration.

b. Suspended certification. The ISIC may suspend a certification when it's determined a ship has failed to maintain continuous certification requirements. The ISIC will inform the appropriate CLASSRON and CNSF N7 when suspending a certification and provide a plan to attain certification status. When those specific items which lead to a suspended certification are corrected, the ISIC will clear the suspension. Should a suspended certification be mandated by CNSF, CNSF will clear the suspension.

2404. Hull/Crew Exchanges. In cases where crews move from one ship to another; e.g. rotational crews for PC and MCM class ships, the general rule is that certifications move with the crew. In those cases where there are significant material elements in the certification (i.e. supply inventories and fiscal accountability) those elements must be verified by the ISIC/CLASSRON and the incoming/outgoing Commanding Officers as being satisfactory incident to crew turnover.

2405. Crew Certification Requirements.

a. Crew certification is required for all new construction ships (or newly established crews in the case of LCS) and may be required by the LCS ISIC/CLASSRON for Mission Packages. Due to the unique and changing nature of LCS Mission Packages, CLASSRON developed instructions will serve as specific guidance for these detachments until they have fully matured and are in use in the fleet. The CLASSRON, working in close coordination with the prospective ISIC, is responsible for ensuring all aspects of new construction crew certification requirements are satisfactorily attained. Those ships undergoing extended conversion or modernization will also conduct crew certification. Crew certification for ships that have not been underway for a period of six months or more is required. The difference between crew cert for new construction ships and ships in commission is one of depth, detail and time. Both are two-phased events, but the new construction crew cert phases may be several days in length while the phases for the ship already in commission may be 1-2 days long. New construction ships will also be scheduled for an LOA, as will ships already in commission depending on the length of the availability. Crew cert Phase II should normally be scheduled after LOA.

b. The major emphasis of crew certification is a thorough review of the ship's overall training program, the ability to provide an adequate number of qualified crew members to support safe operations at sea, to include sea trials. In the case of LCS Mission Packages the overall focus should be on the ability to safely demonstrate launch and recovery of the OOV, RMV or other unmanned vehicle due to the inherently dangerous nature of this event. Ship/ISIC/CLASSRONS will use ORM in determining acceptable risk. Review of emergency bills and ship's organization will also be included.

c. Applicable Personnel Qualification Standards (PQS) will be used wherever possible to qualify watchstanders. Those underway watches not covered by PQS should be qualified by locally developed Job Qualification Requirements (JQR).

d. Ships are expected to accomplish these requirements without temporary augments or personnel support from other ships.

e. Crew certification is normally conducted in two phases:

1. Phase I: completed approximately 1-2 months before fast cruise. Completion of this phase is accomplished by a successful 1-2 day visit that includes:

(a) A review of training conducted and training planned to support minimum underway watch qualifications for sea trial evolutions.

(b) Written or oral examination of underway watchstanders with emphasis on their knowledge of emergency/casualty bills and general ship operating procedures. This is conducted for engineering watch personnel during ATG visits, ULTRA-E and EOC. Commanding Officers and CLASSRONs are strongly encouraged to use the standardized LOK exams from the ATG website to the maximum extent possible prior to the actual crew cert event.

(c) An audit of the ship's SORM, operational and emergency bills, Standing and Battle Orders, and shipboard doctrines.

(d) Rules of the Road written examination for officers and chief petty officers and other enlisted personnel designated on the watchbill as bridge and CIC watch personnel.

2. Phase II: conducted before a formal fast cruise and will consist of an onboard evaluation of watchstander's abilities as determined during simulated underway operations. CSOSS organizational relationships shall be examined for conformance with the ship's Watch, Quarter, and Station Bill under all inport and at-sea conditions of readiness. The certification team will observe specified evolutions, including emergency drills, using constructive instructional techniques to afford the crew opportunity to correct training or procedural deficiencies during the fast cruise.

f. Composition of the monitor team for both Phase I and Phase II will be approximately as follows:

<u>Monitor Team</u>	<u>Area of Responsibility</u>
CLASSRON/ISIC/COS	All areas
Commanding Officer	All areas
Executive Officer/CSO	Overall training, Medical
Operations Officer	Ops, Nav, Communications, Deck (CRUDES)
Combat Systems Officer	Combat Systems
Engineer/Material Officer	Engineering, Damage Control
First Lieutenant	Deck

g. Areas of responsibility are as follows:

1. ISIC/CLASSRON will monitor satisfactory accomplishment of the crew certification phases for assigned ships.

2. Commanding Officer will establish a crew certification program per the provisions contained herein.

h. Reports. No formal report is required other than by TRNGREP for the Crew Certification line item in the ship's TRA.

i. Search and Rescue (SAR) evaluation, consisting of a swimmers evaluation and a shipboard evaluation of the deck recovery team, will be conducted in conjunction with crew cert Phase II.

j. Crew Certification Subject Matter/Schedule.

1. Phase I: Examination and audit of organization, bills and training.

(a) Executive and General Training:

- Special Sea and Anchor Detail Watch Bill
- Underway Watch Bill
- General Emergency Bill
- Man overboard procedures
- Rules of the Road
- Lookout oral interview.
- Helicopter Operations Bill
- SORM
- Personnel qualification status

(b) Departments, General:

- Safety precautions
- Operational and emergency bills
- Departmental personnel manning status and in-depth review of training records. Documentation of training is the foundation for the departmental reviews outlined in the following areas. The general rule of thumb is if the training is not documented, including attendance lists, then the training did not occur.

(1) Number of crew qualified in underway watch sections to include accuracy and currency of RADMINs data base.

(2) Nature and amount of DC training conducted and PQS qual status for all Repair Locker personnel, including completion of fire fighting training.

(3) Nature and amount of training conducted on ship control and auxiliary support systems, such as emergency steering, magazine sprinklers, etc.

- Adequacy and availability of documentation for equipment and systems operation (plans, instructions, books, pre-underway checkoff lists and PMS/operational tests of equipment prior to underway).

- Departmental organizational manual, Standing and Battle Orders, and shipboard doctrines.

- Adequacy of Quality Assurance, 3M system, and Ship Configuration and Logistics Support Information System (SCLISIS) database training and operation.

(c) Operations/Communications: Familiarity with operational reports such as MOVREP, CASREP, SORTS/DRRS-N, TRNGREP, and voice/message communications procedures (oral interviews and practical demonstration as feasible).

(d) Combat Systems/Weapons: Nature and amount of training in combat systems casualty control.

(e) Engineering and Damage Control: Areas included in LOA need not be re-evaluated during crew certification.

(f) Boat Crew Qualifications.

2. Phase II: Onboard, conducted prior to fast cruise.

(a) General: During this phase ISIC/CLASSRON will verify the following:

- Posted operational and emergency bills, safety precautions, and check-off lists for leaving/entering port.
- Emergency and damage control equipment.
- Alarms and emergency communications equipment.
- Watchstander's knowledge of compartments, equipment, and procedures.
- Operability of equipment (particularly navigation and safety equipment, including bridge-to-bridge radio).
- Reaction of personnel in handling casualties, including use of CSOSS/CSOOW organization or electronic casualty control folders (for non-CSOSS configured ships).
- Areas previously evaluated satisfactory by LOA should not be re-evaluated during Phase II.

3. Sample Crew Certification Schedule:

(a) Phase I: Day One (Day Two - complete review if required)

0815 - Written Rules of the Road examination (all designated OOD, JOOD, Shipping Officer/Petty Officer and CIC watch officers). The certification team can simultaneously start review of written organization bills and procedures.

0915 - Complete Rules of the Road examinations. Begin oral examinations, interviews, audits and briefings by department. Emphasis will be on emergencies that can arise during sea trials. The personnel involved shall include lookouts, after steering watch, helmsmen, repair parties, etc.

1300 - Continue departmental examinations, interviews, audits and briefings.

1400 - Certification team pre-briefings to ISIC/CLASSRON

1415 - Critique

(b) Phase II: Day One (Day Two - complete review if required)

0800 - Station the special sea and anchor detail

0810 - Simulate getting underway. Conduct emergency drills and special evolutions.

- Loss of engine order telegraph drill
- Loss of steering drill
- Anchoring
- Loss of electrical power to selected combat system equipments (e.g., navigation radar)

0845 - Simulate reduced visibility. Evaluate performance of CIC, bridge, and lookouts.

0850 - Station the regular underway watch section. During the remainder of the day, rotate watch sections in such a manner that all sections deal with loss of steering. Conduct man overboard and one at-sea general emergency drill (i.e. fire, flooding, or collision).

1130 - Relieve the watch

1330 - Relieve the watch

1600 - Critique

NOTE: During Phase II disclosures to each watch section are to be as realistic as possible. For example, lookouts should report traffic in the harbor as if contacts at sea. The ship will go to General Quarters during a general emergency such as a collision. It must be emphasized, however, that Phases I and II are checks to ensure that the ship is ready to conduct fast cruise and safely operate at sea. There may have been no time available before Phase II to conduct all hands training onboard and, therefore, each drill should be viewed as the first step in preparation for fast cruise. For example, during the general emergency drill personnel should arrive on the scene knowing their basic assignment and expecting to demonstrate basic damage control knowledge, and not the expertise required for a final battle problem.

2406. Non-standard Maintenance and/or Lengthy Installation Policy. For ships scheduled to undergo long maintenance and/or installation periods that extend beyond 120 days, such as CG conversion, LHA/LHD PIA/DPIAs, etc, a tailored policy applies. This policy accounts for the unique nature of these situations and allows for select certifications to expire.

a. Certification in ATFP, 3M, Supply, MOB-D, and FSO-M must remain current.

b. LOA and Crew Certification are required. Crew certification will be conducted by the ISIC/CLASSRON in the last 25 percent of any prolonged maintenance/installation period. The LOA and Crew Certification requirement provides ship a training baseline after an extended pierside period. Intent is to preclude restricted operations during the post maintenance/installation period while training and certifications are conducted similar to the process pursued by new construction pre-commissioning crews.

c. 60 days prior to the commencement of the non-standard maintenance/installation period, the ISIC/CLASSRON shall submit a tailored plan to CNSF. This plan will provide maintenance/installation period LOA and Crew Certification plans and identify which certifications expire and the plan to achieve recertification.

d. Once the ISIC/CLASSRON training plan is approved, remaining certifications other than ATFP, 3M, Supply, MOBD, and FSO-M, may expire during a non-standard maintenance and or lengthy installation period without prejudice. Unless the ISIC/CLASSRON determines otherwise, restricted operations will not apply to a ship that meets non-standard or lengthy installation criteria. However, it is expected and required that all MOB certifications be completed within 90 days after the end of the availability.

2407. Amphibious Specialty Certification. Amphibious specialty training and certification will be integrated into ULTRA assessments and required

TSTA training during the basic phase. Amphibious ships and ISIC/CLASSRONs will coordinate with BEACHGROUPS and ATG to ensure training resources are available to support scheduled training periods.

a. Amphibious Task Force (ATF) Surge is a special category for amphibious assault ships in order to support contingency lift requirements. These ships will provide lift support and are not required to conduct the full breadth of Amphibious Specialty Tasks. CNSF will certify units as ATF surge capable. This certification will normally be complete NLT 60 days following completion of scheduled CNO maintenance period. ISIC/CLASSRONs will work directly with ATG to ensure a plan of action is in place NLT 90 days prior to the end of the CNO availability to support completion of all ATF surge certification requirements. This status is attained for individual unit and group assault ships and includes completion of:

1. MOB certifications (engineering, navigation, seamanship, damage control)
2. ATFP certification
3. Air certification
4. Completion of the AMW Certification Tab (Tab B) CCR's marked with an asterisk (see Note 1 of the Certification Tab for clarification). Full AMW Certification in accordance with Tab B is not required for ATF surge certification.

2408. Mine Warfare Unit Level Certification. The MCM CLASSRON is ISIC for all MIW ships during unit level training and certification.

a. MCM class ships use the ULTRA process and TORIS/TFOM in accordance with timelines established by the MCM CLASSRON. CONUS and Bahrain based MCM ships/crews will use a rotational crew concept that may complicate the scheduling of required events and necessitate some local tailoring to the nominal ULTRA scheduling process to accommodate the needs of each crew. In these instances, MCM CLASSRON will take the lead in coordinating with ATG as necessary to accommodate the various scheduling priorities to ensure certifications remain current while simultaneously supporting necessary deployment rotation sequence

2409. PC Unit Level Certification. The PC CLASSRON is ISIC for all PC class ships during unit level training and certification and will establish SHIPTRAIN ULTRA procedures for certification.

2410. Restricted Operations. The ISIC, in coordination with the CLASSRON, may place a ship in restricted operations at any point where it is deemed the ship does not meet the requirements for unrestricted operations. Some instances for restricted operations may include, but are not limited to, failure of a major assessment (e.g. EOC, CNSF SAR evaluation, INSURV or CMTQ). Additional information as follows:

a. For the mobility areas (MOB-D, E, N and S) and ATFP, expiration or loss of certification means the ship does not meet minimum requirements for unrestricted operations and is limited to restricted operations. Unless a CNSF waiver has been obtained by the ISIC (see below), the following restrictions apply for restricted operation ships:

1. Embark sufficient numbers of qualified ISIC/CLASSRON personnel when conducting operations to ensure safe operation of the ship.

b. A restricted operations ship is cleared for unrestricted operations only when all mobility certifications (MOB-D, E, N and S) and/or ATFP are current and the ship is deemed TFOM proficient by the ISIC and/or the reason for being placed in restricted operations is cleared (e.g. recertification achieved on the EOC.) ISIC will report to CNSF when any ship is limited to restricted operations and include a plan to correct the deficiency. When ship is again cleared for unrestricted operations, ISIC will report status to CNSF. When circumstances are such that the ISIC has confidence in a ship's ability to safely operate its engineering plant, and operational necessity precludes normal recertification in a timely manner, ISIC may recommend to CNSF that a waiver be granted to extend the recertification time limit for a specific period of time. Justification should accompany the request. This justification must include most current TFOM proficiency number, TFOM trend for the last 90 days and a projection of when TFOM level Blue or above will be attained.

Tabs

- A: Sample ULTRA-C/E/S Report
- B: Sample EOC Report
- C: Sample FEP Report
- D: Sample Mission Area Certification/End of Basic Phase Report
- E: Sample Independent Unit Ready for Tasking Report
- F: Sample LOA Report

TAB A TO SECTION 4

SAMPLE ULTRA-C/E/S MESSAGE REPORT

R

FM ISIC

TO COMNAVSURFOR SAN DIEGO CA//N1/N41/N7// and
COMNAVSURFPAC SAN DIEGO CA//N7/N43// or
COMNAVSURFLANT NORFOLK VA//N7/N43// (AS APPROPRIATE)
INFO COMNAVNETWARCOM NORFOLK VA//N40/N7//
CLASSRON

SHIP

COMAFLOATRAGRUPAC/LANT (AS APPROPRIATE)

UNCLAS //N03510//

MSGID/GENADMIN/SHIP//

SUBJ/USS (SHIP'S NAME)ULTRA-C/E/S REPORT (AS APPLICABLE)//

REF/A/DOC/COMNAVSURFOR/DATE//

AMPN/SURFACE FORCE TRAINING MANUAL//

POC/JONES J.P./LT/SHIP/-/COMM:(619) 556-0905/DSN:526-0905//

RMKS/1. USS (SHIP'S NAME) CONDUCTED AN ULTRA-C/E/S (USE ONE)
XX DAY-XX MONTH-YYYY INPORT/UNDERWAY IN (NORVA/VACAPES OPAREA,
MAYPORT OPAREA, SAN DIEGO/SOCAL OPAREA, PEARL HARBOR/HAWAII
OPAREA, EVERETT/PUGET SOUND, SASEBO OPAREA, ETC.). USS (SHIP'S
NAME) IS A (FIRST PASS, SECOND PASS, ETC) SHIPTRAIN SHIP.

(FOR ULTRA-S, INCLUDE): THIS ULTRA-S WAS CONDUCTED XX MONTHS
POST-FEP/BASIC PHASE COMPLETION AND XX MONTHS AFTER LAST ULTRA-
C/E (AS APPLICABLE). THE SENIOR ASSESSOR WAS (STATE
NAME/RANK/ORGANIZATION AND TITLE)

2. OVERALL TFOM SCORE: THE FOLLOWING IS A SUMMARY OF TFOM PROFICIENCY
SCORE BY WARFARE AREA: (List will vary by ship type. Air Warfare shown as
a sample applicable to all cert areas assigned to the ship. If a mission
area does not have an associated TFOM then report NA.)

CERT AREA	OVERALL FOM (A)	SELF-ASSESSED PROF FOM (B)	ASSESSED PROF FOM (C)	DIFF +/- XX	CCR PCT
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EXAMPLE

AW (FM TFOM AFLT) (FM TFOM AFLT) (AS ASSESSED) (B-C) (% MET)

CERT AREA SUMMARY AND NOTES: (NOTES WILL PROVIDE A SUMMARY OF ISSUES BY
WARFARE AREA, DETAIL ROOT CAUSES AND RECOMMENDED/INTENDED ISIC/CO REMEDIAL
ACTIONS FOR THOSE MISSION AREAS EXCEEDING +/- 10 BETWEEN SELF ASSESSED
PROFICIENCY FOM (B) AND ASSESSED PROFICIENCY FOM (C).

(ISIC must re-assess those areas exceeding the +/- 10 threshold and CCR's
not maintained within 90 days of ULTRA-S completion. ISICs will use this
format to report results of the re-assessment)

EXAMPLES:

A. SMC CONDUCTED/SKED FOR/COMPLETED DD MMM YYYY. RESULTS PROVIDED
TO CO.

B. AVIATION CERTIFICATION (AVCERT) CONDUCTED/SKED FOR/COMPLETED DD MMM
YYYY. RESULTS PROVIDED TO CO.

C. ENGINEERING DRILL/EVOLUTION PERCENTAGE BY WATCHSECTION.

D. LIST STATUS OF EACH ENGINEERING PROGRAM (EFF/PE/NE)

E. EOC VALIDATION ATTAINED (Y/N). IF YES, USE NOTE 1. IF NO, USE NOTE 2 OR
3 AS APPROPRIATE:

NOTE 1: EOC VALIDATED. FOLLOW-ON EOC NOT REQUIRED BASED UPON THE
ACHIEVEMENT OF AN ADJECTIVE GRADE OF ABOVE AVERAGE IN OPERATIONS AND THE
ATTAINMENT OF 15 OF 15 APPLICABLE CCRS, MOB-E CERTIFICATION IS

RECOMMENDED.

NOTE 2: EOC NOT VALIDATED. FOLLOW-ON MOB-E TSTA REQUIRED BASED UPON SHIP NOT ACHIEVING EVOLUTION AND DRILL PROFICIENCY REQUIREMENTS TO VALIDATE EOC AT ULTRA-E. EOC VALIDATION AND MOB-E CERTIFICATION CONTINGENT UPON SHIP MEETING ALL CCRS AND BOTH WATCH SECTIONS ACHIEVING AN AVERAGE OF 75% EFFECTIVE EVOLUTIONS AND 60% EFFECTIVE DRILLS DURING ANY ONE OF THE FIRST THREE WEEKS OF TSTA. EOC REQUIRED IF PERFORMANCE BENCHMARKS NOT ATTAINED.

NOTE 3: EOC NOT VALIDATED. TSTA REQUIRED, HOWEVER REQUIREMENTS FOR EOC VALIDATION DURING TSTA NOT MET. FOLLOW-ON EOC IS REQUIRED. EOC SKED FOR (DATE)

3. CCR'S NOT MAINTAINED: LIST CCR'S NOT MET DURING THE ASSESSMENT.

PROVIDE INTENDED ISIC/CO REMEDIAL ACTIONS FOR ALL CCR'S NOT MAINTAINED AND ESTIMATED DATE OF COMPLETION.

A. SCHOOLS/NEC COMPLETION RATE: CRITICAL - XX%, ESSENTIAL - XX%

4. MATERIAL:

A. EQUIPMENT UPGRADES PROGRAMMED FOR SRA/PMA/UPK REQUIRING FORMAL TRAINING FOR EXISTING CREW MEMBERS OR ENROUTE TRAINING FOR NEW PERSONNEL.

(1) MINIMUM EQUIPMENT MET (Y/N). SAFE TO STEAM MET (Y/N)

B. EQUIPMENT DEGRADATIONS THAT IMPACT ABILITY TO SUSTAIN/IMPROVE TFOM PROFICIENCY AND ASSOCIATED MFOM FOR EACH EQUIPMENT/SYSTEM.

5. ITEMS REQUIRING CNSF ASSISTANCE: (*ie: material/equipment shortfalls from ASA checklists, support for attaining CCR's, PMA/SRA concerns, sked conflicts that will disrupt/preclude training, etc.*)

6. ISIC COMMENTS

7. CO COMMENTS.//

8. ATG CONCURS/DOES NOT CONCUR.//

BT

TAB B TO SECTION 4

SAMPLE EOC MESSAGE REPORT

If EOC is not validated during ULTRA-C/E or during the first three weeks of training, a one day underway EOC is required following completion of scheduled MOB-E TSTAs. Following completion of the post ULTRA-C/E EOC, or validation of EOC during TSTA, the ISIC will send a message report to CNSF, information to CLASSRON, Fleet CINC (N43), Strike Group Commander, and ATG. In addition to reporting certification the message will identify major items that require correction, but do not restrict certification or safe operations. The ISIC will ensure and verify corrective action to any items noted. Use the following format for reporting EOC completion:

R

FROM ISIC
TO COMNAVSURFOR//N7/N71/N43/N3 and
COMNAVSURFPAC SAN DIEGO CA //N7/N43/N3// or
COMNAVSURFLANT NORFOLK VA//N7/N43/N3// (AS APPROPRIATE)
INFO COMLANTFLT NORFOLK VA//N43// (LANT SHIPS ONLY)
COMPACFLT PEARL HARBOR HI//N43// (PAC SHIPS ONLY)
COMNAVSURFOR SAN DIEGO CA//N7/N71/N72/N43//
COMNAVSURFLANT NORFOLK VA//N7/N3/N43// (PAC SHIPS ONLY)
CLASSRON
(APPILCABLE STRIKE GROUP COMMANDER)
(CMWC AS APPROPRIATE)
(APPLICABLE ATG)
SHIP
UNCLAS //N03540//
SUBJ/USS (SHIP'S NAME) EOC REPORT//
REF/A/DOC/COMNAVSURFOR/(SFTM RELEASE DATE)//
AMPN/SURFACE FORCE TRAINING MANUAL.//
POC/LAST NAME.FIRST INITIAL/RANK/ISIC/PHONE://
RMKS/1. AN ENGINEERING OPERATIONS CERTIFICATION WAS
CONDUCTED/**VALIDATED DURING TSTA** IN (SHIP'S NAME) ON (DATE) RESULTS ARE
AS FOLLOWS:
2. ATG ASSESSED EVOLUTION AND DRILL PROFICIENCY - TWO WATCHTEAMS WERE
EVALUATED. SECTION ONE SUCCESSFULLY COMPLETED ___ OF ___ EVOLUTIONS
(___PCT) AND ___OF___ DRILLS (___PCT). SECTION TWO SUCCESSFULLY COMPLETED
___OF ___EVOLUTIONS (___PCT) AND ___OF___ DRILLS (___PCT). OVERALL EOC
ADJECTIVE GRADE IS _____.
3. THE SHIP (IS/IS NOT) CERTIFIED FOR UNRESTRICTED ENGINEERING OPERATIONS
AND FOLLOW-ON TRAINING:
4. SIGNIFICANT ISSUES REQUIRING CNSF ATTENTION: (IF REQUIRED)
5. MATERIAL ISSUES:
A. ITEMS OF PRIORITY:
B. RESTRICTIVES:
6. MOB-E OVERALL FOM: COLOR/# MOB-E PROFICIENCY FOM: COLOR/#
7. ISIC/CO REMARKS://
BT

TAB C TO SECTION 4

SAMPLE FEP MESSAGE REPORT

R

FM ISIC

TO COMNAVSURFOR//N7/N71/N43/N3 *and*
COMNAVSURFPAC SAN DIEGO CA//N7/N43// *or*
COMNAVSURFLANT NORFOLK VA//N7/N43// (AS APPROPRIATE)
INFO COMNAVNETWARCOM NORFOLK VA//N40/N7//
CLASSRON

SHIP

COMNAVSURFOR SAN DIEGO CA//N6/N7// (LANT SHIPS)
COMNAVSURFLANT NORFOLK VA//N6/N7// (PAC SHIPS)
(STRIKE GROUP COMMANDER, AS APPROPRIATE)
(STRIKE TRAINING FORCE (LANT/PAC as applicable)
(COMAFLOATRAGRULANT or PAC and APPROPRIATE SERVICING ATG)//N00T//
UNCLAS //N03510//

MSGID/GENADMIN/ISIC//

SUBJ/USS (SHIP'S NAME) FEP/END OF BASIC PHASE REPORT//

REF/A/DOC/COMNAVSURFOR/DATE//

AMPN/SURFACE FORCE TRAINING MANUAL//

RMKS/1. USS (SHIP'S NAME) COMPLETED FEP/END OF BASIC PHASE ON DD MM YY.

A. USS (SHIP'S NAME) COMPLETED ALL ULTRA-C/E DEVELOPED TRAINING OBJECTIVES LISTED IN THE SHIP'S TAILORED TRAINING SYLLABUS, INCLUDING ATTAINMENT OF AT LEAST TFOM LEVEL BLUE OR ABOVE IN THE TFOM PROFICIENCY PILLAR DURING AN INTEGRATED SCENARIO.

B. THE COMMANDING OFFICER, ISIC, AND ATG VALIDATED THE SHIPS OVERALL FOM AS (NUMBER/COLOR). THE OVERALL FOM AND EACH ASSOCIATED WARFARE MISSION AREA FOM WILL SERVE AS A BASELINE FOR FOLLOW-ON ULTRA ASSESSMENTS. WARFARE MISSION AREA CERT SUMMARY AND ASSOCIATED FOM IS DETAILED BELOW:

(1) OVERALL SHIP'S TFOM AT THE COMPLETION OF ULTRA-C/E WAS: (NUMBER / COLOR)

(2) MISSION AREA TFOM:

MISSION AREA (LIST)	TFOM PROFICIENCY RANGE			
	GREEN TFOM#	BLUE TFOM#	YELLOW TFOM#	RED TFOM#
EXAMPLE: AW	95			
USW		81		

NOTES: AMPLIFY/CLARIFY ISSUES WHERE REQUIRED.

PROVIDE CLARIFICATION/PLAN FOR THOSE AREAS THAT DID NOT ATTAIN CERTIFICATION CRITERIA. EXAMPLES INCLUDE CCR DEFICIENCIES, CRITICAL SCHOOL/NEC SHORTFALLS, AND OUTSTANDING TRAINING OBJECTIVES.

2. THE SHIP DEMONSTRATED THE FOLLOWING: (THE PURPOSE OF THE FOLLOWING LIST IS TO IDENTIFY CERTAIN CNSF HIGH INTEREST ITEMS):

A. DEMONSTRATED THE ABILITY TO OPERATE AT CONDITION I, IIAS, II(DC) III, IV, CORE FLEX, BLUE/GOLD (AS APPLICABLE).

B. SHIPWIDE WATCHBILL REPLACEMENT PLANS ARE IN PLACE AND CAN/CANNOT SUPPORT FUTURE OPERATIONS.

C. DEMONSTRATED THE REQUISITE PROFICIENCY TO CONDUCT NIGHTTIME OPERATIONS THROUGH THE COMPLETION OF THE REQUISITE EXERCISES WITH THE FOLLOWING

EXCEPTIONS: (AS APPLICABLE)

D. HAS/HAS NOT DEMONSTRATED THE ABILITY TO CONDUCT ONBOARD SINGLE UNIT TRAINING USING SHIP'S INTEGRATED TRAINING SYSTEMS (BFTT, BEWT, OBT, CMTPC, SG&R, ETC.). BFTT COUNTER AT ULTRA-C/E: ___ / BFTT COUNTER AT FEP COMPLETION: ___

E. SCHOOLS/NEC COMPLETION RATE: CRITICAL - XX%, ESSENTIAL - XX%

3. IS AT LEAST M-2 (TRAINING) IN SORTS/DRRS-N IN ALL MISSION AREAS. (INDICATE EXCEPTIONS).

4. MET CNSF CERTIFICATION CRITERIA IN ALL MISSION AREAS AND CORE COMPETENCIES RELATED TO THIS SHIP CLASS, EXCEPT (LIST ONLY THOSE AREAS WHERE DEFICIENCIES EXIST, SUCH AS UNMET CCRS, AND ESTIMATED DATE OF COMPLETION.):

5. RECAP OF ALL CERTS ATTAINED/STATUS AND DATE ATTAINED:

6. MATERIAL:

A. EQUIPMENT UPGRADES PROGRAMMED FOR SRA/PMA/UPK REQUIRING FORMAL TRAINING FOR EXISTING CREW MEMBERS OR ENROUTE TRAINING FOR NEW PERSONNEL.

B. EQUIPMENT DEGRADATIONS THAT IMPACT ABILITY TO SUSTAIN/IMPROVE TFOM PROFICIENCY AND ASSOCIATED MFOM FOR EACH EQUIPMENT/SYSTEM.

7. ITEMS REQUIRING CNSF ASSISTANCE: (*ie: material/equipment shortfalls from ASA checklists, support for attaining CCR's , PMA/SRA concerns, sked conflicts that will disrupt/preclude training, etc.*)

8. USS (SHIP'S NAME) IS/IS NOT READY TO PROCEED TO INTEGRATED AND SUSTAINMENT PHASE TRAINING AND IS/IS NOT RECOMMENDED FOR DESIGNATION AS AN INDEPENDENT UNIT RFT. (LIST ISSUES IF REQUIRED)

9. ISIC/CO COMMENTS:

10. ATG CONCURS/DOES NOT CONCUR//

BT

TAB D TO SECTION 4

SAMPLE MISSION AREA CERTIFICATION/END OF BASIC PHASE MESSAGE REPORT

R

FM ISIC

TO COMNAVSURFOR//N7/N71/N43/N3 and
COMNAVSURFPAC SAN DIEGO CA//N7/N43// or
COMNAVSURFLANT NORFOLK VA//N7/N43// (AS APPROPRIATE)
INFO COMNAVNETWARCOM NORFOLK VA//N40/N7//
CLASSRON

SHIP

COMNAVSURFOR SAN DIEGO CA//N6/N7// (LANT SHIPS)
COMNAVSURFLANT NORFOLK VA//N6/N7// (PAC SHIPS)
(STRIKE GROUP COMMANDER, AS APPROPRIATE)
(STRIKE TRAINING FORCE (LANT/PAC as applicable)
(COMAFLOATRAGRULANT or PAC and APPROPRIATE SERVICING ATG)//N00T//
UNCLAS //N03510//

MSGID/GENADMIN/ISIC//

SUBJ/USS (SHIP'S NAME) MISSION AREA CERTIFICATION/END OF BASIC PHASE
REPORT//

REF/A/DOC/COMNAVSURFOR/DATE//

AMPN/SURFACE FORCE TRAINING MANUAL//

RMKS/1. USS (SHIP'S NAME) ATTAINED MISSION AREA CERTIFICATION/END OF BASIC
PHASE ON DD MM YY.

A. USS (SHIP'S NAME) COMPLETED ALL ULTRA-C/E DEVELOPED TRAINING OBJECTIVES
LISTED IN THE SHIP'S TAILORED TRAINING SYLLABUS, INCLUDING ATTAINMENT OF
AT LEAST TFOM LEVEL BLUE OR ABOVE IN THE TFOM PROFICIENCY PILLAR DURING AN
INTEGRATED SCENARIO.

B. THE COMMANDING OFFICER, ISIC, AND ATG VALIDATED THE SHIPS
OVERALL FOM AS (NUMBER/COLOR). THE OVERALL FOM AND EACH ASSOCIATED
WARFARE MISSION AREA FOM WILL SERVE AS A BASELINE FOR FOLLOW-ON ULTRA
ASSESSMENTS. WARFARE MISSION AREA CERT SUMMARY AND ASSOCIATED FOM IS
DETAILED BELOW:

(1) OVERALL SHIP'S TFOM AT THE COMPLETION OF ULTRA-C/E WAS: (NUMBER /
COLOR)

(2) MISSION AREA TFOM:

MISSION AREA	GREEN	TFOM PROFICIENCY RANGE		
		BLUE	YELLOW	RED
(LIST)	TFOM#	TFOM#	TFOM#	TFOM#

EXAMPLE:

AW	95			
USW		81		

NOTES: AMPLIFY/CLARIFY ISSUES WHERE REQUIRED.

PROVIDE CLARIFICATION/PLAN FOR THOSE AREAS THAT DID NOT ATTAIN
CERTIFICATION CRITERIA. EXAMPLES INCLUDE CCR DEFICIENCIES, CRITICAL
SCHOOL/NEC SHORTFALLS, AND OUTSTANDING TRAINING OBJECTIVES.

2. THE SHIP DEMONSTRATED THE FOLLOWING: (THE PURPOSE OF THE FOLLOWING LIST
IS TO IDENTIFY CERTAIN CNSF HIGH INTEREST ITEMS):

A. DEMONSTRATED THE ABILITY TO OPERATE AT CONDITION I, IIAS, II(DC) III,
IV, CORE FLEX, BLUE/GOLD (AS APPLICABLE).

B. SHIPWIDE WATCHBILL REPLACEMENT PLANS ARE IN PLACE AND CAN/CANNOT
SUPPORT FUTURE OPERATIONS.

C. DEMONSTRATED THE REQUISITE PROFICIENCY TO CONDUCT NIGHTTIME OPERATIONS

THROUGH THE COMPLETION OF THE REQUISITE EXERCISES WITH THE FOLLOWING EXCEPTIONS: (AS APPLICABLE)

D. HAS/HAS NOT DEMONSTRATED THE ABILITY TO CONDUCT ONBOARD SINGLE UNIT TRAINING USING SHIP'S INTEGRATED TRAINING SYSTEMS (BFTT, BEWT, OBT, CMTPC, SG&R, ETC.). BFTT COUNTER AT ULTRA-C/E: ___ / BFTT COUNTER AT FEP COMPLETION: ___

E. SCHOOLS/NEC COMPLETION RATE: CRITICAL - XX%, ESSENTIAL - XX%

F. ATG ASSESSED ENGINEERING EVOLUTION AND DRILL PROFICIENCY - TWO WATCHTEAMS WERE EVALUATED. SECTION ONE SUCCESSFULLY COMPLETED ___ OF ___ EVOLUTIONS (___PCT) AND ___ OF ___ DRILLS (___PCT). SECTION TWO SUCCESSFULLY COMPLETED ___ OF ___ EVOLUTIONS (___PCT) AND ___ OF ___ DRILLS (___PCT). OVERALL ENGINEERING ADJECTIVE GRADE IS _____.

3. (FOR NON DRRS-N SHIPS) IS AT LEAST M-2 (TRAINING) IN SORTS IN ALL MISSION AREAS. (INDICATE EXCEPTIONS).

4. MET CNSF CERTIFICATION CRITERIA IN ALL MISSION AREAS AND CORE COMPETENCIES RELATED TO THIS SHIP CLASS, EXCEPT (LIST ONLY THOSE AREAS WHERE DEFICIENCIES EXIST, SUCH AS UNMET CCRS, AND ESTIMATED DATE OF COMPLETION):

5. RECAP OF ALL CERTS ATTAINED/STATUS AND DATE ATTAINED:

6. MATERIAL:

A. EQUIPMENT UPGRADES PROGRAMMED FOR SRA/PMA/UPK REQUIRING FORMAL TRAINING FOR EXISTING CREW MEMBERS OR ENROUTE TRAINING FOR NEW PERSONNEL.

B. EQUIPMENT DEGRADATIONS THAT IMPACT ABILITY TO SUSTAIN/IMPROVE TFOM PROFICIENCY AND ASSOCIATED MFOM FOR EACH EQUIPMENT/SYSTEM.

7. ITEMS REQUIRING CNSF ASSISTANCE: (*ie: material/equipment shortfalls from ASA checklists, support for attaining CCR's, PMA/SRA concerns, sked conflicts that will disrupt/preclude training, etc.*)

8. USS (SHIP'S NAME) IS/IS NOT READY TO PROCEED TO INTEGRATED AND SUSTAINMENT PHASE TRAINING AND IS/IS NOT RECOMMENDED FOR DESIGNATION AS AN INDEPENDENT UNIT RFT. (LIST ISSUES IF REQUIRED)

9. ISIC/CO COMMENTS:

10. ATG CONCURS/DOES NOT CONCUR.//

BT

TAB E TO SECTION 4

SAMPLE INDEPENDENT UNIT READY FOR TASKING MESSAGE REPORT

R

FM COMNAVSURFOR SAN DIEGO CA//N7//
TO COMTHIRDFLT//N3/N7//
COMSECONDFLT//N3/N7//
(AS APPLICABLE)
INFO COMNAVNETWARCOM NORFOLK VA//N40/N7//
COMNAVSURFLANT NORFOLK VA//N7//
COMAFLOATRAGRUPAC SAN DIEGO CA
COMAFLOATRAGRULANT NORFOLK VA
COMAFLOATRAGRUMIDPAC PEARL HARBOR HI
COMAFLOATRAGRUWESTPAC DET SASEBO JA
COMAFLOATRAGRUWESTPAC YOKOSUKA JA
TACTRAGRUPAC SAN DIEGO CA
TACTRAGRULANT NORFOLK VA
COMSTRKFORTRAPAC
COMSTRKFORTRALANT
CLASSRON
ISIC
SHIP

BT

UNCLAS //N03500//

MSGID/GENADMIN/COMNAVSURFOR/-//
SUBJ/INDEPENDENT UNIT READY FOR TASKING DESIGNATION//
REF/A/DOC/USFF/20DEC06//
REF/B/DOC/CNSF/12JUN2007//
NARR/REF A IS COMUSFLTFORCOM INST 3501.3 SERIES (FLEET TRAINING
CONTINUUM). REF B IS CNSFINST 3502.1 SERIES (SURFORTRAMAN).//
POC/RIEGER/LCDR/CNSF/TEL: 619-437-3322/TEL: DSN 577/
EMAIL: ROBERT.V.RIEGER(AT)NAVY.MIL//

RMKS/1. IAW REFS A AND B, USS SHIP IS DESIGNATED AS AN INDEPENDENT
UNIT READY FOR TASKING AND IS PREPARED FOR INTEGRATED AND SUSTAINMENT
PHASE TRAINING AND OPERATIONS.

2. USS SHIP HAS MET ALL CNSF CERTIFICATION CRITERIA AND CORE
COMPETENCIES WITH THE FOLLOWING EXCEPTIONS:

(LIST ONLY THOSE AREAS WHERE DEFICIENCIES EXIST SUCH AS UNMET CCRS,
AND ESTIMATED DATE OF COMPLETION).//

BT

TAB F TO SECTION 4

SAMPLE LOA MESSAGE REPORT

R

FROM ISIC (or SUPSHIP as appropriate))
TO COMNAVSURFOR//N7/N71/N43/N3 and
COMNAVSURFPAC SAN DIEGO CA//N7/N43// or
COMNAVSURFLANT NORFOLK VA//N7/N43// (AS APPROPRIATE)
INFO (CLASSRON)
(APPLICABLE ATG)
(SHIPYARD)
(SUPSHIP)
(IMA)
(RSG)
(SHIP)
BT
UNCLAS //N03540//
SUBJ/USS (SHIP'S NAME) LOA REPORT//
RMKS/1. AN LOA WAS CONDUCTED (DATE/LOCATION). (SHIP'S NAME) IS/IS NOT READY
TO LIGHT-OFF.
2. (SHIP'S NAME) WAS ASSESSED AT (LOCATION) BY (ORGANIZATIONS
PARTICIPATING IN QUALIFICATION TEAM(S)).
3. ITEMS OF PRIORITY AND RESTRICTIVE DISCREPANCIES:
A. DEFICIENCY NAME:
B. CSMP/JCN:
C. CASREP NR:
D. STATUS OF CORRECTION:
E. REQUESTED CNSF ASSISTANCE (IF REQUIRED):
F. ADDITIONAL REMARKS:
4. COMMENTS: (IF THE SHIP IS FOUND "NOT READY TO LIGHT-OFF", STATE WHAT
CORRECTIVE ACTIONS ARE REQUIRED, WHICH ORGANIZATION MAY VALIDATE
CORRECTION, AND WHEN THE SHIP IS EXPECTED TO ATTAIN A "READY TO LIGHT-
OFF..." STATUS. ISIC'S MUST VERIFY COMPLETION OF OUTSTANDING ITEMS BY
MESSAGE TO SAME ADDEES PRIOR TO LIGHTOFF).
5. ATG(CONCURS/DOES NOT CONCUR). *Provide detailed specifics for areas in
which ATG does not concur.*//
BT

CHAPTER 3

CERTIFICATION CRITERIA

SECTION 1

CERTIFICATIONS and QUALIFICATIONS

Ref: (a) COMFLTFORCOMINST 3501.3 (Series) (Fleet Training Continuum)
(b) Navy Electronic Warfare Library (NEWL):
http://www/nwdc/navy.smil.mil/Command/Doctrine/NWEL_pub-t/default.cfm

3101. General. This section describes detailed criteria for evaluating a ship's readiness in all applicable warfare mission areas or core competencies. The purpose in providing these criteria is to assure alignment in training practices, standards, and certification processes across the Surface Force in support of the CNSF role defined in ref (a).

3102. Certification Criteria: Tabs A through X of this section provide detailed certification criteria in multiple areas.

a. A ship will attain certification when **all** of the CCR's are met from the respective certification tabs and TFOM level, overall and TFOM PROFICIENCY, is at Blue or above in each respective mission area. Each Cert Tab is arranged to correspond to the TFOM pillars (PROFICIENCY, PERSONNEL, MANAGEMENT, and MATERIAL) and use the same split page format. The split page format depicted in Figure 3-1-1 outlines the specific Continuous Certification Requirements (CCRs) and the recommended methodology for attaining and maintaining required certification standards. CCR's are expected to be maintained current and closely monitored via TFOM and the CCR Tracker throughout the FRTP. CCR's contain elements common to most certification criteria and any unique elements to the specific area being certified. The methodology portion of the split page format enhances ease of use and addresses details concerning training methodology to be employed. Figure 3-1-2 summarizes required certifications by ship class.

b. Tab M (MOB-N), Tab Q (USW), and Tab X (OHSAT) are formatted differently and include periodicity and measurement criteria. These criteria reflect migration into the Cert Tab of the associated FXP requirements from Appendix C, identified for clarification in an FXP mapping column to the far right of the Tab. Accordingly, ships are not required to conduct FXP exercises listed in Appendix C for MOB-N and USW, but rather use Tab M and Tab Q CCR's exclusively for determining certification and readiness reporting requirements.

c. **All** CCR's are required for certification and will be assessed during ULTRA-C/E. Tab M, Tab Q and Tab X contain CCR's designated with "CR" below the CCR number. "CR" denotes a critical CCR required to be reviewed and verified during ULTRA-S.

3103. Level of Knowledge (LOK) Exams. Ships will administer Level of Knowledge (LOK) exams quarterly IAW each Certification Tab utilizing the Practice Program exam database for all applicable watch stations listed on the ULTRA LOK Exam Matrix found at:

<https://cnsfnatgsql.surfor.navy.mil/apps>.

Ships will also administer an LOK exam to personnel each time a new PQS qualification is complete. Results will be entered into TORIS. In conjunction with each ULTRA event ATG will administer LOK exams utilizing the on-line LOK website. With ATG concurrence the LOK Practice Program database may be used when there are bandwidth limitations or LOK server casualties. Six weeks prior to ULTRA-S the ship will provide U/W watch bills (conditions 1 thru 4) and a three section inport duty watch bill, including documentation of all watch stander qualifications as well as an alpha roster broken down by Officers, Chief Petty Officers and E1-E6 to ATG/ISIC. ATG will use the information provided to select the watch teams/personnel that will take LOK exams. Ten percent of the crew will take the LOK exams for medical and damage control. The ship will be notified regarding the list of selected individuals NLT three weeks prior to ULTRA-S.

The ATG N7 Test Bank Center Coordinator will generate Test Identification Numbers (TID) for those exams requiring TIDs and provide the TIDs to the TLO for forwarding to the Training Officer for administration.

Figure 3-1-1 CERT TAB Split Page Format

POWER PROJECTION, AMPHIBIOUS OPERATIONS, AIR SUPERIORITY, MARITIME SUPERIORITY
TAB N SEAMANSHIP (MOB-S) CERTIFICATION CRITERIA

1. **Seamanship References:**

a. NWP 4-01.4 UNREP Manual	g. NSTM 581 Anchoring
b. NWP 3-50.1 Search and Rescue Manual	h. NSTM 077 Personnel Protection Equip
c. OPNAVINST 3120.32 Series SORM	i. NSTM 582 Mooring and Towing
d. OPNAVINST 5100.19 Series Safety Manual Forces Afloat	j. NSTM 583 Boats and Small Craft Afloat
e. NAVSEA UNREP Hardware Manual	
f. NSTM 571 Underway Replenishment	

2. **Continuous Certification Requirements (CCR's).** A ship must satisfy the following CCRs at all times:

	Proficiency CCR's	Methodology/Criteria
	1. Seamanship Training Team (STT) Performance	Requires proficiency from MIW TT to Plan, Brief, Execute and Debrief properly. The following Training Objectives will be used: - Establish Training Teams - Exercise Planning, Preparation for Mission/Team Focused Training Event(s) - Brief Mission/Team Focused Training Event(s) - Execute Mission/Team Focused Training Event(s) - Debrief Mission/Team Focused Training Events(s) - Refer to cnsfnatgsql.surfor.navy.mil for Unified OB T for ship class specific TOs/EOs/MOPs.
	2. Mooring Alongside a Pier or Ship (day or night)	Requires one qualified Mooring Detail to demonstrate proficiency Mooring Alongside a Pier or a Ship (day or night) <u>quarterly</u> . The ship will lay out and inventory all required equipment. Assess line handling procedures, communications, and safety IAW REF's d, i, the Special Sea and Anchor Bill, and ship's drawings.

REQUIRED BASIC PHASE AND UNIT LEVEL TRAINING CERTIFICATIONS	C G 4 7	D G 5 1	F G 7	L C C	L H A	L H D	L P D 4	L P D 1 7	L S D 4 1 / 4 9	M C M	P C
TAB A: AVIATION	X	X	X	X	X	X	X	X	X		
TAB B: AMPHIBIOUS WARFARE					X	X	X	X	X		
TAB C: AT/FP	X	X	X	X	X	X	X	X	X	X	X
TAB D: AIR WARFARE	X	X	X	X	X	X	X	X	X		
TAB E: COMMUNICATIONS	X	X	X	X	X	X	X	X	X	X	X
TAB F: CRYPTOLOGY	X	X			X	X					
TAB G: ELECTRONIC WARFARE	X	X	X	X	X	X	X	X	X		
TAB H: MEDICAL	X	X	X	X	X	X	X	X	X	X	X
TAB I: INTELLIGENCE	X	X	X	X	X	X	X	X	X	X	X
TAB J: MINE WARFARE										X	
TAB K: DAMAGE CONTROL	X	X	X	X	X	X	X	X	X	X	X
TAB L: ENGINEERING	X	X	X	X	X	X	X	X	X	X	X
TAB M: NAVIGATION	X	X	X	X	X	X	X	X	X	X	X
TAB N: SEAMANSHIP	X	X	X	X	X	X	X	X	X	X	X
TAB O: STRIKE WARFARE	X	X									
TAB P: SURFACE WARFARE	X	X	X	X	X	X	X	X	X	X	X
TAB Q: UNDERSEA WARFARE	X	X	X	X	X	X	X	X	X		
TAB R: NC-VBSS	X	X	X				X	X	X		X
TAB S: 3M	X	X	X	X	X	X	X	X	X	X	X
TAB T: SEARCH and RESCUE	X	X	X	X	X	X	X	X	X	X	X
TAB U: BMD	X	X									
TAB V: FORCE SUPPLY MGMT	X	X	X	X	X	X	X	X	X	X	
TAB W: METOC					X	X					
TAB X: OHSAT/Expl Safety	X	X	X	X	X	X	X	X	X	X	X

Figure 3-1-2 Required Certifications Listed By Ship Class

Tab A: Aviation (AIR) Certification Criteria
Tab B: Amphibious Warfare (AMW) Certification Criteria
Tab C: Anti-Terrorism/Force Protection (AT/FP) Certification Criteria
Tab D: Air Warfare (AW) Certification Criteria
Tab E: Communications (CCC) Certification Criteria
Tab F: Cryptology (CRY) Certification Criteria
Tab G: Electronic Warfare (EW) Certification Criteria
Tab H: Medical (FSO-M) Certification Criteria
Tab I: Intelligence (INT) Certification Criteria
Tab J: Mine Warfare (MIW) Certification Criteria
Tab K: Damage Control (MOB-D) Certification Criteria
Tab L: Engineering (MOB-E) Certification Criteria
Tab M: Navigation (MOB-N) Certification Criteria
Tab N: Seamanship (MOB-S) Certification Criteria
Tab O: Cruise Missile (Strike Warfare/Harpoon) Certification Criteria
Tab P: Surface Warfare (SW) Certification Criteria
Tab Q: Undersea Warfare (USW) Certification Criteria
Tab R: Non-Compliant Visit, Board, Search and Seizure (NC-VBSS)
Certification Criteria
Tab S: Force Maintenance and Material Management (3M) Cert Criteria
Tab T: Search and Rescue (SAR) Certification Criteria
Tab U: Ballistic Missile Defense (BMD) Certification Criteria
Tab V: Force Supply Management Certification Criteria
Tab W: Meteorological (METOC) Certification Criteria
Tab X: OHSAT/Explosive Safety Certification Criteria

MARITIME SUPERIORITY
TAB A
AVIATION (AIR) CERTIFICATION CRITERIA

1. Aviation References:

- a. COMNAVSURFORINST 3700.1 (series), Aviation Readiness Qualification (ARQ) and Aviation Facility Certification (AVCERT) of COMNAVSURFOR Ships
- b. NAVAIRWARCENDIV LAKEHURST 4.8.10.4, Air Capable Ship Aviation Facilities Bulletin No. 1 (series)
- c. NAVAIRWARCENDIV LAKEHURST 4.8.10.4, Amphibious Assault Ship Aviation Facilities Bulletin No. 1 (series)
- d. NAVAIRINST 13800.17, Procedures and Responsibilities for Certification of Amphibious Assault Ship (LHA/LHD) Precision Approach Landing Systems
- e. NAVAIR 00-80T-122, Helicopter Operating Procedures for Air-Capable Ships NATOPS Manual
- f. NAVAIR 00-80T-106, LHA/LHD NATOPS Manual
- g. NAVAIR 00-80R-14, NATOPS USN Aircraft Firefighting and Rescue Manual
- h. NAVAIR 00-80R-14-1, NATOPS USN Aircraft Emergency Rescue Information Manual
- i. NAVAIR 00-80R-19, NATOPS USN Aircraft Crash & Salvage Operations (Afloat)
- j. NAVAIR 00-80T-109, Aircraft Refueling NATOPS Manual
- k. NAVAIR AE-LHATC-OPM-000, Amphibious Air Traffic Control Manual
- l. NAVAIR 00-80T-114, NATOPS Air Traffic Control Facilities Manual

2. The Aviation Certification Process. Per reference (a) Aviation Certification (AIR CERT) for COMNAVSURFOR ACS and AAS consists of three parts: Aviation Facility Certification (AVCERT) conducted by Naval Air Systems Command; Aviation Readiness Qualification (ARQ) conducted by ATG; and a Flight Deck Operations demonstration (commonly called "Helo Day") observed by ATG assessors. These evolutions are interrelated. An ARQ cannot be conducted unless the ship's facilities have been certified by an AVCERT. In addition, a Helo Day cannot be conducted unless the ship has successfully completed, or is still current in both AVCERT and ARQ.

3. Continuous Certification Requirements (CCRs). CNSF Aviation Certification authorizes a ship's CO to conduct routine flight operations without outside observers. To achieve and maintain Aviation Certification a ship must satisfy the following CCRs at all times.

	Proficiency CCR	Methodology/Criteria
1	Damage Control Training Team (DCTT) / Aviation Training Team (ATT) Performance	Requires proficiency from DCTT and ATT to Plan, Brief, Execute, and Debrief properly. The following Training Objectives will be used: <ul style="list-style-type: none"> - Establish Training Teams - Exercise Planning, Preparation for Mission/Team Focused Training Events(s) - Brief Mission/Team Focused Training Event(s) - Execute Mission/Team Focused Training Event(s)

		<p>- Debrief Mission/Team Focused Training Event(s) Ships with an Air Department (LHA, LHD and LPD) will utilize the ATT; all others will utilize the DCTT.</p>
2	Launch and recover a helicopter (all ACS except ARS)	Demonstrate and maintain the ability to plan and conduct flight operations by launching, recovering and controlling a helicopter, day and night IAW reference (e). Requires 13 launch/recovery evolutions per quarter; LPD requires 40 evolutions per quarter.
3	Launch and recover multiple aircraft (LHA and LHD)	Demonstrate and maintain the ability to plan and conduct flight operations by launching, recovering and controlling multiple aircraft on multiple spots, day and night with and without the aid of night vision devices IAW references (a through i).
4	Control aircraft departing and recovering (LHA and LHD) (Note 1)	Demonstrate and maintain the ability to plan, conduct and coordinate flight operations by controlling an aircraft departing and recovering for day and night operations IAW reference (f).
5	Control multiple arriving aircraft using CASE III procedures to LHA/LHD ships (can be simulated CASE III weather conditions) (Note 1)	Demonstrate and maintain the ability to plan, conduct and coordinate Carrier Control Approaches (CCA) IAW references (f) and (k). Requires a minimum of 10 CCA approaches per quarter. The following criteria apply: a minimum of 2 aircraft shall be used to demonstrate the AATCC ability to marshal aircraft, issue expected approach times and radar vector aircraft in CCA pattern. After initial marshal recovery, a minimum of four CCA shall be conducted to satisfy CASE III certification requirements. To conduct CASE III certification, evaluation of ships weather condition must meet or exceed CASE II minimums. Ships shall not conduct actual CASE III flight operations until satisfactory completion of CASE III certification.
6	Control departing aircraft from LHA/LHD ships using CASE III procedures (can be simulated CASE III weather conditions) (Note 1)	Demonstrate and maintain the ability to plan, conduct and coordinate CASE III departures IAW reference (f). Requires a minimum of 2 CASE III departures per quarter. V/STOL aircraft should be used when available.
7	Issue a TACAN approach to arriving aircraft (LHA and LHD) (Note 1)	Demonstrate and maintain the ability to issue TACAN instructions to arriving aircraft. Requires a minimum of 2 TACAN approaches per quarter.
8	Refuel helicopters/aircraft on-deck (all	Demonstrate and maintain the ability to refuel helicopters/ aircraft on-deck, day and night, while its engines are running IAW

	ships except ARS)	references (e), (f) and (j). Requires one on-deck fueling evolution (hot pump) per quarter.
9	Refuel a helicopter in-flight (HIFR) (CG, DDG and FFG)	Demonstrate and maintain the ability to refuel a helicopter in-flight (HIFR) IAW references (e) and (j). Requires one HIFR per year.
10	Replenish the ship with helos/aircraft (VERTREP)	Demonstrate and maintain the ability to replenish the ship with helicopters/aircraft (VERTREP) IAW references (e) and (f). Requires 5 VERTREP load transfers every 6 months.
11	Helicopter firefighting (ACS)	Demonstrate and maintain the ability to integrate the Damage Control Training Team (DCTT) with other training teams in a multi-warfare scenario involving a helicopter crash on the flight deck. Flight Quarters personnel must rescue the aircrew and passengers, and contain and extinguish fires resulting from a helicopter crash or incident on deck IAW references (e), (g), (h) and (i). Requires two crash drills per month.
12	Aircraft firefighting on the flight deck (LHA, LHD and LPD)	Amphibious ships with Air Departments must demonstrate the ability to integrate their Aviation Training Team (ATT) with other training teams in multi-warfare scenarios involving aircraft crashes/fires. Flight Quarters personnel must rescue the aircrew and passengers, contain and extinguish fires, and clear the landing area following an aircraft crash or incident on the flight deck IAW references (g) through (i). Requires one Flight Deck Aircraft Fire Drill per month; the drill will include the following phases: Aircraft Fire, Aircraft Salvage using Crash Forklift, and Aircraft Salvage using Crash Crane.
13	Aircraft handling (LHA and LHD)	Demonstrate and maintain the ability to safely move aircraft on and between the flight deck and hangar deck IAW reference (f) to support flight operations and aircraft maintenance, fueling, arming, loading and unloading operations.
14	Aircraft firefighting on the hangar deck (LHA and LHD)	Demonstrate and maintain the ability to rescue personnel and contain and extinguish fires resulting from aircraft incidents on the hangar deck IAW references (g) through (i). Requires one Hangar Deck Aircraft Fire Drill per month.
15	Aircraft fueling station fire (LHA and LHD)	Demonstrate and maintain the ability to contain, extinguish and recover from aircraft fueling station fires on the flight deck and on the hangar deck IAW AFOSS. Requires one flight deck drill and one hangar deck drill per month.

16	Aviation fuel system casualty (LHA and LHD)	Demonstrate and maintain the ability to investigate, control and repair aviation fuel system casualties IAW AFOSS. Requires one drill every 3 months; the drill will include the following phases: Flight Deck, Hangar Deck, Pump Room and Filter Room.
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	Personnel CCR	Methodology/Criteria
1	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools management plan projecting four quarters.
2	PQS qualified Training Teams capable of training all watch teams	All Aviation Training Team (ATT) / Damage Control Training Team (DCTT) members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations. DCTT / ATT must be designated in writing by the current Commanding Officer.
3	PQS qualified AATCC watch team (LHA and LHD)	One PQS qualified watch team (including interim qualifications) for Condition III required.
	Management CCR	Methodology/Criteria
1	Aviation Readiness Qualification (ARQ)	Aviation Readiness Qualification (ARQ) complete and verified current per reference (a). A ship with an expired ARQ is prohibited from conducting flight operations. If a ship does not maintain a current ARQ, the ship shall suspend flight operations via message to the TYCOM, ISIC and ATG. The suspension will remain in effect until the specific deficiencies are corrected and verified by the ARQ issuing authority.
2	Watch Team Replacement Plan (WTRP)	Effective WTRP for flight quarters personnel. For LHA, LHD and LPD, the WTRP will include the Aviation Training Team. The WTRP will project out four quarters at a minimum.
3	AATCC Training program (LHA and LHD). (Note 1)	In addition to assigned shipboard training, ensure the AATCC team is continuing to train IAW refs (k) and (l).
4	Completion of Air Traffic Control NATOPS Evaluation Checklist per refs (k) and (l) (LHA and LHD). (Note 1)	At least 80% of all items met with full compliance with a plan in place to correct all deficiencies.

	Material CCR	Methodology/Criteria
1	Aviation Facility Certification (AVCERT)	Aviation Facility Certification (AVCERT) complete per references (a) through (c). A ship with an expired AVCERT is prohibited from conducting flight operations. If a ship does not maintain a current AVCERT, the ship shall suspend flight operations via message to the TYCOM, ISIC, ATG and NAVAIR. The suspension will remain in effect until the specific deficiencies are corrected and verified by the AVCERT issuing authority.
2	Precision Approach Landing System (PALS) (LHA and LHD)	Precision Approach Landing System (PALS) Certification complete per reference (d).
3	Amphibious Air Traffic Control Center (LHA and LHD) Note 1	Verify SPN-43, SPN-35, SPN-41, TPX42 (IFF), TACAN, ship's external communication system and amphibious air traffic control radar consoles are in an operational condition.

Note 1 (LHA and LHD): For COMNAVSURFPAC ships this function is exercised and evaluated by COMTACGRU ONE (N7). For COMNAVSURFLANT ships this function is exercised by Aviation Support Directorate at SURFLANT. The results of the material and proficiency CCRs will be reported directly to ATGP/L.

4. Unit Level Training and Readiness Assessment (ULTRA)

- a. Verify personnel, management, and material CCR compliance.
- b. Assess a complex, integrated, ship-executed ATG-provided scenario in the evaluation mode.
- c. For Air-Capable Ships ATG will assess the applicable proficiency CCRs during one day of at-sea air operations. Due to scheduling requirements this may occur separately from the ULTRA.
- d. For Amphibious Aviation Ships (LHA and LHD), ATG (with assistance, see note 1) will assess the applicable proficiency CCRs during two to three days and nights of at-sea air operations. Due to scheduling requirements, this may occur separately from the ULTRA.

5. Advanced Aviation Training and Integration

- a. For Amphibious Aviation Ships (LHA and LHD) the aviation training continuum includes the initial Aviation Certification, described herein, and follow-on training with multiple rotary-wing, tilt-rotor and fixed-wing aircraft during the integrated and sustainment phases of the FRTP.
- b. As directed by the numbered fleet commander and COMSTRKFORTLANT/PAC.

6. Incomplete, Expired or Suspended Certifications. Per Ref (a) all ships shall have a current ARQ and AVCERT prior to conducting any flight operations. A ship with a current AVCERT and ARQ, but an expired Helo Day evolution, may only conduct flight operations deemed an operational necessity by the ship's CO or Operational Commander. Until full Aviation Certification is granted a qualified observer designated by the TYCOM must be present for all flight operations training to correct any deficiencies prior to completing a scheduled Helo Day. Any ACS or AAS that cannot maintain a current AVCERT or ARQ must suspend flight operations until the specific deficiencies are corrected and verified by the AVCERT or ARQ issuing authority, as applicable, or a valid AVCERT or ARQ is successfully conducted.

AMPHIBIOUS OPERATIONS
TAB B
AMPHIBIOUS WARFARE (AMW) CERTIFICATION CRITERIA

1. Amphibious Warfare References:

- a. Navy-wide OPTASK Amphibious Warfare
- b. COMNAVSURFLANT/SURFPACINST 3340.3 (Series) (Wet Well Manual)
- c. Safe Engineering and Operations for Landing Craft Air Cushion (LCAC) (SEAOPS), Vol. 1-5
- d. COMPHIBGRUTWOINST 3440.1 (Series)/COMPHIBGRUTHREEINST 3000.1 (Series), Amphibious Specialty Training.
- e. COMNAVSURFLANT/COMNAVSURFPACINST 3000.15, Standard Operating Procedures for Raiding Craft
- f. NSTM 077 (Personnel Protection Equipment)
- g. NSTM 583 (Boats and Small Craft)
- h. NSTM 584 (Landing Craft and Amphibious Assault Vehicle Handling and Support Systems)
- i. NSTM 589 (Cranes)
- j. NWP 3-02.1 (Ship to Shore Movement)
- k. COMNAVSURFLANTINST 3120.13 (Series), Safe Engineering and Operating (SEAOPS) for Landing Craft Air Cushion (LCAC)

2. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times:

	Proficiency CCRs	Methodology/Criteria
1	* Training Team Performance	Requires proficiency from Seamanship Training Team and Combat Systems Training Team to Plan, Brief, Execute, and Debrief properly. The following Training Objectives will be used: <ul style="list-style-type: none"> - Establish Training Team - Exercise Planning, Preparation for Mission/Team Focused Training Events(s) - Brief Mission/Team Focused Training Events(s) - Execute Mission/Team Focused Training Event(s) - Debrief Mission/Team Focused Training Events(s)
2	* Demonstrate Boat Hoisting and Lowering	Demonstrate proficiency Hoisting and Lowering ship's boats and RHIBs using davit and crane.
3	* Demonstrate Embarkation and Debarkation of Landing Craft from the Well Deck	Demonstrate proficiency by wing wall/catwalk crews in the proper procedures for embarkation and debarkation, and maneuvering of LCU's or LCM.
4	* Demonstrate Embarkation and Debarkation of Landing Craft (Air Cushioned) from the Well Deck	Demonstrate proficiency in the proper procedures for embarkation and debarkation, maneuvering and spotting of Landing Craft (Air Cushioned).

5	Demonstrate Well Deck Cargo Handling	Demonstrate proficiency in handling quantities of palletized cargo to/from assault craft utilizing the ship's system in the well deck and cargo spaces.
6	* Demonstrate Assault Craft Handling in Well Deck Operations	Demonstrate proficiency in embarkation of LCMs and LCUs and control of troop debarkation in well deck operations.
7	Demonstrate Control of LCAC Ship-to-Shore Movement	Demonstrate proficiency by the ship's control team in their duties during a ship-to-shore movement of LCAC's launched from over the horizon.
8	Demonstrate LCU Stern Gate Marriage	Demonstrate proficiency in marrying the bow ramp of an LCU to the stern gate blocks on LSD/LPD/LHD. Embarking and debarking vehicles between LSD/LPD/LHA/LHD. Spotting and stowing embarked vehicles.
9	Demonstrate Boat Wave Tracking	Demonstrate proficiency by the ship's control team in their duties in tracking and controlling assault boat waves and constructing boat lanes without the use of landing beaches.
10	Demonstrate LCAC Emergency Recovery	Demonstrate proficiency by the ship's control and Well Deck teams in their abilities to recover a disable LCAC. Utilize SEAOPS Vol. III Appendix B, C, D, E, or F for specific class ship.
11	Demonstrate LCU Ship-to-Shore Movement.	Demonstrate proficiency by the ship's control team in their duties during a daylight and nighttime ship to shore movement including procedures to use when PCS is underway and/or when restricted by casualties.
12	Demonstrate Embarkation and Debarkation of AAV from the Well Deck	Demonstrate proficiency in the proper procedures for embarkation and debarkation, maneuvering and spotting of AAVs.
13	Demonstrate Underway Launch of AAV	Demonstrate proficiency in the procedures and techniques required for the launching of AAVs from the well deck of ships with weigh on. (LSD, LPD 4 and LPD 17 Only)
14	Demonstrate Control of AAV Ship-to-Shore Movement	Demonstrate proficiency by the ship's control team in their duties during a ship to shore movement of AAVs (LPD-4, LPD 17 and LSD Only).
15	Demonstrate LARC V Wet Well Operations	Demonstrate proficiency in the procedures and techniques required for the launching and recovery of LARC Vs from the well deck of ships.
16	Demonstrate CRRC Operations	Demonstrate proficiency in the procedures and techniques required for the launching and recovery of CRRC Vs from the well deck of LHD/LPD/LSD ships.

	Personnel CCRs	Methodology/Criteria
1	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools management plan projecting four quarters.
2	* PQS qualified Seamanship Training Team capable of training all watch teams	All STT and CSTT members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations. STT must be designated in writing by the Commanding Officer.
3	* PQS qualified watchteams	Two PQS qualified CIC Boat Control Teams and one PQS qualified Well Deck Team.

	Management CCRs	Methodology/Criteria
1	Satisfactorily completed Conventional Craft Checklist	SAT is 80% of items met with full compliance with plan to correct deficiencies. Checklist is found in reference (d).
2	* Condition 1A/Wet Well Instruction signed	The ship's Condition 1A Instruction will be used as the standard by which assessors will ascertain the watchteam's ability to execute expeditionary operations. Signed by the current Commanding Officer.
3	* Watch Team Replacement Plan (WTRP)	Ship must have an effective WTRP for watchstanders and STT. WTRP should project out four quarters at a minimum.

	Material CCRs	Methodology/Criteria
1	Crane Material Certification	Ensure shipboard B & A Crane is safe for shipboard use. Must comply with PMS/NSTM requirements. (LSD, LPD-4 and LPD 17 only)
2	Weight Test Logs Current	Ensure shipboard weight handling equipment is safe for shipboard use. Must comply with PMS/NSTM requirements.
3	* Demonstrate Operational Ballast Control System	Ensure Ballast Control System is operating within design specifications. Must comply with ship's SIB, BOSS, EOSS, and other Engineering Department established SOP's for ballast/de-ballast operations. Also utilize guidance contained in reference (d).
4	* Demonstrate Operational Stern Gate System	Ensure Stern Gate System is operating within design specification. Must comply with PMS/NSTM requirements.
5	* Demonstrate Boat Davit Operations	Ensure all Boat Davits are operating within design specification. Must comply with PMS/NSTM requirements.

Note 1: Completion of CCRs designated with (*) will occur within 60 days of completion of a ship's CNO availability and are required to be complete to meet ATF Surge requirements.

Note 2: ATF Surge also requires current mobility, ATPF, and aviation certifications.

3. Unit Level Training and Readiness Assessment (ULTRA)

- a. Verify Personnel, Management, and Material CCR compliance.
- b. Assess ship's ballast/deballast and well deck operational proficiency.
- c. Assess proficiency CCRs as required.
- d. Verify cranes, boat davits, stern gate, ballast system, navigation systems (radar, GPS), radios, lighting, and ventilation, are in operational condition.
- e. Proficiency CCRs 1-15 must be demonstrated by the conclusion of the ULTRA certification process.

4. Area Certification Exercises. This paragraph lists the exercises required to be completed for mission area certification. These are integrated lists that include exercise description and periodicity.

Amphibious Warfare:

a. ATF Lift Capable (within 60 days of completion of CNO Avail):

AMW-4-SF	EMBARK PLANNING	6, 9, 12
AMW-5-SF	ASSAULT BOAT HOIST AND LOWERING	3, 6, 9
AMW-6-SF	EMBARK/DEBARK LAND CRAFT - WELL DECK	6, 9, 12
AMW-7-SF	EMBARK/DEBARK LCAC - WELL DECK	6, 9, 12
AMW-8-SF	CONTROL/TRACK OF BOAT WAVES	3, 6, 9
AMW-12-SF	BASIC CARGO HANDLING	12, 18, 24
AMW-13-SF	BASIC WELL DECK CARGO HANDLING	6, 9, 12
AMW-27-SF	ASSAULT CRAFT HANDLING IN WELL DECK OPS	6, 12, 18
AMW-39-SF	LCU STERNGATE MARRIAGE TO WELL DECK	12, 18, 24
AMW-61-SF	CONTROL LCAC SHIP-SHORE MOVEMENT	6, 9, 12

b. AMW Certification (by the completion of ESGEX):

AMW-11-SF	SURF OBSERVATIONS/MSI CALCULATIONS	3, 6, 9
AMW-20-SF	LARC V WET WELL OPERATIONS	6, 12, 18
AMW-28-SF	CONTROL SHIP-SHORE MOVE	12, 18, 24
AMW-34-SF	EMBARK/DEBARK AAV FROM WELL DECK	6, 9, 12
AMW-37-SF	CONTROL AAV SHIP-SHORE MOVEMENT	6, 9, 12
AMW-70-SF	LAUNCH/RECOVERY OF CRRC	12, 18, 24

ANTI-TERRORISM/FORCE PROTECTION (AT/FP)
TAB C
ANTI-TERRORISM/FORCE PROTECTION (AT/FP) CERTIFICATION CRITERIA

1. Anti-terrorism/Force Protection References.

- a. COMNAVSURFORINST 3300.1 (Series) Anti-terrorism/Force Protection (AT/FP) Program
- b. OPNAVINST 3591.1 (Series) Small Arms Training and Qualification
- c. Navy-Wide OPTASK Anti-terrorism/Force Protection
- d. DOD Instruction O-2000.16 (Series) DoD Antiterrorism Standards
- e. OPNAVINST 3300.55 (Series) Navy Combating Terrorism Program Standards
- f. NTTP 3-07.2.1 (Series) Anti-terrorism/Force Protection
- g. NTTP 3-07.3.2 (Series) Tactical Employment of Non-lethal Weapons
- h. TM SWDG 3-10.1-01 Small Boat and Surveillance Tactics for Anti-terrorism/Force Protection of High Value Assets in an Inshore Harbor Environment

2. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times:

	Proficiency CCRs	Methodology/Criteria
1	Training Team Performance	Requires proficiency from ATTT to Plan, Brief, Execute, and Debrief properly. The following Training Objectives will be used: <ul style="list-style-type: none"> - Establish Training Teams - Exercise Planning, Preparation for Mission/Team Focused Training Events(s) - Brief Mission/Team Focused Training Event(s) - Execute Mission/Team Focused Training Event(s) - Debrief Mission/Team Focused Training Event(s)
2	Deter, detect, defend against, and mitigate Terrorist Activities	Ships shall demonstrate proficiency in the execution of their Pre-Planned Response IAW their Force Protection (FP)/Inport Security Plan (ISP) (including transitions through FPCONS) to deter, detect, defend against, and mitigate terrorist activities. At a minimum, ships shall perform exercises identified in Appendix A and outlined within this tab. If not already specified in Appendix A exercises will be conducted quarterly.

3	Surveillance Detection	<p>Demonstrate proficiency in detecting Surveillance activity on unit. Collecting as much information as possible and disseminating information through the unit. The following exercises will be conducted:</p> <ol style="list-style-type: none"> 1. Land Side 2. Water Side 3. OPSEC Probe <p>NOTE: In order for CCR to be met, each drill score shall be at least 80%.</p>
4	Entry Control Point (ECP)Threat	<p>Unit will demonstrate defensive capability in integrated use of barriers, access control, and response force to the threat, collecting as much information and/or deterring any further action until arrival of security forces and/or host nation. The following exercises will be conducted:</p> <ol style="list-style-type: none"> 1. Pier Penetration 2. Ship Penetration (Basic) 3. Ship Penetration (Advanced) <p>NOTE: In order for CCR to be met, each drill score shall be at least 80%.</p>
5	Pedestrian Improvised Explosive Devise (PIED) Exercise	<p>Deterring (ECP, defense in depth, etc.), detecting (Vapor Tracer, metal detectors, visual inspections, etc), and mitigating (stand off distance, no use of radio, preventing further access, etc.) against a Pedestrian IED.</p>
6	Vehicle Improvised Explosive Devise (VIED) Exercise	<p>Deterring (ECP, defense in depth, etc.), detecting (Vapor Tracer, metal detectors, visual inspections, etc), and mitigating (stand off distance, no use of radio, preventing further access, etc.) against a Vehicle IED.</p>
7	Suspicious Package or Mail Improvised Explosive Device (IED)	<p>Deterring (mail procedures, etc.), detecting (Vapor Tracer, metal detectors, visual inspections, etc), and mitigating (stand off distance, no use of radio, preventing further access, etc.) against a Mail IED.</p>
8	Pierside Small Boat Attack Exercise	<p>Watch stander proficiency in detecting small craft action (terrorist scenario). Watch team will deter further action from small craft with small boat crew, announcements from ship, etc. Watch team will demonstrate knowledge of ROE and integration fields of fire from the unit.</p>
9	Terrorist A/C Attack Exercise	<p>Watch stander demonstrate proficiency in detecting and reacting to "homebuilt ultra light" type aircraft. Collect information and disseminate. Demonstrate knowledge of ROE and integration fields of fire from unit.</p>
10	Telephonic Bomb Threat Exercise	<p>Demonstrate proficiency in reporting, searching, detecting, and mitigate Bomb</p>

		Threat situation.
11	Hostage Situation/ Exercise	Demonstrate capability of watch standers responding to a Hostage situation (SRF 5 min/BRF and RF 10 Min IAW ref a). Proficiency in tactical movement, securing area, initial communication, and proper notification.
12	Pier Demonstration/ Passive Protest Exercise	Watch stander proficiency to secure perimeter and maintain situational awareness. Set additional watch standers within the enclave of unit (i.e. hose teams, etc.) to deter entrance of crowd on board ship. Proper notification of appropriate authorities.
13	Floating Object	Watch standers will demonstrate detection and reporting procedures of unauthorized floating devices alongside ship.
14	Swimmer Attack	Detect, report, and defend against swimmer attack.
15	Nighttime Small Boat Attack at Anchor	Watch stander proficiency in detecting small craft action (terrorist scenario). Watch team will deter further action from small craft with announcements from ship, etc. Watch team will demonstrated knowledge of ROE and integration fields of fire from the unit.
16	Watch team Level of Knowledge (LOK)	Ships will administer LOK Exams quarterly utilizing the Practice Program exam database for all applicable watch stations listed on the ULTRA LOK Exam Matrix. ATG will administer LOK Exams, utilizing the LOK website, to applicable qualified watchstanders for the ULTRA event. The minimum acceptable average score for this mission area is 70%. If the average score is below 70% during the ULTRA, the ship and ISIC will remediate. Refer to the LOK Website at https://cnsfnatgsql.surfor.navy.mil/apps for the current Practice Program and LOK Exam Matrix.

Note: In the interest of safety, simulated weapons (RED GUNS) vice shipboard weapons shall be utilized by watch standards being critiqued during all training and assessment periods. All Crew Served Weapons (CSW) shall be verified "clear and safe" with no ammunition on deck, prior to conducting training or assessment. Real World armed watches and situation awareness will be maintained. Real World armed watches (includes baton and OC spray) will wear reflective orange vest for easy identification and have a safety observer assigned to him/her. Safety observer will have knowledge of the Certification Package, timeline, and have communication with ATTT leader. Real World watches will not be involved in any drills whatsoever.

	Personnel CCRs	Methodology/Criteria
1	Meet 100% required schools	100% completion of critical schools and NECs as listed in NTMPS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools management plan projecting four quarters.
2	PQS Qualified Antiterrorism Training Team (ATTT) capable of training all watchteams	A PQS qualified Training Team designated in writing and signed by the current Commanding Officer. and qualified in the position and with sufficient members to observe all applicable watchstations.
3	Antiterrorism Officer (ATO)	ATO shall be 2 nd Tour Division Officer or higher and designated in writing. (Ref a). ATO shall be Level 2 graduate. (Ref e) Exceptions: <ol style="list-style-type: none"> 1. ARS, MCM, , and LCSs may designate first tour Division Officer or CPO if circumstances dictate. 2. LDO and CWO specific Security Officers may also satisfy requirement.
4	PQS Qualified Inport Duty Sections	<ol style="list-style-type: none"> 1. PQS qualified watchteams (e.g., ECP, QD, Rovers, SRF/BRF/RF, etc.) for each Inport Duty Section. 2. Qualified personnel in special equipment (i.e. Vapor Tracers, metal detectors, etc.) IAW current directives.
5	PQS Qualified Duty Section Small Boat Crews	All personnel shall be qualified in the position they are standing to include 2 nd class swimmer qualifications. (Three (3) Boat Crews one per section, 2 for PC/MCM)
6	Weapon Qualifications	<ol style="list-style-type: none"> 1. All armed watchstanders shall be small arms qualified and current with the weapon(s) required for the position that they are standing IAW Refs (a) and (b), including training in: <ol style="list-style-type: none"> a. Weapon condition b. Levels of Force training (Use of Force Cards) c. Quarterly Use of Deadly Force training. d. ROE 2. All crew served weapon watchstanders shall be PQS qualified. 3. Semi-annual sustainment training as outlined in Ref (b) shall be accomplished using simulators (i.e., PRISim, FATS, etc.). 4. Designated personnel (IAW ship's instruction) shall be qualified (PQS/JQR) in use of flares. 5. Designated personnel (IAW ship's instruction) shall be qualified (PQS/JQR) in concussion grenades.

7	NLW Qualifications	<p>All armed watch standers (minus crew served weapons personnel) shall be NLW qualified IAW Ref (g), including the following:</p> <ul style="list-style-type: none"> a. Hand/flex cuffing b. Baton c. OC Pepper Spray d. Hard Controls (i.e. PPCT, EHCT) <p>NOTE: These NLW qualifications are earned during the Armed Sentry Course (School or Between the Lifelines (BTL)).</p>
8	Antiterrorism Training	<ul style="list-style-type: none"> 1. CO shall be Level 3 (COAT) graduate. (Ref e) 2. Independent duty Master-at-Arms, when assigned, shall be Level 2 graduate and primary AT/FP Training Supervisor (NEC 9501). (Ref a) 3. 90% of assigned personnel shall be current in their annual Level 1 ATFP training requirement. (Ref e)

	Management CCRs	Methodology/Criteria
1	Completion of ASA Check sheets	At least 80% of all items met with full compliance and a plan to correct all deficiencies.
2	Watch team Replacement Plan (WTRP)	Effective WTRP for all FP watch teams and the Antiterrorism Training Team. WTRP will project out four quarters at a minimum.
3	Force Protection / Inport Security Plan	<ul style="list-style-type: none"> 1. The ship's Pre-Planned Responses in the FP/ISP must be approved by the ISIC, and will be used as the standard to ascertain the watch team's ability to execute ATFP. The FP/ISP must be signed by the Commanding Officer. 2. AT/FP Plan will meet the minimum requirements outlined in ref a.
4	Short / Long Range Training Plans	<ul style="list-style-type: none"> 1. Documented training based on Short/Long Range Training Plans: <ul style="list-style-type: none"> a. Quarterly FP scenarios for each duty section. b. Semi-annual (not to exceed 8 months) small arms sustainment training to maintain qualification. c. Annual NLW training. d. Exercise periodicity IAW Appendix A

	Material CCRs	Methodology/Criteria
1	AEL Equipage	100% AEL items on hand or on order, and sufficient functioning equipment on hand to completely equip assigned FP watchstanders. https://www2.surfor.navy.mil/Appsweb/AEL/(rhjeyoipobmhxp45z0latvzv)/Default.aspx
2	Small Boat(s)	Small boat(s) to support the FP/ISP Plan

	shall be operational, manned, and available for required exercise.
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3. Unit Level Training and Readiness Assessment (ULTRA-C/E).

- a. Assess AT/FP ASA Checksheet
- b. Review training records and management program requirements IAW ref a.
- c. Verify personnel, management and material CCR compliance.
- d. Ships will collapse into three inport duty sections (2 for MCM class ships). Ships will simulate being in a foreign port and ATG will provide a standardized geopolitical scenario to support training. The ship will develop an Inport Security Plan, which shall be approved by the ISIC prior to the assessment.
- e. Assess proficiency CCRs. SAT completion is defined as each inport duty section satisfactorily completing 80% of the exercises identified above IAW OBT grading criteria (at least 5 exercises per sections). The ship must also demonstrate the ability to transition through FP Conditions (FPCONS) A, B, C, and D IAW their ISP/FP Plan. Simulation during the exercise should be minimized to effectively assess the ships ability to deter, detect, and counter a terrorist event, with consideration to overall safety.
- f. After successfully demonstrating proficiency by all inport duty sections, one duty section will demonstrate proficiency in deterring and countering a Nighttime Small Boat Attack at Anchor.
- g. Level of Knowledge (LOK) Exams required. The minimum average score for the mission area is 70%.

4. Unit Level Training and Readiness Assessment Sustainment (ULTRA-S)

- a. Assess AT/FP ASA Checksheet
- b. Review training records and management programs requirements IAW ref a.
- c. Verify personnel, management and material CCR compliance.
- d. Ships will collapse into three inport duty sections (2 for MCM/PC class ships). Ships will simulate being in a foreign port and ATG will provide a standardized geopolitical scenario to support training. The ship will develop an Inport Security Plan, which shall be approved by the ISIC prior to the assessment.
- e. Assess proficiency CCRs. SAT completion is defined as two inport duty section satisfactorily completing four (4) out of six (6) randomly selected ATG-provided exercises IAW TFOM data grading criteria (2 duty sections; 2 out of 3 exercises per section). All CCRs not met will require remediation by the ISIC whether or not SAT completion was obtained. The ship must also demonstrate the ability to transition through FP Conditions (FPCONS) B, C, and D IAW their ISP/FP Plan. Simulation during the exercise should be minimized to effectively assess the ships ability to deter, detect, defend against, and mitigate a terrorist event, with consideration to overall safety.
- f. Level of Knowledge (LOK) Exams required. The minimum average score for the mission area is 70%.
- g. ATTT Proficiency: ATG assessed proficiency of the watchteams must be within + or - 10 of proficiency FOM as reported by ATTT.

NOTE: Meeting all time requirements outlined and keeping with the intent of this instruction all possible resources should be used to

ensure AT/FP ULTRA-S is not scheduled within 45 days of either side of Fleet Force Protection Exercise Certification. If AT/FP ULTRA-S falls within 45 days of either side of Fleet Force Protection Exercise, the ISIC and ATG will coordinate with Fleet Commanders to develop a plan to concurrently and/or sequentially accomplish both ULTRA-S and Fleet Force Protection Exercise requirements.

AIR SUPERIORITY
TAB D
AIR WARFARE (AW) CERTIFICATION CRITERIA

1. Air Warfare References:

- a. Combat Systems Techniques and Procedures (Ship Class)
- b. ACP-165 (Operational Brevity Code words)
- c. OPNAVINST 1211.2 series (Shipboard Air Controller Qualification and Requirements)
- d. NWP 3.01.01 (Anti-Air Warfare)
- e. NWP 3.01.10 (Anti-Air Warfare Commanders Manual)
- f. NWP 3.01.12 (Surface Ship AAW Tactics)
- g. Navy-wide OPTASK Air Defense
- h. CJCSM 6120.01(series) Joint Multi-TADIL Operating Procedures
- i. Navy-Wide OPTASK COMMS
- j. Navy-Wide OPTASK LINK
- k. TM 3-01.14-01 (Tactics to Counter Closely Spaced Multiple Target Stream Raids)
- l. TM 3.01.5-01 (Air Defense Stationing in a Littoral Antiship Missile Environment)
- m. TM 3.01.3-01 (Self-Defense Engagement Guidance for ACDS Block 1 Configured Ships)
- n. TM 3-01.2-01 (Aegis Core Tactics)
- o. TM 3-01.1-02 (Tactical Employment of AN/SWY-3 SDSMS)
- p. TM 3-01.1-01 (CEC Tactical Employment Guide)
- q. TM 3-51.1-03 (Tactics to Counter the SS-N-22 (Sunburn) Antiship Missile)
- r. TM 3-01.11-01 (AAW Planning Guide)
- s. ALSA (Air Land and Sea applications)
- t. SWDG TM 3-56 (Interface Control Officer)
- u. SW300-SC-SAF (series) Misfires - Clearing of Live Ammunition From Guns (.50 cal and up)
- v. SW314-AO-MMO (series) (MK 76)
- w. SW323-DI-MMO (series) (5 inch)
- x. SW360-AB-MMO (series) (description MK38/25mm)
- y. SW360-AF-MMO (series) (operation MK38/25mm)
- z. TM9-1010-230-11 (MK19)
- aa. TM465-3000-1m (series) (MK44)
- ab. COMFLTFORCOMINST 3500.2 - Fleet Synthetic Training (FST)

2. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times.

	Proficiency CCRs	Methodology/Criteria
1	Training Team Performance	Requires proficiency from CSTT to Plan, Brief, Execute, and Debrief properly. The following Training Objectives will be used: <ul style="list-style-type: none"> - Establish Training Teams - Exercise Planning, Preparation for Mission/Team Focused Training Events(s) - Brief Mission/Team Focused Training Event(s) - Execute Mission/Team Focused Training Event(s)

		- Debrief Mission/Team Focused Training Event(s)
2	Demonstrate proficiency in a complex level Air Warfare scenario	Requires proficiency by two (2) qualified Condition III watchteams and one (1) qualified Condition II/I watchteam during a complex scenario quarterly. Scenario will demonstrate execution of CO's Battle Orders and will include a challenging, tactical, complex, multi-axis threat with INT, EW, CRY cueing as well as COMAIR and other Blue Force deconfliction. Refer to www.atg.surfor.navy.mil for complexity matrices and scenario database.
3	Demonstrate proficiency in Tactical Data Links	Requires proficiency by two (2) qualified Condition III Track Supervisors (TRK SUP)/Tactical Information Coordinator (TIC) to achieve and sustain LINK 11/16 and SAT LINK 11/16.
4	Participation in Monthly Inport Training Exercises and Fleet Synthetic Training Events.	Show sustained MITE participation. Ships are required to participate in all inport training opportunities unless excused by the ISIC. Ships are required to conduct at least one FST-U during ULTP. Refer to www.atg.surfor.navy.mil for complexity matrices and scenario database. Refer to Ref (ab) for FST event descriptions.
5	Demonstrate proficiency operating embedded training devices	Ship will demonstrate proficiency by conducting complex scenarios utilizing ship's embedded trainers (BFTT, ACTS, BEWT, etc.). BFTT will be the primary device used for all training events (if installed). Other embedded trainers must be demonstrated.
6	Watch Team Level of Knowledge (LOK)	Ships will administer LOK Exams quarterly utilizing the Practice Program exam database for all applicable watch stations listed on the ULTRA LOK Exam Matrix. ATG will administer LOK Exams, utilizing the LOK website, to applicable qualified watchstanders for the ULTRA event. The minimum acceptable average score for this mission area is 70%. If the average score is below 70% during the ULTRA, the ship and ISIC will remediate. Refer to the classified LOK Website at http://www.atgl.navy.smil.mil/apps for the current Practice Program and LOK Exam Matrix.

7	Demonstrate proficiency in Establishing, Maintaining and Combating AW systems Equipment Casualty Control	Requires proficiency by a Condition I/II watchteam in establishing, maintaining, and combating Equipment Casualty Control in a sustained stressful environment using complex multi-mission scenario. The following Training objectives, will be used: - Demonstrate Equipment Casualty Control -Control Combat Systems Casualty Refer to complexity matrices located at www.atg.surfor.navy.mil .
8	Demonstrate proficiency in Weapon System misfire and casualty control procedures.	Demonstrate proficiency in accordance with SW refs (u) through (aa) in execution of hot gun/misfire procedures for all onboard gun weapons systems to include main battery and all crew-served weapons. Refer to complexity matrices located at www.atg.surfor.navy.mil .

	Personnel CCRs	Methodology/Criteria
1	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools management plan projecting four quarters.
2	PQS qualified Combat Systems Training Team capable of training all watch teams	All CSTT members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations. CSTT must be designated in writing by the Commanding Officer.
3	PQS qualified watchteams	Two PQS qualified condition III watchteams and one PQS qualified condition I/II watchteams. Personnel must be PQS qualified for the position(s) assigned

	Management CCRs	Methodology/Criteria
1	Completion of Afloat Self-Assessment (ASA) checksheets	At least 80% of all items met with full compliance and a plan to correct all deficiencies
2	Current, signed Battle Order	Watchteams will be assessed on their ability to fight IAW the ship's Battle Orders, which must be signed by the current Commanding Officer.
3	Watch Team Replacement Plan (WTRP)	Effective WTRP for two Condition III watchteams, one Condition I/II watchteam and the Combat System Training Team. The WTRP will project out four quarters at a minimum.
4	Air Control Intercept Controllers (AIC) current	Ship will provide Air Control logbooks for all personnel assigned to Air Control billet. Air Controllers will be qualified, current, and logbooks will be kept IAW Ref (c).

	Material CCRs	Methodology/Criteria
1	Demonstrate operational Combat Systems suite.	Ships will demonstrate that the Combat Systems suite is operating within design specifications. Ship must satisfactorily demonstrate a suite operating with minimum equipment as defined in the CS minimum equipment list posted in the ATG toolbox at www.atg.surfor.navy.mil . Additionally, ship must complete an ATG/ISIC observed OCSOT, DSOT, SOT, and PSOT within the past three months prior to or in conjunction with ULTRA Cert.
2	Conduct and satisfactorily complete QUICKLOOK or TOV	TDL-equipped units shall conduct a QUICKLOOK or TDL Operational Verification (TOV), for each TDL system installed, in preparation for each Unit Level Training phase prior to ULTRA and before becoming available for emergency surge. Refer: https://www.nctsi.navy.mil/secsite.htm .

3. Unit Level Training and Readiness Assessment (ULTRA)

- a. Verify personnel, management, and material CCR compliance
- b. Assess various proficiency CCRs as determined by the assessor (ATG, ISIC).
- c. Assess a complex, multi-warfare, integrated, ship-executed ATG provided scenario in the evaluation mode.
- d. Level of Knowledge (LOK) Exams required. The minimum average score for the mission area is 70%.

COMMON MISSION AREA
TAB E
COMMUNICATIONS (CCC) CERTIFICATION CRITERIA

1. Command Control and Communications References:

- a. NTP-2 Navy SATCOM Procedures
- b. NTP-3 Telecommunications Users Manual
- c. NTP-4 Fleet Communications Users Manual
- d. NWP 1-01 Naval Warfare Publications Guide
- e. NWP 5-01 Naval Operating Planning
- f. NWP 6-01 Maintenance Operational Communications Doctrine
- g. NWP 6-01.1 Battle Group Communications
- h. COMPACFLT OPOD 201/2000 ANNEX K
- i. NCTAMS EASTPAC/WESTPAC C2000.3, FTP PAC I/O
- j. NCTAMS LANT/MED FTP C2300.2
- k. ACP-100 Allied Call Sign and Address Group, System Instructions and Assignments
- l. ACP-100 US SUPP-1 U.S. Call Sign and Address Group System
- m. ACP-121 US SUPP-1 Communication Instructions - General
- n. ACP-131 US EFF Communications Instructions - Operating Signals
- o. Numbered Fleet OPOD 201/2000 ANNEX KILO
- p. COMUSNAVCENT/COMFIFTHFLT OPOD 1000-01 ANNEX KILO
- q. Navy-wide OPTASK COMMS
- r. Navy-wide OPTASK INFORMATION MANAGEMENT
- s. COMFLTFORCOMINST 3500.2 - Fleet Synthetic Training (FST)

2. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times.

	Proficiency CCRs	Methodology/Criteria
1	Training Team Proficiency	Requires proficiency in the Combat Systems Training Team to Plan, Brief, Execute, and Debrief properly. The following Training Objectives will be used: <ul style="list-style-type: none"> - Establish Training Teams - Exercise Planning, Preparation for Mission/Team Focused Training Event(s)- - Brief Mission/Team Focused Training Event(s) - Execute Mission/Team Focused Training Event(s) Debrief Mission/Team Focused Training Event(s).
2	Demonstrate proficiency in Establishing and Maintaining RF Systems in a stand-alone environment	Demonstrate proficiency by two (2) Condition III watchteams. (One team for PC's) Establish RF mediums and all equipment on board that will support a complex, stressful multi-mission scenario. The following Training Objectives will be used: <ul style="list-style-type: none"> - Analyze and Develop a Communications Plan - Provide HF Communications - Provide UHF (Line-of-Sight) and VHF

		<p>Communications</p> <ul style="list-style-type: none"> - Provide UHF (Satellite) Communications - Provide IT-21 Architecture - Provide EHF/NECC Communication - Provide SHF Communication - Demonstrate Communication Operational Procedures - Process and disseminate message traffic - Demonstrate Information Exchange
3	Demonstrate proficiency in Establishing and Maintaining ADP Operations in a stand-alone environment	<p>Requires proficiency by two (2) Condition III watchteams. (One team for PC's)</p> <p>Establish the networks for ADP operations on board. The following Training Objective will be used:</p> <ul style="list-style-type: none"> - Provide Information Control
4	Demonstrate proficiency in Establishing, Maintaining and Combating Information Systems Equipment Casualty Control	<p>Requires proficiency by a Condition I/II watchteam in establishing, maintaining, and combating Equipment Casualty Control in a sustained stressful environment using a complex multi-mission scenario. The following Training Objectives will be used:</p> <ul style="list-style-type: none"> - Demonstrate Equipment Casualty Control - Control Combat Systems Casualty
5	Participation in Monthly Inport Training Exercises and Fleet Synthetic Training Events. (N/A for PC's)	<p>Show sustained MITE participation. Ships are required to participate in all inport training opportunities unless excused by the ISIC. Ships are required to conduct at least one FST-U during ULTP. Refer to www.atg.surfor.navy.mil for complexity matrices and scenario database. Refer to Ref (s) for FST event descriptions.</p>
6	Watch Team Level of Knowledge (LOK)	<p>Ships will administer LOK Exams quarterly utilizing the Practice Program exam database for all applicable watch stations listed on the ULTRA LOK Exam Matrix. ATG will administer LOK Exams, utilizing the LOK website, to applicable qualified watchstanders for the ULTRA event. The minimum acceptable average score for this mission area is 70%. If the average score is below 70% during the ULTRA, the ship and ISIC will remediate. Refer to the LOK Website at https://cnsfnatgsql.surfor.navy.mil/apps for the current Practice Program and LOK Exam Matrix.</p>

	Personnel CCRs	Methodology/Criteria
1	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools management plan projecting four quarters.
2	PQS qualified Combat Systems Training Team capable of training all watch teams	All CSTT members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations. Training team members must be designated in writing by the Commanding Officer.
3	PQS qualified watchteams	Two PQS qualified condition III watchteams and one PQS qualified condition I/II watchteam. Personnel must be PQS qualified for the position(s) assigned. (One PQS team for PC's)

	Management CCRs	Methodology/Criteria
1	Watch Team Replacement Plan (WTRP)	Effective WTRP for two Condition III watchteams, one Condition I/II watchteam and the Combat System Training Team. The WTRP will project out four quarters at a minimum.
2	Completion of Afloat Self-Assessment (ASA) Checksheets	At least 80% of all items met with full compliance and a plan to correct all deficiencies
3	Complete CMS/Electronic Keying Management System (EKMS) Inspection	CMS/EKMS Inspection conducted by the ISIC

	Material CCRs	Methodology/Criteria
1	Computer Network Defense in Depth (CNDiD) network Scan (Only PC's without LAN upgrade are exempt)	"The Computer Network Defense In-Depth (CNDiD) certification process is conducted in two phases. Both phases must be completed within the last 24 months from the previous date of completion, or within 60 days of an operating system upgrade. Prior to assessment, each ship must have a Local Area Network (LAN) Accreditation or Interim Authority To Operate (IATO). Both Phases of the CNDiD certification process must be completed to attain CND CCR completion and certification. PHASE I consists of a 1-3 day baseline assessment of the ship's computer network systems conducted by SPAWAR System Center. The shipboard systems portion of the evolution includes an internal vulnerability

		<p>assessment (IVA), port scans of servers, workstations, and standalone systems, password appraisal, network topology, and Information System Security Manager (ISSM) Checklist review. The IVA process assesses compliance of systems with established NIPRNET and SIPRNET boundary level security policies and with the Information Assurance Vulnerability Management (IAVM) program.</p> <p>PHASE II consists of a five day CNDiD assessment (Blue Team) of the ship's computer network systems by NIOC Norfolk or NIOC San Diego. The shipboard systems portion of this assessment includes an internal vulnerability assessment (IVA), and port scans of servers, workstations, and standalone systems. NIOC (Norfolk or San Diego) works with the ship to mitigate ship fixable vulnerabilities. Extensive training on incident handling and reporting, Information Conditions (INFOCON), and recommendations on best practices for network security is given to the ship IAM/SAs."</p>
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3. Unit Level Training and Readiness Assessment (ULTRA).

- a. Verify Communications Personnel, Management, and Material CCR compliance.
- b. Assess various proficiency CCRs as determined by the assessor (ATG, ISIC).
- c. Assess a complex, multi-warfare, integrated, ship-executed ATG provided scenario in the evaluation mode.
- d. Level of Knowledge (LOK) Exams required. The minimum average score for the mission area is 70%.

COMMON MISSION AREA
TAB F
CRYPTOLOGY (CRY) CERTIFICATION CRITERIA

1. Cryptology References:
 - a. Afloat Training Group Afloat Self Assessment CRY Check Sheet
 - b. Afloat Training Group Unified Objective Based Training
2. Cryptology Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times.

	Proficiency CCRs	Methodology/Criteria
1	Training Team Proficiency	Requires proficiency in the Combat Systems Training Team to Plan, Brief, Execute, and Debrief properly. The following Training Objectives will be used: <ul style="list-style-type: none"> - Establish Training Team - Exercise Planning, Preparation for Mission/Team Focused Training Event(s) - Brief Mission/Team Focused Training Event(s) - Execute Mission/Team Focused Training Event(s) - Debrief Mission/Team Focused Training Event(s) Refer to complexity matrices and scenario database located at www.atg.surfor.navy.mil .
2	Demonstrate and maintain proficiency in Cryptologic Support Operations	Requires proficiency with two Condition III watchteams. Verify ability to establish and maintain Cryptologic Communications Systems, Set-up and Activate all SSES equipment on board and Conduct Cryptologic Operations. The following Training Objectives will be used: <ul style="list-style-type: none"> - Provide Cryptologic Communications Systems - Configure Equipment for C4I Cryptologic Operations - Conduct Cryptologic Watch team Operations Refer to complexity matrices and scenario database located at www.atg.surfor.navy.mil .
3	Demonstrate proficiency in Establishing, Maintaining and Combating CRY systems Equipment Casualty Control	Requires proficiency by a Condition I/II watch team in establishing, maintaining, and combating CRY Equipment Casualty Control. The following Training Objective will be used: <ul style="list-style-type: none"> - Demonstrate CRY Equipment Casualty Control - Control Combat System Casualty Refer to complexity matrices and scenario database located at www.atg.surfor.navy.mil .
4	Watch Team Level Of Knowledge (LOK)	Ships will administer LOK Exams quarterly utilizing the Practice Program exam database for all applicable watch stations listed on

	the ULTRA LOK Exam Matrix. ATG will administer LOK Exams, utilizing the LOK website, to applicable qualified watchstanders for the ULTRA event. The minimum acceptable average score for this mission area is 75%. If the average score is below 75% during the ULTRA, the ship and ISIC will remediate. Refer to the classified LOK Website at http://www.atgl.navy.smil.mil/apps for the current Practice Program and LOK Exam Matrix.
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	Personnel CCRs	Methodology/Criteria
1	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools management plan projecting four quarters.
2	PQS qualified Combat Systems Training Team capable of training all watchteams	All CSTT members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations. CSTT must be designated in writing by the Commanding Officer.
3	PQS qualified watchteams	Two PQS qualified condition III watchteams and one PQS qualified condition I/II watch team. Personnel must be PQS qualified for the position(s) assigned.

	Management CCRs	Methodology/Criteria
1	Completion of Afloat Self-Assessment (ASA) Checksheets	At least 80% of all items met with full compliance and a plan to correct all deficiencies.
2	Current, signed Battle Orders	Watchteams will be assessed on their ability to fight IAW the ship's Battle Orders, signed by the current Commanding Officer.
3	Watchteam Replacement Plan	Effective WTRP for two Condition III watchteams, one condition I/II watchteam and the Combat Systems Training Team. WTRP will project out four quarters at a minimum.

	Material CCRs	Methodology/Criteria
1	None	

3. Unit Level Training and Readiness Assessment (ULTRA).

a. Verify Cryptology Personnel, Management, and Material CCR compliance.

- b. Assess various proficiency CCRs as determined by the assessor (ATG, ISIC).
- c. Assess a complex level, integrated ship-executed ATG provided scenario in evaluation mode.
- d. Level of Knowledge examinations minimum average score required is 75%.

COMMON MISSION AREA
TAB G
ELECTRONIC WARFARE (EW) CERTIFICATION

1. Electronic Warfare References.

- a. Current NAVY-WIDE OPTASK IO/IW.
- b. CNSF WFIP 52 (series) (Combat Systems Smooth Log)
- c. Afloat Training Group Afloat Self Assessment EW Check Sheet
- d. Afloat Training Group Unified Objective Based Training.
- e. COMFLTFORCOMINST 3500.2 - Fleet Synthetic Training (FST)

2. Electronic Warfare Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times.

	Proficiency CCRs	Methodology/Criteria
1	Training Team Proficiency	Requires proficiency from CSTT to Plan, Brief, Execute, and Debrief properly. The following Training Objectives will be used: <ul style="list-style-type: none"> - Establish Training Teams - Exercise Planning, Preparation for Mission/Team Focused Training Events(s) - Brief Mission/Team Focused Training Event(s) - Execute Mission/Team Focused Training Event(s) - Debrief Mission/Team Focused Training Event(s) Refer to complexity matrices and scenario database located at www.atg.surfor.navy.mil .
2	Demonstrate proficiency in Electronic Warfare during a complex level scenario.	Requires proficiency by two (2) qualified Condition III watchteams and one (1) qualified Condition II/I watch team during a complex scenario. Scenario will demonstrate execution of CO's Battle Orders and SLQ-32 operator procedures, and Electronic Attack (EA)/Anti-Ship Missile Defense (ASMD) to include SRBOC loading incorporated into ship executed ATG scenarios IAW current directives, OPTASKS, and TACNOTES. Refer to complexity matrices and scenario database located at www.atg.surfor.navy.mil .
3	Demonstrate proficiency in Establishing, Maintaining and Combating EW systems Equipment Casualty Control	Requires proficiency by a Condition I/II watch team in establishing, maintaining, and combating EW Equipment Casualty Control in a sustained stressful environment using a complex multi-mission scenario. The following Training Objectives will be used: <ul style="list-style-type: none"> - Demonstrate EW Equipment Casualty Control - Control Combat Systems Casualty Refer to complexity matrices and scenario database located at www.atg.surfor.navy.mil .

4	Demonstrate proficiency operating embedded training devices.	Ship will demonstrate proficiency by conducting complex scenarios utilizing ship's embedded trainers (BFTT, ACTS, BEWT, etc.). BFTT will be the primary device used for all training events (if installed). All other embedded trainers must be demonstrated.
5	Participation in Monthly Inport Training Exercises and Fleet Synthetic Training Events.	Show sustained MITE participation. Ships are required to participate in all inport training opportunities unless excused by the ISIC. Ships are required to conduct at least one FST-U during ULT. Refer to complexity matrices and scenario database located at www.atg.surfor.navy.mil .
6	Watch Team Level of Knowledge (LOK)	Ships will administer LOK Exams quarterly utilizing the Practice Program exam database for all applicable watch stations listed on the ULTRA LOK Exam Matrix. ATG will administer LOK Exams, utilizing the LOK website, to applicable qualified watchstanders for the ULTRA event. The minimum acceptable average score for this mission area is 70%. If the average score is below 70% during the ULTRA, the ship and ISIC will remediate. Refer to the classified LOK Website at http://www.atgl.navy.smil.mil/apps for the current Practice Program and LOK Exam Matrix.

	Personnel CCRs	Methodology/Criteria
1	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools management plan projecting four quarters.
2	PQS qualified Combat Systems Training Team capable of training all watch teams	All CSTT members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations. CSTT must be designated in writing by the Commanding Officer.
3	PQS qualified watchteams.	Two PQS qualified Condition III watchteams and one PQS qualified Condition I/II watch team. Personnel must be PQS qualified for the position(s) assigned.

	Management CCRs	Methodology/Criteria
1	Completion of Afloat Self-Assessment (ASA) Checksheets.	At least 80% of all items met with full compliance and a plan to correct all deficiencies

2	Current, signed Battle Orders	Watchteams will be assessed on their ability to fight IAW the ship's Battle Orders, signed by the current Commanding Officer.
3	Watchteam Replacement Plan (WTRP)	Effective WTRP for two (2) Condition III watchteams, one (1) Condition I/II watchteam, and the Combat System Training Team. WTRP will project out four quarters at a minimum.
4	Current Bills and Doctrines	The Ships Bills and Doctrine will be used as the standard by which ATG/ISIC will ascertain the watch team's ability to execute EW. Specific Bills/Doctrine include EMCON, EW/CS, PCMS, and Deceptive Lighting doctrines.

	Material CCRs	Methodology/Criteria
1	Demonstrate Operational Combat Systems Suite	Ships will demonstrate that the Combat Systems suite is operating within design specifications. Ship must satisfactorily demonstrate a suite operating with minimum equipment as defined in the CS minimum equipment list posted in the ATG toolbox at www.atg.surfor.navy.mil . Additionally, ship must satisfactorily complete an ATG/ISIC observed OCSOT and SOT within the past three months prior to or in conjunction with ULTRA Cert.

3. Unit Level Training and Readiness Assessment (ULTRA).

- a. Verify Personnel, Management, and Material CCR compliance.
- b. Assess various proficiency CCRs as determined by the assessor (ATG/ISIC).
- c. Assess a complex, multi-warfare, integrated, ship-executed ATG provided scenario in the evaluation mode.
- d. Level of Knowledge exams required. Minimum average score for this mission area is 70%.

COMMON MISSION AREA
TAB H
MEDICAL (FSO-M) CERTIFICATION CRITERIA

1. Medical References:

- a. COMNAVSURFORINST 6000.1 Series - Shipboard Medical Procedures Manual
- b. COMNAVSURFORINST 6000.2 Series - Medical Readiness Inspection Program
- c. NTPP 3-20.31 - Surface Ship Survivability

2. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times:

	Proficiency CCR	Methodology/Criteria
1	Training Team proficiency maintained.	Requires proficiency from Medical Training Team to Plan, Brief, Execute, and Debrief properly. The following Training Objectives will be used: <ul style="list-style-type: none"> - Establish Training Teams and Training Program - Plan and Prepare for Training Event(s) - Brief Training Event(s) - Execute Training Event(s) - Debrief Training Event(s)
2	Demonstrate First Aid Drill Objectives proficiency on 8 Basic Wounds and Patient Transport	Watchstanders from each department and Battle Dressing Station Stretcher Bearers are required to maintain at a minimum an 80% proficiency. First Aid Drill datapoints are effective if the watchstanders and stretcher bearers conduct all steps in the procedure as written (measures of performance). First Aid Drills shall be conducted quarterly and Personnel Transport Drills shall be conducted semi-annually.
3	BDS Operations proficiency maintained.	Each BDS is required to maintain proficiency at Effective in satisfactorily conducting BDS Operations drills as listed in TORIS datacards. The standard for an Effective drill is that all datapoints are achieved through successful completion of the Measures of Performance. BDS Drills shall be conducted semi-annually.
4	Mass Casualty Drill (Non-GQ) proficiency.	Mass Casualty Drill proficiency is required to be maintained at a minimum of Effective. The standard for an Effective Mass Casualty Drill is activation of the bill IAW ship's Mass Casualty Bill and achievement of all datapoints measured by the associated measures of performance. Mass Casualty Drills shall be conducted Semi-annually.
5	Major Conflagration/Multiple Personnel Casualty Drill	Major Conflagration/Multiple Personnel Casualty Drill proficiency is required to be maintained at a minimum of Satisfactory. The standard for a Satisfactory drill is

	proficiency.	achievement of all datapoints through completion of associated measures of performance. Major Conflagration/Multiple Personnel Casualty drills with a total of 20% personnel casualties imposed shall be conducted every 6 months. Goal is approximately 10% dead and 10% wounded. In determining actual numbers, the ship is to take number of crewmembers onboard, subtract the total number of training team members, and calculate the 20% figure based on COB minus TT result.
6	Watch Team Medical Level of Knowledge (LOK) Exam.	Ships will administer LOK Exams quarterly utilizing the Practice Program exam database to all personnel onboard for at least 3 months and are PQS qualified in Basic Damage Control. ATG will administer LOK Exams, utilizing the LOK website for the ULTRA event. The minimum acceptable average score for this mission area is 70%. If the average score is below 70% during the ULTRA, the ship and ISIC will remediate. Refer to the LOK Website at https://cnsfnatgsql.surfor.navy.mil/apps for the current Practice Program and LOK Exam Matrix.

	Personnel CCR's	Methodology/Criteria
1	PQS qualified Training Team capable of training all watch teams	All MTT members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations. MTT must be designated in writing by the Commanding Officer. Note: The Medical Department is required to have a minimum of one member assigned as the DCTT member and may be the same individual assigned to the MTT.
2	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools management plan projecting four quarters.
3	4 PQS qualified Stretcher Bearers and 1 Phone Talker per BDS.	The ship is required to maintain at least four PQS qualified Stretcher Bearers per BDS and one non-medical Phone Talker per BDS. A continuous training plan for qualified Stretcher Bearers will be maintained per reference (a).

	Management CCR's	Methodology/Criteria
1	Completion of ASA Check sheets	At least 80% of all items met with full compliance and a plan to correct all deficiencies

2	Watchteam Replacement Plan (WTRP)	Effective WTRP for all stretcher bearers, phone talkers, and Medical Training Team. WTRP should project out four quarters at a minimum.
3	All NAVOSH programs maintained at Effective.	Review will include ship-wide assessment of the applicable NAVOSH programs (Hearing Conservation and Heat Stress) using the ATG ASA Checksheet grading criteria. All NAVOSH programs must be maintained at effective.
4	Ship's Emergency Bills are maintained at Effective.	At a minimum, each Medical Department will maintain a Mass Casualty Bill and a Battle Bill. Sample bills are provided as Appendices in COMNAVSURFORINST 6000.1 series. All bills must be kept current IAW ref (a).
5	Material inventory supports execution of Medical evolutions and drills.	Emergency AMMALs/Response Kits are required to be 100% onboard.

	Material CCR's	Methodology/Criteria
1	Material condition of the ship's AEL equipage supports safe training and execution of Medical evolutions and drills.	Minimum equipment criteria (AEL items) IAW Medical ASA Checksheet are on hand and functioning properly to completely equip assigned First Aid Responders. No material condition can exist which constitutes a hazard to personnel and/or equipment when utilized in the execution of evolutions/drills.

3. Unit Level Training and Readiness Assessment Medical Certification (ULTRA-C)
 - a. Verify Personnel, Management, and Material CCR compliance.
 - b. Review Administrative Files and Assess Management Programs (PQS, Training, Mass Casualty Bill, Battle Bill, WTRP, WQSB). All must be effective.
 - c. Assess NAVOSH Programs (Hearing Conservation, Heat Stress). All programs must be effective for certification.
 - d. Level of Knowledge exams required. Min average required is 70%.
 - e. Basic First Aid Drills - 80% proficiency to be effective for certification.
 - f. BDS Operations - must be effective for certification.
 - g. Mass Casualty Drill (Non-GQ) - must be effective for certification.
 - h. Major Conflagration/Multiple Personnel Casualty drill.

4. Unit Level Training and Readiness Assessment Sustainment (ULTRA-S)
 - a. Review Administrative Files (PQS, Training, WTRP, etc...).
 - b. Assess NAVOSH programs (Heat Stress and Hearing Conservation).
 - c. Level of Knowledge exams required. Min average required is 70%.
 - d. Basic First Aid Drills - 2 Departments will be assessed. 3 wounds and a personnel casualty transport will be assessed per Department.
 - e. BDS Operations - 1 Battle Dressing Station (BDS) will be assessed.

MARITIME SUPERIORITY
TAB I
INTELLIGENCE (INT) CERTIFICATION CRITERIA

1. Intelligence References:
 - a. ONI-2600Z-001-YR Fleet Intelligence Collection Manual (FICM)
 - b. COMNAVSURFLANT 3500.3 (series) POM Guide
 - c. COMPACFLTINST 3800 Pacific Fleet Intelligence Manual
 - d. COMNAVSURFOR 5400.1 (series) Force Regulations
 - e. COMFLTFORCOMINST 3500.2 - Fleet Synthetic Training (FST)
2. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times.

	Proficiency CCRs	Methodology/Criteria
1	Training Team Proficiency	Requires proficiency from Combat Systems Training Team to Plan, Brief, Execute and Debrief properly. The following Training Objectives will be used: <ul style="list-style-type: none"> - Establish Training Teams - Exercise Planning, Preparation for Mission/Team Focused Training Event(s) - Brief Mission/Team Focused Training Event(s) - Execute Mission/Team Focused Training Event(s) - Debrief Mission/Team Focused Training Events(s) Refer to complexity matrices and scenario database located at www.atg.surfor.navy.mil .
2	Demonstrate proficiency in Intelligence Briefing	Independent Duty IS / CDIO / EIA or JIC watchstanders will: <ul style="list-style-type: none"> - Demonstrate the ability to conduct Intelligence Briefings utilizing multiple Intelligence Sources and covering a broad range of threat characteristics. Refer to complexity matrices and scenario database located at www.atg.surfor.navy.mil .
3	Demonstrate proficiency in Intelligence Collection and Reporting	Two Condition III watchteams will: (One team for PC's) <ul style="list-style-type: none"> - Demonstrate the ability to employ Ship's Sighting Team and properly identify, photograph and report contacts IAW Ref (a). Refer to complexity matrices and scenario database located at www.atg.surfor.navy.mil .
4	Demonstrate proficiency in Intelligence Fusion Analysis	Condition I watchteam will: <ul style="list-style-type: none"> - Demonstrate the ability to analyze, fuse and disseminate significant tactical information to key shipboard watchstanders and external consumers. Refer to complexity matrices and scenario database located at www.atg.surfor.navy.mil .
5	Demonstrate proficiency in	JIC watchstanders on LHD and LHA Ships will: <ul style="list-style-type: none"> - Demonstrate the ability to properly

	Establishing, Maintaining and Combating INT systems Equipment Casualty Control	respond to casualties involving JIC equipment and/or personnel. Refer to complexity matrices and scenario database located at www.atg.surfor.navy.mil .
6	Participation in Monthly Inport Training Exercises and Fleet Synthetic Training Events. (N/A for PC's)	Show sustained MITE participation. Ships are required to participate in all inport training opportunities unless excused by the ISIC. Ships are required to conduct at least one FST-U during ULTP. Refer to www.atg.surfor.navy.mil for complexity matrices and scenario database. Refer to Ref (e) for FST event descriptions.
7	Watch Team Level of Knowledge (LOK)	Ships will administer LOK Exams quarterly utilizing the Practice Program exam database for all applicable watch stations listed on the ULTRA LOK Exam Matrix. ATG will administer LOK Exams, utilizing the LOK website, to applicable qualified watchstanders for the ULTRA event. The minimum acceptable average score for this mission area is 70%. If the average score is below 70% during the ULTRA, the ship and ISIC will remediate. Refer to the classified LOK Website at http://www.atgl.navy.smil.mil/apps for the current Practice Program and LOK Exam Matrix.

	Personnel CCRs	Methodology/Criteria
1	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools management plan projecting four quarters.
2	PQS qualified Combat Systems Training Team capable of training all watch teams	All CSTT members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations. CSTT must be designated in writing by the Commanding Officer.
3	PQS qualified watchteam(s)	Two PQS/JQR qualified condition III watchteams and one PQS/JQR qualified condition I/II. (One team for PC's) Personnel must be PQS qualified for the position(s) assigned. - Two PQS qualified Ship's Sighting Team, consisting of one team leader, one photographer, 1 binoculars (Big Eyes) operator and one recorder.

		<ul style="list-style-type: none"> - For LHA/LHD Class, two qualified watchteams consisting of 1 EXPLOT watch officer, 1 EXPLOT watch sup, 1 EXPLOT Red Data Base manager, 1 JIC watch supe, and 2 JIC IBD/analyst - For independent Duty IS/CDIO ships, two qualified watchteams, one being the IS/CDIO and the other and Enlisted Intelligence Assistant (EIA)
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	Management CCRs	Methodology/Criteria
1	Watchteam Replacement Plan (WTRP)	Effective WTRP for two condition III watchteams, one condition I/II watchteams and the CSTT (INT) Training Team. (One team for PC's) WTRP will project out four quarters at a minimum.
2	Completion of Afloat Self-Assessment (ASA) Checksheets	At least 80% of all items met with full compliance and a plan to correct all deficiencies
3	Ship's Intelligence Collection Bill	The Ship's Intelligence Collection Bill will be used as the standard by which ATG/ISIC will ascertain the watchteam's ability to execute Intelligence Collection. Bill must be updated annually and signed by the current Commanding Officer.

	Material CCRs	Methodology/Criteria
1	Intelligence Dedicated Laptop	Ship will ensure Intelligence personnel have dedicated computer to access Intelligence materials located on SIPRNET, generate Intelligence reports, process digital photography and create Intelligence Briefings. Short duration maintenance / upkeep will not impact Mission Area Cert.
2	Intelligence Camera	Ship will ensure that shipboard Intelligence personnel have the ability to generate photography on Intelligence items of interest. Short duration maintenance / upkeep will not impact Mission Area Cert.

3. Unit Level Training and Readiness Assessment (ULTRA).

- a. Verify personnel, management, and material CCR compliance.
- b. Assess various proficiency CCRs as determined by the assessor (ATG, ISIC).
- c. Assess a complex, integrated, multi-warfare, ship-executed ATG provided scenario in the evaluation mode.
- d. Level of Knowledge (LOK) Exams required. The minimum average score for the mission area is 70%.

MARITIME SUPERIORITY
TAB J
MINE WARFARE (MIW) CERTIFICATION CRITERIA

1. Mine Warfare References:

- a. NWP 3-15 - Mine Warfare
- b. NTPP 3-15.21 - Surface MCM Operations
- c. NWP 3-15.26 - Passive MCM Systems and Tactics
- d. TMFZ 3-15.13-02 Submarine Mine Countermeasures Manual
- e. ATP-6/MTP-6 - Volume I Naval Mine Warfare Principles
- f. ATP-6/MTP-6 - Volume II Naval Mine Countermeasures Planning and Evaluation
- g. ATP-24/MTP-24 - Volume I Naval Mine Countermeasures Tactics and Execution
- h. ATP -1/MTP-1 - Volume I Allied Maritime Tactical Instructions
- i. NWP 3-20.6.19 - MCM 1 Class Tactical Manual
- j. NWP 3-20.6.20 - MHC 51 Class Tactical Manual
- k. CMWC Reachback Website (<http://reachback.cmwc.navy.smil.mil>)
- l. OPNAVINST C8950.2(series) Magnetic and Acoustic Signature Control for Mine Warfare
- m. COMINEWARCOM Combat Systems Training Minimum Required Equipment DTG 221600Z JUL 04

2. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times:

	Proficiency CCRs	Methodology/Criteria
1	Training Team Performance	Requires proficiency from MIW TT to Plan, Brief, Execute and Debrief properly. The following Training Objectives will be used: <ul style="list-style-type: none"> - Establish Training Teams - Exercise Planning, Preparation for Mission/Team Focused Training Event(s) - Brief Mission/Team Focused Training Event(s) - Execute Mission/Team Focused Training Event(s) - Debrief Mission/Team Focused Training Events(s)
2	Demonstrate proficiency in MIW tactical scenario	Requires proficiency by two qualified Condition IIMH watchteams and one Condition IMH watchteam during a complex scenario in which the ship demonstrates an ability to conduct sustained MIW operations, to include both Mine Neutralization and Mine Sweeping (MCM). Scenario shall include execution of ship's Battle Orders in a challenging tactical threat environment. (Quarterly)
3	Demonstrate proficiency in Mine Hunting event	Requires proficiency by two qualified Condition IIMH watchteams during conduct of sustained MIW operations. (Quarterly)

4	Demonstrate proficiency during Mine Neutralization event	Requires proficiency by one qualified Condition IMH watchteam during conduct of MNV missions. (Quarterly)
5	Demonstrate proficiency in Mine Sweeping event (MCM only)	Requires proficiency by two Cond IIM watchteams and one Cond IM watchteam in performance of Mechanical, Acoustic, Magnetic and Combination sweep configurations. (Quarterly)
6	Demonstrate proficiency in operating embedded training device	Requires proficiency by two IIMH watchteams in conduct team trainer utilizing ship's embedded trainer. (AN/SSQ-94) (Quarterly)
7	Demonstrate proficiency in Danning (MCM only), and EOD Boat Vectoring	Requires proficiency by one watchteam. (Quarterly)
8	Watch team Level of Knowledge (LOK)	Ships will administer LOK Exams quarterly utilizing the Practice Program exam database for all applicable watch stations listed on the ULTRA LOK Exam Matrix. ATG will administer LOK Exams, utilizing the LOK website, to applicable qualified watchstanders for the ULTRA event. The minimum acceptable average score for this mission area is 70%. If the average score is below 70% during the ULTRA, the ship and ISIC will remediate. Refer to the LOK Website at https://cnsfnatgsql.surfor.navy.mil/apps for the current Practice Program and LOK Exam Matrix.

	Personnel CCRs	Methodology/Criteria
1	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools management plan projecting four quarters.
2	PQS qualified MIW Combat Systems Training Team capable of training all watchteams	All MIW CSTT members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations. MIW CSTT must be designated in writing by the Commanding Officer.
3	PQS qualified watchteams	Two PQS qualified Condition IIMH watchteams. One PQS qualified Condition IMH Two PQS qualified Condition IIM (MCM only) watchteams). One PQS qualified COND IM (MCM only) watchteam).

	Management CCRs	Methodology/Criteria
1	Completion of ASA Check sheets	At least 80% of items met with full compliance and a plan to correct all deficiencies.
2	Watchteam Replacement Plan (WTRP)	Effective WTRP for two Condition IIMH watchteams, one Condition IMH watchteam, two Condition IIM (MCM only) watchteams, one IM (MCM only) watchteam and the MIW CSTT Training Team. WTRP will project out four quarters at a minimum.
3	Magnetic Signature Control Program verified	Verify ship is in full compliance with OPNAVINST C8950.2 (series).
4	Explosive Shock Program verified	Verify ship is in full compliance with Explosive Shock Program as described in REF B, and can properly conduct an explosive shock survey prior to entering MIW (Mine Hint/Mine Sweep) evolutions.

	Material CCRs	Methodology/Criteria
1	Training ordnance onboard	At least 80% of allocated training ordnance items onboard. Short duration offloads to permit maintenance/upkeep will not impact Mission Area Cert.
2	Magnetic ranging	To be completed satisfactorily within 60 days of the completion of ships' industrial availability. Verify ship is in full compliance with REF L.
3	Acoustic ranging	Completed satisfactorily within the last two years. Verify ship is in full compliance with REF L.
4	Mine sweeping, mine hunting and neutralization equipment	80% of Mine Hunting, Mine Neutralization, and Mine Sweeping (MCM only) AEL required equipment on hand. No more than 20% of any one required item type on order.
5	Combat Systems training minimum required equipment.	Verify operability of Combat Systems minimum equipment as described in REF M.

3. Unit Level Training and Readiness Assessment (ULTRA).

- a. Verify personnel, management and material CCR compliance.
- b. Assess various proficiency CCRs as determined by the assessor (ATG, ISIC).
- c. Assess a complex, integrated, ship executed scenario in the evaluation mode.
- d. Level of Knowledge (LOK) Exams required. The minimum average score for the mission area is 70%.

COMMON MISSION
TAB K
DAMAGE CONTROL (MOB-D) CERTIFICATION CRITERIA

1. Damage Control References:

- a. NSTM CHAPTER 070 - Nuclear Defense at Sea and Radiological Recovery of Ships After Nuclear Weapons Explosion
- b. NSTM CHAPTER 074 Vol 3 - Gas Free Engineering
- c. NSTM CHAPTER 077 - Personnel Protection Equipment
- d. NSTM CHAPTER 079 - Damage Control
- e. NSTM CHAPTER 470 - Shipboard BW/CW Defense and Countermeasures
- f. NSTM CHAPTER 555 Vol 1 - Surface Ship Fire Fighting
- g. NTPP 3-20.31 - Surface Ship Survivability
- h. OPNAVINST 3541.1(Series) - Surface Ship Survivability Training Requirements
- i. COMNAVSURFOR 3541.1(Series) - Repair Party Manual for Naval Surface Force
- j. NSTM 600 Watertight Closures
- k. COMNAVSURFORINST 3540.3 - Engineering Department Organization Regulation Manual (EDORM)

2. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times:

	Proficiency CCRs	Methodology/Criteria
1	Training Team Proficiency	Requires proficiency from Damage Control Training Team to Plan, Brief, Execute, and Debrief properly. The following Training Objectives will be used: <ul style="list-style-type: none"> - Establish Training Teams - Exercise Planning, Preparation for Mission/Team Focused Training Event(s) - Brief Mission/Team Focused Training Event(s). - Execute Mission/Team Focused Training Event(s). - Debrief Mission/Team Focused Training Event(s).
2	Analyze and Plan Ship Survivability	*Ships should review guidance and directives (refs. a through k), once per quarter to ensure compliance. During ULTRA, ATG will verify that ships have the latest revisions of ref a. through k. onboard. *Ships should assess daily the ability to maintain material condition YOKE IAW ships' instruction. Ships also need to assess the ability to maintain material condition ZEBRA and CIRCLE WILLIAM when conducting Condition I drills and CBR-D drills. During ULTRA, ATG will assess the ships ability to maintain various material conditions of readiness. *Ships will conduct a quarterly review of the DCTT organization to ensure losses are

		planned for. All DCTF members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations.
3	Respond to and take corrective actions for fire	*One effective drill demonstrated by each Damage Control Repair Station per quarter at Condition I or at Condition II (may be accomplished while underway or in port). *One effective drill demonstrated by each IET per quarter while in port. NOTE 1.
4	Respond to and take corrective actions for a structural damage/flooding casualty (Shoring)	*One effective drill demonstrated by each Damage Control Repair Station per quarter at Condition I or at Condition II (may be accomplished while underway or in port). *One effective drill, demonstrated by each IET per quarter while in port. NOTE 1.
5	Respond to and take corrective actions for a structural damage/flooding casualty (Plugging)	*One effective drill demonstrated by each Damage Control Repair Station per quarter at Condition I or at Condition II (may be accomplished while underway or in port). *One effective drill, demonstrated by each IET per quarter while in port. NOTE 1
6	Respond to and take corrective actions for a structural damage/flooding casualty (Pipe Patching)	*One effective drill demonstrated by each Damage Control Repair Station per quarter at Condition I or at Condition II (may be accomplished while underway or in port). *One effective drill demonstrated by each IET per quarter while in port. NOTE 1
7	Respond to and take corrective actions for a hazardous material casualty	*One effective drill demonstrated by each IET per quarter while in port. *One effective drill demonstrated by the Flying Squad per quarter while underway.
8	Provide assistance to a vessel in distress	One effective drill demonstrated by each IET Quarterly while in port. *One effective drill demonstrated by the Flying Squad Quarterly while underway.
9	Respond to and take corrective actions for casualty power (N/A for MCM, PC)	*One effective drill demonstrated by each DC repair station IAW ship's approved Casualty Power Bill Quarterly while in port or underway, at Condition I. One-half of DCRS's onboard must participate in a single integrated drill Quarterly while in port or underway at Condition I.
10	Employ chemical warfare defense procedures during a chemical attack	*One effective drill, demonstrated IAW CBR Bill/NSTM 470 and NTTP 3-20.31, Quarterly, while underway, at Condition I.
11	Combat a major conflagration	*One effective drill demonstrated by each Damage Control Repair Station, Quarterly,

		<p>while underway or in port, at Condition I. A "self assess" Main Space Fire "AGENT BAD" drill scenario will be worked into the major conflag drill rotation with the following periodicities: Gas Turbine ships every 24 months, Diesel ships every 12 months, and Steam ships every 6 months.</p> <p>NOTE: Recommend drills include required elements of CCRs 2 through 6 for concurrent CCR accomplishment. Intent is to accomplish this drill underway for maximum training effectiveness.</p>
12	Damage Control Teams Level of Knowledge (LOK)	<p>* Ships will administer LOK Exams quarterly utilizing the Practice Program exam database to all personnel onboard for at least 3 months and are PQS qualified in Basic Damage Control. ATG will administer LOK Exams IAW the ULTRA LOK Exam Matrix, utilizing the LOK website, for the ULTRA event. The minimum acceptable average score for this mission area is 70%. If the average score is below 70% during the ULTRA, the ship and ISIC will remediate. Refer to the LOK Website at https://cnsfnatgsql.surfor.navy.mil/apps for the current Practice Program and LOK Exam Matrix.</p>

Note 1: CCRs 3 through 6 may be accomplished concurrently. The intent is for maximum training effectiveness to allow for integrated scenarios that progress from condition II to condition I for concurrent CCR accomplishment. CCRs 3 through 12 list drills required to maximize TFOM for DC proficiency. Ships will strive to meet these requirements as schedule permits.

	Personnel CCRs	Methodology/Criteria
1	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools management plan projecting four quarters.
2	PQS Qualified, watchteams to include; (Condition I, and II DC, IET, Flying Squad), Damage Control Repair Station Teams, Flying Squad Teams, DCPOs, and all IETs.	All watchteam personnel assigned must be PQS qualified for the applicable watch station.
3	PQS Qualified DCTT capable of training	All DCTT members must be qualified for the position they are observing with sufficient

	all watch teams.	members to observe all applicable watchstations. DCTT must be designated in writing by the Commanding Officer. Interim qualifications should be minimized but are acceptable providing they are properly documented.
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	Management CCRs	Methodology/Criteria
1	Completion of ASA Check sheets	At least 80% of all items met with full compliance and a plan to correct all deficiencies.
2	Watch Team Replacement Plan, and Training Teams.	The ship will maintain an effective watchstander and DCTT Watch Team Replacement Plan IAW the Damage Control Training ASA Checksheets for Condition I, II DC and III covering four quarters. The WTRP should be reviewed quarterly to ensure it is up to date using ASA/Navy Standardized Material DC check sheets. https://dcfp.navy.mil/checksheets/checksheets.htm
3	Damage Control Petty Officer Program	Review quarterly IAW ship's instruction.
4	Damage Control Administration. DCA shall maintain all DC related documents, records, logs, reports and bills. To Include: Repair Party Manual (3541.1)	Complete ASA/Navy Standard Material DC check sheets, semi-annually IAW: NTTP 3-20.31, Chapter 3, and COMNAVSURFORINST 3541.1 https://www.dcfp.navy.mil/checksheets/checksheets .

	Material CCRs	Methodology/Criteria
1	Damage Control Repair Locker Inventory	Conduct a semi-annual inventory using AEL's/OSIMS program. *All Damage Control Repair Station Inventories 100% on hand or on order.
2	All Portable and fixed damage control equipment/ systems are operable	Complete pertinent U.S. Navy Standard Material Assessment Damage Control check sheets once per quarter. The following installed systems must be operable IAW PMS/technical guidance: Halon (PMS) AFFF (PMS) CO2 (PMS) Water Mist (PMS) Damage Control Console (PMS/NSTM) CMWDS (CNSF msg DTG 181546Z MAY 05) Decon stations (PMS)

		Fresh Water Hose Reels (PMS) Main drainage eductors (CNSF msg DTG 101506Z JUN 05) The expectation is that ships will remain proficient in using operable TAC-4 DC consoles and DCTMS systems where installed. https://dcfp.navy.mil/checksheets/checksheet_s.htm
3	All CBR equipment Inventory	* Conduct an annual inventory using AEL's/OSIMS program. * All CBR equipment inventories 100% on hand or on order. NOTE: Inventory may be accomplished concurrently with the NAVSEA required inventory.
4	All life support devices operable ie; OBA, SCBA, EEBD, and SAR/SCBA	Complete Standard Material Assessment Damage Control Check sheets once per quarter. https://dcfp.navy.mil/checksheets/checksheet_s

3. Unit Level Training and Readiness Assessment Damage Control Certification (ULTRA-C).

- a. ATG review Management, Personnel and Material CCRs.
- b. Ship will demonstrate CCR proficiency, determined by ATG provided scenarios.
- c. Damage Control Training Teams effectively able to plan, execute, assess, and debrief command demonstrated proficiency drills, i.e., Damage Control Repair Stations, IETs, and Flying Squad.
Graded Proficiency requirements at a minimum:

1	IET	F/F	INPORT	(demonstrated in Condition III)
1	IET	PP	INPORT	(demonstrated in Condition III)
1	IET	TOXIC	INPORT	(demonstrated in Condition III)
1	Flying Squad	F/F	U/W	(demonstrated in Condition II DC)
1	Flying Squad	PP	U/W OR IP	(demonstrated in Condition III)
1	Flying Squad	TOXIC	U/W OR IP	(demonstrated in Condition III)
1	Major Conflagration		U/W OR IP	(demonstrated in Condition I)
	DCRS-2	F/F	U/W OR IP	demonstrated in Condition I or II DC)
	DCRS-2	PP	U/W OR IP	demonstrated in Condition I or II DC)
	DCRS-2	Cas Pwr	U/W OR IP	demonstrated in Condition I or II DC)
	DCRS-3	F/F	U/W OR IP	demonstrated in Condition I or II DC)
	DCRS-3	PP	U/W OR IP	demonstrated in Condition I or II DC)
	DCRS-3	Cas Pwr	U/W OR IP	demonstrated in Condition I or II DC)
	DCRS-5	F/F	U/W OR IP	demonstrated in Condition I or II DC)
	DCRS-5	PP	U/W OR IP	demonstrated in Condition I or II DC)
	DCRS-5	Cas Pwr	U/W OR IP	demonstrated in Condition I or II DC)
1	CBR	Demonstration of MOPP 0-4	U/W OR IP	(demonstrated in Condition I)
1	R&A	Mustering equipment W/ P-100 demonstration	U/W OR IP	(demonstrated in Condition III)

- d. Demonstrate effective activation of the Counter Measure Wash Down system, IAW PMS, Standard Material Assessment Checksheets and naval messages.

e. Level of Knowledge (LOK) Exams required. The minimum average score for the mission area is 70%.

4. Unit Level Training and Readiness Assessment Sustainment (ULTRA-S).

a. ATG review Management, Personnel and Material CCR's selected by ATG or ISIC. At a minimum PQS for Repair Locker's, the Flying Squad, DCTT, the WTRP and Organizational charts will be reviewed.

b. Approximately one third of the most recently completed Navy Standard Material Assessment Checksheets will be reviewed.

c. Damage Control Training Teams effectively able to plan, execute, assess, and debrief command demonstrated proficiency drills, i.e., Damage Control Repair Stations, IETs, and Flying Squad.

Graded Proficiency requirements at a minimum:

1	IET	TOXIC	INPORT	(demonstrated in Condition III)
1	FLYING SQUAD	F/F	U/W OR IP	(demonstrated in Condition II DC)
1	Major Conflagration		U/W OR IP	(demonstrated in Condition I)
	DCRS-2	F/F	U/W OR IP	demonstrated in Condition I or II DC)
	DCRS-2	PP	U/W OR IP	demonstrated in Condition I or II DC)
	DCRS-2	Cas Pwr	U/W OR IP	demonstrated in Condition I or II DC)
	DCRS-3	F/F	U/W OR IP	demonstrated in Condition I or II DC)
	DCRS-3	PP	U/W OR IP	demonstrated in Condition I or II DC)
	DCRS-3	Cas Pwr	U/W OR IP	demonstrated in Condition I or II DC)

d. Level of Knowledge (LOK) Exams required. The minimum average score for the mission area is 70%.

COMMON MISSION AREA
TAB L
ENGINEERING (MOB-E) CERTIFICATION CRITERIA

1. Engineering References.

- a. OPNAVINST 5100.19 (series) Navy Occupational Safety and Health Program Manual for Forces Afloat.
- b. COMNAVSURFORINST 3540.3 (series) Engineering Department Organization and Regulations Manual (EDORM).
- c. All Applicable NSTMs
- d. EOSS User's Guide

2. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times:

	Proficiency CCRs	Methodology/Criteria
1	Evolution proficiency maintained at a minimum of 65%	Each qualified watchteam is required to maintain a minimum 65% proficiency throughout the FRTP in satisfactorily conducting routine, infrequent, and MLOC standard evolution sets. Evolutions are "EFFECTIVE" if the watchstander conducts all steps in the procedure as written and in the stated sequence, without deviation from the applicable EOP, NSTM, PMS, manufacturer's, or locally approved procedures. Inability to follow the approved procedures verbatim, inability to recognize safety hazards and/or the failure to use appropriate personnel protective equipment and failure to report discrepancies noted by the watchstander to supervisory personnel (i.e. space supervisor or EOOW) may cause the evolution to be evaluated as "NOT EFFECTIVE". Evolutions will only be conducted in a "Talk-Through/Walk-Through" or "Assessment/Hot Plant" mode. No equipment will be operated or physical changes made (i.e. start/stop, turn valves, etc.) while conducting evolutions in the Talk-Through/Walk-Through mode. Watchteams will be assessed on Routine, Infrequent, and MLOC evolutions at every ULTRA event. The key here is to ensure written procedures accurately reflect proper operating procedures for each piece of equipment and that the procedures are adhered to for safe plant operation.
2	Drill proficiency maintained at a minimum of 50%	Each qualified watchteam is required to maintain a minimum 50% proficiency throughout the FRTP in satisfactorily conducting Category I and II drills. The ability to meet this requirement is founded on the effectiveness of ETT in training individual watch-standers to operate as a team in a high stress environment. Drills

		<p>will only be conducted in a "Talk-Through/Walk-Through" or "Assessment/Hot Plant" mode. No equipment will be operated or physical changes made (i.e. start/stop, turn valves, etc.) while conducting drills in the Talk-Through/Walk-Through mode. ETT and ATG trainers should ensure individual watch team members are trained and assessed in strict compliance with reference (d). However, ATG has developed specific drill grading guidance designed to be used by ETT during post drill caucus. The focus of this guidance is to allow the ATG assessors and ship's ETT to give watchstanders credit and consideration even though some steps were not "accomplished, as written and in the stated sequence", provided the sequencing of those steps has no engineering or operational consequence. Ships will be required to stop and lock each shaft as part of the certification process.</p>
3	<p>ETT is effective in self-assessment and in conducting proficiency training as reflected in the MOB-E Proficiency FOM</p>	<p>The goal in evolutions is for ETT to demonstrate the ability to correctly identify watchstander procedural errors and stop/prevent personnel or equipment safety violations. The goal in drills is for ETT to demonstrate ability to correctly execute the drill as briefed, correctly identify watchstander procedural errors and stop/prevent personnel or equipment safety violations. ETT must rigorously enforce the EOSS User's Guide, use realistic impositions for drills, and enforce safe to train standards. ETT's adherence to standards is vital to continuous engineering proficiency and readiness. ETT will be assessed by ATG at all ULTRA events and during TSTA visits when operating in the ASSESSMENT mode. Specifically, the ship's ETT will be assessed as effective if the ATG assessment of total watch team performance (Sections I and II) in evolutions and drills is within (+) or (-) 10 of the MOB-E Proficiency FOM.</p>
4	<p>Main Space Fire Fighting proficiency maintained at effective for watchstanders and the underway DC organization for an "AGENT GOOD" scenario only</p>	<p>Main Space Fire Fighting proficiency for each qualified watchteam, as evidenced by satisfactory completion of an MMFOL drill, is required to be maintained at effective. The goal is to have the watchstanders highly proficient in their initial actions for fire prevention. During the ULTRA-E and ULTRA-S evaluation, watchstanders must demonstrate the ability to correctly report and isolate the leak, secure equipment, demonstrate proper firefighting procedures, and safely evacuate when required, activating installed firefighting systems and donning appropriate</p>

		<p>emergency breathing devices. In order to evaluate the full range of watchstander skills, regardless of watchstander initial actions, the leak will flash to a fire during both of the MMFOL drills. Re-entry will only be required during one of the drills. Only an "AGENT GOOD" scenario is required for certification IAW new procedures implemented January 2008 in NSTM 555 ACN, EOCC updated leak and fire procedures, and updated Repair Party Manual. Re-entry team proficiency is also required to be maintained effective as defined in Main Space Fire Drill Grade Sheet embedded within the TORIS/TFOM MOB-E application. Although a quarterly requirement, in order to support each qualified watchsection's sustained proficiency, fire drills should be conducted monthly.</p>
5	Level of Knowledge (LOK) Exams	<p>Ships will administer LOK Exams quarterly utilizing the Practice Program exam database for all applicable watch stations listed on the ULTRA LOK Exam Matrix. ATG will administer LOK Exams, utilizing the LOK website, to applicable qualified watchstanders for the ULTRA event. The minimum acceptable average score for this mission area is 70%. If the average score is below 70% during the ULTRA, the ship and ISIC will remediate. Refer to the LOK Website at https://cnsfnatgsql.surfor.navy.mil/apps for the current Practice Program and LOK Exam Matrix.</p>

	Personnel CCRs	Methodology/Criteria
1	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools management plan projecting four quarters.
2	PQS qualified ETT capable of training all watch teams	All ETT members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations. ETT must be designated in writing by the Commanding Officer.
3	Minimum of two PQS qualified watchteams	The ship is required to maintain at least two PQS qualified Condition III watch teams. Interim qualifications should be minimized but are acceptable providing they are properly documented. ETT members shall be separate from the minimum two watchteams and

	<p>may be the nucleus of any watchteam greater than the minimum two. A rigorous PQS program is required in order to maintain a high level of proficiency. The PQS qualifiers list must be maintained current and should be comprised of only the most experienced and knowledgeable personnel. Extensive use of ETT in the PQS qualification process is strongly encouraged.</p>
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	Management CCRs	Methodology/Criteria
1	All NAVOSH programs maintained at Effective	Review will include shipwide assessment of the applicable NAVOSH programs (Hearing Conservation, Heat Stress, Electrical Safety, and Tag Out) using the ASA Checksheet grading criteria. These are critical personnel safety programs and command oversight is required for 100% deckplate compliance. Failure to maintain any of these programs at an effective level compromises personnel safety.
2	Critical Management Programs maintained at Effective	Due to the important nature of these programs, and their contribution to continuous readiness, PQS, Engineering Department Training, Main Propulsion Boiler Water/Feed Water, Auxiliary BW/FW, Waste Heat BW/FW, Lube Oil Quality Management (LOQM), Fuel Oil Quality Management (FOQM), and Legal Records programs will be reviewed for effectiveness based on ASA Checksheet grading criteria. In order to support continuous readiness, these programs must receive frequent command level review.
3	All Other Management Programs maintained at Partially Effective	Engineering Operational Sequencing System (EOSS), Marine Gas Turbine Equipment Service Records (MGTESR), Operating Logs, Online Verification (OLV), and Quality Assurance (QA) will be reviewed for effectiveness based on ASA checksheet criteria. These programs are important for safe plant operations and deckplate compliance must be maintained. Supervisors and Department Heads should periodically review these programs for adherence to standards.
4	Equipment Degradation Tracking	Supporting documentation must accurately reflect major propulsion plant conditions and degradations relating to minimum equipment (8 O'Clock Reports, CASREP's, DFS, TSO's, EOSS Deviations, NAVSEA/ TYCOM Waivers, etc.) per the Self Assessment ASA Checksheet. A vibrant zone inspection program, coupled with frequent material checks in conjunction with MLOC, and thorough discrepancy status tracking, are required to effectively manage propulsion

		<p>plant degradations. An aggressive review of an accurate CSMP, prioritization, and repair of ship's force capable discrepancies (primarily Cat 4 items) will maximize ability to achieve minimum equipment. Any deviations from applicable specifications must be formally addressed with a Temporary Standing Order (TSO) or other documentation approved by the Commanding Officer. Due to the transitory nature of these deviations, particular emphasis must be placed on ensuring that watchstanders and all supervisory personnel are thoroughly briefed on and familiar with the content and implications of these Orders.</p>
5	<p>Watch Team Replacement Plan (WTRP)</p>	<p>Must maintain an effective watchstander and ETT Watch Team Replacement Plan IAW the Engineering Department Training ASA Checksheet for Conditions I, II DC, and III covering four quarters.</p>

	Material CCRs	Methodology/Criteria
1	<p>Material condition supports operations</p>	<p>Minimum equipment must be met prior to going to sea. If minimum equipment standards are not met, training will be adjusted to maximize effectiveness while remaining inport.</p>
2	<p>Spaces Safe to Train</p>	<p>In addition to maintaining minimum equipment thresholds, the following Safe to Train criteria must be maintained at all times:</p> <ul style="list-style-type: none"> - Engineering spaces must be free of fire and personnel hazards. - All hazardous material must be stowed in approved lockers. - Installed DC and firefighting equipment must be fully operational. This requirement includes all installed and portable firefighting equipment. All main spaces must be capable of being dewatered remotely using installed piping systems. - Bilges must be free of flammable liquids and should be clean and dry where appropriate. - Flange shields must be properly installed where required. - There must be no fuel leaks. - Lube oil leaks must be minimized; those that exist must be manageable by watchstanders. Lube oil shall not be allowed to pool. Some lube oil leakage on some equipment is acceptable in accordance with technical standards. Refer to following link for guidance. Main space escape trunk lighting,

		hatches and Ellison doors fully operational. - No condition can exist which in the opinion of the assessment/training team constitutes a hazard to personnel or equipment in the engineering spaces.
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3. Unit Level Training and Readiness Assessment Engineering Certification (ULTRA-E). Three and one-half day event conducted inport and underway. (MCM's at ISIC/CLASSRON discretion may conduct the underway portion inport). This assessment will validate the ship's MOB-E TFOM data. Minimum equipment must be met to go to sea. Satisfactory underway operations are required for certification. Major areas assessed are:

a. Proficiency.

(1) Evolutions: Two qualified watch teams from the watchbill will be selected to conduct one standard evolution set each. Four MLOC evolutions will be identified from the light-off orders at the beginning of the assessment, and the person who completed the MLOC will perform verification for grading by ATG (conducted separate from evolution sets). Each watchteam must score at least 65% effective to certify.

(2) Drills: Two qualified watch teams from the watchbill (same two watchteams selected for evolutions) will conduct one standard drill set each. Each watch team must score at least 50% effective to certify.

(3) Main Space Fire Fighting: Both qualified watch teams will demonstrate a Major Fuel Oil Leak (MMFOL) and must be effective for certification. The re-entry team must also be effective for an "AGENT GOOD" scenario to certify. A "self assess" Main Space Fire "AGENT BAD" drill scenario will be worked into the major conflag drill rotation for the MOB-D Continuous Certification Requirement (CCR) with the following periodicities: Gas Turbine ships every 24 months, Diesel ships every 12 months, and Steam ships every 6 months. Demonstration of an "AGENT BAD" drill scenario is not required for MOB-E certification. The goal is to have the watchstanders highly proficient in their initial actions for fire prevention. During the ULTRA evaluation, watchstanders must demonstrate the ability to correctly report and isolate the leak, secure equipment, conduct proper firefighting procedures, and safely evacuate when required, activating installed firefighting systems and donning appropriate emergency breathing devices. In order to evaluate the full range of watchstander skills, regardless of watchstander initial actions, the leak will flash to a fire during both of the MMFOL drills. Repair 5 re-entry will only be required during one of the drills. Only an "AGENT GOOD" scenario is required for certification IAW new procedures implemented January 2008 in NSTM 555 ACN, EOCC updated leak and fire procedures, and updated Repair Party Manual. Performance of the underway DC organization (Repair 5 re-entry team proficiency) is also required to be maintained effective as defined in Main Space Fire Drill Grade Sheet embedded within the TORIS/TFOM MOB-E

application. The Main Space Fire Drill must be run on a hot plant for certification.

(4) Level of Knowledge Exams: Assessment team will review results of administered exams and the goal is >70% sustained average for the qualified watchstanders in the engineering department.

b. Personnel.

(1) PQS qualified watch teams: Must maintain at least two PQS qualified Condition III watch teams. ETT members shall be separate from the minimum two watchteams and may be the nucleus of any watch team greater than the minimum two.

(2) PQS qualified ETT: All ETT members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations.

c. Management.

(1) Shipwide Assessment of all NAVOSH Programs (all must be effective to certify): Hearing Conservation, Heat Stress, Electrical Safety, and Tag Out.

(2) Assess all Critical Management Programs (all must be effective to certify): PQS, Engineering Department Training, Main Propulsion Boilerwater/Feedwater, Auxiliary BW/FW, Waste Heat BW/FW, Lube Oil Quality Management (LOQM), and Fuel Oil Quality Management (FOQM), and Legal Records.

(3) Assess all Other Management Programs (all must be at least partially effective to certify): Engineering Operational Sequencing System (EOSS), Marine Gas Turbine Equipment Service Records (MGTESR), Operating Logs, Online Verification (OLV), and Quality Assurance (QA).

(4) Equipment Degradation Tracking: Administrative files will be reviewed (8 O'Clock reports, CASREP'S, DFS, TSO's, EOSS Deviations, NAVSEA/ TYCOM Waivers, etc.) and must accurately reflect the propulsion plant condition and degradations IAW Self Assessment ASA checksheet to certify.

(5) Watch Team Replacement Plan: Must maintain an effective watchstander and ETT Watch Team Replacement Plan IAW the Engineering Department Training ASA Checksheet for Conditions I, IIDC, and III covering four quarters.

d. Material.

(1) Material condition (minimum equipment) must support operations for certification. A full set of hot and cold material checks and thorough safety walkthrough will be conducted.

(2) Repair 5 Locker inventory: Must have enough on hand to fully outfit initial entry team and two re-entry teams. If 100% of required items are not on hand, those missing must be on order.

(3) All main engineering space installed Damage Control systems must be fully operational. Satisfactory AFFF concentration analysis results and Halon time delay specification and periodicity (assessed once per cycle at ULTRA-C/E).

(4) Items of Priority (IOP) and restrictive items will be identified as required. Spaces must be safe to train for certification.

4. Unit Level Training and Readiness Assessment Sustainment (ULTRA-S). Three day event conducted in a hot plant condition every **12 +/- 6 months after ULTRA-C/E**. (MCM's at ISIC/CLASSRON discretion may conduct the underway portion inport). The ULTRA-S will validate the ship's TFOM data in the PROFICIENCY pillar. ISIC will conduct a follow-up assessment on any areas not meeting the (+) or (-) differential status within 90 days. Major areas assessed are:

a. Proficiency.

(1) Evolutions: Two qualified watch teams from the watchbill will be selected to conduct one standard evolution set each. Four MLOC evolutions will be identified from the light-off orders at the beginning of the assessment, and the person who completed the MLOC will perform verification for grading by ATG. Each watchteam must score at least 65% effective.

(2) Drills: One of the two qualified watch teams selected for evolutions from the watchbill will conduct one standard drill set as defined in Chapter 2. Watchteam must score at least 50% effective.

(3) ETT Proficiency: ATG assessed proficiency of the watchteams must be within + or - 10 of proficiency FOM as reported by ETT.

(4) Main Space Fire Fighting: The watch team selected for drills will demonstrate a Major Fuel Oil Leak (MMFOL). The goal is a grade of effective. **The re-entry team will be assessed on their re-entry and fire fighting procedures for an "AGENT GOOD" scenario only.** The goal is a grade of effective. The Main Space Fire Drill will be run on a hot plant.

(5) Level of Knowledge Exams: Assessment team will review results of administered exams and the sustained average must be >70% for the qualified watchstanders in the engineering department.

b. Personnel.

(1) PQS qualified watch teams: Must maintain at least two PQS qualified Condition III watch teams. ETT members shall be separate from the minimum two watch teams and may be the nucleus of any watch team greater than the minimum two.

(2) PQS qualified ETT: All ETT members must be qualified for the position they are observing with sufficient members to observe all applicable watch stations.

c. Management.

(1) Assess deckplate compliance of all NAVOSH Programs: Goal is a grade of EFFECTIVE. Hearing Conservation, Heat Stress, Electrical Safety, and Tag Out.

(2) Assess all Critical Management Programs: Goal is a grade of EFFECTIVE. PQS, Engineering Department Training, Main Propulsion Boilerwater/Feedwater, Auxiliary BW/FW, Waste Heat BW/FW, Fuel Oil Quality Management (FOQM), Lube Oil Quality Management (LOQM), and Legal Records. Assess one half (50 percent) of other Management Programs.

Goal is a grade of PARTIALLY EFFECTIVE. Engineering Operational Sequencing System (EOSS), Marine Gas Turbine Equipment Service Records (MGTESR), Operating Logs, Online Verification (OLV), and Quality Assurance (QA).

(3) Equipment Degradation Tracking: Administrative files will be reviewed (8 O'Clock reports, CASREP'S, DFS, TSO's, EOSS Deviations, NAVSEA/ TYCOM Waivers, etc.) and must accurately reflect the propulsion plant condition and degradations IAW Self Assessment ASA check sheet.

(4) Watch Team Replacement Plan: Must maintain an effective watchstander and ETT Watch Team Replacement Plan IAW the Engineering Department Training ASA check sheet for Conditions I, II DC, and III covering four quarters.

d. Material.

(1) Material condition (minimum equipment and safe to train) must support operations: A set of hot and cold material checks, selected by ATG and approved by the ISIC, and a thorough safety walkthrough will be conducted. The list of required checks will be provided to the ship not later than two weeks prior to the start of the ULTRA-S.

COMMON MISSION AREA
TAB M
NAVIGATION (MOB-N) CERTIFICATION CRITERIA

Note: Ships certified for unrestricted electronic navigation (ECDIS-N) (VMS) shall use Appendix A to this Tab.

1. Navigation References:

- a. COMNAVAIRFORINST/COMNAVSURFORINST 3530.4 (series) Surface Ship NAVDORM
- b. STANDARD ORGANIZATION AND REGULATION MANUAL(SORM)
- c. COMNAVMETOCCOMINST 3144.1 (series)
- d. COMNAVMETOCCOMINST 3140.1 (series)
- e. COMNDINST M16672.2 (series), Navigation Rules
- f. NWP 6-01 Basic Operational Communications Doctrine
- g. CINC OPOD 201/2000
- h. ACP-100 Allied Call Sign and Address Group, System Instructions and Assignments
- i. ACP-100 US SUPP-1 U.S. Call Sign and Address Group System
- j. ACP-131 (series) Communications Instructions - Operating Signals
- k. ACP 113 (series) CALL SIGN BOOK FOR SHIPS
- l. TYCOM OPOD 201/2000
- m. Numbered FLT OPOD 201/2000
- n. NTP-4, Fleet Communications Users Manual
- o. COMNAVAIRFORINST/COMNAVSURFORINST 5090.1(series) Protective Measures Assessment Protocol (PMAP)
- p. ATP Vol I & II (D) Allied Maritime Tactical Signal& Maneuvering
- q. ACP 130 Communications Instructions Signaling Procedures in the Visual Medium.
- r. NTP 13(B) Flags, Pennants & Customs
- s. Publication 102 International Code of Signals
- t. NV PUB 9
- u. OPNAVINST 9420.2, Implementation of the Electronic Chart Display and Information System (ECDIS-N) Certification Process
- v. Voyage Management System Operator Manual.
- w. NAVSEAINST 9420.4, Certification of Navigation Systems (NAVCERT)
- x. TORIS TFOM Datacards

2. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times:

NR	Proficiency CCRs	Periodicity and Conditions	Methodology/Criteria	Measurement	FXP
1	Training Team Performance	90 days	Requires proficiency from Seamanship (NAV) TT to Plan, Brief, Execute and Debrief properly. The following Training Objectives will be used:	Report via TORIS	

			<ul style="list-style-type: none"> - Establish Training Teams - TT PQS Qualified - Exercise Planning, Preparation for Mission/Team Focused Training Event(s) - Brief Mission/Team Focused Training Event(s) - Execute Mission/Team Focused Training Event(s) <p>Debrief Mission/Team Focused Training Events(s)</p>		
2 CR	Plan to Navigate the Ship	90 days	Prepare for getting underway or returning to port by reviewing all guidance and conduct navigation brief in accordance with ref (a and x).	Report via TORIS	
3	Precision Anchorage	180 days	Requires one qualified Navigation (Sea and Anchor) Detail to demonstrate proficiency in anchoring the ship IAW ref (a, t and x). Bridge and CIC give fix report to evaluator. Evaluator makes recommendations to center of anchorage to CO and OOD. Use all means available to determine the ships' position when anchor is let go. Demonstrate calculating and plotting drag and swing circle to include plotting the anchor's position within 100 yards of center of planned anchorage.	Report via TORIS	MOB-N 5-SF
4	Piloting by Gyro	90 days	Requires one qualified Navigation (Sea and Anchor) Detail to demonstrate proficiency in the following IAW refs (a and x). <u>PILOT BY GYRO</u> - (Day and Night) Navigate by Global Position System or Gyro as designated in ships Navigation Bill. Navigation Officer will make and report all recommendations to CO and OOD. Whenever possible, ship will conduct exercise in restricted waters within a harbor for at least 6000	Report via TORIS	MOB-N 4-SF

			yards and one turn of 15 degrees or more or a shorter distance with two turns of 15 degrees or more.		
5	Piloting during Low Visibility	90 days	Requires one qualified Navigation (Sea and Anchor) Detail to demonstrate proficiency in the following IAW refs (a and x). <u>PILOT DURING LOW VISIBILITY</u> - (Day and Night) Demonstrate the ability to Navigate in Restricted waters during Low Visibility for at least 6000 yards and one turn of 15 degrees or more or a shorter distance with two turns of 15 degrees or more by utilizing radar ranges/bearings, Global Positioning Systems as designated in ships Navigation Bill. Evaluator must designate primary plot in accordance with ship's Navigation Bill. Conning Officers vision must be restricted to prevent piloting by seaman's eye.	Report via TORIS	MOB-N 6-SF
6	Piloting during Loss of Gyro	90 days	Requires one qualified Navigation (Sea and Anchor) Detail to demonstrate proficiency in the following IAW refs (a and x). <u>PILOT DURING LOSS OF GYRO</u> - (Day and Night) Demonstrate the ability to navigate in Restricted waters for at least 6000 yards and one turn of 15 degrees or more or a shorter distance with two turns of 15 degrees or more navigating using relative visual bearings or Global Positioning System in accordance with ships Navigation Bill.	Report via TORIS	MOB-N 7-SF
7	Piloting Swept Channel	90 days	Requires one qualified Navigation (Sea and Anchor) Detail to demonstrate proficiency in the following	Report via TORIS	MIW- 8.7- SF

			IAW refs (a and x). <u>PILOTING SWEEP CHANNEL</u> - The ship will transit a 500 yard wide swept channel in Restricted or coastal waters. The swept channel will be at least 6000 yards long and include a turn of 45° or more. The exercise may be conducted under casualty conditions such as low visibility or loss of gyro. Navigate by all means available in accordance with ship's Navigation Bill. Ship must remain inside the swept channel for the duration of the transit to complete this exercise.		
8	Weather Observations	90 days	Conduct surface weather observations IAW refs (c, d and x).	Report via TORIS	MOB-N-2-SF
9	Loss of Steering	90 days	Requires the Navigation (Sea and Anchor) Detail to demonstrate proficiency in handling a casualty that causes steering control to be shifted to aft steering while RMD is set. Conduct two turns of 15 degrees or more. Requires STT to assess open ocean Loss of Steering on a minimum of three qualified watch teams every 90 days and update in TORIS.	Report via TORIS	MOB-N-9-SF
10	Visual Signaling	90 days	Requires all Visual Communications watch standers to participate in the monthly ATG inport VIS-EX event unless excused via waiver by ISIC, TYCOM, or underway, regardless if nominated or not. When deployed, STT is required to conduct VIS-EX drills once per quarter IAW TORIS periodicity. If above requirements are met no ULTRA Assessment is required. If requirements are not met, ULTRA VIS-EX	- Report via TORIS - Self evaluation - Maintain records for ULTRA	

			<p>will be assessed. The following must be completed to demonstrate proficiency:</p> <p><u>FLAG HOIST</u> - Demonstrate the ability to encode/decode call signs using Allied and International procedures, identify all 68 flags within 90 seconds, demonstrate the question and hoist, and demonstrate utilization of special flags and pennants.</p> <p><u>FLASHING LIGHT</u> - Demonstrate the ability to send and receive flashing light message at a minimum of 3 words per minute, both directional and non-directional, using Allied and International procedures, and demonstrate the ability to write a formal and informal message.</p>		
11 CR	Rules of the Road Exam	90 days	<p>Ships will administer the Rules of the Road LOK Exam utilizing the Practice Program exam database to ALL qualified U/W OODs, CICWOs and the Navigator. ALL JOODs will take the exam every 90 days for training purposes only. ATG will administer LOK Exams IAW the ULTRA LOK Exam Matrix utilizing the LOK website to qualified U/W OODs, CICWOs and the Navigator for the ULTRA event. The minimum acceptable individual score for this exam is 88%. If any individual score is below 88% during the ULTRA, the ship and ISIC will remediate. Refer to the LOK Website at https://cnsfnatgsql.surfor.navy.mil/apps for the current Practice Program and LOK Exam Matrix.</p>	<ul style="list-style-type: none"> - Report via TORIS - Self evaluation - Maintain records for ULTRA 	
12	Navigation Level of Knowledge Exams (LOK)	90 days	<p>Ships will administer LOK Exams utilizing the Practice Program exam database for all applicable watch stations listed on the ULTRA</p>	<ul style="list-style-type: none"> - Report via TORIS - Self evaluation 	

			<p>LOK Exam Matrix. ATG will administer LOK Exams, utilizing the LOK website, to applicable qualified watchstanders for the ULTRA event. The minimum acceptable average score for this mission area is 70%. If the average score is below 70% during the ULTRA, the ship and ISIC will remediate. Refer to the LOK Website at https://cnsfnatgsql.surfor.navy.mil/apps for the current Practice Program and LOK Exam Matrix.</p>	<p>- Maintain records for ULTRA</p>	
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NR	Personnel CCRs	Periodicity and Conditions	Methodology/Criteria	Measurement	FXP
1	Meet 100% of critical schools	<p>Continuous</p> <ul style="list-style-type: none"> - School-house training - FLTMPs 	<p>100% completion of critical schools and NECs as listed in FLTMPs. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools management plan projecting four quarters.</p>	<ul style="list-style-type: none"> - Report via TORIS - Self evaluation - Maintain records for ULTRA - FLTMPs 	
2	PQS qualified Seamanship Training Team	<p>Continuous</p> <p>PQS Standards</p>	<p>All STT members must be PQS qualified for the position they are observing with sufficient members to observe all applicable watchstations. STT must be JQR qualified, designated in writing and signed by the current Commanding Officer.</p>	<p>Training Records</p>	
3	Qualifications	<p>Continuous</p> <ul style="list-style-type: none"> - School-house training - FLTMPs - PQS standards 	<p>Ensure that all required NEC's, NOBC's, PQS cover sheets, and JQR's with designation letters are maintained.</p>	<ul style="list-style-type: none"> - EDVR - PQS Records 	
4	Navigation Officer and	<p>Continuous</p>	<p>The Navigation Officer and Assistant Navigation Officer</p>	<p>Designation Letter</p>	

	Assistant Navigation Officer assigned & qualified		must attend required schools, be PQS qualified, obtain an OOD Letter and are designated in writing by the current CO IAW ref (a).		
5	PQS qualified cond III QMOW's	Continuous PQS Standards	A minimum of three PQS qualified condition III QMOW's.	PQS Records	
6 CR	PQS Qualified Navigation Bridge/CIC (Sea and Anchor Detail)	Continuous PQS Standards	PQS qualified Navigation (Sea and Anchor) Detail Team, including Bridge & CIC.	PQS Records	
7	Bridge Resource Management (BRM) and Advanced Shiphandling	Continuous	<p>Bridge Resource Management (BRM) requires a minimum of 24 hours and Advanced Shiphandling (ASH) requires a minimum of 16 hours of instruction conducted at shore-based ship handling simulator (at least 40 hrs), required every 24 months. Certificate/memo to be retained onboard for 24 months.</p> <p>Minimum required attendees are three bridge watchteams and one senior observer, with each watchteam consisting of one officer of the deck and one conning officer. The senior observer shall either be the Commanding Officer, Executive Officer, or Senior Watch Officer. Ships are responsible for submitting BRM course requests through the NSST scheduling website: http://www.nsstraining.org</p> <p>Two PC crews may combine for one class consisting of five or six students (three of which are OODs) for each crew.</p>	Maintain records for ULTRA	

NR	Management CCRs	Periodicity and Conditions	Methodology/Criteria	Measurement	FXP
1	Completion of ASA Check sheets	Continuous	At least 80% of all items met with full compliance and a plan to correct all deficiencies.	Maintain records for ULTRA	

2	Watchteam Replacement Plan (WTRP)	Continuous	Effective WTRP for Navigation Detail, QMOW, Master Helmsman, Fathometer Operator, CIC Nav Team, and Seamanship Training Team. WTRP will project out four quarters at a minimum.	Maintain records for ULTRA	
3	Navigation Bill	Continuous	Navigation Bill must be signed by the current Commanding Officer. Navigation Bill will be tailored from ref (a) Ch 2 thru 4. ATG/ISIC will ascertain the watchteam's ability to navigate using the ship's Navigation Bill.		
4	Standing Orders	Continuous	Standing Orders must be signed by the current Commanding Officer. Must be reviewed and signed by ship control personnel MONTHLY IAW ref (a). ATG/ISIC will ascertain the watch team's ability to operate IAW the CO's Standing Orders.		
5 CR	ISIC Nav Assessment	24 months	Requires one qualified Navigation (Sea and Anchor) Detail to demonstrate proficiency to the ISIC once every 24 months or ICW ULTRA (C or S) Harbor Navigation Evaluation.	Maintain ISIC Cert message for ULTRA and TORIS Update	
6	Protective Measure Assessment Protocol (PMAP)	Continuous	Ensure PMAP protective measures and standard operating procedures are adhered to during unit level training. All hard copy PMAP Exercise Reports are to be retained for two years IAW ref (o).		

NR	Material CCRs	Periodicity and Conditions	Methodology/Criteria	Measurement	FXP
1	Non ECDIS-N ships	Continuous	Commanding Officer's ready list/charts (paper) corrected/maintained to date. All required equipment and hardware (training, support, and navigation system) necessary to support execution of a NAV scenario	Maintain on File	

			is operational IAW ref (a) Appendix A: Ships equipped with Situational Awareness (SA) Systems must conform to requirements identified in ref (a), and in particular must have Current Digital Nautical Charts loaded and updated/corrected.		
2	Visual signals related equipment and flags	Continuous	Maintain a minimum of 80% of full allowance IAW ships COSAL, with remaining material, parts, and flags documented on order.		

Note: All CCR's are required for certification. All CCR's will normally be assessed during ULTRA-S.

3. Unit Level Training and Readiness Assessment (ULTRA).

- a. Verify Personnel, Management, and Material CCR compliance.
- b. Assess a ship-executed scenario that demonstrates a Harbor Navigation Package (proficiency CCRs 4,5,6 and 7), a Precision Anchoring, and Loss of Steering (RMD).
- c. All qualified OOD's and CICWO's are required to score a minimum of >=88 on the Rules of the Road Exam every 90 days and prior to ULTRA-C/S. All JOOD's will take the Rules of the Road exam every 90 days for training purposes only.
- d. Navigator, Senior Quartermaster, and all qualified QMOW's are required to score a minimum ships average score of 70% on NAV LOK Exams every 90 days and prior to ULTRA-C/S.
- e. Piloting Officer, CICWS, Radar Scope Operator, CIC RADNAV Plotter, and CIC Navigation Recorder are required to score a minimum ships average score of 70% on RADNAV LOK Exams every 90 days and prior to ULTRA-C/S.
- f. PROF CCR'S #4 through #7 shall be conducted during the same entering or leaving port event during ULTRA or other assessments. PROF CCRs #3 through #6 shall not be conducted or simulated in Open Ocean during an ULTRA event.
- g. MOB-N-3-SF (Conning & Steering at SEC CONN) does not apply to SURFOR ships.
- h. Training Team qualifications must be met IAW Ch 2, sec 2306, para d.1. PQS and JQR materials may be downloaded from the toolbox on the ATG website.
- i. The Navigator shall not be part of STT during ULTRA events.
- j. During ULTRA-C, if the ship successfully completes CCR'S #4, 5, & 6 at night prior to conducting the same CCR'S during the day, the ship will receive credit for day requirements. However, if the night attempt is unsuccessful then the ship must complete the day requirement followed by a night event to certify.

APPENDIX A TO TAB M

NAVIGATION (MOB-N) ECDIS-N (VMS) CERTIFICATION CRITERIA

1. Navigation References: use (a) through (x) above.
2. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times:

NR	Proficiency CCRs	Periodicity and Conditions	Methodology/Criteria	Measurement	FXP
13	Training Team Performance	90 days	Requires proficiency from Seamanship (NAV) TT to Plan, Brief, Execute and Debrief properly. The following Training Objectives will be used: <ul style="list-style-type: none"> - Establish Training Teams - TT PQS qualified - Exercise Planning, Preparation for Mission/Team Focused Training Event(s) - Brief Mission/Team Focused Training Event(s) - Execute Mission/Team Focused Training Event(s) Debrief Mission/Team Focused Training Events(s)	Report via TORIS	
14 CR	Plan to Navigate the Ship.	90 days	Prepare for getting underway or returning to port by reviewing all guidance and conduct navigation brief IAW ref (a and x).	Report via TORIS	
15	Precision Anchorage	180 days	Requires one qualified Navigation (Sea and Anchor) Detail to demonstrate proficiency in anchoring the ship IAW refs (a, t, and x). Bridge will give fix report to evaluator. Evaluator makes recommendations to center of anchorage to CO and OOD. Demonstrate and display drag and swing circle to include anchoring within 100 yards of center of planned anchorage.	Report via TORIS	MOB-N-5-SF
16	Pilot by Gyro	90 days	Requires one qualified Navigation (Sea and Anchor) Detail to demonstrate proficiency in the following	Report via TORIS	MOB-N-4-SF

			<p>IAW refs (a and x).</p> <p><u>PILOT BY GYRO</u> - (Day & Night) Navigate by Global Position System or Gyro as designated in ship's Navigation Bill. Navigation Officer will make and report all recommendations to CO and OOD. Whenever possible, ship will conduct exercise in restricted waters within a harbor for at least 6000 yards and one turn of 15 degrees or more or a shorter distance with two turns of 15 degrees or more.</p>		
17	Pilot during Loss of Gyro	90 days	<p>Requires one qualified Navigation (Sea and Anchor) Detail to demonstrate proficiency in the following IAW refs (a and x).</p> <p><u>PILOT DURING LOSS OF GYRO</u> - (Day & Night) Demonstrate the ability to navigate in Restricted waters for at least 6000 yards and one turn of 15 degrees or more or a shorter distance with two turns of 15 degrees or more navigating using relative visual bearings or Global Positioning System in accordance with ship's Navigation Bill.</p>		MOB-N-7-SF
18	Loss of Sensors	90 days	<p>Requires one qualified Navigation (Sea and Anchor) Detail to demonstrate proficiency in the following IAW refs (a and x).</p> <p><u>LOSS OF SENSORS</u> -(Day & Night) Requires one qualified Navigation (Sea and Anchor) Detail to demonstrate proficiency in the ability to identify a loss of primary sensors and switch to secondary sensors IAW ref (a).</p>		
19	Loss of Display	90 days	<p>Requires one qualified Navigation (Sea and Anchor) Detail to demonstrate</p>		

			<p>proficiency in the following IAW refs (a and x).</p> <p><u>LOSS OF DISPLAY</u> - (Day & Night) Requires one qualified Navigation (Sea and Anchor) Detail to demonstrate proficiency in the ability to transition from primary display to secondary display IAW ref (a).</p>		
20 CR	Loss of VMS	90 days	<p>Requires one qualified Navigation (Sea and Anchor) Detail to demonstrate proficiency in the following IAW refs (a and x).</p> <p><u>LOSS OF VMS</u> -(Day & Night) Requires one qualified Navigation (Sea and Anchor) Detail to demonstrate proficiency to switch from primary/secondary VMS systems to a paper plot IAW ref (a).</p>		
21	Piloting Swept Channel	90 days	<p>Requires one qualified Navigation (Sea and Anchor) Detail to demonstrate proficiency in the following IAW refs (a and x).</p> <p><u>PILOTING SWEPT CHANNEL</u> - The ship will transit a 500 yard wide swept channel in Restricted or coastal waters. The swept channel will be at least 6000 yards long and include a turn of 45° or more. The exercise may be conducted under casualty conditions such as low visibility or loss of gyro. Navigate by all means available in accordance with ship's Navigation Bill. Ship must remain inside the swept channel for the duration of the transit to complete this exercise.</p>		MIW-8.7-SF
22	Weather Observations	90 days	Conduct surface weather observations IAW refs (c, d, and x).	Report via TORIS	MOB-N-2-SF
23	Loss of Steering	90 days	Requires the Navigation (Sea and Anchor) Detail to demonstrate proficiency in	Report via TORIS	MOB-N-9-SF

			<p>handling a casualty that causes steering control to be shifted to aft steering while RMD is set. Conduct two turns of 15 degrees or more. Requires STT to assess open ocean Loss of Steering on a minimum of three qualified watch Teams every 90 days and update in TORIS.</p>		
24	Visual Signaling	90 days	<p>Requires all Visual Communications watchstanders to participate in the monthly ATG inport VIS-EX event unless excused via waiver by ISIC, TYCOM, or underway, regardless if nominated or not. When deployed, STT is required to conduct VIS-EX drills once per quarter IAW TORIS periodicity. If above requirements are met, no ULTRA Assessment is required. If requirements are not met, ULTRA VIS-EX will be assessed. The following must be completed to demonstrate proficiency: <u>FLAG HOIST</u> - Demonstrate the ability to encode/decode call signs using Allied and International procedures, identify all 68 flags within 90 seconds, demonstrate the question and hoist, and demonstrate utilization of special flags and pennants. <u>FLASHING LIGHT</u> - Demonstrate the ability to send and receive flashing light message at a minimum of 3 words per minute, both directional and non-directional, using Allied and International procedures, and demonstrate the ability to write a formal and informal message.</p>	<ul style="list-style-type: none"> - Report via TORIS - Self evaluation - Maintain records for ULTRA 	
25 CR	Rules of the Road Exam	90 days	<p>Ships will administer the Rules of the Road LOK Exam utilizing the Practice Program exam database to ALL qualified U/W OODs, CICWOs and the Navigator. ALL JOODs will take the exam every 90 days for training purposes only. ATG will administer LOK Exams IAW</p>	<ul style="list-style-type: none"> - Report via TORIS - Self evaluation - Maintain records for ULTRA 	

			<p>the ULTRA LOK Exam Matrix utilizing the LOK website to qualified U/W OODs, CICWOs and the Navigator for the ULTRA event. The minimum acceptable individual score for this exam is 88%. If any individual score is below 88% during the ULTRA, the ship and ISIC will remediate. Refer to the LOK Website at https://cnsfnatgsql.surfor.navy.mil/apps for the current Practice Program and LOK Exam Matrix.</p>		
26	Navigation Level of Knowledge Exams (LOK)	90 days	<p>Ships will administer LOK Exams utilizing the Practice Program exam database for all applicable watch stations listed on the ULTRA LOK Exam Matrix. ATG will administer LOK Exams, utilizing the LOK website, to applicable qualified watchstanders for the ULTRA event. The minimum acceptable average score for this mission area is 70%. If the average score is below 70% during the ULTRA, the ship and ISIC will remediate. Refer to the LOK Website at https://cnsfnatgsql.surfor.navy.mil/apps for the current Practice Program and LOK Exam Matrix.</p>	<ul style="list-style-type: none"> - Report via TORIS - Self evaluation - Maintain records for ULTRA 	

NR	Personnel CCRs	Periodicity and Conditions	Methodology/Criteria	Measurement	FXP
8	Meet 100% of critical schools	<p>Continuous</p> <ul style="list-style-type: none"> - School-house training - FLTMS 	<p>100% completion of critical schools and NECs as listed in FLTMS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met The listed watchstanders are required to have completed VMS Operator Course (CIN: A-061-0042): Navigator, Senior QM, and 3 VMS operators IAW ref (a). 2</p>	<ul style="list-style-type: none"> - Report via TORIS - Self evaluation - Maintain records for ULTRA - FLTMS 	

			personnel are required to complete VMS Maintenance Course. Ships will also present a long-range schools management plan projecting four quarters.		
9	PQS qualified Seamanship Training Team	Continuous PQS Standards	The ship must have VMS Operator Course graduates serving on STT and CSTT at all times (at least one on each team). STT must be JQR qualified, designated in writing, and signed by the Commanding Officer.	Training Records	
10	Qualifications	Continuous - School-house training - FLTMPs - PQS standards	Ensure that all required NEC's, NOBC's, PQS cover sheets, and JQR's with designation letters are maintained.	- EDVR - PQS Records	
11	Navigation Officer and Assistant Navigation Officer assigned & qualified.	Continuous	The Navigation Officer and Assistant Navigation Officer must attend required schools, be PQS qualified, obtain an OOD Letter and are designated in writing by the current CO IAW ref (a).	Designation Letter	
12	PQS qualified cond III QMOW's/VMS Operators.	Continuous PQS Standards	A minimum of three PQS qualified condition III QMOW's/VMS Operators.	PQS Records	
13 CR	PQS Qualified Navigation Bridge/CIC (Sea and Anchor Detail)	Continuous PQS Standards	PQS qualified Navigation (Sea and Anchor) Detail Team, including Bridge and CIC VMS Operators.	PQS Records	
14	Bridge Resource Management (BRM) and Advanced Shiphandling	Continuous	Bridge Resource Management (BRM) requires a minimum of 24 hours and Advanced Shiphandling (ASH) requires a minimum of 16 hours of instruction conducted at shore-based ship handling simulator (at least 40 hrs), required every 24 months. Certificate/memo to be retained onboard for 24 months. Minimum required attendees are three bridge watch teams and one senior observer, with each watch team consisting of one	Maintain records for ULTRA	

			<p>officer of the deck and one conning officer. The senior observer shall either be the Commanding Officer, Executive Officer, or Senior Watch Officer. Ships are responsible for submitting BRM course requests through the NSST scheduling website: http://www.nsstraining.org Two PC crews may combine for one class consisting of five or six students (three of which are OODs) for each crew.</p>		
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NR	Management CCRs	Periodicity and Conditions	Methodology/Criteria	Measurement	FXP
7	Completion of ASA Check sheets	Continuous	At least 80% of all items met with full compliance and a plan to correct all deficiencies.	Maintain records for ULTRA	
8	Watchteam Replacement Plan (WTRP)	Continuous	Effective WTRP for Navigation Detail, QMOW, Master Helmsman, Fathometer Operator, CIC Nav Team, and Seamanship Training Team. WTRP will project out four quarters at a minimum.	Maintain records for ULTRA	
9	Navigation Bill	Continuous	Navigation Bill must be signed by the current Commanding Officer. Navigation Bill will be tailored from ref (a) chapters 2, 3, and 5. ATG/ISIC will ascertain the watch team's ability to navigate using the ship's Navigation Bill.		
10	Standing Orders	Continuous	Standing Orders must be signed by the current Commanding Officer. Must be reviewed and signed by ship control personnel MONTHLY IAW ref (a). ATG/ISIC will ascertain the watch team's ability to operate IAW the CO's Standing Orders.		
11 CR	ISIC ECDIS-N Nav Assessment	24 months	Requires one qualified Navigation (Sea and Anchor) Detail to demonstrate proficiency to the ISIC once	Maintain ISIC Cert message for ULTRA and TORIS Update	

			every 24 months or ICW ULTRA (C or S) Harbor Navigation Evaluation.		
12	Protective Measure Assessment Protocol (PMAP)	Continuous	Ensure PMAP protective measures and standard operating procedures are adhered to during unit level training. All hard copy PMAP Exercise Reports are to be retained for two years IAW ref (o).		

NR	Material CCRs	Periodicity and Conditions	Methodology/Criteria	Measurement	FXP
3	ECDIS-N SHIPS	Continuous	VMS software installed. Current Digital Nautical Charts loaded and updated/corrected. All required equipment and hardware (training, support, and navigation systems) necessary to support execution of a NAV scenario is operational IAW ref (a).	Maintain on file	
4	Visual signals related equipment and flags	Continuous	Maintain a minimum of 80% of full allowance IAW ships COSAL, with remaining material, parts, and flags documented on order.	- Maintain on file - Retain order forms as required	

Note: All CCR's are required for certification. All CCR's will normally be assessed during ULTRA-S.

3. Unit Level Training and Readiness Assessment (ULTRA).

- a. Verify Personnel, Management, and Material CCR compliance.
- b. Assess a ship-executed scenario that demonstrates a Harbor Navigation Package (proficiency CCRs 16,17 and 21), a Precision Anchoring, and Loss of Steering (RMD).
- c. All qualified OOD's and CICWO's are required to score a minimum of >=88 on the Rules of the Road Exam every 90 days and prior to ULTRA-C/S. All JOOD's will take the Rules of the Road exam every 90 days for training purposes only.
- d. Navigator, Senior Quartermaster, and all qualified QMOW's are required to score a minimum ships average score of 70% on NAV LOK Exams every 90 days and prior to ULTRA-C/S.
- e. Piloting Officer, CICWS, Radar Scope Operator, CIC RADNAV Plotter, and CIC Navigation Recorder are required to score a minimum ships average score of 70% on RADNAV LOK Exams every 90 days and prior to ULTRA-C/S.
- f. PROF CCR'S #16 through #21 shall be conducted during the same entering or leaving port event during ULTRA or other assessments. PROF CCRs #15 through #20 shall not be conducted or simulated in Open Ocean during an ULTRA event.

- g. MOB-N-3-SF (Conning & Steering at SEC CONN) does not apply to SURFOR ships.
- h. Training Team qualifications must be met IAW Ch 2, sec 2306, para d.1. PQS and JQR materials may be downloaded from the toolbox on the ATG website.
- i. The Navigator shall not be part of STT during ULTRA events.
- j. During ULTRA-C, if the ship successfully completes CCR'S #16, 17, 18, 19, & 20 at night prior to conducting the same CCR'S during the day, the ship will receive credit for day requirements. However, if the night attempt is unsuccessful then the ship must complete the day requirement followed by a night event to certify.

COMMON MISSION AREA
TAB N
SEAMANSHIP (MOB-S) CERTIFICATION CRITERIA

1. Seamanship References:

- a. NWP 4-01.4 UNREP Manual
- b. NTTTP 3-50.1 Search and Rescue Manual
- c. OPNAVINST 3120.32 Series SORM
- d. OPNAVINST 5100.19 Series Safety Manual Forces Afloat
- e. NAVSEA UNREP Hardware Manual
- f. NSTM 571 Underway Replenishment
- g. NSTM 581 Anchoring
- h. NSTM 077 Personnel Protection Equipment
- i. NSTM 582 Mooring and Towing
- j. NSTM 583 Vol. 1 & 2 Boats and Small Craft
- k. **NAVEDTRA 43127 Towing Specialist**

2. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times:

	Proficiency CCRs	Methodology/Criteria
1	Training Team Performance	Requires proficiency from Seamanship TT to Plan, Brief, Execute and Debrief properly. The following Training Objectives will be used: <ul style="list-style-type: none"> - Establish Training Teams - Exercise Planning, Preparation for Mission/Team Focused Training Event(s) - Brief Mission/Team Focused Training Event(s) - Execute Mission/Team Focused Training Event(s) - Debrief Mission/Team Focused Training Events(s)
2	Mooring Alongside a Pier or Ship (day or night)	Requires one qualified Mooring Detail to demonstrate proficiency Mooring Alongside a Pier or a Ship (day or night) quarterly. The ship will lay out and inventory all required equipment. Assess line handling procedures, communications, and safety in accordance with references (d) and (i), the Special Sea and Anchor Bill, and ship's drawings.
3	Anchor the Ship (day and night)	Requires one qualified Anchor Detail to demonstrate proficiency in Anchoring the Ship (day and night) semi-annually. The ship will lay-out and inventory all required anchoring gear, including a complete de-shackling kit. Assess proper procedures for letting go the anchor, communications, and safety in accordance with references (d), (g), (h), the Special Sea and Anchor Bill,

		and ship's drawings. The Anchor Log will also be reviewed.
4	Get U/W from an Anchorage (day or night)	Requires one qualified Anchor Detail to demonstrate proficiency in Getting Underway from Anchorage (day or night) semi-annually. The ship will lay out and inventory all required anchoring gear, including a complete de-shackling kit. Assess proper procedures for weighing anchor, communications, and safety in accordance with references (d), (g), (h), the Special Sea and Anchor Bill, and ship's drawings. The Anchor Log will also be reviewed.
5	Moor to a Buoy (day)	Requires one qualified Anchor Detail and Small Boat Detail to demonstrate proficiency in Mooring to a Buoy every 24 months (-6/+3). The ship will lay out and inventory all required equipment. Assess proper Mooring to a Buoy procedures by the boat and deck crew, communications, and safety in accordance with references (d), (h), (i), and (j), the Special Sea and Anchor Bill, and ship's drawings. If a mooring buoy is not geographically available, a portable mooring buoy may be used pierside. (This CCR does not apply to LHA, LHD, LCC, LPD 17, PC class)
6	Get U/W from a Mooring Buoy (day)	Requires one qualified Anchor Detail and Small Boat Detail to demonstrate proficiency in Getting Underway from a Mooring Buoy every 24 months (-6/+3). The ship will lay-out and inventory all required equipment. Assess performance of both the boat and deck crew in slipping the moor/retrieving the anchor chain, communications, and safety in accordance with references (d), (h), (i), (j), the Special Sea and Anchor Bill, and ship's drawings. If a mooring buoy is not geographically available, a portable mooring buoy may be used pierside. (This CCR does not apply to LHA, LHD, LCC,LPD 17, PC class)
7	Conduct CONREP (day and night)	Requires two qualified CONREP Teams (one for FFG7) to demonstrate proficiency in FAS, RAS, and Emergency Breakaway (day and night for all three) semi-annually. (Note: One FAS plus one RAS watch team = Two CONREP teams.) The ship will lay out and inventory all required equipment and rig CONREP stations. Assess performance of the CONREP Team(s) in receiving the rig, line handling procedures, proper refueling and cargo handling procedures, breakaway/emergency breakaway procedures and return of the rig, communications, emergency sound signals, and safety in accordance with references (a), (c), (d), (e), (f), (h), the Underway

		Replenishment Bill, and ship's drawings. (This CCR does not apply to MCM and PC class ships)
8	Deliver Fuel (day and night)	Requires one qualified CONREP Team to demonstrate proficiency in delivery of fuel to a Combatant ship and Emergency Breakaway (day and night for both) semi-annually. The ship will lay-out and inventory all required equipment, assess performance of the CONREP Team(s) in passing the rig, breakaway/emergency breakaway procedures, retrieval of the rig, communications, emergency sound signals, and safety in accordance with references (a), (c), (d), (e), (f), (h), the Underway Replenishment Bill, and ship's drawings. (This CCR applies to LHA and LHD class ships only)
9	Astern Refueling (day)	Requires one qualified CONREP Team to demonstrate proficiency in Astern Refueling (day) annually. The ship will lay-out and inventory all required equipment. Assess performance of the CONREP team, including receiving the rig, hookup and refueling procedures, breakaway/emergency breakaway procedures, communications, emergency sound signals, and safety in accordance with references (a), (c), (d), (e), (f), (h), the Underway Replenishment Bill, and ship's drawings. (This CCR applies to MCM and PC class ships only)
10	Tow (day)	Requires one qualified Towing Detail to demonstrate proficiency in towing (as the towing ship) every 24 months (-6/+3). Lay out and inventory all required equipment. Assess rig set up at the towing station, passing of the towing rig, towing the towed ship for at least 15 minutes with a turn of 90 degrees, retrieval of the towing rig, communications, and safety in accordance with references (c), (d), (h), (i), the Emergency Towing Bill, and ship's drawings. All ships may demonstrate proficiency by towing a tug. (LHA, LHD, and LCC will rig and display for tow ONLY.)
11	Shipboard and Small Boat Man-Overboard Recovery (day and night)	Requires one Foc'sle Recovery Detail, one Boat Crew, and one Davit Lowering Detail to demonstrate proficiency in Shipboard and Small Boat Man-Overboard recovery (one day and night for each) quarterly. The ship will lay out and inventory all required equipment for foc'sle and boat recovery. Assess launch and recovery of SAR swimmer from the foc'sle and the Boat, launch and recovery of ready lifeboat, actions taken by lookouts, manning of critical positions

		(Medical Team /Stretcher Bearers, Shark Watch), communications, and safety in accordance with references (b), (c), (d), (h), (j), the Man Overboard and Boat Bills, and ship's drawings. (Shipboard Recovery not applicable to LHA, LHD class ships)
12	Small Boat Operations	Requires three Boat Crews and a Davit Crew for each davit to demonstrate proficiency in Small Boat Operations quarterly. (Two crews for PC class ships). The ship will lay-out and inventory all required Small Boat and Ready Lifeboat Equipment. Conduct inspection of installed equipage and operating controls including Marine Band Radio, GPS (if installed), Navigation Lights, Horn, Boat Compass, Bilge Pumps, Throttle and Emergency Fuel Shutoff. Boat capacity, operating instructions and safety precautions must be adhered to. Assess boat crew/davit crew performance during Man Overboard Boat Recovery, Mooring to a Buoy, or routine small boat operations: including hoisting and lowering of the boat, start-up/shut down procedures, boat handling, basic rules of the road, running alongside, making fast to ship's sea painter, communications, emergency response, and boat etiquette in accordance with references (b), (c), (d), (i), (j), the Allowance Equipage List (AEL), the Boat Bill, and ship's drawings.
13	Prepare for Abandon Ship	Demonstrate proficiency in Preparing for Abandon Ship annually. Assess Abandon Ship procedures including mustering of personnel; identification of land direction and whether friend or foe; water temperature; life boat/life raft launching procedures; abandon ship debarking methods and procedures; inventory of life boat/life raft equipment, food, and water provisions; instruction in the proper distribution of food and water; and identification and use of emergency signaling equipment and rescue methods in accordance with references (c), (d), (j), and Abandon Ship bill.
14	Heavy Weather Operations	Demonstrate proficiency in Heavy Weather Operations annually. Assess rigging the ship for heavy weather while underway, including proper stowage for sea (simulation shall be kept to a minimum to allow for maximum training value) in accordance with references (c), (d), (h), the Heavy Weather Bill, and ship's drawings.
15	Watchteam Level of Knowledge (LOK)	Ships will administer LOK Exams quarterly utilizing the Practice Program exam database

		for all applicable watch stations listed on the ULTRA LOK Exam Matrix. ATG will administer LOK Exams, utilizing the LOK website, to applicable qualified watchstanders for the ULTRA event. The minimum acceptable average score for this mission area is 70%. If the average score is below 70% during the ULTRA, the ship and ISIC will remediate. Refer to the LOK Website at https://cnsfnatgsql.surfor.navy.mil/apps for the current Practice Program and LOK Exam Matrix.
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	Personnel CCRs	Methodology/Criteria
1	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools management plan projecting four quarters.
2	PQS Qualified Seamanship Training Team	All STT members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations. STT must be designated in writing by the current Commanding Officer.
3	PQS Qualified Watchteams	<ol style="list-style-type: none"> 1. Two CONREP Teams (only one for FFG-7, MCM, and MHC Class ships) 2. Three Boat Crews (Two for MCM/MHC and PC class ships) (including 2nd class swimmer quals) 3. One Davit Detail for each davit 4. One Man Overboard Foc'sle Recovery Detail (Except LHA, LHD, LPD 17 class ships) 5. One Man Overboard Boat Recovery Detail 6. One Towing Detail IAW NAVEDTRA 43127. 7. One Mooring Detail 8. One Anchor Detail 9. Three bridge watchteams 10. Minimum of six lookouts. 11. Low-visibility Detail 12. One Man Overboard Sideport Recovery Detail (LPD 17 class ships only)

	Management CCRs	Methodology/Criteria
1	Completion of ASA	At least 80% of all items met with full

	Checksheets	compliance and a formal plan to correct all deficiencies.
2	Ships Bills	Special Sea and Anchor Detail, Underway Replenishment, Man Overboard, Emergency Towing, Boat, Abandon Ship, and Heavy Weather Bills are current and must be signed by the current Commanding Officer. Bills will be reviewed quarterly.
3	Watchteam Replacement Plan	Effective WTRP for all watchteams/details identified in Personnel CCR 3. WTRP will project out four quarters at a minimum.

	Material CCRs	Methodology/Criteria
1	Deck Equipment	Operate Deck equipment in accordance with posted operating instructions/PMS procedures and Refs (e), (f), (g), and (j). Equipment must be available and operational to support training. <ul style="list-style-type: none"> - Anchoring - CONREP - Boat davit - Capstans - Gypsy Heads
2	Small Boat(s)	Small boat(s) to support various evolutions must be operational and available.
3	UNREP Ship's Qualification Trials (SQT's)	LHA/LHDs must have current SQT to deliver fuel. SQT training will be scheduled within four weeks after DPMA/PMA completion. It will consist of approximately one week inport for equipment/hardware checks and one week at sea training for combatant fuel delivery.

3. Unit Level Training and Readiness Assessment (ULTRA).

- a. Verify Personnel, Management and Material CCR compliance.
- b. Assess various proficiency CCRs as determined by the assessor (ATG, ISIC).
- c. Successfully demonstrated night proficiency exercises will also validate the day exercise requirement. When conducting a day into night FAS/RAS, a night alongside approach is still required after break-away (no hook-up required).
- d. ATG personnel shall be on board to assist the ship's STT in the following Proficiency CCR's during unit level training regardless of the ship's current proficiency level: #5 Moor to a Buoy, #6 Get U/W from a Mooring Buoy, #7 conduct CONREP, #8 Deliver Fuel, and #10 Towing.
- e. Level of Knowledge (LOK) Exams required. The minimum average score for the mission area is 70%.

NOTE: A night exercise is defined as an exercise starting 30 minutes after sunset.

POWER PROJECTION

TAB O

CRUISE MISSILE (STRIKE WARFARE/HARPOON) CERTIFICATION CRITERIA

1. Strike Warfare/Harpoon References:

- a. NTTP 3-03.1 Series (TLAM Employment Manual)
- b. NTTP 3-03.2 Series (TLAM Launch Platform Weapons and Tactics Manual)
- c. TMNSAWC 3-03.1-04 Series (Employment of the Tomahawk Land Attack Missile BLK IV)
- d. NWP 1-10-1 Series (TAO Handbook)
- e. NWP 3-20.3, Series Surface Ship ASUW Tactics)
- f. NWP 30-20.6 Series (Surface Ship Tactical Employment in Naval Warfare)
- g. NWP 3-20-7 Series (Afloat OTH-T and Surveillance Manual)
- h. NWP/NTTP 3-20 Series (CLASS Tactical Manual)
- i. NTTP 3-20.71 Series (Surface Ship Harpoon Tactical Employment Manual)
- j. NAVSEA OP 3594 7/9 Series
- k. Navy-wide OPTASK TLAM
- l. Navy-wide OPTASK SUW
- m. Navy-wide OPTASK STRIKE
- n. Navy-wide OPTASK FOTC
- o. Theater Specific OPTASK STRIKE TLAM SUPP
- p. Theater Specific Standing LAC Intentions MSG
- q. Theater Specific Avoidance Overlay MSG
- r. OPNAVINST 3600.3 Series (Policy for Cruise Missile Capable Ships)
- s. NTRP 3-20.6 Series Class Tactical Publication (CTP) for applicable ship class
- t. COMNAVSURFORINST 8820.1 Series (Cruise Missile Qualification/Certification Program)
- u. SECNAVINST 5510.30 Series (DON Personal Security Program)
- v. CJCSM 3213.02 Series (Joint Staff Focal Point and Communication Systems Procedures Manual)
- x. TSN Users Guide STN L23-06-05 Tomahawk Strike Network User's Guide

2. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times:

	Proficiency CCRs	Methodology/Criteria
1	Training Team performance	Requires proficiency in the Combat Systems Training Team to Plan, Brief, Execute, and Debrief properly. The following Training Objectives will be used: <ul style="list-style-type: none"> - Establish Training Teams - Exercise Planning, Preparation for Mission/Team Focused Training Event(s) - Brief Mission/Team Focused Training Event(s). - Execute Mission/Team Focused Training Event(s). - Debrief Mission/Team Focused Training

		Event(s). Refer to complexity matrices and scenario database located at www.atg.surfor.navy.mil .
2	Participation in SLAMEX/Fleet Level Exercises.	Show sustained SLAMEX/Fleet Level Exercise participation. Ships are required to participate in one SLAMEX/Fleet Level Exercise per quarter.
3	Demonstrate proficiency with TLAM/Harpoon execution	Watchteam will execute a full salvo with complex database and demonstrate ghost, no-time, and PLE/CFF/LPMP (TTWCS only) mission tasking. Harpoon execution will consist of 4 engagements to include: Full/Display Casualty, Near Land, Coordinated DTOT, and DUD/Misfire STOT. All scenarios will be conducted IAW Refs (a) through (x). Refer to ATG SIPR website and www.atg.surfor.navy.mil for complexity matrices and scenario database. Conduct one complex level Tomahawk/Harpoon scenario per month in evaluation mode to maintain watchstander and CSTT proficiency unless waived by ISIC.
4	Demonstrate proficiency operating embedded training devices	Ship will demonstrate proficiency by conducting complex scenarios during Cruise Missile training events utilizing ship's embedded trainers to include CMTPC, GCCS-M, Link 11, C&D, TTWCS/ATWCS, and SWG-1A. Refer to Ref (s) for class specific configurations.
5	Demonstrate proficiency in Establishing, Maintaining and Combating CM systems Equipment Casualty Control	Requires proficiency by a Condition I/II watchteam in establishing, maintaining, and combating TLAM/Harpoon Equipment Casualty Control in a sustained stressful environment using a complex multi-mission scenario. The following Training Objectives will be used: <ul style="list-style-type: none"> - Harpoon Full Casualty Procedures - Harpoon Display Casualty Procedures - Harpoon Dud/Misfire Procedures - TLAM Casualties: CG's execute 7 casualties; DDG's execute 5 casualties. Casualties will include a Dud/Misfire or Restrained Fire and an even mix of alignment and launch faults. Refer to ATG SIPR website and www.atg.surfor.navy.mil for complexity matrices and scenario database.
6	CMTQ IAW Ref (t)	CMTQ will be conducted a minimum of every 24 months or when significant system upgrades (as determined by TYCOM) are installed.
7	Watch Team Level of Knowledge (LOK)	Ships will administer LOK Exams quarterly utilizing the Practice Program exam database for all applicable watch stations listed on the ULTRA LOK Exam Matrix. ATG will administer LOK Exams, utilizing the LOK website, to applicable qualified

	<p>watchstanders for the ULTRA event. The minimum acceptable average score for this mission area is 70%. If the average score is below 70% during the ULTRA, the ship and ISIC will remediate. Refer to the classified LOK Website at http://www.atgl.navy.smil.mil/apps for the current Practice Program and LOK Exam Matrix.</p>
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	Personnel CCRs	Methodology/Criteria
1	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools management plan projecting four quarters.
2	PQS qualified Combat Systems Training Team capable of training all watch teams	All CSTT members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations. CSTT must be designated in writing by the current Commanding Officer.
3	PQS qualified watchteams	One qualified Harpoon watchteam and one qualified Strike watchteam capable of executing simultaneous Harpoon and Tomahawk scenarios. Personnel must be PQS qualified for the position(s) assigned.
4	Tactical Manning	Minimum tactical manning IAW Ref (t) must be maintained at all times.
5	Focal Point Control Officer/Alternate	Ship will have Focal Point Control Officer/Alternate designated in writing by the current Commanding Officer IAW Ref (v).

	Management CCRs	Methodology/Criteria
1	Completion of Afloat Self-Assessment (ASA) Checksheets	At least 80% of all items met with full compliance and a plan to correct all deficiencies.
2	Current, signed Battle Orders	Watchteams will be assessed on their ability to fight IAW the ship's Battle Orders, signed by the current Commanding Officer.
3	Watchteam Replacement Plan	Effective WTRP for one Harpoon watchteam, one Strike watchteam and the Cruise Missile Combat Systems Training Team. WTRP will project out four quarters at a minimum.
4	Current, signed Cruise Missile Doctrine	Watchteams will be assessed on their ability to fight IAW the ship's Cruise Missile Doctrine (CMD). CMD must be current for installed hardware and software and signed by the current Commanding Officer.
5	Security Clearances	Ship will maintain security clearances IAW Ref (u) for watchstanders assigned on the approved watchbill with the command security

	manager utilizing JPAS database. All watchstanders at a minimum will have an interim clearance commensurate with their duties.
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	Material CCRs	Methodology/Criteria
1	Demonstrate operational Combat Systems suite	Ships will demonstrate that the Combat Systems suite is operating within design specifications. Ship must satisfactorily demonstrate a suite operating with minimum equipment as defined in the CS minimum equipment list posted in the ATG toolbox at www.atg.surfor.navy.mil .
2	Vent Dampers operational	Ship will demonstrate operational vent damper system IAW Ref (t).
3	Salvo Warning operational	Ship will demonstrate operational salvo warning alarms IAW Ref (t).
4	TWS and Harpoon Material Certifications	The ship will maintain minimum Material Certification Requirements contained in Ref (t).
5	Demonstrate operational capability of embedded training devices	CSTT will demonstrate the capability to load Cruise Missile Tactical Scenarios into CMTPC and verify system operation and connectivity to include GCCS-M, Link 11, C&D, TTWCS/ATWCS, and SWG-1A to support complex level training for watchteams. Refer to Ref (s) for class specific configurations.
6	Successfully receive MDU via all installed systems	ISIC verify all paths within 90 days prior to ULTRA assessment. Command will provide the last Tactical TIR for verification at ULTRA. Assess monthly to maintain operator proficiency and verify connectivity via at least one path.
7	Successfully establish TSN connectivity (TTWCS Only)	(When available): ISIC verify TSN connectivity within 90 days prior to ULTRA assessment. Command will provide the last Tactical TIR for verification at ULTRA. Assess monthly to maintain operator proficiency and verify connectivity.

3. Unit Level Training and Readiness Assessment (ULTRA).

- a. Verify Personnel, Management, and Material CCR compliance.
- b. Assess various proficiency CCRs as determined by the assessor (ATG, ISIC).
- c. Assess a complex, Cruise Missile, integrated ship-executed ATG provided scenario in the evaluation mode.
- d. Level of Knowledge (LOK) Exams required. The minimum average score for the mission area is 70%.
- e. Satisfactory execution of all TLAM/Harpoon tasking IAW Ref (t) at ULTRA satisfies certification requirements.

MARITIME SUPERIORITY
TAB P
SURFACE WARFARE (SW) CERTIFICATION CRITERIA

1. Surface Warfare References:

- a. ACP-165 (Operational Brevity Codewords)
- b. Navy-wide OPTASK SUW
- c. Navy-wide OPTASK CTP/COP
- d. OPNAVINST 1211.2 series (Shipboard Air Controller Qualification and Requirements)
- e. NWP 30-20.6, Surface Ship Tactical Employment in Naval Warfare
- f. NWP 3-20.3, Surface Ship ASUW Tactics
- g. Joint Multi-TADIL Operations and Procedures
- h. NTRP 3-20.6 Series Class Tactical Publication (CTP) for applicable ship class
- i. SW300-SC-SAF (series) Misfires - Clearing of Live Ammunition From Guns (.50 cal and up)
- j. SW314-AO-MMO (series) (MK 76)
- k. SW323-DI-MMO (series) (5 inch)
- l. SW360-AB-MMO (series) (description MK38/25mm)
- m. SW360-AF-MMO (series) (operation MK38/25mm)
- n. SW363-C3-MMM-020 (MK19)
- o. TM465-3000-1m (series) (MK44)
- p. Battle Force Electronic Warfare Software Version (3.1 and 3.02b) capabilities
- q. SE280-CE-MMO (series) Battle Force Tactical Training (BFTT) Interactive Electronic Technical Manual (IETM)
- r. Aegis Combat Training System (ACTS) Setup and CSOSS procedures
- s. TB SUW-02-01 SUW Anti-Small Boat Swarm Tactics (Sections 1-5 in their entirety, 6.2, 6.3, 6.4, section 7 in its entirety, sections a-f in their entirety)
- t. TB SUW-03-01 MK 95 Mod 1 Twin .50 cal Machinegun Employment and Training
- u. TB SUW-03-02 MK 44 Mod 1 7.62mm Gun Weapons System/GAU-17/A Employment and Training (Section 1 in its entirety, 2.1, 2.2, 3.4)
- v. TB SUW-03-04 NSSM Surface Mode Tactical Workaround
- w. TB SUW-03-05 HSMST Layered Defense Lessons Learned
- x. Preventive Maintenance System MIP 7000 Explosive Ordnance Safety Inspection Ammunition Magazine
- y. COMFLTFORCOMINST 3500.2 - Fleet Synthetic Training (FST)

2. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times.

	Proficiency CCRs	Methodology/Criteria
1	Training Team Performance	Requires proficiency of the Combat Systems Training Team (CSTT), to Plan, Brief, Execute, and Debrief properly. The following Training Objective will be used: <ul style="list-style-type: none"> - Establish Training Teams - Exercise Planning, Preparation for Mission/Team Focused Training Event(s) - Brief Mission/Team Focused Training Event(s) - Execute Mission/Team Focused Training

		<p>Event(s) - Debrief Mission/Team Focused Training Event(s) Refer to complexity matrices and scenario database located at www.atg.surfor.navy.mil.</p>
2	Demonstrate proficiency in Surface Warfare during a complex level scenario.	<p>Requires proficiency in accordance with refs (a) through (w) of two qualified Condition III watchteams and one qualified Condition I/II watchteam during a complex scenario. (One team for PC's) Scenario will demonstrate execution of Commanding Officer's Battle Orders and will include a challenging, tactical, complex, multi-axis threat with INT, EW, and CRY cueing, as well as various background shipping and Blue Force deconfliction. Refer to complexity matrices and scenario database located at www.atg.surfor.navy.mil.</p>
3	Demonstrate proficiency in Global Command and Control System-Maritime (GCCS-M) Database Management in a CTP/COP environment	<p>Requires proficiency in accordance with refs (c), (e) and (f) by two qualified Condition III Database Managers, and one Condition I/II Database Manager during a complex scenario. (One manager for PC's) Scenario will demonstrate execution of CO's Battle Orders, Navywide OPTASK FOTC, ambiguity resolution, and Red/White/Blue Force deconfliction.</p>
4	Participation in Monthly Inport Training Exercises and Fleet Synthetic Training Events (N/A for PC's)	<p>Show sustained MITE participation. Ships are required to participate in all inport training opportunities unless excused by the ISIC. Ships are required to conduct at least one FST-U during ULTP. Refer to www.atg.surfor.navy.mil for complexity matrices and scenario database. Refer to Ref (y) for FST event descriptions.</p>
5	Demonstrate proficiency during a Surface Crew-Served Weapons (CSW) complex level scenario.	<p>Requires proficiency in accordance with refs (e), (h), (i), (l) through (o), and (s) through (x) of one qualified CSW watchteam during a complex level scenario. Scenario will demonstrate execution of Commanding Officer's Battle Orders and will include a challenging, multi-axis threat.</p>
6	Demonstrate proficiency in Gun Weapons System misfire and casualty control procedures	<p>Demonstrate proficiency in accordance with refs (i) through (o) in execution of hot gun/misfire procedures for all onboard gun weapons systems to include main battery and all crew-served weapons. Refer to complexity matrices located at www.atg.surfor.navy.mil.</p>
7	Demonstrate proficiency operating embedded training devices (N/A for PC's)	<p>Ship will demonstrate proficiency by conducting complex scenarios utilizing ship's embedded trainers (BFTT, ACTS, BEWT, etc.). BFTT will be the primary device used for all training events (if installed). All other embedded trainers must be demonstrated.</p>

8	Watch Team Level of Knowledge (LOK)	Ships will administer LOK Exams quarterly utilizing the Practice Program exam database for all applicable watch stations listed on the ULTRA LOK Exam Matrix. ATG will administer LOK Exams, utilizing the LOK website, to applicable qualified watchstanders for the ULTRA event. The minimum acceptable average score for this mission area is 70%. If the average score is below 70% during the ULTRA, the ship and ISIC will remediate. Refer to the LOK Website at https://cnsfnatgsql.surfor.navy.mil/apps for the current Practice Program and LOK Exam Matrix.
9	Demonstrate proficiency in Establishing, Maintaining and Combating SW systems Equipment Casualty Control.	Requires proficiency by a Condition I/II watchteam in establishing, maintaining, and combating Equipment Casualty Control in a sustained stressful environment using complex multi-mission scenario. The following Training objectives, will be used: - Demonstrate Equipment Casualty Control - Control Combat Systems Casualty

	Personnel CCRs	Methodology/Criteria
1	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools management plan projecting four quarters.
2	PQS Qualified Combat Systems Training Team capable of training all watchteams	All CSTT members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations. CSTT must be designated in writing by the current Commanding Officer.
3	PQS Qualified watchteams	Two PQS qualified condition III watchteams and one PQS qualified condition I/II watchteam. (One team fpr PC's) Personnel must be PQS qualified for the position(s) assigned.

	Management CCRs	Methodology/Criteria
1	Completion of Afloat Self-Assessment (ASA) Checksheets	At least 80% of all items met with full compliance and a plan to correct all deficiencies
2	Current, signed Battle Orders	Watchteams will be assessed on their ability to fight IAW the ship's Battle Orders, signed by the current Commanding Officer.

3	Watchteam Replacement Plan (WTRP)	Effective WTRP for two (2) Condition III watchteams, one (1) Condition I/II watchteam, and the Combat System Training Team. (One team for PC's) WTRP will project out four quarters at a minimum.
4	Anti-Submarine Tactical Air Controller (ASTAC)	Ship will provide Air Control logbooks for all personnel assigned to Air Control billet. Air Controllers will be qualified, current and logbooks will be kept IAW Ref (d).

	Material CCRs	Methodology/Criteria
1	Demonstrate operational Combat Systems suite (N/A for PC's)	Ships will demonstrate that the Combat Systems suite is operating within design specifications. Ship must satisfactorily demonstrate a suite operating with minimum equipment as defined in the CS minimum equipment list posted in the ATG toolbox at www.atg.surfor.navy.mil . Additionally, ship must satisfactorily complete an ATG/ISIC observed OCSOT, DSOT, SOT, and PSOT within the past three months prior to or in conjunction with ULTRA Cert.
2	Demonstrate safe ammunition magazine condition	ATG will perform walk-through safety verification of assessor selected ammunition magazines/pyro lockers/Ready Service Locker's (RSL's) utilizing guidelines in ref (x).

3. Unit Level Training and Readiness Assessment (ULTRA).

- a. Verify personnel, management, and material CCR compliance.
- b. Assess various proficiency CCRs as determined by the assessor (ATG, ISIC).
- c. Assess a complex, multi-warfare, integrated, ship-executed ATG provided scenario in the evaluation mode.
- d. Level of Knowledge (LOK) Exams required. The minimum average score for the mission area is 70%.

MARITIME SUPERIORITY
TAB Q
UNDERSEA WARFARE (USW) CERTIFICATION CRITERIA

1. Undersea Warfare References:

- a. NAVY-WIDE OPTASK USW
- b. CNAF/CNSFINST 1211.2 04 JAN 08 Shipboard Air Controller Qualifications and Requirements
- c. COMNAVSEASYSKOM 311254Z OCT 05 Acoustic Assessment Standards
- d. Joint CNSL-CNSP Surface Ship Silencing Instruction C9073 series
- e. OPNAVINST C8950.2 Series Magnetic and Acoustic Signature Control for Mine Warfare
- f. SW515-A0-PRO-020 Procedures Manual for Lightweight Torpedo Firing Craft Surface Vessel Torpedo Tubes
- g. NAVSEA OP-4
- h. COMFLTFORCOMINST 3500.2 - Fleet Synthetic Training (FST)

2. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times:

NR	Proficiency CCRs	Periodicity and Conditions	Methodology/Criteria	Measurement	FXP
1 CR	Training Team / Watch team Performance	90 days per watch team. ATG / ISIC will evaluate one watch team of their choice at ULTRA events. - Can be simulated via OBT. Ship to alternate watch team evaluation.	Requires proficiency in the Combat Systems Training Team to Plan, Brief, Execute, and Debrief Condition IIAS watch teams properly. ATG/ISIC Will select watch team from watchbill for evaluation during ULTRA events. The following Training Objectives will be used: - Establish Training Teams - Exercise planning, preparation for mission/team focused - training events(s) - Brief/Debrief mission team focused training events(s) - Execute mission/team focused training event(s) - Successfully Present a complex level scenario Ships will conduct complex scenarios utilizing ships embedded training devices (AN/SQQ-89 OBT. AN/SQQ-89 will be fed	Entered in TORIS by ship after each event, One team will be Evaluated and Entered in TORIS at ULTRA Event by ATG / ISIC	

			by BFTT for all USW training events if installed. Satisfactory Training Team Performance evaluated by ATG.		
2 CR	Live ASW Exercise (See Note b.)	365 days - U/W target must be submarine/MK-30/EMATT. - REXTORP/EXTORP required for SVTT. - Minimum 30 minutes tracking without assistance prior to each attack. - Emergency Tango called during event to initiate counter-fire.	Conduct a live ASW exercise evaluated on an instrumented range. Detect, track and attack an underwater target with available sensors. An attack utilizing each installed ASW weapon system shall be conducted (LAMPS, VLA, SVTT). SVTT attack will be urgent response only. - Torp Placement: SAT - Urgent Response time: SAT - Successful Countermeasure maneuver - Every effort should be made to conduct the exercise on an instrumented range to maximize the analysis and assessment of the engagement. However, with prior approval of CNSF/CNSL the alternate (off range) method is acceptable for those ships that cannot conduct the on-range event. This method consists of ISIC/ATG observation of the exercise and off-ship analysis.	Continuous by ship. Most recent range results (message) verified and entered in TORIS at ULTRA Events by ATG / ISIC.	ASW 18-SF 19-SF 24-SF 41-SF 46-SF 55-SF
3 CR	Inport Training	30 days - Monthly MITE provided by ATGs. Participation will be verified by ATG's mite participation message.	Participate in all Monthly Inport Training Exercise (MITE). - Participate in at least 4 of the last 6 nominated opportunities. All ships are nominated unless excused by ISIC VIA Naval message.	Entered in TORIS by ship. (IAW Mite message) Verified and entered in TORIS at ULTRA by ATG / ISIC.	

4 CR	Fleet Synthetic exercise	<p>During Training Cycle</p> <ul style="list-style-type: none"> - All contacts fed from external source to BFTT or TCD however equipped. Contacts distributed to shipboard training systems and sent off ship via LINK. 	<p>Ships are required to conduct <u>at least</u> one (1) FST-U during the training cycle.</p>	<p>Entered in TORIS by ship after each event. Verified and entered in TORIS at ULTRA events by ATG / ISIC.</p>	
5 CR	LOFARgram Analysis	<p>7 days</p> <p>Weekly LOFAR gram cuts provided over SIPRNET from FASWTC.</p>	<p>Analyze and Classify LOFAR grams via SIPRNET.</p> <ul style="list-style-type: none"> - Participate in 10 events every 90 days. - Average score > 60% during running 90 day period. 	<p>Entered in TORIS by ship after each event (IAW FASWTC SIPRNET message) Verified and entered in TORIS at ULTRA events by ATG / ISIC.</p>	ASW 21-SF
6 CR	TACTAS Passive Tracking	<p>90 days</p> <ul style="list-style-type: none"> - Targets include Underwater Target (sub/MK-30/Mk39 EMATT/FORACS), contact of opportunity, and OBT in additive mode. - One event every 90 days must be conducted with an U/W target. - Two watch teams must participate. 	<p>Conduct passive acoustic tracking utilizing shipboard towed array (if installed) at sea.</p> <ul style="list-style-type: none"> - Cumulative "tail-wet" time > 12 hours every 90 days. - Single event against U/W tgt cumulative contact time must be > 3 hours. Tracking must be recorded on shipboard recording system if available. - Streaming and recovery shall be demonstrated at ULTRA- C. 	<p>Entered in TORIS by ship after each event, Verified (via logs or recording system) and entered in TORIS at ULTRA Events by ATG / ISIC.</p>	ASW 21-SF 46-SF
7 CR	SQQ-28 Passive Tracking	<p>90 days</p> <ul style="list-style-type: none"> - Sonobuoy deployed via Helo or over-the-side or OBT (in port acceptable) Minimum 3 Sonobuoys used during each event. 	<p>Conduct passive acoustic tracking utilizing Sonobuoys.</p> <ul style="list-style-type: none"> - Cumulative Sonobuoy Processing time > 15 hours every 90 days. 	<p>Entered in TORIS by ship after each event. Verified (via logs, recording system) and entered in</p>	ASW 21-SF 46-SF

		<ul style="list-style-type: none">- Must be in a tactical scenario.- One event every 90 days shall include tuning of a Sonobuoy via ARR-75	<ul style="list-style-type: none">- Contact tracking time shall be verified by logs or recording system if installed	TORIS at ULTRA Events by ATG / ISIC.	
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8 CR	Active Tracking	90 days - Targets include Underwater Target (SUB / MK-30 / EMATT / FORACS, contacts of opportunity, and OBT in additive mode). - One event every 90 days must be conducted with an U/W Target.	Conduct active acoustic tracking utilizing shipboard sonar at sea. - Cumulative active contact time > 20 hours every 90 days. - Single event against U/W tgt cumulative contact time must be > 3 hours. Tracking must be recorded on shipboard recording system if available.	Entered in TORIS by ship after each event. Verified (via logs or recording system) and entered in TORIS at ULTRA events by ATG / ISIC.	ASW 8-SF 46-SF
9 CR	SVTT Loading and Firing	90 days - Conducted at sea or in-port. - REXTORP /EXTORP required	LOAD Torpedo tube and launch weapon within shipboard firing parameters. - Successful REXTORP / EXTORP firing. - Placement within satisfactory criteria for attack. - Conducted in a tactical scenario. - Simulated target via OBT is acceptable.	Entered in TORIS by ship after each event. Verified (via Rapid Feedback Report) and entered in TORIS at ULTRA Events by ATG / ISIC.	ASW 1-SF 18-SF
10 CR	LAMPS Weapon Handling	90 days - Conducted at sea or in-port. - REXTORP/EXTORP required. - IAW SW512-AO-ASY-010.	Transport aircraft banded torpedo to flight deck. - Aircraft ready Torp on Flight deck.	Entered in TORIS by ship after each event. Verified and entered in TORIS at ULTRA Events by ATG / ISIC.	ASW 4-SF
11 CR	VLA Firing	90 days - Target simulation via OBT in additive mode is preferred. - At-sea is preferred. In-port is acceptable. - Must be in a tactical scenario. - Reported via MK46 Rapid feedback report at ULTRA events.	Conduct simulated VLA attack using available sensors at-sea. - Placement within satisfactory criteria for VLA attack.	Entered in TORIS by ship after each event. Verified (via Rapid Feedback Report) and entered in TORIS at ULTRA Events by ATG / ISIC.	ASW 19-SF

12 CR	LAMPS Operations	180 days - IAW Ref B. - If schedule / coordination prevents on-range event, ISIC may approve off-range. - Ships must control LAMPS in Ship control mode for simulated attack. - REXTORP preferred, but not required - Schedule event during C2F/C3F sked conf. -Evaluated by range or HSL aircrew if conducted off-range.	Conduct LAMPS ASW operations with helicopter at sea. - Placement within satisfactory criteria for LAMPS attack. -Conducted on USW range unless approved by ISIC.	Entered in TORIS by ship after each event. Verified (via Rapid Feedback Report) and entered in TORIS at ULTRA Events by ATG / ISIC.	ASW 24-SF 41-SF
13 CR	MPRA Operations	180 days - IAW Ref B. - If schedule / coordination prevents on-range event, ISIC may approve off-range. - Ships must control aircraft for simulated attack - REXTORP preferred, but not required -Schedule event during C2F/C3F sked conf. -Evaluated by range or VP air crews off-range.	Conduct ASW operations with MPRA aircraft at sea. - Placement within satisfactory criteria for VECTAC attack. -Conducted on USW range unless approved by ISIC.	Entered in TORIS by ship after each event. Verified (via Rapid Feedback Report) and entered in TORIS at ULTRA Events by ATG / ISIC.	ASW 42-SF
14 CR	Multi-ship Operations	180 days - Assist ship may be simulated. - Target must be sub/MK-30/EMATT, OBT contact. -SAUC must control other ship(s) for	Conduct ASW operations as the SAUC with other surface ships. Ship controlled ASW search and attack. - Placement within satisfactory criteria for coordinated search	Entered in TORIS by ship after each event. Verified and entered in TORIS at ULTRA Events by	ASW 47-SF

		<p>coordinated attack - Simulated firing acceptable. REXTORP / EXTORP minimum every 18 months</p>	and attack.	ATG / ISIC.	
15 CR	USW Systems Equipment Casualty Control	<p>90 days - One qualified Condition I/IIAS/III Watch team - During a Complex multi-mission scenario. - Observed and evaluated by ATG during ULTRA event.</p>	<p>Operate USW system in degraded condition. - Demonstrate Equipment Casualty Control - Control Combat Systems Casualty</p>	<p>Entered in TORIS by ship after each event, Evaluated and entered in TORIS at ULTRA Events by ATG / ISIC.</p>	ASW 2-SF
16 CR	ASW Torpedo Counter- measure	<p>90 days - IAW CSOSS - Maneuver IAW TORP EVASION HANDBOOK. - Observed and evaluated by ATG during ULTRA event.</p>	<p>Deploy and operate NIXIE and conduct torpedo countermeasure maneuvers. - NIXIE successfully deployed and recovered - Countermeasure maneuvers properly executed</p>	<p>Entered in TORIS by ship after each event. Evaluated and entered in TORIS at ULTRA Events by ATG / ISIC.</p>	ASW 51-SF
17 CR	ASW Knowledge exam	<p>90 days - Practice Exams every 90 days on ATG toolbox. - Web-based Exams during ULTRA.</p>	<p>Ships will administer LOK Exams utilizing the Practice Program exam database for all applicable watch stations listed on the ULTRA LOK Exam Matrix. ATG will administer LOK Exams, utilizing the LOK website, to applicable qualified watchstanders for the ULTRA event. The minimum acceptable average score for this mission area is 80%. If the average score is below 80% during the ULTRA, the ship and ISIC will remediate. Refer to the classified LOK Website at http://www.atgl.navy.smil.mil/apps</p>	<p>Entered in TORIS by ship after each event. Verified and entered in TORIS at ULTRA Events by ATG / ISIC.</p>	

			for the current Practice Program and LOK Exam Matrix.		
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NR	Personnel CCRs	Periodicity and Conditions	Methodology/Criteria	Measurement	FXP
1	Meet 100% of critical schools	Continuous - School-house training. - FLTMS / NTMS	100% completion of critical schools and NECs as listed in NTMS. Criteria: - 100% complete. - If not 100%, IAW SFTM Ch 2 Art 2318, para b.1. - Complete long-range plan for 4 quarters.	Self evaluation via TORIS	
2	PQS qualified Combat Systems Training Team capable of training all watch teams	Continuous - PQS standards	All CSTT members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations. Criteria: CSTT must be designated in writing by current Commanding Officer.	Training records	
3	PQS qualified watchteams	Continuous - PQS standards - No personnel duplication on watchteams	Two (2) PQS qualified Condition IIAS watchteams and one PQS qualified condition I watchteam. Personnel must be PQS qualified for position(s) assigned. Criteria: - Two Condition IIAS watchteams - One Condition I watchteam	Training records	

NR	Management CCRs	Periodicity and Conditions	Methodology/Criteria	Measurement	FXP
1	Completion of Afloat Self-Assessment (ASA) Checksheets	Continuous	At least 80% of all items met with full compliance and a plan to correct all deficiencies.		

2	Current, signed Battle Orders	Continuous	Watchteams will be assessed on their ability to fight IAW the ship's Battle Orders, signed by the current Commanding Officer.		
3	Watchteam Replacement Plan	Continuous	Effective WTRP for two (2) Condition IIAS watchteams, one (1) Condition I watchteam and the Combat Systems Training Team. The WTRP will project out four quarters at a minimum.		
4	Anti-Submarine Tactical Air Controller (ASTAC)	Continuous Sufficient personnel assigned to meet minimum threshold ASTAC billet rqmts.	Verification of ASTAC qualifications Criteria: ASTAC qualifications current	Logbooks IAW ref(b)	
5	Ship Silencing Management	90 days IAW C9073 series.	Review House-keeping survey, Ship-Silencing Board, and Quiet ship bill. Criteria: IAW C9073 series	Ship silencing documents	

NR	Material CCRs	Periodicity and Conditions	Methodology/Criteria	Measurement	FXP
1	Torpedo Handling equipment	90 days	Conduct equipment weight test and calibrations Criteria: Torpedo Handling Equipment within weight test and calibration standards.	- Combat Systems Smooth Log. - Equipment labels.	
2	Undersea Warfare suite operability	90 days - TYCOM approved minimum essential equipment identified on ATG toolbox at www.atg.surfor.navy.mil - PMS requirements - OCSOT - ASW SCOT (SVTT &	Verify Undersea Warfare suite and delivery systems are operating within design specifications. Criteria: - PMS Standards	- PMS records - Self-reported in TORIS	

		VLA)			
3	PRAIRIE / Masker operability	90 days - Data collected independently at-sea. - PRAIRIE evaluation with 90 days FSSN PMS requirement. - Masker op check conducted with T/A or sonobuoy. - Data package delivered to NAVSEA for analysis.	Conduct FSSN PMS and Towed Array / Sonobuoy Tonal Operability Check Criteria: - PRAIRIE Operational. - Masker Operational.	NUWC P/M Operability Report	ASW 5-SF
4	Acoustic Signature Level measurement	24 months - Conducted on SSRNM Range.	Conduct Surface Ship Radiated Noise Measurement (SSRNM) Criteria: - NAVSEA Threshold Criteria at critical speed/conditions. - If "minor" repairs required, repair and verify as indicated in SSRNM report. - If "major" repairs required, ISIC validation of repair and interim mitigation plan.	SSRNM Report	
5	Degaussing System operability	90 days - Conduct on MSF degaussing range. - Measurement on reciprocal headings.	Ship will demonstrate a satisfactory range check (When degaussing range is available) on both the inbound and outbound legs at least 90 days unless waived by ISIC. For detailed guidance consult Ref (e). Criteria: - Satisfactory magnetic condition in reciprocal directions. - Threshold limits defined in Ref (e).	MSF feedback message	
6	SDRW / SRD operations	365 days - IAW operation, alignment and calibration MRCs and CSOSS - Conducted during	Requires verification of shipboard SDRW/SRD CSOSS and Publications. One qualified member of each inport duty section will demonstrate proficiency	Self evaluation via TORIS	

		ULTRA events	<p>in SDRW/SRD basic operations and casualty control procedures during ULTRA events.</p> <p>Criteria: - IAW operation, alignment and calibration MRCs and CSOSS.</p> <p>- Completed PMS</p>		
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Note:

- a. All CCR's are required for certification. "CR" denotes a critical CCR required to be verified during ULTRA-S.
- b. Proficiency CCR 2 - ASW Range for TORPEX. The intent of this CCR is to enhance crew proficiency in conducting an ASW detect-to-engage (DTE) sequence. The requirement to conduct this exercise on an instrumented range is to provide an independent analysis and assessment of the ship's performance. Every effort should be made to conduct this exercise on the range as required. However, where this is not feasible due to time/distance, operational schedules (e.g., deployment), and/or fuel/underway day budget, ships may conduct this event off-range with prior CNSF/CNSL approval. This situation may be particularly applicable to LANT ships as AUTEK is the only instrumented range available to LANT ships and is not geographically situated for frequent access by Norfolk and Mayport based ships.

3. Unit Level Training and Readiness Assessment (ULTRA).

- a. Verify Personnel, Management, and Material CCR compliance.
- b. Assess various proficiency CCRs as determined by the assessor (ATG, ISIC)
- c. Assess a complex, integrated, ship-executed ATG provided USW scenario in the evaluation mode.
- d. Level of Knowledge (LOK) Exams required. The minimum average score for the mission area is 80%.

MARITIME SUPERIORITY
TAB R
NON-COMPLIANT VISIT, BOARDING, SEARCH, AND SEIZURE (NC-VBSS)
CERTIFICATION CRITERIA

1. Visit Boarding Search and Seizure References:

- a. Navy Wide OPTASK Maritime Interception Operations (MIO)
- b. Global Expanded Maritime Interception Operations (EMIO) EXORD
- c. Weapons of Mass Destruction Maritime Interdiction (WMDMI) EXORD
- d. NTPP 3-07.11 Series **Maritime Interception Operations**
- e. AEL 2-32002451 for Required VBSS Equipment
- f. NWP 3-07.4 Maritime Counter Drug and Alien Migrant Interdiction Operation
- g. NWP 3-07.32 Multi-Service Procedure for the Tactical Employment of Non-Lethal Weapons
- h. NWP 1-14M Commander's Handbook on Law of Naval Operations
- i. OPNAVINST 3591.1 Series Small Arms Training and Qualification
- j. SWDG MIO VBSS TACMEMO 3-07-1.05 **Noncompliant Boarding Procedures**
- k. NCBVBSS CIN A-830-0395
- l. Joint Publication 3-63 Joint Doctrine for Detainee Operations
- m. SWDG Tactical Bulletin GWOT 06-01 Control of Detainees Aboard Maritime Vessels
- n. OPNAVINST 1640.8A Manual for the Operations and Administration of Afloat Briggs
- o. SWDG Tactical Bulletin SUW-06-04 Small Vessel Boarding Guide and Lessons Learned
- p. **Offensive Global War on Terrorism (GWOT) Concept of Operations - Naval Shaping and Projection.**

2. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs.

The necessary skill sets for VBSS Squads are acquired through the VBSS Team Trainer course of instruction and maintained through follow-on shipboard training and exercises. Proficiency CCRs two and three are considered the minimum number of exercises required for the VBSS Squads to maintain the skill sets listed by TACMEMO 3-07-1.05. Each ship is to complete two (2) satisfactory boardings and one (1) approach operation per quarter. Every effort should be made to accomplish an optimal mix of day/night and in port/at sea boardings (as determined by the ship's VBSS Training Team). For ULTRA-C and ULTRA-S evaluations, **non-compliant boardings should be conducted at sea, but may be conducted pierside if necessary.**

	Proficiency CCRs	Methodology/Criteria
1	Training Team Performance	Requires proficiency from Training Team to Plan, Brief, Execute and Debrief properly. The following Training Objectives will be used: - Establish Training Teams - Exercise Planning and Preparation for

		<p>Mission/Team Focused Training Event(s)</p> <ul style="list-style-type: none"> - Brief Mission/Team Focused Training Event(s) - Execute Mission/Team Focused Training Event(s) - Debrief Mission/Team Focused Training Events(s)
2	Boarding/Search/Approach Operations	Each Ship shall complete (1) satisfactory underway non-compliant boarding per quarter, (1) satisfactory compliant boarding per quarter (inport or underway), and (1) satisfactory approach operation per quarter (inport or underway).
3	Detainee Operations	<p>Ships will exercise their Detainee Handling Operations Bill annually. In particular, the following will be demonstrated:</p> <ol style="list-style-type: none"> 1. Provide controlled, safe transfer routes for movement of detainees from embarkation/debarkation point to the temporary holding area. 2. Provide temporary holding areas that permit safe, secure, and humane holding of detainees. 3. Ship's security team will provide trained and qualified detainee guards.
4	Tactical Shooting Skills	Each BTM will be qualified IAW Ref (j) on both primary (Mk-18/M-4) and secondary (9mm) weapons. Breachers shall be qualified on the shotgun.
5	Water Skills	<p>Each BTM will be Second Class Swim Qualified.</p> <ul style="list-style-type: none"> - Prior to attending the VBSS Team Trainer (TT) COI, each BTM must have a certificate verifying their 2nd class swim qualification is within one year of class convening date. - After attending the VBSS TT COI, second class swim qualification will be re-certified annually to maintain proficiency and safety - 2nd class swim quals can be completed by attending the 2nd Class Swimmer COI or through instruction by holders of NEC 9510 or by the ship's SAR swimmer(s) if s/he is a graduate of the Swim Tester COI (A-012-1014).
6	Watch Team Level of Knowledge (LOK)	Ships will administer LOK Exams quarterly utilizing the Practice Program exam database for all applicable watch stations listed on the ULTRA LOK Exam Matrix. ATG will administer LOK Exams, utilizing the LOK website, to applicable qualified watchstanders for the ULTRA event. The minimum acceptable average score for this mission area is 70%. If the average score

	is below 70% during the ULTRA, the ship and ISIC will remediate. Refer to the LOK Website at https://cnsfnatgsql.surfor.navy.mil/apps for the current Practice Program and LOK Exam Matrix.
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	Personnel CCRs	Methodology/Criteria
1	Meet 100% of critical schools (1 six person squad for PC class)	Meet 100% completion of critical schools and NECs as listed in NIMPS to meet the 2 Six Person Squads to constitute one 12 person boarding team. Ships will also present a long-range schools management plan projecting four quarters.
2	JQR qualified Training Team capable of training all watch teams	<ul style="list-style-type: none"> - All VBSS Training Team members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations. - VBSS Training Team members must be designated in writing by the current Commanding Officer. - Minimum of 6 boarding team members qualified as VBSS Training Team Members, 3 for PC's. (Recommend all 12 personnel be qualified). All must be schoolhouse trained (NCB VBSS TT [A-830-0395]).
3	2 Six Person Squads to constitute one 12 person boarding team* (1 six person squad for PC class)	<ol style="list-style-type: none"> 1. Requires each team be identified and schoolhouse trained in VBSS/MIO Team Trainer course (A-830-0395). NOTE: Any course graduate whose proficiency lapses for greater than one year must repeat course (e.g. shore duty, LIMDU, etc.) 2. PFA. Members must be in a high state of physical fitness (score a overall score of good medium or better on most the most recent PFA in PRIMS with in the past 9 months and cannot be waived). 3. 2ND Class Swimmer Qualified. Completion Certificates required. 4. Engineering rated member on each squad that is qualified as Underway Sounding and Security. 5. Minimum of 2 six person squads (12 people) must be onboard at the start of ULTRA-C for ATG to asses the VBSS warfare area.
4	3 graduates from VBSS Boarding Officer COI (A-2E-0085) (2 for PC)	Graduates must be the Boarding Officer, Assistant Boarding Officer, Security Team Leader, and Liaison Officer.
5	2 graduates from VBSS Mechanical Breacher Course (A-	One graduate per squad. Ref (k).

	830-0022) (1 for PC)	
6	RHIB Crew	All boat crews utilized for VBSS (minimum of two) comprised of coxswain, engineer, and bow hook must demonstrate proficiency. 1. Either bow hook or engineer will be a SAR swimmer. For multi-boat VBSS Operations, only one RHIB requires a SAR swimmer. 2. Coxswain will be a graduate of RHIB Coxswain Course 3. All boat crew personnel qualified as 2 nd Class Swimmers 4. All boat crew will be PQS qualified for watch station and assigned weapons IAW ship's MIO/VBSS bill. Ref (k).

*NOTE: Ships deploying to SECOND and THIRD FLEETS and ships surge deployed only require two 6-person squads to constitute one 12-person boarding team.

	Management CCRs	Methodology/Criteria
1	Completion of ASA Check sheets.	At least 80% of all items met with full compliance and a plan to correct all deficiencies.
2	Ship's MIO/VBSS Bill	MIO/VBSS Bill, which must be signed by the current Commanding Officer and reviewed annually.
3	Ship's Detainee Handling Operations Bill	Detainee Handling Operations Bill, which must be signed by the current Commanding Officer and reviewed annually
4	Watch Team Replacement Plan (WTRP)	Effective WTRP for two six person squads and LNO. WTRP will project out four quarters at a minimum. (1 six person team for PC's)

	Material CCRs	Methodology/Criteria
1	VBSS Equipment	-Boarding Team Equipment in accordance with VBSS AEL must be 100% onboard or on order. Minimum equipment must be onboard and available at all times to fully outfit a 12-person team and all critical gear to be able to complete a complete boarding. (6-person team for PC class) - AEL must be reviewed quarterly and reported on the SFTM web page by the ISIC/CLASSRRON.

*NOTE: Ships deploying to the NAVCENT AOR will require a third VBSS squad of six personnel trained in Compliant Boarding Procedures. Until a separate compliant boarding course is developed and approved, these ships shall continue to send Sailors to the current Level II NCB COI to meet their 18 person requirement. Additionally, these ships will also be required to have four boarding officer graduates onboard. All NAVCENT deployers shall report to their respective Fleet Commander, via the Strike Group Commander, the successful stand-up of their third VBSS squad. Establishment of the third team is desired prior to the start of

COMPTUEX. However, if the third team is not in place by COMPTUEX provide a plan for attainment and report completion.

3. Unit Level Training and Readiness Assessment (ULTRA).

- a. Verify Personnel, Management, and Material CCR compliance.
- b. Assess a complex, integrated, ship-executed VBSS scenario in the evaluation mode.
- c. Assess proficiency CCRs as determined by the assessor (ATG, ISIC)
- d. Validate Ship's Training Figure of Merit (TFOM)
- e. Boardings conducted for ULTRA-C, ULTRA-S and VBSS certification must be conducted at sea, vice pierside or at anchor (pierside or at-anchor boardings may be conducted when weather or other ORM considerations dictate).
- f. Level of Knowledge (LOK) Exams required. The minimum average score for the mission area is 70%.

4. Certification Procedures Outside of Unit Level Training. The goal of all ships is to achieve VBSS Certification during the basic phase. This goal may not always be achievable due to the limited training availability of the Non-Compliant Boarding Team Trainer Course of Instruction. Should VBSS Certification not occur during the basic phase, the following procedures are required to obtain certification:

- a. In the event a ship does not meet the minimum 12 qualified NC VBSS members onboard at the start of ULTRA-C, the ISIC is responsible for ensuring all requirements of TAB R are achieved when the proper number of course graduates is obtained; the ISIC/CLASSRON will schedule a LTT with ATG to include observing a complex VBSS scenario in the evaluation mode with ATG.
- b. Should a ship not receive a VBSS assessment from ATG during the basic phase and also does not obtain a full 12 person compliment of NC VBSS qualified personnel until within two months of deployment, the ISIC will schedule with ATG a final training exercise to be conducted and evaluated by ATG to support VBSS Certification as long as all other certification requirements of TAB R are met.

NOTE: Ships are allowed to drop below 12 NC VBSS members without penalty only when CNSF/TSC/TSD are unable to provide school quotas to the command on time (requests for VBSS quotas should be made at least 4 months out from when needed). When a ship drops below 12 members, ISIC/CLASSRON must release a suspension of certification message and indicate if suspension is with or without penalty. VBSS Certification may be re-instated once the VBSS team compliment returns to 12 members or greater

COMMON MISSION AREA
TAB S

FORCE MAINTENANCE AND MATERIAL MANAGEMENT (3-M) CERTIFICATION CRITERIA

1. Maintenance and Material Management References.

- a. OPNAVINST 4790.4 (Series), 3-M Manual NAVSEAINST 4790.8 (Series)
- b. COMFLTFORCOMINST 4790.3 (Series), Joint Fleet Maintenance Manual
- c. COMNAVSURFORINST 4790.1 (Series), Force 3-M Assessment and Certification Program
- d. NAVEDTRA 43241.H (3-M PQS)

2. Continuous Certification Requirements (CCRs). 3-M Certification is conducted in accordance with ref (c). The 3-M Certification process focuses on the Planned Maintenance System (PMS) and the Maintenance Data System (MDS). The certification process consists of Certification Assessment followed by training as required, and culminating with a reassessment in any area failing to meet certification standards. The 3-M program will also be validated during each Unit Level Training and Readiness Assessment (ULTRA) event and followed by training as required. Additionally, a ship must satisfy the following CCRs at all times:

	Proficiency CCRs	Methodology/Criteria
1	Recorded Accomplishment Rate (RAR)	Ships must maintain RAR greater than or equal to 90% at all times for all planned maintenance IAW ref (c). This reflects the ship's ability to effectively plan and execute PMS.
2	Situational Accomplishment Rate (SAR)	Ships must maintain SAR greater than or equal to 90% at all times IAW ref (c). This reflects the ship's ability to schedule and accomplish situational maintenance items in order to support shipboard operations.
3	Accomplishment Confidence Factor (ACF)	Ships must maintain ACF greater than or equal to 90% at all times for all planned maintenance IAW ref (c). This reflects a ship's ability to correctly accomplish PMS per the MRC.
4	Maintenance Data System Performance Rate (MPR)	Ships must maintain MPR greater than or equal to 85% at all times for the ship's configuration. This reflects the ship's ability to effectively conduct equipment validations, configuration management and ASI reporting IAW ref (c).

	Personnel CCRs	Methodology/Criteria
1	Organization	Must maintain greater than or equal to 90% of all 3-M qualifications to include: 3-M Coordinator NEC 9517; all personnel working with 3-M must have completed the appropriate PQS for assigned billet IAW ref (d); and all Damage Control Petty Officers have satisfactorily completed DCPO Course (A-495-0400) (available through NKO or on CD-ROM).

	Management CCRs	Methodology/Criteria
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1	Administration	Ensure each Work Center has access to all 3-M references IAW ref (c).
2	Planned Maintenance System / SKED	Ships must maintain Planned Maintenance System (PMS) / SKED at greater than or equal to 90% at all times utilizing the Planned Maintenance System / SKED enclosure of ref (c). This reflects the ship's ability to effectively maintain each Work Center Space Manual IAW refs (a)-(c).
3	Executive Level PMS Administration	Ships must maintain Executive Level PMS Administration at greater than or equal to 90% at all times utilizing the Assessment of Executive Level Administration enclosure of ref (c). This reflects the ship's 3MC ability to effectively manage the 3-M Program onboard.
4	CSMP Confidence Factor (CCF)	Ships must maintain CCF at greater than or equal to 85% at all times. This reflects the ship's ability to effectively manage the CSMP for Depot and IMA level scheduled maintenance IAW ref (c).

	Material CCRs	Methodology/Criteria
1	Operational Accomplishment Confidence Factor (OACF)	Ships must maintain OACF greater than or equal to 90%. This score will be assessed during each ULTRA event by ATG Warfare Area Subject Matter Experts (SMEs).

3. 3-M Assessments are scheduled and conducted per refs (b) and (c), and in such a manner as to provide 13 weeks of continuous, "non-layup" equipment maintenance. Ships should endeavor to avoid scheduling this certification immediately following SRAs to allow assessors the best opportunity to observe maintenance on operational systems.

MARITIME SUPERIORITY
TAB T
SEARCH AND RESCUE (SAR) CERTIFICATION CRITERIA

1. Search and Rescue References.

- a. OPNAVINST 3130.6(series) SAR Standardization Program
- b. OPNAVINST 3120.32(series) Standard Organization Regulation Manual (SORM)
- c. OPNAVINST 5100.19(series) Safety Manual Forces Afloat
- d. COMNAVSURFORINST 3130.2 Surface Fleet SAR Program
- e. NTTP 3-50.1 Search and Rescue Manual
- f. NAVAIR 00-80T-122 Helicopter Operating Procedures for Air Capable Ships
- g. NWP 3-22.5 SAR TACAID
- h. JOINT PUB 3-50
- i. IAMSAR Manual
- j. TYCOM Surface ship SAR evaluation checklist
- l. ATP 10
- m. NAVAIR 13-1-6 Series
- n. NAVAIRTRAINING.COM (Naval SAR Training Lectures).
- o. HSC-3 SAR GRAMS (Dated back 2 years)

2. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times.

	Proficiency CCRs	Methodology/Criteria
1	Training Team Performance	Requires proficiency from STT to Plan, Brief, Execute, and Debrief properly. The following Training Objectives will be used: <ul style="list-style-type: none"> - Establish Training Teams - Exercise Planning, Preparation for Mission/Team Focused Training Events(s) - Brief Mission/Team Focused Training Event(s) - Execute Mission/Team Focused Training Event(s) - Debrief Mission/Team Focused Training Event(s) - Required by ships with 2 Rescue swimmers. Does not apply to those with 1 swimmer requirements.
2	Surface Rescue Swimmer DAY. This proficiency training shall be conducted in a controlled environment IAW OPNAV 3130.6 series.	Requires 2 SAR Swimmers (1 for MCM and PC class ships) to complete lifesaving procedures and Swimmer Fitness Test (SFT) every quarter. Complete parachute disentanglement and rescue equipment/device procedures twice annually. To maintain proficiency each Swimmer will attend required pool sessions to complete the minimum training listed in ref (a), encl. (26). Note: The procedures and scheduling

		employed to meet the pool session requirements will vary by ATG and Fleet Concentration Area (FCA) due to the varied number of swimmers attending weekly pool training, availability of resources, and availability of SAR trainers in the FCA.
3	Surface Rescue Swimmer NIGHT. This proficiency training shall be conducted in a controlled environment IAW OPNAV 3130.6 series Encl 23	Requires 2 SAR Swimmers (1 for MCM and PC class ships) to complete night parachute disentanglement and rescue equipment/device procedures. To maintain proficiency each Swimmer will attend a minimum of 2 sessions annually not to exceed 6 months between sessions. IAW ref (a), encl.(26).
4	Swimmer deployment from Foc'sle / Boat	Requires 2 SAR swimmers (1 for MCM and PC class ships) to complete 2 Foc'sle or Shipboard for LPD-17 (Except LHA and LHD) and 2 Boat deployments annually. IAW ref (a), encl. (26).
5	SAR plotting exercise	Requires one CIC watchteam to successfully complete SAR plotting exercise annually. The SAR certification expiration date will be 24 months from the date of completion of the SAR swimmers TYCOM evaluation.
6	Level of Knowledge (LOK)	SAR Model Manager approved exams shall be administered during the SAR swimmer evaluations. The minimum passing grade is 3.4 (equivalent to a score of 85%) as per OPNAV 3130.6 Series, Encl. (22) and (24). Ship's SAR Officer shall administer LOK exams to all Surface Rescue Swimmers quarterly utilizing the test questions at the end of each Naval SAR Training Lecture on the SAR CD-ROM. (https://extra.hc3.navy.mil/samm). Required lectures are listed in OPNAV 3130.6 Series, Encl. (25).

Note: Commanding Officers may grant a written waiver for practical/proficiency sessions for extended deployments that may preclude their completion. Waivers shall not exceed 90 days after return from extended deployment. Waivers shall be filed in rescue swimmers' training records.

	Personnel CCRs	Methodology/Criteria
1	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS, to include: 1. SAR Officer: E-2G-2002 2. Surface Rescue Swimmer: A-050-0500 3. SAR Plotter: K-221-2155
2	PQS qualified Training Team capable of training all watch teams	All STT members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations. STT must be designated in writing by the current Commanding Officer.

3	PQS qualified watchteams	<p>1. One Man Overboard Foc'sle or Shipboard for LPD-17 Recovery Detail (Except LHA and LHD)</p> <p>2. One Man Overboard Small Boat Recovery Detail</p> <p>3. Two Surface Rescue Swimmers (1 for MCM and PC class ships)</p>
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	Management CCRs	Methodology/Criteria
1	TYCOM SAR Evaluation checklist	100% of all items met with full compliance, checked quarterly.
2	Watch Team Replacement Plan	Effective WTRP for Two Surface Rescue Swimmers (1 for MCM and PC class ships), one SAR Officer, one SAR Plotter, one boat crew, and one foc'sle recovery crew. WTRP will project out four quarters at a minimum.
3	Foc'sle/Boat Crew lectures	Requires Foc'sle or Shipboard for LPD-17 /boat crew to complete a minimum of 4 lectures/practical exercises per quarter. Each required lecture must be completed once every 12 months. The ship's SAR Officer shall ensure all training is completed. IAW ref (a), encl. (27).
4	Surface Rescue Swimmer lectures	Requires 2 SAR Swimmers (1 for MCM and PC class ships) to complete a minimum of 4 lectures/practical exercises per quarter. Each required lecture must be completed once every 12 months. The ship's SAR Officer shall ensure all training is completed. IAW ref (a), encl. (25).

	Material CCRs	Methodology/Criteria
1	Surface Rescue Swimmer equipment required for each swimmer	All Surface Rescue Swimmer equipment to fully outfit two Surface Rescue Swimmers (1 for MCM, MHC, and PC class ships) IAW refs. (e) and (j)
2	Deck Equipment	Operate Deck swimmer deployment / recovery and small boat recovery equipment IAW TYCOM certification checklist. Equipment must be operational and available to support TYCOM SAR Evaluator training and certification visits. IAW refs (e) and (j).
3	Small Boat	Small boat to be employed in various evolutions must be operational and available to support TYCOM SAR Evaluator training and certification visits. IAW refs (e) and (j)

3. Unit Level Training and Readiness Assessment (ULTRA).

a. Complete SAR plotting exercise (SAREX) during ULTRA S and C (this is a timed event that must be completed in less than four hours).

b. Conduct boat operations and man overboard recovery in conjunction with MOB-S event. Note: during ULTRA-S, this event may be assessed by MOB-S riders instead of ATG/TYCOM SAR personnel.

c. Assess rescue boat crew, foc'sle deck crew training, lecture, and proficiency training conducted against the requirements listed in encl. (24), (25), (26) and (27) of ref (a). Note: during ULTRA-S, this event may be assessed by MOB-S riders instead of ATG/TYCOM SAR personnel.

d. Due to the TYCOM SAR Certification (TYCOM SAR evaluations are to be conducted once per Fleet Response Training Plan (FRTP) not to exceed a period of 24 months IAW COMNAVSURFORINST 3130), with the exception of SAREX, SAR datapoints will not be evaluated during ULTRA-C. All data points will only be evaluated during ULTRA-S.

e. SAR datapoints evaluated at ULTRA-S events do not lead to a new TYCOM SAR certification or de-certification.

AIR SUPERIORITY
TAB U
BALLISTIC MISSILE DEFENSE (BMD) CERTIFICATION CRITERIA

1. This certification applies to BMD configured CG/DDG ships (Level I (Long Range Surveillance and Track (LRS&T) and Level II (Ballistic Missile Defense Engagement capability (BMD))).

2. Ballistic Missile Defense References.

- a. Combat Systems Techniques and Procedures (Ship Class)
- b. JANAP-119 (L) (Brevity Code Words)
- c. CJCSM 6120.01C w/ch-1(series) Joint Multi-TADIL Operating Procedures
- d. Understanding LINK 16 Guidebook and Procedures for LINK 16
- e. NAVY-WIDE OPTASK COMMS
- f. NAVY-WIDE OPTASK LINK
- g. TADIL Consolidated Navy Training System Plan (N6-NTSP-E-70-0105)
- h. AEGIS Ballistic Missile Defense Element Employment Guide
- i. NAVY-WIDE OPTASK AD
- j. NAVY-WIDE OPTASK BMD (when promulgated)
- k. SWDG TACMEMO - SWDG TM 3-01.5-04
- l. Ballistic Missile Defense Operational Employment Guide
- m. COMNAVSURFORINST 8820.2 (series) Long Range Surveillance and Track/Ballistic Missile Defense Engagement Qualification/Certification Program

3. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times.

	Proficiency CCRs	Methodology/Criteria
1	Training Team Proficiency	Requires proficiency from CSTT to Plan, Brief, Execute, and Debrief properly. The following Training Objectives will be used: <ul style="list-style-type: none"> - Establish Training Teams - Exercise Planning, Preparation for Mission/Team Focused Training Events(s) - Brief Mission/Team Focused Training Event(s) - Execute Mission/Team Focused Training Event(s) - Debrief Mission/Team Focused Training Event(s) Refer to complexity matrices and scenario database located at www.atg.surfor.navy.mil .
2	Demonstrate proficiency in BMD LRS&T and/or Engagement during a complex level scenario.	Requires proficiency by two qualified Condition III watchteams and one qualified CSTT Level III watchteam during a complex scenario. Scenario will demonstrate execution of CO's Battle Orders and will include a challenging, tactical, complex, multi-axis threat with INT, EW, CRY cueing.
3	Demonstrate proficiency in IBS-I	Requires proficiency by two IBSSO certified IBS-I (Producer) watchteams and an IBSSO

		certified CSTT member to achieve and sustain IBS-I.
4	Participate in Monthly Inport Training Exercises.	Show sustained JTT MITE participation. Ships are required to participate in all inport training opportunities unless excused by the ISIC.
5	Watch Team Level Of Knowledge (LOK)	Ships will administer LOK Exams quarterly utilizing the Practice Program exam database for all applicable watch stations listed on the ULTRA LOK Exam Matrix. ATG will administer LOK Exams, utilizing the LOK website, to applicable qualified watchstanders for the ULTRA event. The minimum acceptable average score for this mission area is 70%. If the average score is below 70% during the ULTRA, the ship and ISIC will remediate. Refer to the classified LOK Website at http://www.atgl.navy.smil.mil/apps for the current Practice Program and LOK Exam Matrix.
6	Demonstrate proficiency in Establishing, Maintaining and Combating BMD systems Equipment Casualty Control	Requires proficiency by a Condition I/II watchteam in establishing, maintaining, and combating Equipment Casualty Control in a sustained stressful environment using complex multi-mission scenario. The following Training objectives, will be used: - Demonstrate Equipment Casualty Control -Control Combat Systems Casualty Refer to complexity matrices located at www.atg.surfor.navy.mil .

	Personnel CCRs	Methodology/Criteria
1	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools management plan projecting four quarters.
2	PQS qualified Combat Systems Training Team capable of training all watch teams	All CSTT members must be qualified for the position they are observing with sufficient members to observe all applicable watchstations. CSTT must be designated in writing by the current Commanding Officer.
3	PQS Qualified Watchteam	Two PQS qualified Level I/II* watch teams and One PQS qualified Level I/II* CSTT watch team for certification. Personnel must be PQS qualified for the position(s) assigned. Ships are permitted to continue BMD operations without waiver with only two

		complete watchteams provided there is a PQS qualified CSTT member for each position.
4	Verify Tactical Manning	Failure to maintain minimum tactical manning IAW Ref (m) will result in de-certification at ULTRA assessment. A waiver request may be submitted to the TYCOM via ISIC. Manning waivers must describe the situation and include a plan of action to resolve the deficiency.

	Management CCRs	Methodology/Criteria
1	Completion of Afloat Self-Assessment (ASA) Checksheets	At least 80% of all items met with full compliance and a plan to correct all deficiencies
2	Current, signed Battle Orders	Watchteams will be assessed on their ability to fight IAW the ship's Battle Orders, signed by the current Commanding Officer.
3	Watchteam Replacement Plan (WTRP)	Effective WTRP for two Condition I/II* watchteams, one CSTT Condition I/II* watchteam, and the Combat System Training Team. WTRP should project out four quarters at a minimum.

	Material CCRs	Methodology/Criteria
1	Demonstrate operational Combat Systems suite	Ships will demonstrate that the Combat Systems suite is operating within design specifications. Ship must satisfactorily complete an ATG/ISIC observed OCSOT, DSOT, BSOT, and TSOT within the past three months prior to or in conjunction with ULTRA Cert.
2	Successfully receive LRS&T/*BMD Engagement mission tasking and warnings via portable training system.	Ship will demonstrate proficiency by conducting complex scenarios utilizing (ASTATS) portable training system or approved BMD embedded training devices.
3	Material Certification	Ship will maintain minimum Material Certification Requirements IAW Ref (m).

*BMD Engagement capable platforms only.

4. Unit Level Training and Readiness Assessment (ULTRA).

- a. Verify personnel, management, and material CCR compliance.
- b. Assess various proficiency CCRs as determined by the assessor (ATG, ISIC).
- c. Assess a complex, multi-warfare, integrated, ship-executed ATG provided scenario in the evaluation mode.
- d. Level of Knowledge (LOK) Exams required. The minimum average score for the mission area is 70%.

5. 3.6.1 Certification Process:

Units going from a previous BMD baseline to 3.6.1 (sea-based terminal defense) will recertify using the following methodology: CSCS will

conduct difference training, then ATG will conduct a full cert immediately following difference training using LRS&T, SM-3, and sea-based terminal defense scenarios (if available). If ships schedule precludes immediate certification, the ship will complete certification within 90 days and ship will not conduct BMD sea-based terminal defense until training is complete. 24 month certification clock is re-set pending completion of all 8820, SFTM and TORIS requirements.

6. Required Reading Program (minimum requirements)

	NAVY WIDE OPTASK BMD PART I **	NAVY WIDE OPTASK BMD PART II **	BMDEX-J LOI *	NUMBERED FLEET OPTASK SUPPS **	CO BATTLE ORDERS *	CLASS TACTICAL MANUAL *	AEGIS BMD 3.6 Capabilities &	CJCSM 6120.01(series)	SWDGTACMEMO Aegis BMD & NTDC	Operational Employment	PACOM CONOPS **	C7F OPORD 8050 **	IBSI Users Guide *
CO/XO	X	X	X	X	X	X	X		X	X	X	X	
TAO	X	X	X	X	X	X	X		X	X	X	X	X
CICWO	X	X	X	X	X	X	X		X	X	X		X
RSC	X	X	X	X	X	X	X		X		X		
TIC	X	X	X	X	X	X	X	X	X		X		
AWC	X	X	X	X	X	X	X	X	X	X	X	X	
CSC	X	X	X	X	X	X	X	X	X	X	X	X	X
MSS	X	X	X	X	X	X	X		X		X		
EWS(JTT)	X	X	X	X	X	X	X				X		X

* Required to be read every 12 months

** Required to be read every 3 months

Note: Required readings can be found at the below website

URL's:

C3F BMD: BMD tab on <http://205.0.144.69/navy/c3f/site.nsf>

C7F BMD: LDO/RBMD tab on [HTTP://NCTAMSPAC2.fleet.navy.smil.mil](http://NCTAMSPAC2.fleet.navy.smil.mil)

PHD/NSWC BMD: <http://bmd.phdnswc.navy.smil.mil/>

CPF:

<http://PSP.HQ.PACOM.SMIL.MIL/ORGAREAS/J3/J36/J362%20Tabs/IAMD.aspx>

MDA: Warfighter Support Center tab on <http://portal.mda.smil.mil>

NSA IBSS (IBSSO): <http://ibss01.nsa.smil.mil/>

COMMON MISSION AREA
TAB V
FORCE SUPPLY MANAGEMENT CERTIFICATION CRITERIA

1. Supply Management Certification References:
 - a. COMNAVSURFORINST 5040.1 series (Supply Management Certification (SMC) Program.
 - b. COMNAVSURFLANT/COMNAVSURFPACINST 4400.1 series
2. Continuous Certification Requirements CCRs). A ship must satisfy the following CCRs at all times.

	Proficiency CCRs	Methodology/Criteria
1	Demonstrate SAT proficiency in Inventory Management for all accountable divisions	Requires SAT performance of a records keeper in each accountable division and a Storeroom Custodian in each corresponding division. Demonstrate the ability to perform accurate inventories and maintain accountability of entrusted materials. Ref (a) applies for grading criteria.
2	Demonstrate SAT proficiency in the Location Audit Program for all Readiness Divisions. (LHA and LHD, only)	Requires SAT performance of a Functional Area Supervisor (FAS) and at least one storeroom custodian or Quality Assurance (QA) Petty Officer. Demonstrate the ability to perform an accurate location audit and verify against the Basic Material File (BMF). Ref (a) applies for grading criteria.
3	Demonstrate SAT proficiency in Food Preparation Worksheet (NS 1090) preparation	Requires SAT performance of at least one member of each Food Service watch team. Demonstrate the ability to accurately prepare and implement the NS 1090. Ref (a) applies for grading criteria.
4	Demonstrate SAT proficiency in performing stock Material Obligation Validations (MOVs)	Requires SAT performance of the readiness team. Demonstrate the readiness team's ability to (determine) verify the validity of outstanding requisitions in order to (IOT) maximize the use of available funds. Ref (a) applies for grading criteria.
5	Demonstrate proficiency in Ship's Store price validation	Requires SAT performance of a Records keeper, Ship Store Operator and Storeroom Custodian. Demonstrate the ability to accurately price Ship's Store stock. Ref (a) applies for grading criteria.
6	Demonstrate proficiency in postal operation	Requires SAT performance in all portions of postal operations, to include registered mail and accountable funds IAW ref (a).

	Personnel CCRs	Methodology/Criteria
1	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools

	management plan projecting four quarters.
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	Management CCRs	Methodology/Criteria
1	Satisfactorily complete Government Purchase Card requirements	SAT means 100% of all Cardholders, Approving Officials, and Agency Program Coordinators are in full compliance with training requirements. Ref (a) applies.
2	Maintain signed Letters of Authority (LOAs)	All LOAs denoting accountability and delegating responsibility shall be signed within 30 days of changes of accountable or responsible personnel, changes of command, or other changes in leadership that directly affect areas requiring said LOAs. Ref (a) applies.

	Material CCRs	Methodology/Criteria
1	Maintain a SAT and functional Laundry, to include all laundry equipment	Demonstrate the ability to maintain all laundry equipment (washers, dryers, and presses) above a 50% operational capacity. Ref (a) applies.
2	Maintain a SAT and functional Galley, to include all galley equipment	Demonstrate the ability to maintain all galley equipment above 50% operational capability. Galley equipment is a defined as permanently installed equipment such as: griddle, fryer, oven, refrigeration unit, steamer, serving line, scullery, kettles, food warmer, Gaylord, etc.
3	Demonstrate material security, key control and safety	Demonstrate Supply Department personnel's ability to operate within required safety and security specifications. Ref (a) applies.
4	Demonstrate proper sanitation in food service and retail operations spaces	Demonstrate Supply and Medical Departments personnel's proficiency in maintaining a sanitary environment for food service, laundry, barbershop, and storeroom locations IAW Ref (a).

3. Supply Management Training. Continuous training of logistics support functions is necessary to ensure successful operations. Numerous resources are available to aid shipboard readiness. Each unit is expected to take full advantage and schedule additional training assists from: Navy Food Management Team (NFMT), Navy Exchange Command (NEXCOM) Fleet Assist Team, Afloat Training Group (Limited Logistic Training Teams (ATG LLTT), Postal assist visits, Pay, Personnel and Administration Team (PPAT) assist visits and Field Examination Group (FEG) reviews.

4. Supply Management Training and Certification. The Supply Management Certification (SMC) is a comprehensive assessment evaluating the current condition, administration, accountability, and operation of the unit's logistics support. The periodicity for SMC inspections will be IAW ref (a). Exceptions to this periodicity will be authorized through official correspondence or naval message, on a case-by-case basis, by the Type Commander (TYCOM) via the ship's Immediate Superior in Command (ISIC). The objective is to determine if each mission area

can effectively support the unit in performing its primary mission. This certification applies to all ship classes.

a. Using basic parameters provided within ref (a), the Senior SMC Assessor will determine the final outcome of the assessment, which will reflect the readiness condition of the unit's existing logistics support.

b. The Senior SMC Assessor has the authority to explore and expand the scope of the assessment as necessary if concerns of accountability, safety or sanitation come into question. The details of any additional findings or recommendations will be reported to the Commanding Officer.

c. If, after the assessment has begun, any mission area judged "not ready for assessment", the affected portion of the SMC will be graded as UNSATISFACTORY and reassessed within 10-14 weeks after the completion date of the ongoing SMC.

d. The SMC will not be conducted during ROH/SRA/PMA/ILOs without prior TYCOM approval.

e. In no case will the SMC be converted to an assist visit or an assist visit to a formal certification, once the event has begun.

f. SMC grading system IAW reference (a).

COMMON MISSION AREA
TAB W
MARITIME METEOROLOGY AND OCEANOGRAPHY (METOC) CERTIFICATION

1. Maritime Meteorology and Oceanographic References:

- a. COMNAVMETOCCOM (CNMOC) Website (<https://wwa.nko.navy.mil>; Naval Oceanography Program community)
- b. Oceanography Enterprise Portal Website (<http://nop.oceanography.navy.smil.mil>)
- c. NAVMETOCCOMINST 3140.1L (U.S. Navy METOC Support Manual)
- d. NAVMETOCCOMINST 3140.14E (Flight Weather Briefer Manual)
- e. NAVMETOCCOMINST 3140.17A (Policies Concerning the Provision of METOC Products and Services)
- f. NAVMETOCCOMINST 3141.2A (Surface Weather Observation Procedures)
- g. NAVMETOCCOMINST 3143.1G (Terminal Aerodrome Forecast (TAF) Code)
- h. NAVMETOCCOMINST 3144. 1D (U.S. Navy Manual for Ship's Surface Weather Observations)
- i. COMFLTFORCOM OPORD 201 Annex H
- j. COMPACFLT OPORD 201 Annex H

2. Ship Continuous Certification Requirements (CCRs). Except for FDNF ships, a Strike Group Oceanography Team (SGOT) is assigned to a Strike Group in phases and is dependent on the operational schedule of the LHA/LHD; therefore CCRs for the METOC Certification have been divided between those that remain the responsibility of the ship and those that apply solely to the SGOT detachment assigned. The ship must satisfy the following CCRs at all times:

Note - Based on the FFC manning structure, FDNF ships are responsible for both the SHIP and SGOT CCRs.

	Proficiency CCRs	Methodology/Criteria
1	None assigned to ship	All proficiency CCRs are assigned to the SGOT with the exception of FDNF ships (all FDNF personnel remain ship's company and will complete all proficiency CCRs for SGOT).

	Personnel CCRs	Methodology/Criteria
1	1413 NEC assigned	Current EDVR for ships with installed METOC equipment is for one ET with a 1413 NEC.
2	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS. If 100% completion requirement is not met, certification is achievable if requirements of SFTM Chapter 2, Article 2318 para b.1. are met. Ships will also present a long-range schools management plan projecting forward four quarters.

	Management CCRs	Methodology/Criteria
1	Satisfactorily completed ASA checksheets.	At least 80% of all items met with full compliance and a plan to correct all deficiencies Note - the METOC ASA is also broken into two parts (ship and SGOT).

	Material CCRs	Methodology/Criteria
1	Upper-Air Sounding Capability.	Ensure that equipment necessary to conduct upper-air soundings is operational (able to track a balloon in excess of 500 mb) and there is an adequate supply of upper-air consumables (typically 90 radiosondes, balloons, and adequate helium).
2	SMQ-11 operability.	Ensure the SMQ-11 operates properly and can be used to receive and manipulate geostationary and polar orbiting satellite information.
3	Portable METOC gear operability.	Ensure that all portable METOC gear is functioning properly as detailed in the METOC self assessment checklist (ASA).

3. Strike Group Oceanography Team (SGOT) Continuous Certification Requirements (CCRs). Once assigned to a Strike Group (LHA/LHD), the SGOT must satisfy the following CCRs at all times:

Note - Based on the FFC manning structure, FDNF ships are responsible for both the SHIP and SGOT CCRs.

	Proficiency CCRs	Methodology/Criteria
1	Demonstrate SAT proficiency in ability to Sense and Observe METOC Conditions.	Requires SAT performance of the SGOT in the ability to sense, collect, and observe METOC conditions throughout the Strike Group. This includes the ability to take synoptic weather and oceanographic observations, collect data from other sources and references, create and disseminate a sensing strategy, and train non-SGOT personnel how to take and report observations (QMs, OS's, ACs, Pilots, Tactical Watchstanders, boat crews (MSI), etc.)
2	Demonstrate SAT proficiency in ability to Analyze METOC Conditions.	Requires SAT performance of the SGOT in the ability to review METOC references, analyze recent forecast accuracy, history, climatology, observed conditions, satellite imagery, and model initialization.
3	Demonstrate SAT proficiency in ability to Forecast METOC Conditions.	Requires SAT performance of the SGOT in the ability to produce a synoptic and meso-scale meteorology and oceanographic forecast.
4	Demonstrate SAT proficiency in ability to Determine	Requires SAT performance of the SGOT in the ability to maintain situational awareness in all warfare areas, evaluate the impact of

	Impacts and Options	METOC conditions and forecasts on shipboard evolutions and warfare operations. This includes the ability to run Tactical Decision Aids (TDAs) and properly interpret / brief the output.
5	Demonstrate SAT proficiency in ability to Coordinate, Communicate and Disseminate Applicable METOC Information, and Track Performance.	Requires SAT performance of the SGOT in the ability to create effective briefing products; tailor briefs to users; post products to websites; deliver information via message, email, chat, RT, paper, and in-person; conduct remote briefings; and coordinate with other forecasting support agents and control authorities. This also includes the ability to verify forecasts, and record impacts to operations.
6	FXP Proficiency	Requires SAT performance of the SGOT in the ability to successfully complete the METOC FXPs listed in paragraph 4.
7	Watch Team Level of Knowledge (LOK)	LOK Exams will be administered (utilizing the practice exam test bank) to all watchstanders at every ULTRA event. The minimum acceptable score is >70% for all qualified watchstanders. If during ULTRA C a score of 70% is not achieved, the SGOT will remediate.

	Personnel CCRs	Methodology/Criteria
1	Meet 100% of critical schools	100% completion of critical schools and NECs as listed in NTMPS. Ships will also present a long-range schools management plan projecting forward four quarters.
2	Two PQS qualified watchteams.	Two PQS qualified Condition III watchteams, defined as one forecaster and one technician per watchteam, are required.

	Management CCRs	Methodology/Criteria
1	Satisfactorily completed ASA check sheets.	At least 80% of all items met with full compliance and a plan to correct all deficiencies. Note - the METOC ASA is also broken into two parts (ship and SGOT).
2	METOC Training Program.	In addition to assigned shipboard training, ensure the METOC team is continuing to train IAW SGOT training plan.
3	Technical Standard Operating Procedures (TSOPs)	Ensure that provided Technical SOPs have been implemented and adapted as required.
4	Administrative Standard Operating Procedures (ASOPs)	Ensure that provided Administrative SOPs have been implemented and adapted as required.

	Material CCRs	Methodology/Criteria
1	SAT completion of Upper-Air launch and Sounding transmission.	Ensure that equipment necessary to conduct an upper-air sounding is operational (able to track a balloon in excess of 500 mb) and that personnel are capable of obtaining a sounding and transmitting it via required communication paths.
2	Demonstrate SMQ-11 operability.	Ensure the SMQ-11 operates properly and can be used to receive and manipulate geostationary and polar orbiting satellite information.
3	Demonstrate portable METOC gear operability.	Ensure that all portable METOC gear is functioning properly as detailed in the METOC self assessment checklist (ASA).

4. METOC Certification Process.

- a. Verify Ship and SGOT METOC CCR compliance
- b. Administer Level of Knowledge Exam (minimum 70% passing grade for all qualified watchstanders)
- c. Review Tactical Team Training Lab Performance
- d. Complete a METOC Underway Demonstration (MUD) in which the team is observed conducting normal, underway operations and successfully completes the following FXPs:

AMW-69-SF

STW-2-SF

ASW-45-SF,

AD-01-SF

Note: (AD-01-SF is not listed in this instruction as a training requirement; it, along with the other FXPs, can be found in the Fleet Exercise Publication series)

- e. The METOC Fleet Liaison Officer will update the TORIS database in accordance with COMNAVSURFOR directives
- f. METOC Unit Level Certification recommendation reports will be submitted to the Director of Oceanography Operations for Weather Services, Stennis Space Center, MS, and a copy will be provided to the applicable Afloat Training Group (PAC/LANT).

ORDNANCE HANDLING SAFETY ASSISTANCE TEAM (OHSAT)
TAB X
EXPLOSIVE SAFETY CERTIFICATION CRITERIA

1. Explosive Safety References:

- a. NOSSAINST 8023.12 Conventional Ordnance Safety Review
- b. NAVSEA OP 4 Ammunition and Explosives Safety Afloat
- c. NAVSEA OP 3565 Electromagnetic Radiation Hazards
- d. NAVSEA S9086-XG-STM-010/CH700 Naval Ship's Technical Manual Shipboard Ammunition Handling and Stowage
- e. NAVSEA S9086-ZN-STM-010/CH772 Naval Ship's Technical Manual Cargo and Weapons Elevators
- f. NAVSEA S9522-AA-HBK-010 Magazine Sprinkler Systems Description, Operation and Maintenance Handbook
- g. NAVSEA SW023-AH-WHM-010 Handling Ammunition and Explosives with Industrial Material Handling Equipment
- h. NAVSEA SW023-AJ-WHS-010 Handling and Stowage of Amphibious Assault Ammunition Aboard Amphibious Ships
- i. NAVMED P-117 Manual of the Medical Department
- j. NAVSUP P-538 Management of Material Handling Equipment (MHE) and Shipboard Mobile Support Equipment (SMSE)
- k. NAVSUP P-724 Conventional Ordnance Stockpile Management Policies and Procedures
 - l. NAVSUP P-801 Ammunition, Unserviceable, Suspended and Limited Use
- m. NAVSUP P-802 Navy Ammunition Logistics Codes
- n. NAVSUP P-803 Stock List of Navy Ammunition
- o. NAVSUP P-807 Navy and Marine Corps Conventional Ammunition Sentencing - Fleet Sentencing
- p. NAVSEAINST 8370.2A Small Arms and Weapons Management Policy and Guidance Manual
 - q. OPNAVINST 3591.1 (Series) Small Arms Training and Qualification
 - r. OPNAVINST 5530.13 (Series) Department of the Navy Physical Security Instruction for Conventional Arms, Ammunition and Explosives (AA&E)
 - s. OPNAVINST 5530.14 (Series) Navy Physical Security and Law Enforcement
 - t. OPNAVINST 8023.24A Navy Personnel Ammunition and Explosives Handling Qualification and Certification (QUAL/CERT) Program
 - u. PHSTINST 10490 (Series) Portable Ordnance Handling Equipment Allowances
 - v. NTRP 3-07.2.2 Force Protection Weapons Handling Standard Procedures and Guidelines
 - w. WFIP 69.13E Implementation of Training and Inspection Requirements for Receipt, Storage, Segregation and Issue of Navy and Marine Corps Conventional Ammunition - Fleet Sentencing
 - x. WFIP 133 Magazine Sprinkler Systems Verification (MSSV)
 - y. NAVEDTRA 43202 (Series) Conventional Weapons Explosives Handling and Stowage
 - z. NAVEDTRA 43386 (Series) Magazine Protection System
 - aa. NAVEDTRA 43387-2E Anti-Terrorism Common Core
 - ab. NAVEDTRA 43466C Security Force Weapons

2. Continuous Certification Requirements (CCRs). A ship must satisfy the following CCRs at all times:

NR	Proficiency CCRs	Periodicity and Conditions	Methodology/Criteria	Measurement	FXP
1 CR	Ammunition Handler Level of Knowledge (LOK)	90 days	Ships will administer LOK Exams quarterly to all ammunition handlers utilizing the Practice Program exam database. ATG will administer LOK Exams, utilizing the LOK website, to applicable qualified watchstanders for the ULTRA event. The minimum acceptable average score for this mission area is 70%. If the average score is below 70% during the ULTRA, the ship and ISIC will remediate. Refer to the LOK Website at https://cnsfnatgsql.surfor.navy.mil/apps for the current Practice Program and LOK Exam Matrix.	- Self-reported in TORIS. - ATG reported via TORIS	

NR	Personnel CCRs	Periodicity and Conditions	Methodology/Criteria	Measurement	FXP
1	Meet 100% of critical schools	Continuous - School-house training - FLT MPS / NTMPS	100% completion of critical schools and NECs as listed in NTMPS. Criteria: - 100% complete - If not 100%, IAW SFTM Ch 2 Art 2318, para b.1. - Complete long-range plan for 4 quarters.	-Self evaluation via TORIS. -FLT MPS /NTMPS database. - ATG reported via TORIS	

NR	Management CCRs	Periodicity and Conditions	Methodology/Criteria	Measurement	FXP
1	Completion of Afloat Self-Assessment (ASA) Checksheets	90 days	At least 80% of all items met with full compliance and a plan to correct all deficiencies.	-Self-reported in TORIS. - ATG reported via TORIS	
2 CR	Watch Team Replacement Plan (WTRP)	90 days	Effective WTRP for all ammunition handling teams. WTRP will	-Self-reported in TORIS	

			project out four quarters.	- ATG reported via TORIS	
3	Magazine Sprinkler Certification	Continuous IAW Ref x.	Complete 6-8 weeks prior to onloading ordnance. Use WFIP 133 for additional guidance when re-verification should be conducted.	- Naval message from ISIC	
4	COSR Compliance	24 months IAW Ref a.	All ships must have a satisfactory COSR every 24 months IAW Ref a.	- ESSO Formal Report	
5	Explosive Safety Admin	90 days	Requires maintaining required explosive safety administration program.	-Self-reported in TORIS. -ATG reported via TORIS.	
6	Ammunition Management Afloat	90 days	Requires maintaining ammunition administration program.	-Self-reported in TORIS. -ATG reported via TORIS.	

NR	Material CCRs	Periodicity and Conditions	Methodology/Criteria	Measurement	FXP
1	Magazines - Handling Rooms	90 days	Demonstrate the ability to maintain all magazines and handling rooms.	-Self-reported in TORIS. -PMS records -ATG report via TORIS	
2 CR	Magazine Sprinkler Systems	90 days	Demonstrate the ability to maintain magazine sprinkler systems.	-Self-reported in TORIS. -PMS records -ATG report via TORIS	
3	Ready Service Lockers	90 days	Demonstrate the ability to maintain ready service lockers.	-Self-reported in TORIS. - PMS records - ATG report via TORIS.	
4	Ordnance	90 days	Demonstrate the ability	-Self-	

CR	Handling Equipment (OHE)/Weight Handling Equipment (WHE)		to maintain OHE/WHE.	reported in TORIS. - PMS records - Annual OHE/WHE Inventory submission - ATG report via TORIS	
5	Industrial Materials Handling Equipment (MHE)	90 days	Demonstrate the ability to maintain MHE.	-Self-reported in TORIS. - PMS records - ATG report via TORIS	
6 CR	Elevators	90 days	Demonstrate the ability to maintain cargo/weapons elevators	-Self-reported in TORIS. - PMS records - ATG report via TORIS	
7 CR	CIWS/RAM/Gun Mount/Missile Launchers	90 days	Demonstrate the ability to maintain CIWS/RAM/Gun Mounts/Missile Launchers.	-Self-reported in TORIS. - PMS records - ATG report via TORIS	
8	Industrial Safety	90 days	Demonstrate the ability to maintain industrial safety.	-Self-reported in TORIS. -ATG report via TORIS.	
9	Physical Security	90 days	Demonstrate the ability to maintain physical security.	-Self-reported in TORIS. -ATG report via TORIS	

Note: All CCR's are required for certification. "CR" denotes a critical CCR required to be verified during ULTRA-S.

3. Explosive Safety Training.

a. Continuous training of explosive safety functions is necessary to ensure warfighting readiness. Each unit will take full advantage and schedule additional training assists from: Afloat Training Group Ordnance Handling Assistance Teams (OHSAT) and Explosive Safety Support Office (ESSO).

b. Ships will conduct an Shipboard Explosive Safety Self-Assessment (SESSA) annually utilizing the Program Evaluation Guide contained in NOSSAINST 8023.12. All deficiencies will be noted in a Corrective Action Plan (CAP) and submitted to the ship's Immediate Superior in Command (ISIC). A copy of the SESSA will be presented to the OHSAT Team during the OAV.

4. Conventional Ordnance Safety Review. COSR periodicity is 24 months. The Explosive Safety Certification does not affect COSR. Ships that are COSR non-compliant will not be certified until they have achieved COSR compliance.

5. Explosive Safety Training and Certification. The Explosive Safety Certification is a comprehensive assessment evaluating the current condition, administration, accountability and operation of the unit's readiness with respect to explosive safety manuals, instructions, and directives. The periodicity of the Explosive Safety Certification is 24 months. Exceptions to this periodicity will be authorized through official correspondence or naval message, on a case-by-case basis, by the TYCOM via the ship's ISIC. This certification applies to all Surface Force ship classes.

a. Using the OHSAT assessment guide, the Senior OHSAT Assessor will determine the final outcome of the assessment, which will reflect the readiness condition of the unit's compliance to explosive safety.

b. The Senior OHSAT Assessor has authority to explore and expand the scope of the assessment as necessary if concerns of accountability or safety come into question. The details of any additional findings or recommendations will be reported to the Commanding Officer.

c. If, after the assessment has begun, any program area judged "Not Explosive Ready" will be graded as UNSATISFACTORY and be reassessed within four to six (4-6) weeks after the completion date of the ongoing OAV.

d. A formal report of the OAV will be submitted from OHSAT to the ship, the ship's ISIC and the TYCOM. The ship will develop a CAP from the findings discovered in the OAV and submit this plan to their ISIC.

e. The Explosive Safety Certification will not be conducted during ROH/SRA/PMA without prior TYCOM approval. Additionally, the ship will not be assessed if there is not a sufficient amount of ammunition onboard.

f. In no case will the Explosive Safety Certification be converted to an assist visit or an OHSAT assist visit to a formal certification, once the event has begun.

g. This certification cannot be waived by the ISIC. In the event a ship is found "Not Certified," the ship will present a CAP to the TYCOM via the ISIC. After all of the deficiencies have been corrected, the ISIC will contact OHSAT to schedule a re-assessment accompanied by an ISIC representative. When all deficiencies are corrected IAW the governing directives, manuals, and/or instructions, OHSAT will recommend certification via the ISIC to ESSO LANT/PAC.

APPENDIX A

TRAINING ADMINISTRATION

SECTION 1

GENERAL

- Ref: (a) COMNAVSURFORINST 3540.3 (Engineering Department Organization Manual)
(b) COMNAVSURFORINST 5400.1 (Force Regulations)
(c) OPNAVINST 3120.32C (Standard Organization and Regulations of the U.S. Navy)
(d) OPNAVINST 1500.22E (General Military Training(GMT) and Navy Military Training (NMT))
(e) OPNAVINST 5100.23G (Navy Occupational Safety and Health (NAVOSH) Program Manual)
(f) SECNAVINST 5510.30A (DON Personnel Security Program Regulation)
(g) SECNAVINST 5510.36A (DON Information Security Program Regulation)
(h) OPNAVINST 5530.14C (Navy Physical Security)
(i) COMNAVSURFPACINST 3501.2G/COMNAVSURFLANTINST 3500.7D (Status of Resources and Training System (SORTS) Readiness Reporting)

A-101. General. A good shipboard training program should organize individual and team training to achieve the optimal level of continuous training readiness efficiently and effectively throughout the FRTP. To achieve this objective administration of the shipboard training program must include the following basic training elements:

a. Functional training for:

1. Equipment/system operation.
2. Equipment/system maintenance.
3. Watchstander/watch station training (inport and at-sea watches). Such training should include both initial qualification and proficiency training to maintain watchstander qualifications.
4. Team training for subsystem operation and single and multiple mission area employment for the unit.
5. Tactical training for officers and enlisted personnel.
6. Damage control training for all hands per reference (a).

b. Administrative training for:

1. Personnel indoctrination of newly reporting individuals per references (b) and (c).
2. General Military Training (GMT) and Navy Military Training (NMT) per reference (d).
3. Safety training per references (c) and (e).
4. Information and physical security training per references (f), (g) and (h).
5. Training and use of Navy E-Learning assets and use of the Navy Knowledge OnLine website: <https://www.nko.navy.mil>. Every member of the crew should have access to an NKO account.

A-102. Training Records. Shipboard training records should serve the following functions:

a. Assist in the planning of meaningful and productive lectures, seminars, examinations, drills, evolutions and exercises.

b. Provide feedback to the chain of command on the quality of training conducted.

c. Minimize repetition of errors in drills, exercises, and evolutions.

d. Periodically monitor individual and team performance in drills or observed evolutions.

e. Provide information that can be meaningfully reviewed to evaluate command training methodology.

A-103. Training Record Administration and Retention. Chapter 8 of reference (c) contains examples of relevant administrative forms. Individual supervisors may develop their own personal management tools, but it is recommended the number of forms and documents be kept to an absolute minimum. The records required by this instruction will suffice in all but the most unusual circumstances. Only training records and plans used for the current FRTP training cycle need be retained. The only records required by CNSF are:

a. Long Range Training Plan - at least one for the command.

b. Required Schools Master List - updated monthly

c. Short Range Training Schedule - at least one per command, but most departments will probably need to issue their own.

d. Record of Drills, Completed Training, and Supervised Evolution. Records must be kept on the date and nature of operational training afforded each watch team.

e. Approved Drill Plans. Drill plans, approved by the Commanding Officer, should be annotated to the degree the training was accomplished

f. Training Critiques. Critiques of training events will be forwarded via the chain of command to Commanding Officer. If the training is a TRNGREP reportable exercise, submit input to the ship's TRNGREP Manager in accordance with internal procedures.

SECTION 2

TRAINING READINESS REPORTING GUIDELINES

Ref: (a) NTPP 1-03.3 (Status of Resources and Training System Joint Report-Navy (SORTSREPNV))
(b) COMNAVSURFPACINST 3501.2G/COMNAVSURFLANTINST 3500.7D (SORTS Readiness Reporting)

A-201. General. SORTS readiness reporting is as directed in references (a) and (b). Paragraphs A-204 thru A-207 discuss the methodology by which mission area readiness ratings are determined.

A-202. SORTS Training Readiness Reporting. Appendix C of this manual contains a comprehensive training exercise listing for each ship type that summarizes, by warfare mission area, all capabilities a ship is expected to demonstrate during the FRTP cycle. Appendix C also contains pre-approved exercise equivalencies.

Note: Anticipate removal of all FXP requirements from this manual with the next change or revision. Applicable FXP requirements will be migrated to Cert Tab CCR's, and business rules issued to transition from SORTS to DRRS-N reporting.

A-203. Definitions.

a. TRMS - TYCOM Readiness Management System (TRMS). TRMS facilitates data base record keeping aboard ship and attendant training readiness reporting. Operator manuals provide detailed information for system implementation and operation. Some capabilities of TRMS are:

1. A 12-digit exercise code field.
2. Speed search of exercise codes.
3. Automatic dual reporting of related line items.
4. Direct readout of the effect of "caps" on mission area readiness.
5. A "reconcile differences" option in the ship software base, which allows for periodic updates from TYCOM.
6. Production of a formatted TRNGREP message.

b. TRNGREP - Training Report is a message report of completion of training exercises and other reportable readiness evolutions and inspections. This message updates the readiness database within the Readiness Module of TRMS.

A-204. Training M-Ratings. A satisfactorily completed exercise reported by TRNGREP is reflected as M-1, with the effective date being the date the evolution was completed. TRMS will automatically downgrade the exercise sequentially to M-2, M-3 and M-4 by the specific schedule set for that exercise in Appendix C. Using the calculation described in para A-303.b, TRMS will generate a training readiness rating for each mission area based on overall exercise status in that area.

A-205. Major Maintenance Availability/Newly Commissioned. A ship completing overhaul or a major maintenance availability of six months or longer and newly commissioned ships will normally have to complete all training requirements, i.e. all required exercises will be

reflected as M-4 in TRMS. Ships are encouraged to report training accomplished during overhaul by TRNGREP. As exercises and other evolutions are successfully completed and reported by TRNGREP their M-rating will go to M-1 and will remain at M-1 until the "clock" expires or until specifically changed. The result of incrementally completing exercises is a steady rise in M-ratings until M-1 in each mission area is achieved.

A-206. Additional Guidelines.

a. All exercises conducted under the cognizance of the ATG will be reported per the sample TRNGREP provided in para A-304.

b. Reconciliation Data Base Validation. Periodic comparison of exercise requirements contained in the ship's Reconciliation Databases (RDB's) with the exercise requirements contained in Appendix C is necessary to ensure accuracy in training readiness reporting. Prior to ULTRA-C all ships will conduct an audit of their database with the SURFORTRAMAN and submit a Feedback Report in accordance with Appendix D to correct database errors.

c. Reporting C5:

1. Units may report C-5 OVERALL when ammunition is off-loaded for Category 1 or Category 3 activities. (Category 1 or 3 Current Activity and Employment Codes must be used.) Units qualifying for C5 OVERALL will continue to report all resource and mission areas (C/M-1 through 4) in accordance with the instruction in NTTP 1-03.3 revision A.

(a) Other eligible activities in which a unit may report C5 OVERALL include:

- Category 4 activities PREINACT and PREOVHL
- Category 16 activities FRPTNG or TRANSFLTNG
- Category 26 activities DECOMM and INACT

2. Units in a Category 3 activity will report OVERALL C5 with projected status and date. All mission and resource lines must be M-1/M-1 through C4/M-4 with degradation reason codes.

3. Reporting OVERALL C5 status will only be permitted during actual Category 1 or 3 activity dates.

A-207. Capping.

a. The computation of the mission area readiness factor is based solely on satisfactory completion of a percentage of a unit's mission area exercises. All exercises/evolutions are weighted equally. Due to this structuring overall percentages often do not give a true indication of actual combat readiness. Therefore, certain critical standards have been selected so a degraded readiness will be indicated unless proficiency in these selected events is demonstrated. Failure to conduct one of these events will override the normal C/M-rating computation process. These overrides act as a "cap" on the SORTS/DRRS-N reported training resource element regardless of the numerical rating indicated in a unit's TRMS database. The TRMS program will automatically impose these CAPS if required criteria are not satisfied.

b. Reference (a) states "the failure of a major inspection...will result in an initial status category of 4 for appropriate mission area, and an initial category of 4 in the training and/or equipment resource

area as appropriate." The ISIC/CLASSRON should ensure the readiness reflected for a particular primary mission area is consistent with the ship's performance in related inspections and evolutions.

c. TRMS will be used to report and track all mission area certifications. Each mission area certification will be listed as a separate reportable event and annotated in TRMS with a C denoting a cap assigned to that event. At three months prior to the expiration of the certification the M-Rating will be capped at M-2. Upon expiration of certification the Training M-Rating will be capped at M-3, regardless of M-Ratings for the rest of the exercise completions in that mission area.

Mission Area Caps

1. AMW. AMW readiness is dependent upon participation in two critical sequential training events: Amphibious warfare specialty training (individual ship training) and then participation in an amphibious exercise (multi-ship training). CRUDES AMW readiness is dependent upon completion of NSFS qualification/re-qualification.

- M-3 cap for failure to complete Amphibious Specialty Training Phase 1, in the case of amphibious units.

- M-2 cap for failure to complete Amphibious Specialty Training Phase 2 or non-participation in a multi-ship amphibious exercise prior to scheduled deployment. Cap limitation will be cleared upon completion of first multi-ship amphibious exercise during deployment.

- Resume normal reporting upon clearing of the capping limitation

2. AW.

- M-2 if no live air tracking conducted within last 90 days (no specific exercise or dedicated services required, tracking targets of opportunity will suffice).

- Resume normal reporting upon clearing of capping limitation.

3. C2W.

- M-2 cap if ESM detection and analysis exercise (C2W-2-SF) not conducted with live services in the last six months.

- M-2 cap if live chaff firing exercise (C2W-11-SF) is not conducted before deployment.

- M-2 cap if EW Assessment examination (C2W-14-SF) is not completed and/or a shipboard average of 70% is not achieved.

- M-2 cap if ship scores below 80% on CT Qualification Assessment Examination.

- Resume normal reporting upon clearing of the capping limitation.

4. CCC and MOB.

- M-2 cap if ship is not underway overnight in the last 30 days.

- M-3 cap if ship is not underway overnight in the last 60 days.

- Resume normal reporting upon clearing of the capping limitation.

- M-2 cap if MOB-D-15-SF is not within 6-month periodicity.

5. MIW. MIW readiness is dependent upon meeting MIW and integrated MCM exercise requirements involving SMCM, AMCM, and EOD MCM assets. Reference (a) contains additional guidance.

- M-3 cap for non-participation in a RONEX; or for FDNF: FOAL EAGLE or MINEX.
- M-4 cap for failure to complete MIW assessment. Reference (a) pertains.
- Resume normal reporting upon clearing of the capping limitation. Successful participation in a RONEX, FOAL EAGLE or MINEX exercise will remove the M-3 or M-4 cap for a ship that has not completed MCM assessment as outlined in reference (a).

6. STW.

- M-4 cap for failed or expired Cruise Missile Tactical Qualification including newly converted/commissioned ships that have not completed initial qualification.

7. SUW.

- M-3 cap for failure or expiration of Cruise Missile Tactical Qualification, including newly converted/commissioned ships that have not completed initial qualification.
- Resume normal reporting upon clearing of the capping limitation.

8. USW.

- M-2 cap if no live active/passive contact, as defined in paragraph A-305.a.(2) and Figure A-3-1, in the last 90 days.
- M-2 cap if the ASW-24-SF, LAMPS Attack Operations, has not been conducted in the last 12 months
- M-2 cap if the ASW-18 SF, SVTT Firing, has not been conducted in the last 3 months
- M-3 cap if the ASW-18-SF, SVTT Firing, has not been conducted for 6 months.
- M-2 cap if the ASW-19-SF, RTT Firing, has not been conducted in the last three months.
- M-3 cap overall in USW Warfare if any two or more of the above caps are applicable
- Resume normal reporting upon clearing of the capping limitation.

A-208. Inspection/Evolution/Certification Caps. Per reference (b) the failure of a major inspection will result in an initial M-rating of M-4 for the appropriate mission area. As equipment and training deficiencies are corrected, mission and resource area status should be upgraded as appropriate.

a. For Restricted Operations (RO), for level of knowledge, fire fighting (training related), or operations failure: M-4 in MOB mission area. Ships will retain the M-4 cap until ISIC certifies ship for unrestricted operations.

b. For failure to perform OCSOT/AAW Detect-to-Engagement:

1. M-4 in any mission area evaluated unsatisfactory.

2. Resume normal reporting upon satisfactory completion of OCSOT/AAW Detect-to-Engagement.

c. For failure to complete MIW evaluation:

1. M-4 cap in MIW.

2. Resume normal reporting upon successful completion of subsequent reinspection or reevaluation of failed areas.

d. For failure to maintain periodicity on mission area warfare certifications:

1. M-2 in applicable mission area at three months prior to expiration of certification.

2. If certification expires, report M-3 in applicable mission area.

3. Continue to report completion of other exercises.

In each of the above situations, the ship will continue normal TRNGREP reporting. The ship will make appropriate SORTS changes as occurring, provided those changes result in the mission area being at the capped level or at a lower M-rating. If the normal computation procedure makes the M-rating higher than the capped level, the capped level will be used for SORTS reporting purposes. If the normal computation procedure makes the M-rating lower than the capped level, the lower rating will be used. Reporting caps apply regardless of the training phase in which the ship is operating. In reporting capped mission area, the following reason codes will be assigned in Part I with amplifying Part II comments:

TIP - For cap due to inspection failure.

THH - For cap due to incomplete firing or proficiency test.

THF - For cap due to failed firing or proficiency test.

TZZ - For any other training-related cap.

For example, a CG 47 class ship that has completed 86% of its AW training requirements (M-1 training level), but has conducted only one of two required missile exercises, is capped at M-3. The ship must use M-3 for AW training (in SORTS computations) and report "THH" as the reason code. If the ship's training exercise percentage was 54.9% or below, the ship would be required to use M-4 for training in SORTS calculations.

degrades to M-4 after 18 months.

A report of satisfactory completion of the exercise at any time subsequent to its initial completion will reestablish M-1 status for that exercise.

2. In addition to the normal resets discussed above an unsatisfactory repetition of an exercise that indicates the required proficiency has been lost, should be the basis to reset an exercise to M-4.

3. A table of CNSF pre-approved exercise equivalencies is contained in Appendix C to allow units to take credit for exercises using shore, pierside, or on board training devices.

b. Calculation. In the calculation of the mission area resource training readiness factor only satisfactorily accomplished exercises are considered. The following equation is used to compute each mission area training readiness factor, where M = Mission Area Training Readiness Factor and Nr = the total number of exercises in each readiness category:

$$M = \frac{4A + 3B + 2C}{4(A + B + C + D)}$$

Where A = Nr of exercises M-1,
B = Nr of exercises M-2,
C = Nr of exercises M-3,
and D = Nr of exercises M-4.

E X A M P L E:

TOTAL
If Nr of exercises M-1 = 40
Nr of exercises M-2 = 4
Nr of exercises M-3 = 3
Nr of exercises M-4 = 15, then:

$$M = \frac{4(40) + 3(4) + 2(3)}{4(40 + 4 + 3 + 15)} = 0.718$$

1. The mission area training readiness rating is determined by comparing the computed mission area training readiness factor with the following OPNAV-directed M-rating criteria:

M-1 = 1.000 - 0.850
M-2 = 0.849 - 0.700
M-3 = 0.699 - 0.550
M-4 = 0.549 and below

Therefore, in the above example where the computed mission area training readiness factor equaled 0.718, the unit would report a mission area training readiness rating of M-2.

A-304. Training Report (TRNGREP).

a. Reporting Procedures.

1. The TRNGREP is a message report of the completion of training exercises as well as other reportable readiness evolutions. Submit TRNGREPs immediately upon completion of at-sea training periods, significant exercises and inspections, and other reportable evolutions. The requirement for prompt reporting is especially important during the immediate post-overhaul and pre-deployment periods. As a minimum submit reports monthly to reach CNSF by the fifth day of the following month. TRNGREPs should be sent INFO to the ship's ISIC/CLASSRON.

2. TRNGREP data are considered operationally significant and will continue to be submitted by message during MINIMIZE. The GENADMIN format is not recognized by TRMS and will not to be used for TRNGREPs.

3. If TRNGREP results in changes to mission area M-Rates (i.e. M-2 to M-3) in a PRMAR a SORTS report reflecting the change in training status should be submitted coincident with TRNGREP submission.

4. The following is a detailed description of the TRNGREP format:

E X A M P L E

FM (Submitting Command)
TO COMNAVSURFOR SAN DIEGO CA//N7// and
COMNAVSURFLANT NORFOLK VA//N7// or,
COMNAVSURFPAC SAN DIEGO CA//N7// as appropriate
TRMSDATACEN PEARL HARBOR HI//
TRMSDATACEN SAN DIEGO CA//
COMUSFLTFORCOM NORFOLK VA//
INFO ISIC
CLASSRON
COMAFLOATRAGRU ATLANTIC NORFOLK VA (Note 1)
C O N F I D E N T I A L //N03501//

TRNGREP (Note 2) AS OF 010001Z JAN 07

(Hull Number) (Ship Name/UIC) (Note 3)
A B C D E F
N61105000011/050120/2/NONE/A/ASW-1-SF
N64145000051/050120/2/0985/A/MOB-N-5-SF
REMARKS: (Note 4)
DECL/(Six yrs from date of origination)//

Notes:

A. Exercise Code. TRMS twelve-digit code listed in Exercise Criteria Catalog and unit's TRA. Code breakdown of N61102000011is as follows:

N 6 110 5 00001 1
A B C D E F
A. FIRST NUMBER/DIGIT.N=NAVY
B. SECOND DIGIT.6=SURFACE, 5=SHORE BASED

- C. THIRD-FIFTH. PMA CODE
 - D. SIXTH. TRAINING PHASE
 - E. SEVENTH-ELEVENTH EXERCISE NUMBER
 - F. TWELFTH. COMM TYPE (AIR/SURFACE)
- B. Date Completed. Format is numeric YYMMDD.
- C. Evaluation Method
- 0 = Observed Exercise
 - 2 = Self-observed Exercise
 - 4 = Equivalent
 - 6 = SELRES
 - 8 = Reset
- D. Score/Hours/Percent. Furthest right position is tenths position when reporting a score or percent. If none, use "NONE." (Note 5)
- E. Action Code
- A = Add
 - D = Delete
 - R = Reset (Note 6)
- F. Exercise Identification. Use applicable titles from the unit's TRA. (Note 7)

NOTES:

1. LANT CG/DDG/FFG also include COMAFLOATRAGRUGR ATLANTIC NORFOLK VA as an info addree.
2. Insert three digit unit serial number for sequential tracking of reports (001-999). Next report after 999 is 001; serial numbers are not calendar dependent.
3. Same as Organization Identification Line of SORTS report(NAME/UIC).
4. The Remarks section is used to collect unique information of interest to CNSF, Strike Group, and/or ISIC/CLASSRON if not otherwise reported by exercise code. For amplifying information, see Article A-305.
5. To report a score of 95.3%, write 0953; for 100%, write 1000;
6. "A" (addition) is used to report all completions. "D" (deletion) is used to remove the entire entry when an erroneous completion date has been submitted. To change an evaluation method and/or score of a previously reported item, use an addition code, and update as required.
7. Cite the appropriate FXP exercise designation (e.g., "MOB-D-9-SF" vice "MAIN SPACE FIRE"). For an evolution without an FXP designation, use course number if applicable or appropriate narrative wording otherwise (e.g., "J-210-0513", or "DIESEL ENGINE INSPECTION"). Use of this field is mandatory.

b. Message Format Requirements. TRNGREPs can be automatically generated by the TRMS software. Errors are usually caused by ignoring error messages in TRMS or by manually editing the message after it is generated by the software. Errors will in most cases cause the message to be placed in the suspense file rather than the unit file. Manual processing is then required to correct the error for the message to be entered into the unit file. Some errors may even require retransmission of the entire message to enable a database update. Common errors are:

1. Not completing all elements in the exercise line, (i.e. exercise code, date completed, evaluation method, score, action code, and exercise identification).

2. Reporting exercise completion dates which are later than the date-time-group of the TRNGREP.

3. UNCLAS vice CONFIDENTIAL classification.

4. Incorrect UIC or omitting the leading letter N.

5. Using GENADMIN format.

c. Reporting Exercises Completed Through Simulation: Per Appendix C many exercise requirements can be completed through the use of onboard training/scenario generation devices. CNSF has a need to track the use of simulation in SURFOR. Exercise requirements completed through simulation must be reported via TRNGREP as an EQUIVALENT using the following procedure:

1. Open TRAREP Module.

2. Select Exercise Maintenance button.

3. Select "Update" icon.

4. Within "Add exercise data to message" dialog box locate the "Score" field.

5. Select drop down menu choice "SATT." Note: only exercises meeting satisfactory completion criteria should be updated.

6. Within "Add exercise data to message" dialog box:

(a) Locate the "Evaluation Method" field and select drop down menu choice "EQUIVALENT."

(b) Locate the "Completion Date" field. Format: MM/DD/YYYY (use right click for calendar input assist) to finish updating the exercise.

A-305. COMNAVSURFOR TRNGREP Information. The TRNGREP is also used to collect unique information of interest to CNSF, the group commander, and/or ISIC/CLASSRON on both a regular and a one time only basis. Information of this type will be reported in the Remarks section of the TRNGREP message if no CNSF exercise code is assigned. Only CNSF will assign exercise codes. All applicable units will report the following CNSF formatted special interest items.

a. Sonar Contact Time.

1. The objective of the Sonar Contact Time requirement is to set goals to maintain Sonar Operator and USW Team proficiency in active and passive detection, classification, and tracking of USW contacts. Sonar Contact Time is defined as any sustained USW pursuit/prosecution on a known or suspected submarine contact, whether live or synthetic.

2. USW capable ships will report contact time monthly in the TRNGREP. M-rating for contact time is based on the total number of hours accumulated over the past three months. Contact time reporting is treated similarly to exercise reporting. Each requirement will have an M-1 through M-4 status according to the following guidelines in Figure A-3-1:

Contact Time* *Cumulative hours over last 3 months	M-1	M-2	M-3	M-4
Active Sensors	> 25	<25 to 21	<21 to 17	<17
Passive Sensors	> 25	<25 to 21	<21 to 17	<17
Live Target	>5	<5 to 4	<4 to 3	<3

Figure A-3-1 Sonar Contact Time

3. Active and Passive Contact Time may be reported for all live underwater contacts, simulated contacts, and targets of opportunity. Advances in shore-based training, shipboard target generation, and environmental modeling allow for quality operator and team training inport. However, maximum use of maneuverable targets in a live environment is encouraged. Active and Passive Contact Time may be obtained from the following sources:

- Live underwater contacts
- Shipboard ASW simulators/target generators
- Shore-based trainers
- Acoustic analysis training programs
- Surface ships

4. Live Target Contact Time is reported for live underwater contacts only. Ships with no Live Target Contact Time in 3 months will be capped at M-2 in USW. The following are considered live targets:

- Submarines
- MK 30 ASW Targets
- MK 39 Expendable Mobile ASW Training Targets (EMATT)
- Unmanned Underwater Vehicles (UUV)
- Torpedoes
- Mines/Mine-like Objects.

5. Exercise Line Format. The exercise codes in the training data for sonar contact time will be used to report contact hours accumulated during the last 3 months.

(a) Example: On November 30, 2006, a ship accumulated 8.5 hours of Active Contact Time, 28.5 hours of Passive Contact Time, and 4.2 hours of Live Contact Time from September 1 to November 30. The TRNGREP line items read as follows (per STM Article A-304):

```
TRMS DATA CODE/061130/0/0085/A/CONTACT TIME ACTIVE
TRMS DATA CODE/061130/0/0285/A/CONTACT TIME PASSIVE
TRMS DATA CODE/061130/0/0042/A/CONTACT TIME LIVE
```

b. Acoustic Analysis Contact Time.

1. All USW capable ships will report Acoustic Analysis Contact Time. M-rating for Acoustic Analysis time is based on the average hours per analyst over the past three months. Acoustic Analysis Contact Time is calculated by dividing the total divisional man-hours over the past three months, by the total number of analysts assigned. The requirement will have an M-1 through M-4 status according to the following guidelines in Figure A-3-2.

Contact Time* *Average hours per analyst over last 3 months	M-1	M-2	M-3	M-4
Acoustic Analysis	>60	<60 to 50	<50 to 40	<40

Figure A-3-2 Acoustic Analysis Time

2. Acoustic Analysis Training will be administered and monitored by the ASW Specialist (NEC 0417). Training will be recorded in the Divisional Training Records or training database. Training time may be acquired as follows:

- Using shipboard tapes and web based training
- Intelligence/publication reviews
- Training conducted on underwater acoustics, oceanography, data collection, and other principals and fundamentals of USW operations.

3. Exercise Line Format. The exercise codes in the training data for acoustic analysis training time will be used to report training hours accumulated during the month.

(a) Example: On November 30, 2006, a ship accumulated 455 man-hours of Acoustic Analyst training from September 1 to November 30. If 8 Acoustic Analysts are assigned, the ship would report 57.5 hours of Acoustic Analysis Contact Time. The TRNGREP line item reads as follows:

TRMS DATA CODE/061130/0/0575/A/CONTACT TIME ANALYSIS

c. Degaussing.

1. Ships will report during all training phases satisfactory or unsatisfactory degaussing ranging. Report satisfactory completion of an entire reciprocal run package (i.e. N-S run followed by S-N run equals one package completion). For satisfactory runs, report "SATT" in the SCORE column; for an unsatisfactory run in either direction, report "USAT" in the SCORE column.

2. Sample: TRMS DATA CODE/061113/0/SATT/A/Degaussing Check Range
Steel Hull

SECTION 4

TRAINING REPORTS SUMMARY

A-401. ISIC Reports.

a. Award Nominations. ISIC will submit nominations for each competitive period for Battle "E" and Command Excellence Awards using format discussed in Appendix B.

b. AW MISSELX POSTEX (As required). ISIC will report compliance with MISSILEX criteria and recommend exercise credit.

c. ULTRA-C/E Completion. ISIC will report completion of ULTRA-C/E within one week IAW Chapter 2, TAB A.

d. EOC Completion. If an EOC is required, ISIC will report completion of EOC within one week IAW Chapter 2, TAB B.

e. FEP Completion. If a FEP is required, ISIC will report completion of FEP/end of basic phase within one week IAW Chapter 2, TAB C, or NLT eight weeks after the start of ULTRA-C/E. Report includes a plan and estimated completion date for attaining outstanding mission area certification or CCR's, discrepancies and requires monthly follow-up reports until corrected.

Report includes POAM for outstanding discrepancies and monthly follow-up reports until discrepancies are corrected.

f. Mission Area Certification/End of Basic Phase. ISIC will report attainment of mission area certification/end of basic phase within one week IAW Chapter 2, TAB D or NLT eight weeks after the start of ULTRA-C/E. Report includes a plan and estimated completion date for attaining outstanding mission area certification or CCR's, discrepancies and requires monthly follow-up reports until corrected.

g. ULTRA-S Completion. ISIC will report completion of ULTRA-S within one week IAW Chapter 2, TAB E.

h. LOA Report. ISIC will report completion of LOA within one week IAW Chapter 2, TAB F.

i. Certification Expiration. Each ship, working with the ISIC/CLASSRON, will develop a plan to re-certify prior to certification expiration. The plan will be submitted to CNSF with the ISIC's endorsement not later than 90 days prior to the expiration of any certification.

j. Restricted Operations. ISIC will report placing ship in restricted operations status if any MOB certification expires IAW Chapter 2.

A-402. Unit Reports.

a. Training Report. (TRNGREP)

1. Message report of completion of training exercises as well

as other reportable readiness evolutions, and CNSF interest data.

2. Exercises completed in overhaul should be reported in the first TRNGREP submitted upon completion of overhaul.

3. As a minimum, TRNGREPs will be submitted monthly to reach CNSF NLT last day of the month.

b. Pre-ULTRA-C/E Readiness Report. A ship will report by message to ISIC/CLASSRON, INFO ATG, describing ship's readiness to commence ULTRA-C/E. No particular format is directed.

A-403. Other Training Reports.

a. SURFTRAMAN Feedback Report. Any unit in chain of command, as well as any activity included on distribution either as service provider or supporting activity, may initiate query about any aspect of the Surface Force Training Program or make recommendation for its improvement using format discussed in Appendix D.

b. ITC Quarterly Summary. ITC will forward summary report of import training conducted to CNSF.

SECTION 5

TRAINING AND OPERATIONAL READINESS INFORMATION SERVICE (TORIS)
AND TRAINING FIGURE OF MERIT (TFOM) SUMMARY

A-501. Training and Operational Readiness Information Service (TORIS):

a. Overview. TORIS is an enterprise level web-enabled data engine comprised of various software applications installed aboard ship and ashore. TORIS supports the collection of training data, analysis of training data and the display and sharing of training readiness information. As the enabling tool for SHIPTRAIN, TORIS supports SHIPTRAIN processes, including the assessment, training and certification of ships and crews not just during the basic, but with the maintenance of continuous certification requirements throughout the F RTP.

b. Architecture. The various software applications of TORIS are web-enabled, meaning they are accessed and used through the Internet browser of the user's computer. The data collected in these applications is stored in databases in Internet servers. Data is transferred via the Internet between shipboard and shore servers.

c. Applications. The various TORIS applications are listed below with their primary purpose:

1. TORIS-Afloat. Contains customized Continuous Certification Requirements (CCRs) datapoints and datacards. Collects training data for all mission areas. Provides CCR Tracker and Training Figure of Merit (TFOM) view. Installed on the ship's NIAPS server and selected stand-alone computers (laptops and tablets) and primarily used by ship's company with occasional use by ISIC, CLASSRON and ashore assessor personnel during basic phase training and ULTRA-S. TORIS-Afloat distinguishes between datacards used by ship's company and ashore assessors. The data collected in TORIS-Afloat must be accurate because of its use in TFOM and the CCR Tracker. Additionally, this data is used by other Navy programs, the SWE, and the Defense Readiness Reporting System-Navy (DRRS-N).

(a) Datapoint structure. CCRs are broken down into a "parent and children" hierarchal structure of datapoints. The parent datapoint is completed when the children datapoints are satisfactorily completed.

(b) Datacards. Datapoints are collected logically to support a single sub-event on datacards. Datacards are roughly analogous to CCRs and support the recording of training data during a training sub-event.

(c) MOB-E Module. Provides for the collection of training data related to the assessment of engineering drills and evolutions and the Main Space Fire Doctrine (MSFD). Facilitates the determination of evolution, drill, and MSFD evolution percentages for TFOM and the CCR Tracker.

(d) TFOM. TFOM is the Commanding Officer's tool for directing and monitoring continuous self training and sustainment of warfighting proficiency in all applicable mission area certifications. The TFOM application directly supports a continuous training/certification culture and process with a common set of standards and the ability to track quantifiable, standard metrics. TFOM displays current

proficiency and enables more efficient planning/application of training resources when and where needed.

(e) CCR Tracker. Lists and tracks all requirements required to maintain CCRs complete. The CCR Tracker specifically lists the required Condition/Watchteam combinations for each CCR. This view is designed to supplement and support TFOM and will indicate when a CCR is 30 days from expiration via a "Warning Flag" within TFOM.

(f) Location/Range List: In TORIS V3.1, TORIS Proficiency data cards feature a new required field, a Location "Drop Down" menu. Select the Range or OPAREA, by air warning area, where the ship conducted the Proficiency exercise. If the exercise or training event was held over several individual OPAREA warning areas, pick the warning area where the majority of the exercise was conducted. Additionally, the Location "Drop Down" menu includes two options for proficiency exercises completed inport. Ships can select whether the training used the ship's embedded trainers, or whether the ship used synthetic scenarios transmitted from a secondary location (Fleet synthetic training events). Efforts to identify where surface forces train, the frequency of training, and the proficiency impacts from training on at sea ranges and OPAREAs are required to assist in identifying critical resources.

2. TORIS-Core. Located ashore and primarily used by ashore assessors (CLASSRONS, ATGs, CPG/CNBG) to prepare datacards for assessments.

3. Ships-in-Training (SIT). SIT displays CCR Tracker and TFOM information and is used to determine certification for ships in basic phase and to monitor certification maintenance throughout the FRTP and deployment.

4. Fleet View. Located ashore and displays ship's TFOM data sent from a ship's TORIS-Afloat. Also contained within Fleet View is the ability to view TFOM in various methods and graphs. Additionally, Fleet View contains the following modules: Datacard Manager, MOB-E Manager, and Fleet Status Board. The Datacard Manager lists a ship's datacards received and loaded in the application. The MOB-E Manager enables users to view ship's MOB-E module data. The Fleet Status Board shows the database backups received and loaded in the system. Primarily used by ISIC, CLASSRONS and ATGs to monitor TFOM. Ships should use the Fleet View to verify that their data is being received and populated.

5. Unit Level Training Status. Referred to as "Stoplights", provides the status of a ship's mission area certification. Located on the ATG Extranet. ATG inputs data while the ship is in the basic phase and is maintained by ISIC/CLASSRON during all other times. The Strike Group Matrix is also embedded within Stoplights and contains important SHIPTRAIN dates including ULTRA, mission area and certification dates.

7. TORIS-Supply. Provides for the collection of supply management data and the determination of certification per CNSFINST 5040.1A, Supply Management Certification (SMC) Program. Located ashore and used by ATGs.

d. Data flow. Figure A-5-1 shows where training data is collected and the path the data travels to end users. Database backups from ships are replicated automatically via the NIAPS system to TORIS servers ashore on a daily basis, dependent upon connectivity and functionality. Ships without NIAPS shall send database backups to ATG via email or mail on CD. In either case, database backups are to arrive at ATG no later than the end of each calendar month.

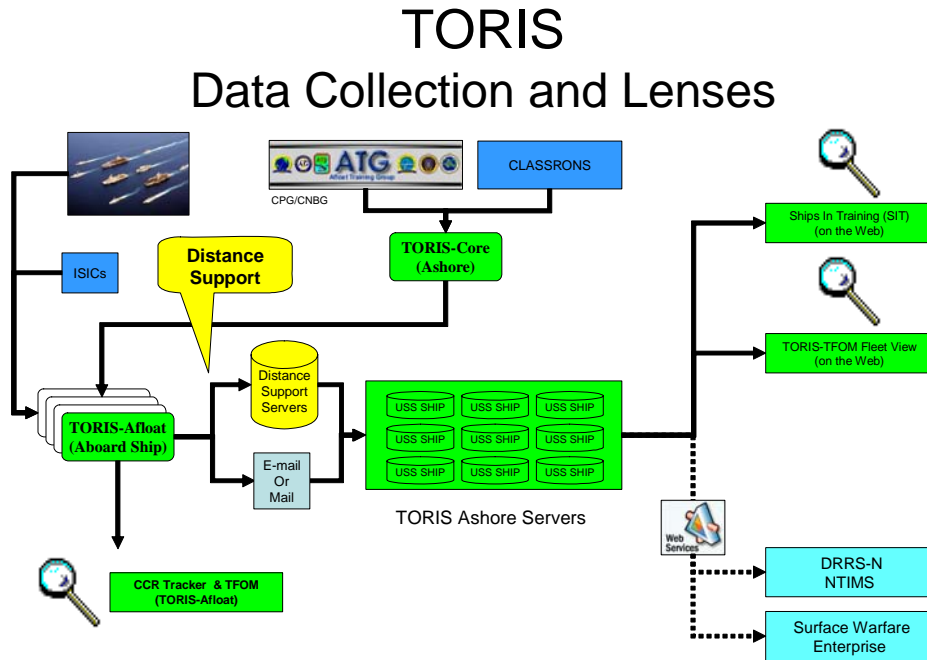


Figure A-5-1, TORIS Data collection and lenses

1. The database backups contain all data completed aboard ship and are used to populate the Fleet View on the ATG Extranet. TFOM provides SURFOR, ISICs, CLASSRRONS and ATGs key indicators. Additionally, data is sent via Web Services to NTIMS (Navy Training Information Management System) for inclusion in the DRRS-N (Defense Readiness Reporting System-Navy).

e. TFOM. TFOM provides the primary measure of proficiency. The TFOM calculation is a layered calculation that determines the overall Ship FOM based on aggregation of each datapoint. Figure A-5-2 shows the structure of this layered TFOM hierarchy.

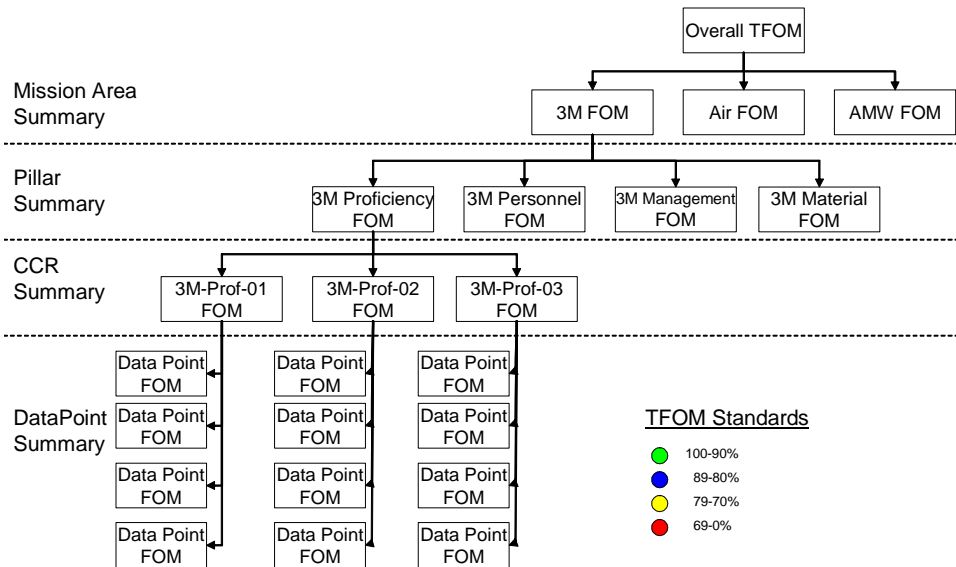


Figure A-5-2, TFOM hierarchy

TFOM calculation is a layered calculation that determines the overall Ship FOM based on aggregation of each datapoint. TFOM calculates, using a 90-day rolling window for display of FOM, in theory reducing the impact of a 'bad day' and giving the ship a more stable indication of overall readiness. Each datapoint is assigned as either a "Last Collected" datapoint, or an "Average" datapoint. All administrative based datapoints (Personnel, Management, Material pillar and LOK, Traing Team Operations) are assigned as "Last Collected". All remaining datapoints are assigned as "Average". When TFOM is calculated the following process occurs:

1. The individual datapoint's FOM is calculated based on pre-defined FOM ranges and the pre-assigned weight of the datapoint within the mission area pillar.
2. For the "Average" type datapoints:
 - All datapoints for the 90-day (based on cage date) window are obtained for the particular ship.
 - The datapoints that are identical are averaged to obtain the average FOM.
3. For the "Last Collected" type datapoints:
 - The most recent datapoint completed is found within the individual datapoint's periodicity. This datapoints FOM is used for the remainder of the TFOM calculation.
4. The datapoints within a group (CCR) are rolled up to calculate the FOM for the group.
5. The Group FOM is rolled up to calculate the FOM for the Mission Area Pillar
6. The Mission Area Pillar FOMs are rolled up to calculate the Mission Area FOM.
7. All Mission Area Pillar FOMs are rolled up to calculate the Pillar FOM.

8. The Pillar FOMs are rolled up to calculate the Ship FOM.

f. CCR Tracker.

1. The CCR Tracker provides a direct measure of CCR completion status. After CCR datapoint data is collected in TORIS-Afloat the data can be compared against the ship's CCR Package. The CCR Package contains the CCR datapoints linked to watch teams (for proficiency CCRs) required to be met in order to be certified and maintain continuous certification requirements. The CCR Package is customized to a ship's specified equipment and watch team configuration, based on the mission area tabs in this document.

2. The CCR Tracker displays whether a CCR is met. In order to meet a CCR all supporting datapoints must be met by all required watch teams during a specified period of time specified by the datapoint's periodicity (usually 90 days). Meeting a CCR is based on the cumulative effect of training conducted.

g. Use of TORIS/TFOM throughout the FRTP and deployment. All ships and crews are required to use TORIS/TFOM at all times. ISIC, CLASSRON and ATG personnel will use TORIS applications to execute the SHIPTRAIN requirements of this manual.

1. Use of TORIS to support shipboard training. The shipboard training process mimics the Navy Warfare Training System (NWTs) as defined by the Fleet Training Continuum. NWTs is based on a systematic four-step approach to training that:

- (a) Identifies mission and capabilities based training needs.
- (b) Packages prioritized training requirements.
- (c) Conducts and evaluates cost effective and efficient training.
- (d) Gathers and analyzes the collective results of training.

This generates clear-cut training standards (measures plus criteria), resource requirements, an end-to-end audit capability, and feedback. The NWTs represents a common language from which to execute an interlocking series of disciplined, logical, and repeatable processes designed to improve Fleet readiness.

2. In terms of the NWTs, the shipboard training process is outlined below.

- (a) Identifying training needs.
 - ((1)) From DRRS-N, identify NMETL requirements/issues.
 - ((2)) From SORTSREPNV/TRMS, identify upcoming and overdue FXP requirements.
 - ((3)) From TFOM, identify CCR's that reflect low proficiency.
 - ((4)) From CCR Tracker, identify CCRs that are not completed or will expire soon.
 - ((a)) For proficiency issues this means performance of specific watch teams doing specific periodic CCR measures.
 - ((b)) Administrative reviews include the monthly ASA checklist review with the plan for the correction of deficiencies.

This also covers the identification and plan for school and NEC deficiencies.

- ((c)) Inport training is mandatory when available.
- ((d)) Level of Knowledge Exams are required quarterly.

(b) Preparing for and conducting Planning Board for Training to schedule training events and subevents in order to met training requirements. This is aided through the use of:

- ((1)) Review of TFOM by mission area
- ((2)) The Long Range Training Plan to list training events.
- ((3)) The Short Range Training Schedule to list training subevents done by specific watch teams.
- ((4)) The Plan of the Day.
- ((5)) TRMS' upcoming/overdue FXP report.
- ((6)) WebSked.
- ((7)) Inport Training Schedule

(c) Shipboard training teams following the Plan, Build, Brief, Execute, Debrief, and Process steps taught at SBTT. Included in these steps are:

- ((1)) Activation of datacards in TORIS/TFOM to support the Training Package/Drill Plan.
- ((2)) Record training data/results on the datacards in TORIS.
- ((3)) Complete datacards in TORIS.

(d) Review and analysis of collected training results and reports.

- ((1)) In TORIS-Afloat
 - ((a)) Refresh and review TFOM and the CCR Tracker.
 - ((1)) TORIS/TFOM database backups are required to be sent ashore via NIAPS (minimum weekly) or e-mail/mail to arrive ashore no later than the end of the month.
 - ((2)) In the ATG Extranet, review the TORIS/TFOM Fleet View:
 - ((a)) Check latest data extract received ashore and resulting TFOM display.
 - ((3)) In TRMS, generate a TRAREP and transmit. TRAREPS are to be received ashore no later that the end of the month.
 - ((a)) Review SORTSREPNV to view latest TRAREP received ashore.

h. Database backups. TORIS-Afloat installed on ship's as part of Navy Integrated Product Suite (NIAPS) are configured to conduct a TORIS-Afloat database back-up daily and replicate data to NIAPS servers ashore automatically. These databases are then received automatically by ATG TORIS servers ashore. For ships without NIAPS a database backup must be made manually and sent to ATG. This can be done preferably by e-mail or regular mail. To send the extract by e-mail:

- Within TORIS, access the "DataCards" menu tab, select the "DB Extract" menu item and backup the database. The date of the backup will be displayed.
- Select the file and click on retrieve file. Select save and then save the file to the desktop.

- Write the file to a USB flash drive or other data transfer medium. Take the file to any IT-21 computer, access the medium and zip the file.

- Change the zip file extension from (dot)zip to (dot)bak and email the data to ATGLANT or ATGPAC SHIPTRAIN Department.

To send the extract by mail, follow the procedures above, write the file to CD and mail it to:

Afloat Training Group Pacific
Attn: SHIPTRAIN Division (N71)
3455 Sturtevant Street, Suite 1
San Diego CA 92136-5069

i. Ensuring good data transmission via NIAPS. To check if the process is working start from the end and work the process forward. Review the Fleet View's Fleet Support Board. This page lists databases loaded into TORIS ashore servers. This data is updated automatically for those ships so configured or through manual database backups from all others. Allowing for some time latency (48 to 72 hours) the fleet view should closely reflect what is seen onboard. Ships and ISICs/CLASSRONS should review the Fleet View information weekly to ensure TFOM data is accurately reflected. A preventive measure that will help ensure current data is being transmitted is for the NIAPS administrator to check if the TORIS database is backing up daily. This is accomplished by verifying the date time stamp of the TORIS database in the "Return Data" folder on the NIAPS server indicates the current day. Additionally, reporting the server status checks on Eight O'clock Reports brings this important issue to the forefront.

1. If databases are missing troubleshooting begins with the NIAPS server. The NIAPS Admin Guide (aka: the Blue Book) helps set up the NIAPS data transmission path. Contact the NIAPS organization if the IT Administrator does not have a copy of the NIAPS Admin Guide.

2. If this does not fix the problem, submit a trouble call via the NIAPS Anchor Desk. This resource must be used to submit a trouble call or provide feedback on TORIS or NIAPS by doing any one of the following:

(a) Phone the AnchorDesk at: 1-877-418-6824. See <http://www.anchordesk.navy.mil>

(b) Email help at: anchordesk@navy.mil

(c) Send a message to "ANCHORDESK NORFOLK VA", info your regional ATG.

j. TORIS use during basic phase. ATG will use TORIS applications to support the determination of mission area certification. At the Shipboard Team Trainer (SBTT) ashore assessors will review and verify the ship's CCR Package and review the ship's use of TORIS/TFOM. While conducting assessments during ULTRA-C, ULTRA-E, EOC (as required), FEP (as required) and during other training sub-events during basic phase, ATG personnel will prepare datacards in TORIS-Core, use issued tablets to collect TFOM data and export the completed datacards to the ship's TORIS-Afloat at the conclusion of the assessment. During ULTRA assessments ship's company will also enter data into TORIS-Afloat. The

CCR Tracker and TFOM on TORIS-Afloat can then be used to obtain CCR status and TFOM scores. This information will be reported on the ULTRA completion messages. The data will transmit to TORIS servers ashore where the data can be viewed in SIT and the Fleet View. Some policies that apply during basic phase are:

1. The cage dates used to determine a mission area's TFOM at the end of ULTRA-C or ULTRA-E will be first date of the ULTRA-C or ULTRA-E to the end date of the ULTRA-C or ULTRA-E. For example, if the ATFP portion of ULTRA-E is conducted a month before the MOB-E portion of the ULTRA-E, then the cage date for the ATFP TFOM will be the dates of the ATFP portion and for the MOB-E TFOM will be the dates of the MOB-E ULTRA-E portion.

2. For the remainder of the basic phase the cage date used to determine the TFOM will be first date of a basic phase assessment to the present date.

3. At the end of each ashore assessor visit (end of an ULTRA-C, CIC Team Trainer, FEP, etc.) a manual database data backup will be made and taken ashore. If the automatic data transmission via Distance Support does not send data to the TORIS server ashore by the beginning of the next week the manual database backup can be loaded.

- k. During ULTRA-S. During other F RTP phases and during deployment ship's company will continue to use TORIS/TFOM as stated above. During ULTRA-S ATG personnel will use TORIS applications just as during the basic phase. ULTRA-S results will be determined using the following process:

1. ISIC/CLASSRON/ATG assessors observe and record watchteam performance using appropriate TORIS data cards.

2. Ship's Training Teams observe and record watchteam performance using appropriate TORIS data cards. This resultant TFOM proficiency will be compared with the ISIC/CLASSRON/ATG proficiency score.

3. When the two TFOMs are compared and result in a difference of no greater than +/- 10 index points in each mission area, self-assessment is considered effective.

4. If TFOM in any assessed mission area does not meet the +/-10 criteria, self-assessment is considered not effective.

5. ISIC will report the results of the ULTRA-S IAW Tab E of Chapter 2.

APPENDIX B

UNIT COMPETITIONS and AWARDS

SECTION 1

- Ref: (a) CINCLANTFLTINST 3590.11G/CINCPACFLTINST 3590.4H (Battle Efficiency Competition, Trophies and Awards)
- (b) OPNAVINST C3501.2J (Naval Warfare Mission Areas and Required Operational capability/Projected Operational Environment (ROC/POE) Statements)
- (c) OPNAVINST 5102.1C (Mishap Investigation and Reporting)
- (d) OPNAVINST 5090.1B (Environmental and Natural Resources Program Manual)
- (e) COMNAVSURFORINST 5040.1 (Supply Management Certification Program)
- (f) OPNAVINST 3590.24D (CNO Surface Ships Safety Awards Program)
- (g) OPNAVINST 5100.19D (Navy Occupational Safety and Health (NAVOSH) Program Manual for Forces Afloat, VOL I/II/III)
- (h) NOSSAINST 8023.12 Conventional Ordnance Safety Review (COSR)
- (i) NAVSUP P-724
- (j) NAVSUP P-801

B-101. Introduction. The Battle Effectiveness Award and Command Excellence Awards recognize sustained superior performance in operational environment and sustained continuous readiness throughout the FRTP. The Battle Effectiveness Award is also called the "Battle 'E'".

a. Eligibility for these awards demands day-to-day demonstrated excellence in addition to superior achievement during certifications and qualifications conducted throughout the competitive period.

b. Award criteria delineated in this chapter are effective upon date of promulgation except where indicated. Award criteria changes are for **CY-08** and beyond.

B-102. The Battle Effectiveness Award. Qualification for the Battle Effectiveness Award is governed by the general rules in reference (a). The ISIC has responsibility to select the Battle "E" winner from among the ships in a squadron or group using demonstrated sustained superior performance, operational effectiveness, and continuous readiness as the deciding factor in selecting a ship for the Battle Effectiveness Award. The ship that consistently performs in a highly effective manner in all warfare areas will typically be competitive for the award of the Battle "E". The Battle Effectiveness Award is not a qualification award or an award for mere excellence - it is awarded to the **BEST** ship in the organization. ISICs should consider the entire range of a ship's operations, both inport and underway, in selecting a Battle "E" winner.

The ISIC shall consider the following guidelines as minimum criteria for Battle "E" eligibility:

a. A ship must have been in commission for 50 percent or more of the award period. Newly commissioned ships will not be eligible to compete for the Battle Effectiveness Award or Command Excellence Awards until they have completed all pre-deployment certifications and inspections. Decommissioned ships may be submitted if they have been commissioned for at least 50 percent of the award period.

b. A ship must earn a minimum of four of the five Command Excellence Awards. PC class ships are not eligible for the Logistics Management Excellence Award (Blue "E") and therefore must earn three of four Command Excellence Awards.

c. A ship must have demonstrated the ability and readiness to effectively perform its primary missions in an operational environment.

d. Failure or poor performance (failure to meet applicable certification criteria) during a major qualification, inspection, assessment, or certification will be disqualifying for the Battle Effectiveness Award. These are the:

- Engineering Operations Certification (EOC) (when required)
- FEP (when required)
- Supply Management Certification (N/A for PC's)
- INSURV
- Force Maintenance and Material Management Assessment
- EKMS Inspection
- Any Mobility Certification (MOB-D,E,N,& S)

If a ship fails to meet minimum standards for EOC, FEP, SMC, 3M assessment or EKMS Inspection during the competitive period that ship may, in order to avoid ineligibility in the subsequent period, request to conduct the entire event again. The event may be rescheduled in the current period or subsequent period. However, a successful re-inspect will not make a ship eligible in the current period. Such a re-assessment is dependent upon the availability of the ship and the appropriate assessment team. If a ship has not successfully repeated the event they remain ineligible for the subsequent period. EOC, FEP, SMC, 3M assessment, and EKMS Inspection are the only negative criteria that carry over into a subsequent period. A failure to meet INSURV minimum standards will disqualify a ship only during the current competitive period.

e. A ship must have maintained currency in all basic phase mission area certifications listed in Figure 3-1-2. Certification expirations resulting from lack of available training resources or scheduling constraints will not remove a ship from award consideration. Waivers shall be submitted by the ISIC.

f. A ship must have consistently demonstrated a high level of safety awareness and ORM in all phases of shipboard operations. Satisfactory application of the ORM process as assessed by ATG during ULTRA events is required. Class A mishaps due to negligence will normally be

disqualifying for the Battle "E". Accidents or safety incidents of a less serious nature will be evaluated on a case-by-case basis by the ISIC and may result in disqualification for one or more awards.

g. Any action by a ship that gives cause for a formal investigation will not be disqualifying until the investigation board results are announced. This ensures that ships are ultimately held accountable for all events. It will be applied regardless of whether or not the corresponding award was received during the same award period as the investigation board.

B-103. Command Excellence Awards. All eligible ships meeting the required standards may be selected for the applicable Command Excellence Award by their respective ISIC. ISICs should consider the quality and intensity of ship's operations and material readiness in selecting awardees. Performance in primary mission areas during integrated and sustainment phase training and while deployed will be carefully considered as well. The **five** Command Excellence Award descriptions and requirements follow in paragraphs B-104 to B-108.

a. The events listed in para B-102.d may be rescheduled as explained above. With the exception of the Cryptologic Assessment Exams, scored exercises or events shall not be re-scheduled solely to qualify for an award. In the case of a repeated exercise or inspection/assessment the score and/or results of the first instance shall apply, or in the case of weapons firings, for each time they are conducted. Exercises or inspections/assessments conducted satisfactorily during the previous competitive period do not need to be repeated in the next period in order to maintain eligibility. Cryptologic Assessment Exams not required for PC's.

b. The ISIC may recommend waivers of the specific requirements listed in paras B-104 through B-108, and must include justification for those waivers in the nomination package to CNSF. However, as in the case of the Battle Effectiveness Award, waiver requests should only be submitted when unusual or extenuating circumstances apply.

B-104. Maritime Warfare (Power Projection/Sea Control) Excellence Award. Recognizing sustained superior performance and readiness to conduct a ship's prescribed military missions as defined in reference (b). Failure to obtain/maintain the following minimum criteria will preclude a ship from consideration for this award:

a. The ship's **3-M (for Combat Systems, Weapons, Deck, Air, and AIMD departments)**, AMW, AVIATION, AT/FP, AW, BMD, MIW, MOB-N, MOB-S, SAR, STW, SUW, USW, and NC-VBSS certifications (if applicable) remain within periodicity **and in good standing** throughout the competitive period.

b. The Cruise Missile Tactical Qualification in Harpoon and Tomahawk must have been completed with a grade of "Satisfactory".

c. NSFS **periodicity maintained and NSFS** qualification exercises (FIREX) conducted during the competitive period must have been completed with a numerical grade of 92 percent or above. Previous year's FIREX scores will not carry over and will not be considered in determining award eligibility.

d. Aviation Readiness Qualification (ARQ) must have been successfully completed and remained within periodicity throughout the competitive period (unless qualification is removed due to SRA).

e. Reportable explosive mishaps per reference (c) will normally disqualify ships from award consideration. Negligent discharge of small arms is a reportable explosive mishap per reference (c). Waivers will be reviewed in view of the severity of the mishap, but will not be granted for the negligent firing or handling of small arms or crew served weapons to include pistols, rifles, shotguns, machine guns and hand grenades. Inadvertent/accidental decoy firing, a preventable decoy handling incident, or a reportable decoy mishap as adjudicated by the ISIC will also disqualify a ship from this award.

f. A grounding or collision attributable to deficiencies in the ship's performance shall result in disqualification.

g. A lapse in Search and Rescue (SAR) Certification due to poor preparation or performance in the SAR evaluation will disqualify a ship from award consideration. (Poor performance is defined as receiving a grade of "unqualified" in any section (swimmer, material or overall).)

h. Any physical loss of ordnance or any loss of ordnance accountability, due to poor management practices or failure to follow established procedures, during the competitive period. Loss of accountability due to poor management or administrative practice is defined as failure to conform to the following reporting requirements at any time during the competitive period:

- Failure to submit Periodic Lot Reporting (PLR) in accordance with reference (i)(NAVSUP P-724). Current requirement is to submit PLR's between the first and eighth day of each month.

- Failure to identify, reclassify, and respond to Notice of Ammunition Reclassifications (NAR) within three working days from receipt of the NAR in accordance with reference (j)(NAVSUP P-801); or an URGENT NAR which requires response within 24 hours of receipt.

- Failure to submit Balance and Transactions ("B and T") Reports annually in accordance with reference(i)(NAVSUP P-724).

i. Any unsatisfactory grade for ordnance handling during ESSR, Harpoon Material Certification or Tomahawk Material Certification.

B-105. Engineering/Survivability Excellence Award. Recognizing sustained superior engineering and damage control readiness. Failure to obtain/maintain the following minimum criteria will preclude a ship from consideration for this award:

a. The 3-M (for Engineering department and ER09 workcenter), MOB-D and MOB-E certifications remain within periodicity and in good standing throughout the competitive period.

b. Any reportable spill, as defined by reference (d), of oil or other pollutant (to include inadvertent discharges of CHT) due to supervisory failure or negligence by Engineering Department personnel will be disqualifying for this award.

c. No critical administrative programs and no more than two non-critical administrative programs may be assessed as "Not Effective" during any ISIC or ATG assessed engineering event.

d. Failure to meet minimum required equipment during any ULTRA event.

e. Operations Adjective Grade:

1. ULTRA-E event: A minimum adjective grade of "AVERAGE" is required for award eligibility.

2. TSTA Validation: A minimum adjective grade of "ABOVE AVERAGE" is required for award eligibility.

3. EOC event: A minimum adjective grade of "ABOVE AVERAGE" is required (on the first certification attempt) for award eligibility. In the event the ULTRA-E or TSTA validation grade is lower than the required award eligibility, the ship has the option of conducting a subsequent EOC to improve its grade and attempt award eligibility (This could affect MOB-E certification).

B-106. Command, Control, Communications and Information Warfare Excellence Award. Recognizing sustained superior performance in shipboard operations relating to matters of command, control and communications, intelligence, electronic warfare, and cryptologic employment. Failure to obtain/maintain the following minimum criteria will preclude a ship from consideration for this award:

a. The 3-M (for Operations department), CCC, CRY, EW and INT certifications remain within periodicity and in good standing throughout the competitive period.

b. AN/SLQ-32 SESEF range testing must be maintained in periodicity IAW with PMS and WFIP 115 throughout the period.

c. The ship shall not have had a security incident, including EKMS/COMSEC, which is determined to result in a compromise or in which compromise cannot be ruled out, during the award period. This includes classified computer systems, materials, and electronic data spillage.

B-107. Logistics Management Excellence Award. Recognizes excellence in management of material, financial, and personnel resources. Failure to obtain/maintain the following minimum criteria will preclude a ship from consideration for this award:

a. The ship's basic phase certifications (e.g. Supply Management Certification (SMC), Field Examination Group (FEG) Disbursing Audit, 3-M (for Supply department)) remain within periodicity and in good standing throughout the competitive period.

b. Receive an overall SMC grade of excellent on the initial periodic SMC assessment with each assessed area obtaining a score of 85% or above. A unit that receives an overall SMC grade of unsatisfactory on the periodic SMC assessment and requires a re-assessment will not qualify for this award.

c. General Stores Management. Score of 85% or above for General Stores Division during SMC. Additionally, Depot Level Repairable (DLR) carcass tracking charges, including surveys, cannot exceed 3% of DLR obligations for the Fiscal Year completed during the competitive period. The 3% threshold is based on the dollar value of DLR carcass charges (BK3 documents plus surveys) for requisitions submitted during the just completed fiscal year divided by unadjusted DLR obligations (Budget OPTAR Report (BOR) Column 22 for Fund Codes _B + _3) for the just completed fiscal year (BK3 documents received prior to 30 Nov will be included in DLR carcass charges; BK4 documents received prior to 31 Dec will be accepted as credit).

d. Food Service Management. Score of 85% or above for Food Service Division during SMC. Additionally, there can be no excessive over issue (stores consumed exceed the monetary allowance by 2% or greater) at the end of the fiscal year, upon disestablishment of the General Mess, or relief of the Food Service Officer, during the competitive period. There can also be no excessive surveys (surveys that exceed 2% of stores consumed) for any month during the competitive period.

e. Retail Operations Management. Score of 85% or above for Retail Operations Division during SMC. Additionally, there can be no Level 3 Difference, defined as a difference of greater than 3% and more than \$3,000 during any reporting period (31 Jan, 31 May, and 30 Sep) in Retail Operations during the competitive period and no unmatched expenditures of greater than two years.

f. Disbursing Operations Management. Score of "Satisfactory" grade or above in the FEG Disbursing Audit with no loss of funds or accountability. An "Unsatisfactory" grade in the audit will result in loss of eligibility, even if a passing score is achieved during a re-inspection within the same competitive period. This ineligibility will remain until a passing score is achieved during the next regular audit. Additionally, during the competitive period there can be no instances which include, but are not limited to, the following: untimely resolution of deposit discrepancies and debit vouchers, untimely submissions of monthly reports, unresolved outstanding travel advances (if applicable), or any fraudulent activity.

g. Postal Operations Management. Score of 85% or above for Postal Division during SMC. There can be no loss of accountability, failure to follow proper procedures, or postal offenses involving culpability on the part of the Postal Division during the competitive period. Additionally, automatic UNSAT discrepancies outlined in Chapter 6 of OPNAVINST 5112.6d, Postal Assessment Checklist, will result in loss of eligibility.

h. Any loss of accountability or loss of material/equipment during a competitive period due to poor management practices or failure to follow established procedures will result in loss of eligibility.

i. In the addition to the minimum criteria listed above the following may preclude a unit from receiving this award:

1. Consistently poor performance in any of the logistics/supply functional areas during the competitive period as determined by the TYCOM N41 staff may result in loss of eligibility. The Continuous

Monitoring Program (CMP) and other means will be used by CNSF N41 to gage performance throughout the competitive period.

2. Evidence of behavior that violates rules, regulations, policies, established business practices and/or is detrimental to the effective support of the ship and is intended to inappropriately inflate/improve metrics in logistics systems (including metrics reported via the Continuous Monitoring Program (CMP) and by other means) may result in loss of eligibility.

j. Basic phase certification (i.e. SMC and/or FEG Disbursing Audit) subsequent assessments for the purpose of attempting to meet the minimum criteria to qualify for this award are prohibited. For example, if a ship received a score of less than 85% in any of the supply functional areas during the initial periodic SMC, a subsequent SMC assessment will not be conducted for the purpose of meeting the minimum award criteria.

k. Revocation of award. This award may be revoked if an issue that would have prevented qualification during the competitive period comes to light in the calendar year after the competitive period. For example, if a ship received the Blue E in calendar year 2006, but a disqualifying criterion such as a loss of accountability that occurred in 2006 is not discovered until sometime in calendar year 2007, the Blue E received in 2006 may be revoked.

l. Depot Level Repairable (DLR) carcass tracking charges, including surveys, cannot exceed 3% of DLR obligations for the Fiscal Year completed during the competitive period. The 3% threshold is based on the dollar value of DLR carcass charges (BK3 documents plus surveys) for requisitions submitted during the just completed fiscal year divided by unadjusted DLR obligations (Budget OPTAR Report (BOR) Column 22 for Fund Codes _B + _3) for the just completed fiscal year (BK3 documents received prior to 30 Nov will be included in DLR carcass charges; BK4 documents received prior to 31 Dec will be accepted as credit).

B-108. CNSF Ship Safety Excellence Award. Recognizing excellence in the maintenance and execution of afloat safety, occupational health-related programs and initiatives, ORM, and Conventional Ordnance Safety Review (COSR). Overall, the ISIC must assess the ship as having functioning afloat safety, hazardous material/hazardous waste, occupational safety and health programs, ORM, and COSR as defined by references (f), (g) and (h). Implicit in this is an ATG observed assessment during ULTRA events that the ship uses ORM continuously and has a satisfactory ORM training program. Selection for the CNSF Ship Safety Award is a pre-requisite to nomination for the CNO Surface Ship Safety Award Program as described in reference (g) and Section 2, para B-209 of this Chapter. Failure to obtain/maintain the following minimum criteria will preclude a ship from consideration for this award:

a. A formal Navy Safety Center Survey was conducted during the past three years.

b. Conduct at least two formal shipwide safety standdowns during the competitive period, with one dedicated to Mishap Reduction Effort and

one for overall shipboard safety. Completion dates will be forwarded to the ISIC.

c. A Class "A" Mishap will be considered disqualifying criteria.

d. Submit at least one Mishap Reduction Effort lessons learned message to the Naval Safety Center during the competitive period.

e. A satisfactory Afloat Hazardous Material/Hazardous Waste program, to include a safety materiel assist visit or review by at least one of the following: INSURV, Safety Center, local Environmental Protection Unit or Medical Treatment Facility, or local Regional Fleet Support activity.

f. Safety Council and Safety Committee meetings are conducted regularly and appropriately documented.

g. Any NAVOSH program (tag out, electrical safety, heat stress, and hearing conservation) not maintained as "Effective" when assessed by an outside activity.

h. An effective motor vehicle/motorcycle/recreation/off-duty safety training program is in place and receives appropriate emphasis at the Mishap Reduction Effort safety stand down and during the normal shipboard routine. Ships will ensure 100% of personnel operating motorcycles have completed required Motorcycle Training. Also, ships will ensure 100% of personnel identified as needing the AAA Drivers Improvement Program Training have successfully completed all requirements.

i. Any reportable spill as defined by reference (e), over 10 gallons, of oil or other pollutant due to supervisory failure or negligence by personnel other than Engineering Department members will be disqualifying for this award.

j. Satisfactory application of the ORM process as assessed by ATG during ULTRA events.

k. Maintain COSR certification during the competitive period. Failure to maintain COSR certification will be considered a disqualifying criteria.

l. The Ordnance Handling Safety Assist Team (OHSAT) certification remain within periodicity and in good standing throughout the competitive period.

B-109. Period of Competition.

a. The Battle Effectiveness and Command Excellence Awards are based on a 12-month calendar year period.

b. If a ship has been unable to operate for six or more consecutive months due to a major maintenance availability or if the ship has had no opportunity to demonstrate its ability and readiness to perform effectively its primary missions in an operational environment, the ship may request exemption from the ISIC for the Battle "E" Award or for one or more of the Command Excellence Awards for that period. If that ship subsequently wins the Battle "E" or a Command Excellence

Award in the period immediately following exemption, consecutive award stripes earned before the exempt period will be retained. However, after the announcement of awards is made for a period in which the ship did not compete, the ship will not display previously earned awards in the categories for which it was exempt, until and unless the ship earns those awards during the next competitive period.

B-110. Nomination Procedure.

a. Prior to end of the competitive period CNSF will solicit award inputs from Squadron and Group Commanders. The solicitation message will contain the number of Battle "E" awards that ISICs are authorized to award as well as the due date for nomination packages. Nominations will typically be due to CNSF San Diego or Deputy CNSF Norfolk, as appropriate, on or about 15 December. Final eligibility for the Logistics Excellence Award (Blue E) will be based upon end of year data (as of 31 Dec) collected at CNSP/CNSL.

b. Battle Effectiveness and Command Excellence Awards nomination letter format will be in accordance with Figure B-1-1. Group commander endorsement of squadron commander nomination packages is not required. Waiver requests should be coordinated with appropriate CNSF staff code prior to submission of nomination packages. Elaborate award packages are not required or desired.

c. Upon receipt of all selection letters and evaluation of waiver requests CNSF will promulgate a message announcing the winners, and retains ultimate awarding authority.

d. Waivers.

1. The ISIC may recommend waivers of the specific requirements for the various awards and must include justification for those waivers in the nomination package to CNSF. Since these awards are designed to recognize excellence, waiver requests should be limited to very unusual circumstances. If a waiver is submitted it must be detailed, specifically detail the criteria in question, provide details of incident or score, and mitigating circumstances. Include applicable message date time group(s) and/or report title and date when applicable. Most importantly if the waiver contradicts a statement in a previous reference, specifically address this fact. For example, if a UNIT SITREP stated "human error" for an oil spill and subsequent investigation determines this was not the case, explain the contradiction.

2. Notify CNSF of the pending expiration or actual expiration of award criteria inspections, exercises, events, etc, as they occur. Document to CNSF where expiration is due to operational necessity, bad weather, lack of services, resource limitations, etc. Prompt documentation of notification allows quick CNSF resolution while the facts are still fresh and current.

e. Actions of embarked detachments will be considered in Award eligibility when officially assigned to a unit for relatively prolonged periods of time, such as overseas deployments, and fall under the NJP authority of the Commanding Officer. These detachments include: Air Det, LEDET, SESS/Cryptologic Det, MSD/MSF Det, METOC Det, etc, and

other TAD personnel. Embarked staffs or Marines will not affect award eligibility. Embarked coalition detachments (such as VBSS team) or foreign LNOs will not affect award eligibility.

B-111. Display of Awards.

a. Period of Display. Battle "E" Awards are to be displayed from the time of announcement of the award until announcement of the next period's awards.

b. Battle Effectiveness Plaques. The Battle "E" Award plaques are for permanent retention and display.

c. Display of Awards. Awards shall be displayed in accordance with Figure B-1-2. The order of display of awards from forward to aft will be Battle "E", Maritime Warfare "E", Engineering/Survivability "E", Command and Control "E", Logistics Management "E", and CNSF Ship Safety "E". FFG-7 class ships will display Command Excellence Awards below the Battle "E" due limited space available.

AWARD and METHOD OF DISPLAY

BATTLE "E" AWARD (White formula 6 and Black formula 48)

Center of bridge bulwark, forward, port and starboard or in general vicinity of painted campaign ribbons. For FFG 7 class: Immediately below the sidelights.)

MARITIME WARFARE EXCELLENCE AWARD - BLACK "E" (Black formula 48)

Port and starboard side of bridge bulwark aft of the Battle "E".

ENGINEERING/SURVIVABILITY EXCELLENCE AWARD - RED "E" (Red formula 40)

Port and starboard side of bridge bulwark aft of the Battle "E".

COMMAND & CONTROL EXCELLENCE AWARD - GREEN "E" (Green formula 39)

Port and starboard side of bridge bulwark aft of the Battle "E".

LOGISTICS MANAGEMENT EXCELLENCE AWARD - BLUE "E" (Blue formula 43)

Port and starboard side of bridge bulwark aft of the Battle "E".

CNSF SHIP SAFETY AWARD - YELLOW "E" (Yellow formula 42)

Port and starboard side of bridge bulwark aft of the Battle "E".

d. Consecutive Awards. Service stripes the same color as the related award color is added for additional awards earned in consecutive years. Instead of the letter and four service stripes for winning the award five consecutive times, in the case of the Battle "E", a gold "E" shall be displayed with a silver star above the "E". In the case of the Command Excellence Awards, an "E" and a star of the same color will be

shown for the fifth consecutive award, replacing the service stripes. Another star shall be added for each five successive annual awards.

e. Hull/Crew Exchanges/Ship Exchanges. In cases where entire crews move from one ship to another; e.g., "Sea Swap," the general rule is that awards follow the crew and will be displayed in the ship that the crew is embarked. This will require additional attention to record keeping to track crew award status. In the case of FDNF Ship Exchanges that involve decommissioning of one of the ships, award eligibility will be tied to the hull. Actions of the decommissioned ship will not transfer to the exchange hull since the entire crew does not transfer to the exchange hull.

SAMPLE BATTLE EFFECTIVENESS COMPETITION REPORT

From: ISIC (Administrative Title)
To: CNSF San Diego or Deputy CNSF Norfolk
Subj: SELECTIONS FOR BATTLE EFFECTIVENESS AWARD and COMMAND EXCELLENCE AWARDS
Ref: (a) COMNAVSURFORINST 3502.1

1. In accordance with reference (a), the following ships assigned to (group/squadron) is/are selected for the Battle Effectiveness Award and Command Excellence Awards for the competitive period ending _____.

2. The ships selected have demonstrated the highest level of excellence in their day-to-day performance throughout the competitive period and are certified to have satisfactorily met the guidelines set forth in reference (a) *(except as indicated below)*.

a. For the Battle Effectiveness Award: USS _____.

b. For Maritime Warfare (Power Projection/Sea Control) Excellence: USS _____, USS _____, and USS _____. *(as required by number of awards)*

c. For Engineering/Survivability Excellence: USS _____, USS _____, and USS _____. *(as required by number of awards)*

d. For Command, Control and Communications and Information Warfare Excellence: USS _____, USS _____, and USS _____. *(as required by number of awards)*

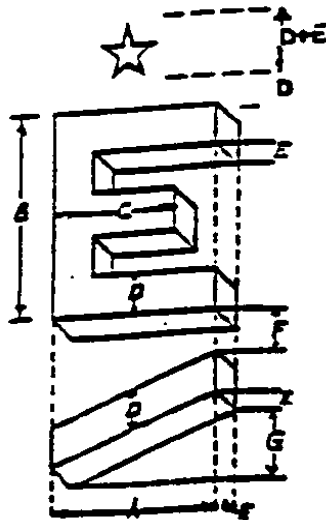
e. For Logistics Management Excellence: USS _____, USS _____, and USS _____. *(as required by number of awards)*

f. For CNSF Ship Safety: USS _____, USS _____, and USS _____. *(as required by number of awards)*

3. *(If required)* The following waivers to award criteria are recommended:

(Signature)

Figure B-1-1



BATTLE EFFECTIVENESS AWARD

	A	B	C	D	E	F	G
CG, LCC, LHA, LHD, LSD LPD, DDG	24	30	15	6	4	3	2
FFG, MCM, LCS	16	20	8	4	2.5	2	1.4
OTHERS	20	25	10	5	3	2.5	1.6

COMMAND EXCELLENCE AWARDS

	A	B	C	D	E	F	G
CG, LCC, LHA, LHD, LSD LPD, DDG	20	25	10	5	N/A	2.5	1.6
FFG, MCM, LCS, OTHERS	12	15	6	3	N/A	1.5	1.2

Figure B-1-2

APPENDIX B

UNIT COMPETITIONS and AWARDS

SECTION 2

- Ref: (a) OPNAVINST 3590.11F (The Arleigh Burke Fleet Trophy/Marjorie Sterrett Battleship Award/USS Arizona Memorial Trophy)
(b) CINCLANTFLTINST 3590.11G/CINCPACFLTINST 3590.4H (Battle Efficiency Competition, Trophies and Awards)
(c) OPNAVINST 3590.16C (The James F. Chezek Memorial Gunnery Award)
(d) OPNAVINST 3590.24D (CNO Surface Ships Safety Awards Program)
(e) NAVSEA S9086-VD-STMQ00-CH631 (Preservation of Ships in Service)
(f) OPNAVINST 1650.24C (CNO Aviation-Related Awards)
(g) OPNAVINST 3590.18F (Annual Ship-Helicopter Safety Awards)
(i) OPNAVINST 5090.1C (Environmental and Natural Resources Program)
(j) COMNAVSURFORINST 6100.1 (Force Commander Annual Health Promotion Unit Award - Green "H")
(k) OPNAVINST 5305.8B (Admiral Stan Arthur Awards for Logistics Excellence)
(m) COMNAVSURFORINST 1650.2 (CIWS Award)
(n) NAVSUPINST 3590.1D (American Petroleum Institute (API) Awards)

B-201. General. In addition to the Battle Effectiveness and Command Excellence Awards certain other awards related to readiness and training are presented to ships of the Naval Surface Force. These awards are described as follows.

B-202. Battenberg Cup Award. (LANT only.) The Battenberg Cup is awarded by COMLANTFLT to the Atlantic Fleet Battle Effectiveness Award winner ship or submarine, which has the greatest accumulation of crew achievements. (Winning the battle effectiveness competition is a prerequisite.) Nominations shall not exceed two pages in length and should include substantiating rationale per reference (a). ISICs shall provide nominations to CNSF.

B-203. Spokane Trophy. (PAC only.) The Spokane Trophy is awarded by COMPACFLT on a competitive period basis to the surface combatant ship considered to be the most proficient in overall combat systems readiness and warfare operations. The award is to recognize demonstrated ability to fully conduct, on a sustained basis, simultaneous and coordinated AW, SUW and USW operations with all installed equipment. At a minimum nomination packages will include NSFS scores (if applicable), Combat Systems 3M scores, Maritime Warfare Command Excellence Award status, and results from AW, SUW and USW assessments and team trainers. Description of participation in any exercise that highlights the ship's AW, SUW and USW excellence is highly encouraged. ISICs shall provide nominations to CNSF. Nomination packages shall not exceed two pages in length. CNSF will select the strongest nomination package for forwarding to COMPACFLT.

B-204. The Arleigh Burke Fleet Trophy. An annual award, established by reference (a), to the ship or aviation squadron that has achieved the greatest improvement during the competitive period. Winning the Battle Effectiveness competition is not a prerequisite for nomination. ISICs shall provide nominations to CNSF. Nomination packages shall not exceed two pages in length. A sample nomination letter is provided in Figure B-2-1. Nominations without enclosure 1 (including retention statistics) will not be considered. Fleet commanders will award and present the trophy on behalf of CNO. The recipient keeps the trophy permanently.

B-205. The Marjorie Sterrett Battleship Fund Award. An annual award assigned to a selected TYCOM for both the Atlantic and Pacific Fleets. The award is in the form of a monetary contribution to the unit's recreation fund. References (a) and (b) pertain. Only ships nominated for the Battle Effectiveness Award will be considered eligible.

a. The award currently rotates among TYCOMS according to the following schedule:

- | | | |
|-----------------|-------------|------|
| 1. COMNAVSURFOR | (CRUDES) | 2007 |
| 2. COMNAVAIRFOR | | 2008 |
| 3. COMNAVSURFOR | (AMPHIB/PC) | 2009 |
| 4. COMSUBFOR | | 2010 |

b. In those years in which COMNAVSURFOR is designated as the TYCOM to nominate a ship for this award the respective nominees will be based on accomplishments to promote operational readiness and fitness of the ship. Nominations shall not exceed one page in length. ISICs shall provide nominations. CNO will announce the winner of the award, will certify to the trustee of the fund the names of the ships selected, and request available funds be equally distributed to the commanding officer of each winning ship through the cognizant TYCOM. Fleet commanders will present the award at an appropriate ceremony on behalf of CNO.

B-206. The USS Arizona Memorial Trophy. The USS Arizona Memorial Trophy, established by reference (a), will be awarded to the ship having demonstrated the greatest combat readiness in strike warfare, surface fire support, and anti-surface warfare during a two-year competitive period ending 31 December of each even numbered year. At a minimum the nomination package will include Cruise Missile Tactical Qualification status, NSF score, and the number of cruise missile and surface gunnery exercises participated in and resultant scores. Achievements during deployments and participation in exercises that highlight the ship's strike and anti-surface warfare excellence are also highly encouraged. Nominations shall not exceed two pages in length. ISICs shall provide nominations. CNO will select and announce the winner by message. Following the award announcement CNO will advise the Chairperson of the USS Arizona Memorial Trophy committee by letter of the recipient of the award, along with pertinent selection criteria. The winner's ISIC will conduct an appropriate ceremony and presentation. The ISIC of each subsequent winner will contact the unit on which the award resides to arrange for

transshipment. All recipients of this award will, in addition, receive a miniature facsimile award for permanent retention aboard.

B-207. The James F. Chezek Memorial Gunnery Award. This award was established by reference (c) and is given at the end of each fiscal year to one ship of the Naval Surface Forces for excellence in naval gunfire support. The recipient of this award will alternate between PAC and LANT. PAC receives the award each odd-numbered fiscal year. The award will be presented to that ship which achieves the highest numerical grade average in those exercises required for NSFS qualification. The following criteria will govern the award selection process:

a. Only those exercises that are conducted at a range of 7500 yards or greater on a certified NSFS range and are graded by outside observers will count toward this award.

b. When an entire FIREX is conducted for score more than once during the fiscal year, the highest score attained will be credited toward this award except where any firing during the year results in an overall unsatisfactory score and subsequent loss of NSFS qualification. Major safety violations that occur during any gun shoot (air, surface, or NSFS) during the award period may disqualify a ship from consideration.

c. In case of a tie between two or more ships during an award year CNSF will select a winner after receiving all available data on surface and anti-air gunnery exercises.

d. When a ship is selected for receipt of the award the commanding officer will be notified by CNSF and requested to provide a list of personnel to receive equal shares of the prize money. Upon receipt CNSF will forward the names of individuals with current address to the Assistant for Administration, Office of the Under Secretary of the Navy, Washington, DC so that award checks may be forwarded for presentation in a suitable manner.

B-208. Awards Sponsored by the Association of Old Crows (AOC). The AOC annually presents awards to dedicated individuals and service units in recognition of their outstanding contributions and achievements in Electronic Warfare and related fields. The AOC selects all individual award winners. CNO designates the unit award recipients. Commands desiring to submit nominations for AOC awards should provide all required information to CNSF via the parent administrative commander. Awards and submission format will be promulgated annually by CNSF sufficiently in advance to permit preparation of nomination packages.

B-209. Chief of Naval Operations Surface Ship Safety Awards. The Chief of Naval Operations Surface Ship Safety Awards Program is applicable to all surface ships operating under the control of CNSF and competition will be conducted in accordance with reference (d). Awards are presented on the competitive period basis to recognize outstanding contributions to Fleet readiness, increased morale and efficient, economical use of resources through safety.

a. The awards are presented in the following categories

1. Cruiser.
2. Destroyer.
3. Frigate.
4. Amphibious Warfare (large) (LHA, LHD).
5. Amphibious Warfare (medium) (LPD, LSD).
6. Patrol Craft (PC)
7. Mine Warfare (MCM, MHC)

b. Navy-wide awards are offered in the floating drydock category on a separate 12-month competitive period.

c. ISICs will submit a single nomination for their best eligible ship in each category to CNSF via the chain of command at the end of each competitive period. Nominations are submitted to CNSF.

d. Nomination package size is limited to two pages.

e. The Green Safety "S" shall be displayed IAW references (d) and (e).

B-210. Admiral Flatley Memorial Award. The Admiral Flatley Memorial Award is presented annually by CNO to two CVs and one LHA/LHD class ship. This aviation safety award covers a one-year period and is based on a comprehensive evaluation of contributions to aviation safety. Reference (f) issues the governing policy and detailed procedures involved in selecting the recipients. Final nominations are submitted via the chain of command to CNSF.

B-211. Annual Ship-Helicopter Safety Awards. Annual awards established by reference (f) and given to one LANT and one PAC LAMPS MK III ship in recognition of outstanding contribution to the ship-helicopter safety program. In addition to an outstanding safety record ships selected must have aggressive safety programs that contribute new ideas to accident prevention.

a. Award Description. The award will consist of the temporary custody of the annual Ship-Helicopter Safety Award plaque, permanent custody of a replica of the trophy, and a citation by CNO. The trophy will be presented annually by CNO or a designated representative and will remain in the custody of the winning ship for the duration of the subsequent award period.

b. Selection Criteria. The awards will be based upon a comprehensive evaluation by the Commander, Naval Safety Center, of:

1. Embarked aircraft mishaps versus flight hours.
2. Contribution to ship-helicopter safety.
3. CNSF appraisal of the ship's performance relative to other ships nominated.

c. Eligibility. LAMPS ships that operated with helicopters embarked during the award period will be eligible for award consideration.

d. Action:

1. Ships will ensure that Commander, Naval Safety Center is an information addressee on all accident prevention or safety related correspondence and may initiate nominations per reference (g).

2. CNSF will forward by letter all nominations with a ranking/evaluation of eligible ships to COMNAVSAFECEN.

B-212. Junior Officer Award for Excellence in Shiphandling Competition.

a. The Junior Officer Shiphandling Competition Program will be conducted annually with the evaluation and selection process continuing throughout each calendar year in order to ensure deploying ships' nominees have the opportunity to compete under the same conditions and standards. Each group/squadron will comprise a competitive grouping (i.e. squadron commanders will select a winner from among the ships for whom they are ISIC; group commanders will select a winner from among the ships for whom they are ISIC as well as squadron staffs under their command). Those NRF ships in which Selected Reserve (SELRES) officers regularly serve may additionally nominate a SELRES officer for the JO Shiphandling Award using the same criteria for evaluation and selection, and the same administrative procedures as are used in the nomination of active duty officers. This nomination is in addition to the nomination made for active duty officers and is to be submitted concurrently with other nominations according to the provisions of this instruction. The ISIC will forward nominations to CNSF through the chain of command.

b. All officers on duty afloat in the grade of lieutenant and below, serving in first or second tour division officer billets, are eligible. Also, officers of the Selected Reserve serving in NRF ships, in the grade of lieutenant and below, are eligible for nomination for a separate award. Officers will be eligible for only one award while serving at a single duty station. On or about 15 December, the ISIC will select and nominate, by message, one active duty officer, and as applicable, one SELRES officer as the winner(s) of the shiphandling award within the group or squadron. Specific due date for nominations will be promulgated via message by CNSF. The type commander will review each nomination and award letters of commendation to the winners.

c. Figure B-2-2 shall be used as a guide to assure conformity to the maximum extent possible and applicable, recognizing the capabilities, missions and schedules of the various ships. This form shall not be submitted as part of the nomination package.

B-213. Secretary of the Navy Energy Conservation Award Program.

The Secretary of the Navy Energy Conservation Award Program is an annual award presented by the Secretary of the Navy to Navy units and activities in eight award categories. These categories are:

a. Ships (crew of 400 or more).

- b. Ships (crew of less than 400).
- c. Aviation squadrons.
- d. Shore activities with 500 or more full-time employees.
- e. Shore activities with less than 500 full-time employees.
- f. Marine shore activities with 500 or more full time employees.
- g. Marine shore activities with less than 500 full time employees.
- h. Industrial activities.

NOTE: The award is given to promote excellence in energy conservation and energy management within the Department of the Navy. The award recognizes outstanding leadership in energy management, innovations in the improvement of energy efficient equipment and energy conserving approaches to training, daily operations, housekeeping and maintenance. Nominations will be solicited by COMLANTFLT and COMPACFLT annually to support a due date to OPNAV not later than 15 February. Further details are provided in references (h) and (i) and on the Navy Energy Website (<https://energy.navy.mil>).

B-214. Secretary of the Navy Environmental Quality Award.

IAW ref (i), The Navy's Environmental Readiness Program, Appendix D, CNO and SECNAV Environmental Awards recognize afloat and ashore commands for their exceptional environmental stewardship. The awards are based on achievements made during the preceding two fiscal years. All CNO winners will advance to the SECNAV award competition.

Technical requirements and nomination format: the nomination packages must be submitted using the format and guidelines and shall contain the following components and be organized as described below.

a. Award Narrative: Nominations shall be concise and to the point in narrative style, and include responses to the award criteria as outlined in ref c. each narrative shall consist of singled-spaced text, 12 point font. Graphics (e.g. tables, charts, diagrams, photographs, and maps) may be used to clarify accomplishments. Graphics fonts, including photograph descriptions, should be no smaller than 10 point. No videos or audio inputs are allowed. The total text and graphics of each award narrative shall not exceed six single-sided 8-1/2 inch x 11 inch pages when printed, including cover pages in Word format only. The award narrative should include at least six (6) four-by-six inch photos in JPEG or TIF electronic format with a minimum resolution of 300 dots-per-inch (dpi). Each photo must be accompanied by a three-sentence caption (not embedded in the photo) in a Microsoft Word format that illustrates the nominee's performance in the award category, suitable for use in a brochure.

b. Summary Narrative: The concept of the Summary Narrative is to provide an executive summary of the achievements of the nominee suitable for use in the awards ceremony brochure. This summary shall be a crisply written one page narrative in Word format only (not in letter format).

- c. Summary Page (one page, Word format only, not in letter format) that identifies in this order;
1. The ship's logo with a minimum resolution of 300 dpi.
 2. The award category.
 3. Name of unit nominated.
 4. Environmental POC, phone number (Commercial/DSN), e-mail address.
 5. Commanding Officer, phone number (Commercial/DSN), e-mail address.
 6. Nominating individual's e-mail address.
 7. Shipping/mailing address

The following submission guidelines apply:

- a. Due Date: Nomination packages are due to Award POC NLT 15 NOV.
- b. Nomination Package: CNSF no longer accepts paper copies. Only electronic copies, emailed to the POC in the promulgation message, will be accepted. Nomination Packages (Microsoft Word format only) may be submitted as an email attachment or on one electronic disk or CD (five megabytes or less) to Award POC. These submissions will be accepted from ISIC's only and must contain endorsement letters with printable signatures (i.e. PDF format). This change is designed to make the process easier on all commands so they do not lose valuable time during the nomination process due to postal constraints.
- c. The Summary Page and the Summary Narrative Page do not count against the six page Award Narrative package limit and must be in Microsoft Word format only. Nominations should be routed via the Commanding Officer and ISIC for mandatory endorsements. The Commanding Officer's endorsement shall be a separate letter and cannot be part of the Award Narrative nor the Summary Narrative. Incomplete or improperly formatted nomination packages will be eliminated from the competition.

Request ISICS/Lead Commands identify a single POC to receive and distribute nomination criteria to their commands. All pertinent information is contained in this Section and the OPNAVINST 5090.1C (30 OCT 2007), Appendix D for the submission of ship's award packages. For further assistance, contact Award POC via email.

B-215. Force Commander Annual Health Promotion Unit Award. Recognizes commands that demonstrate a command wide culture of health, fitness, and the mental well-being of Sailors assigned to the Naval Surface Forces (SURFOR). Failure to meet the minimum criteria outlined below will result in a loss of eligibility for the award. The following criteria will govern the award selection process:

- a. Commands will have an active health promotions committee to include as a minimum: Health Promotions Coordinator, Command DAPA, CFL Coordinator, Safety officer, Training officer and Medical Department representative.
- b. Maintain greater than 90% Individual Medical Readiness average and operational dental readiness of 95%.

c. Establish a healthy command culture by adhering to the health promotion requirements in the COMNAVSURFORINST 6100.1 series. This requirement will be demonstrated with supporting documentation at the time of award submission.

d. Maintain a successful physical fitness assessment program IAW COMNAVSURFORINST 6100.1 series.

e. Tobacco cessation programs provided for crewmembers.

B-216. Homer W. Carhart Damage Control/Firefighting Award. The Homer W. Carhart Damage Control/Firefighting Award is presented annually by the CNO to a Navy Department sailor or civilian who most exemplifies outstanding professional standards and concern for shipboard safety and survivability based on one or more of the following criteria:

a. Displays meritorious or heroic performance in the control of, or recovery from, an afloat casualty involving explosion, fire, flooding or collision.

b. Develops or implements formal and noteworthy recommendations regarding equipment, doctrine, tactics, standards or training.

c. Authors damage control, firefighting, safety or survivability articles for publication in maritime media.

d. Submits beneficial suggestions to improve safety of life at sea for implementation by the Department of the Navy.

e. Participates in demonstrations, tests or evaluations to expedite improvements to ship safety and survivability.

f. Performs safety and survivability related duties with exemplary professionalism for a sustained period during the competitive period.

B-217. Superior Surface Warfare Programs Recognition. In order to provide recognition to ships with superior officer and enlisted warfare specialty qualification programs, they are authorized to fly distinctive pennants as follows:

a. Silver Surface Warfare Excellence Pennant. CNSF ships with all E-5 through E-9 sailors who have been assigned on board for over 18 months and who are ESWS qualified will be eligible to fly the Silver Surface Warfare Excellence Pennant. For determining eligibility PO3s who advance to PO2 will start the 18-month count from the day of advancement rather than their reporting date.

b. Gold Surface Warfare Excellence Pennant. CNSF ships with all surface warfare officers who have been assigned on board for over 18 months and who are SWO qualified will be eligible to fly the Gold Surface Warfare Excellence Pennant. For determining eligibility staff corps officers with community specific SWO programs; e.g., Medical, Dental and Supply SWO programs, will be included in the calculation.

c. Procedures:

1. When a ship meets the requirements to fly either of the above pennants the CO will notify the ISIC that all requirements have been

met. The ISIC will validate the data, procure the appropriate pennant, and present it to the ship.

2. Ships will remain eligible to fly the pennant(s) as long as the eligibility criteria are met. When eligibility ceases the ship will notify the ISIC and cease to display the pennant(s).

3. When ships regain eligibility the ISIC will be notified and will authorize the ship to fly the pennant(s) again. The ship will procure subsequent and replacement pennants after initial presentation.

d. Display. The Gold and Silver Surface Warfare Pennants will be flown from the main mast below other award pennants. When the ship is eligible to display both pennants the Gold Pennant will be displayed above the Silver.

B-218. Admiral Stan Arthur Awards for Logistics Excellence. This award recognizes the Civilian Logistician, the Military Logistician, and the Logistics Team of the Year with annual awards that consist of personalized plaques and cash awards. Ships and staffs that feel they have a candidate who meets the criteria contained in reference (k), should submit a nomination package to the appropriate Force Supply Officer in January following the year of service on which the award is based.

B-219. Intelligence Excellence Award. The Surface Force Intelligence Excellence Award is an annual award that recognizes the surface ships in both PAC and LANT demonstrating superior afloat intelligence readiness and performance in supporting operations during the competitive award period. Since each ship will be in a different phase of the FRTP and Surface Force ships have varying degrees of organic intelligence support, award criteria and award categories will be the following:

a. Award Categories. Awards are presented in the following categories in the Pacific and Atlantic Surface Force, respectively:

1. Surface ships with Afloat Intelligence Centers (LCC, LHA and LHD).

2. Surface ships with Independent Duty Intelligence Specialists assigned.

3. Surface ships with Collateral Duty Intelligence Officers (CDIO) assigned, less COMINEWARCOM CDIOs (refer to para c below for CMWC units). This category relates to ships with no Intelligence Officer (163x)/Intelligence Specialist (IS) permanently assigned.

b. Award Criteria: The Intelligence Excellence Award is awarded in recognition of a ships superior intelligence performance in supporting afloat naval operations and improving the operations/intelligence interface afloat. The award focuses on the FRTP intelligence product and readiness of the entire intelligence team (i.e. IS, CT, lookouts, USMC when embarked). The following criteria will be evaluated when determining award selection:

1. Management of intelligence readiness (manning, training, equipping, preparedness) as assessed during the FRTP.

2. Surveillance and Reconnaissance. Intelligence Collection and Reporting (Intelligence Information Reports (IIRs), locators, photography, port directory updates) and evaluations of unit reports by the intelligence community. For example, IIRs written in response to Fleet Collection requirements and evaluated by the Intelligence Community or Operational Fleet Commander provide quantitative and qualitative measures of intelligence contributions and value to afloat commanders.

3. Consistent participation in regularly scheduled Intelligence Inport Exercises (INTELEX) conducted by ATG during the FRTP.

4. Innovative use of intelligence teams in supporting operational requirements and recommendations for improvement in fleet intelligence support.

c. Administrative Authority: CNSF is the administrative authority for the Intelligence Excellence Award program within the Surface Force, except in the case of COMINELWARCOM (CMWC) units. CMWC will be administrative and awarding authority for CMWC Collateral Duty Intelligence Officer units (MHC/MCM crews).

d. Award Submission: Competitive period for the award is 01 January to 31 December of each year. Ships desiring consideration for this award will forward submissions to their ISIC via letter or record message. ISICs will select no more than one unit from each competitive category and forward ISIC endorsement to CNSF. Submissions can be classified SECRET, however, write-ups should be at the lowest classification level possible. Final selection will be made by CNSF.

e. Presentation: CNSF will announce winners via record message. Award plaques for each category will be presented to each ship and permanent plaques with award winners engraved on the plaques will be displayed at the Navy and Marine Corps Intelligence Training Center (NMITC) for LANT ships and at the Fleet Intelligence Training Center Pacific (FITCPAC) for PAC ships.

B-220. ASW Bloodhound Award. The ASW Bloodhound Award is an annual award presented by CNSF to a single ASW ship in LANT and PAC for exceptional performance in the areas of ASW proficiency, preparedness and training.

a. The following criteria are considered in determining the award winner:

1. ASW Certification (achieved or maintained, as appropriate).

2. Level of participation in ASW exercises and events such as: FXP exercises, live/simulated torpedo firings, OBT/TCD/BFTT scenarios conducted, PC-IMAT usage, MITE and other fleet training events (Canadian Task Group Exercises, PCO operations, etc.) To be considered, this training must have been reported by appropriate methods: TRAREP, Rapid Torpedo Feedback Firing Report or naval message POSTEX report.

3. Reported Acoustic Analyst Contact Time, Live Contact Time and SIPRTOP participation and grades.

b. The ASW Bloodhound Award winner will fly the Bloodhound pennant for the next year until the results of the next competition are announced. Presentation will normally be made aboard the winning ship by CNSF, or in the ship's absence, by a designated ISIC. A nomination, not to exceed two pages in length, will be submitted by the ISIC to reach CNSF. Waivers will not be considered. The winner will be announced by message. Date for presentation will be coordinated with ISIC.

B-221. Phalanx Close-in-Weapons System (CIWS) Excellence Award. The Phalanx Close-in-Weapons System Excellence Award is presented annually to recognize the top CIWS ship on each coast. The winning ship is awarded a perpetual trophy and a \$1000 contribution to the ship's Morale, Welfare and Recreation Fund. All CIWS capable ships are automatically considered for this award. Nomination packages are not desired. Award criteria are contained in reference (m). No nomination packages are required for this award.

B-222. USS CONSTITUTION George Sirian Meritorious Service Award. The USS CONSTITUTION chapter of the Surface Navy Association has established this award to recognize the continuation of George Sirian's historic spirit of excellence with regard to technical expertise, dedication, and leadership in today's Chief Petty Officers. This award will recognize the one ESWS-qualified Chief Petty Officer (E-7 only at time of package submission) serving aboard a Surface Force ship who most clearly and fully demonstrates those attributes. The award-winner will receive a 19th Century replica Navy cutlass, a letter of recognition from CNSF and CO, USS CONSTITUTION, their name engraved on a plaque publicly displayed on the USS CONSTITUTION and a citation from the USS CONSTITUTION Chapter of the Surface Navy Association. These will be presented aboard USS CONSTITUTION during its annual Chief Petty Officer Leadership Week Turnaround Cruise. Expenses for INCONUS travel will be provided by the Surface Navy Association, while OUTCONUS travel expenses must be funded by award recipient or parent command. Nominees will be considered against the following selection criteria:

a. Demonstration of inspirational leadership in the face of adversity, accomplished with honor, courage and commitment, in the highest traditions of the Naval Service.

b. Demonstration of exceptional seamanship and operational excellence in Surface Warfare skills.

c. Demonstration of exemplary performance in: organization and management skills, mission accomplishment, vision, motivation and leadership, promotion of military service, and mentorship of junior sailors.

Each ISIC can submit one nominee to CNSF. Electronic copies are acceptable and negative input is required. Nomination package (excluding endorsement letters) should be no greater than two typed pages in length (in 10 point font or greater) which:

- Includes full name, rate, date of rate, and one-paragraph biography which includes list of individual awards.
- Specifically addresses each of the six award criteria in para B-222.c above.
- Specifically addresses how the nominee has furthered the art of surface warfare, seamanship and operational excellence.

Final selection is made by the Surface Navy Association, USS CONSTITUTION Chapter.

B-223. American Petroleum Institute (API) Award for Fuels Personnel.

This award recognizes Fuel Officer of the Year, Fuel Chief Petty Officer of the Year, Fuel Petty Officer of the Year, and Fuel Civilian of the Year for excellence in fuel management and fuel-handling operations. Ships and staffs should complete and forward nominations, via the ISIC and CNSF, to the Naval Operations Logistics Support Center (NOLSC) in accordance with reference (n). Nominations are submitted to CNSF.

B-224. Junior Officer Award for Excellence in Tactics Competition.

a. The Junior Officer Tactics Competition program will be conducted annually with the selection process continuing throughout each calendar year in order to ensure deploying ships' nominees have the opportunity to compete under the same conditions and standards. Each group and squadron will comprise an independent competitive grouping (i.e. squadron commanders will select a winner from among the ships for whom they are ISIC; group commanders will select a winner from among the ships for whom they are ISIC as well as squadron staffs under their command). Those NRF ships in which Selected Reserve (SELRES) officers regularly serve may additionally nominate a SELRES officer for the JO Tactics Award using the same criteria for evaluation and selection and the same administrative procedures as are used as in the nomination of active duty officers. This nomination is in addition to the nomination made for active duty officers and is to be submitted concurrently with other nominations according to the provisions of this instruction. The ISIC will forward nominations to CNSF through the chain of command.

b. All TAO-qualified officers assigned to ships and squadron staffs in the grade of lieutenant commander and junior, except commanding officers and lieutenant commanders serving as executive officers, are eligible. Also, officers of the Selected Reserve serving in NRF ships, in the grade of lieutenant commander and below, are eligible for nomination for a separate award. Executive officers in the grade of lieutenant or junior may participate. Officers will be eligible for only one award while serving at a single duty station. On or about 15 December (specific date to be promulgated by CNSF via message each year) the ISIC will select and nominate, by message, one active duty officer, and as applicable one SELRES officer, as the winner of the tactician award within the group or squadron. CNSF will review each nomination and award letters of commendation to the winners.

c. Figure B-2-3 shall be used as a guide to assure conformity to the maximum extent possible and applicable, recognizing the capabilities/missions of the various ship classes. This form shall not be submitted as part of nomination package.

B-225. Unit Tactics Award. The Unit Tactics Award is an annual award presented by CNSF to a single ship in each squadron or group for exceptional performance in the areas of tactics proficiency, preparedness and training.

a. The following criteria are considered in determining the award winner:

1. Warfare certification in the following mission areas: AMW, AW, EW, INT, MIW, STW, SW, USW, NC-VBSS (achieved or maintained, as appropriate).

2. Level of participation in exercises and events such as: FST-U, FXP exercises, live/simulated torpedo or missile firings, training scenarios, CSSQT's, PASSEXes, SLAMEXes, FIREXes, amphibious or mine countermeasures exercises, and other fleet training events. To be considered, this training must have been reported by appropriate methods: TRAREP, Missile Firing Report, Rapid Torpedo Feedback Firing Report or naval message POSTEX report.

3. Real-world operations.

b. The Unit Tactics Award winner will receive a CNSF letter of commendation presented by the ISIC. A nomination, not to exceed two pages in length, will be submitted by the ISIC to reach CNSF not later than 30 January. Waivers will not be considered. The winners will be announced by message.

SAMPLE ARLEIGH BURKE AWARD NOMINATION

From: (ISIC)
To: (COMNAVSURFOR)
Info: (CLASSRON)

Subj: ARLEIGH BURKE TROPHY NOMINATION

Ref: (a) COMNAVSURFORINST 3502.1C (SURFORTRAMAN)
(b) CINCLANTFLTINST 3590.11G or CINCPACFLTINST 3590.4H

Encl: (1) Comparison Statistics of USS _____

1. Per references (a) and (b), USS _____ is the ISIC nominee for this award.

2. The following information regarding notable achievements by USS _____ during calendar year _____ forwarded (information not covered in enclosure (1), such as):

a. Actual improvements in readiness, such as readiness ratings and exercise completion data.

b. Improvement in morale and performance. Include such areas as human relations programs and inspection results, retention statistics, advancement examination results, community relations, and athletic events.

c. Operational achievements worthy of note, such as major exercise participation, deployment (with noteworthy events), and other examples of extraordinary performance.

d. Commitments met during the year, such as visits to politically sensitive areas and a statement on whether all commitments were met with explanation of extenuating circumstances.

e. Unusual factors which may contribute to the nominations, such as evacuation/extraction of civilians or military in contingency situations and nomination for non-BEC awards such as SECNAV Environmental Protection Award.

(Signature)

Figure B-2-1

SAMPLE ENCLOSURE (1)

Comparison Statistics of USS _____

FACTOR	COMPETITIVE PERIOD _____ TO _____	COMPETITIVE PERIOD _____ TO _____
Battle Effectiveness "E"	_____ of _____	_____ of _____
Number of command excellence awards	_____ of _____	_____ of _____
Retention/reenlistment (statistics)	_____	_____

Provide the following information as available for each competitive period (including dates):

a. Engineering Reliability: Material Inspection results and ISIC reliability evaluation based on day-to-day performance. Include INSURV and engineering qualification results as applicable.

b. Supply Readiness: Logistics Management Assessment results.

Figure B-2-1

SHIPHANDLING COMPETITION EVALUATION GUIDE

Last Name, First Name, M.I., Grade, Designator

Ship: _____ Billet: _____

RECOMMENDED EVALUATION EVENTS AND CATEGORIES (NOTE 1)

	Command Presence	Judgment	Use of Standard Commands	Use of Engines/Rudders	Use of Mooring Lines	Rules of the Road	Timing & Smartness
Moor to Pier							
Underway from Pier							
Moor to a Buoy							
Anchoring							
UNREP Approach							
UNREP Alongside							
Man Overboard							
Piloting in a Channel							
Tug Control (NOTE 2)							
Average Evaluation							

NOTE 1: Outstanding - 5, Excellent - 4, Good - 3, Fair - 2, Poor - 1

NOTE 2: Needs to be evaluated on those ships that use tugs as a matter of routine.

Figure B-2-2

JUNIOR OFFICER AWARD FOR EXCELLENCE IN TACTICS
COMPETITION EVALUATION FORM

Last Name, First Name, M.I., Grade, SSN/Designator

Ship:_____ Billet:_____

CRITERIA:

1. COMMAND PRESENCE:

2. EXPERTISE IN OWN SHIP'S WEAPONS AND SENSORS:

3. EXPERTISE IN TACTICS, TECHNIQUES, AND PROCEDURES:

4. KNOWLEDGE OF THREAT CAPABILITIES:

5. SKILL IN INTERNAL AND EXTERNAL COMMUNICATIONS AND INTERFACES:

Evaluation method to be determined by ISIC, and may include written or oral exams, interviews, case studies, war games, or observation in an exercise or operational environment.

Figure B-2-3

APPENDIX C

EXERCISE REQUIREMENTS AND EQUIVALENCIES

Ref: (a) OPNAVINST 9200.3
(b) OP 4446

C-101. General. This appendix delineates in matrix format required training exercises, inport training drills, and other evolutions that apply to ships and units of the Surface Force. The matrices are arranged by mission area.

Note: Anticipate removal of all FXP requirements from this manual with the next change or revision. Applicable FXP requirements will be migrated to Cert Tab CCR's, and business rules issued to transition from SORTS to DRRS-N reporting.

a. Exercise descriptions are found in the Fleet Exercise Publication (FXP) series, contained in mission area CCR's found in the Cert Tabs, or in the case of new exercises not yet published in an FXP, posted on the CNSF website. Engineering exercises are outlined in the MOB-E section and contained in ship's EOCC. Training requirements need to be reviewed frequently. The matrices in this appendix are organized by ship class, but individual differences among ship configurations within a class may require different training requirements due to the addition, modification, or removal of equipment or machinery. Ships should audit these requirements and those contained in their TRMS catalogs with their own specific equipment configuration whenever a new TRMS catalog is received. Changes to training requirements listed in TRMS may be requested by SURFORTRAMAN Feedback request.

b. The FXP series publications are no longer distributed in paper copy. They are available using the Navy Warfare Electronic Library (NWEL), a CD-ROM product of the Navy Warfare Development Command, approximately three times per year. They are also available on the Navy Warfare Development Command SIPRNET site at:

http://www.nwdc.navy.smil.mil/Command/Doctrine/NWEL_pub_mgt/default.cfm

C-102. Exercise Periodicities and Repetitions. Exercises listed in this appendix constitute a continuously repeating set of requirements to ensure ships maintain proficiency in all areas throughout the employment cycle. The periodicity requirements are stated for each exercise with a three step numerical code; e.g., (3,6,9), which indicates that the exercise remains at M-1 through the third month following completion, M-2 through the sixth, M-3 through the ninth and becomes M-4 at the start of the tenth. A code of (24,0,0) indicates that the exercise remains at M-1 for 24 months and degrades directly to M-4 when that period has elapsed. This is typically used to describe exercises that are done only once per cycle. As discussed in Appendix A TRMS computes a mission area training readiness factor in each mission area based on the currency of the related exercises. Ships should strive to maintain M-1 by repeating exercise accomplishment at sufficient frequency.

a. An exercise normally need be completed satisfactorily only once before reporting.

b. A subsequent unsatisfactory repetition of an exercise results in that exercise being reset to M-4 by the ship in its next TRNGREP.

c. The training plan developed by the ISIC/CLASSRON and ship CO following ULTRA-C will complete some portion of these exercises, either through specific events or scenario training that satisfies the objectives of one or more exercises. Ships will report which exercises were accomplished or satisfied following completion of basic phase by TRNGREP.

C-103. AW Exercises.

a. AW-28-SF. This exercise shall be completed using simulation via embedded training devices and evaluated by ISIC/CLASSRON to remain within periodicity. Additionally, this exercise may be evaluated during FST-U.

b. AW-11C-SF. Determination of exercise success for AW-11C-SF (RAM FRS). Demonstrate two observed engagements each by two Condition Three watch teams (total of four engagements). Although all RAM mounts are not required to engage each presentation, at some point in the exercise all mounts must be demonstrated. Minimum composite score required for exercise credit is 80.

C-104. Engineering Training Exercises. The engineering training exercises contained in the MOB-E Exercise Matrices are based on the ship's master EOCC loadout. They are divided into four drill families based on commonality of procedures and ship systems involved. Each family is subdivided into core and elective groupings. Core drills are those considered to be the most significant with respect to plant operation or the potential for personnel injury or equipment damage.

a. In order to maintain training readiness all core drills must be evaluated as effective every 6 months.

b. All elective drills must be evaluated as effective over an 18 month period, which means approximately one-third must be completed every six months.

c. See Chapter 2 for engineering evolutions and drills evaluation and grading criteria.

d. When the core drills and the required amount of elective drills in a drill family have been completed the entire drill family will be reported as complete by TRNGREP. The code 9999 will be used in the score field of the elective drills not actually conducted. Exercises shall be completed satisfactorily by each Condition IV watch section in order to be complete.

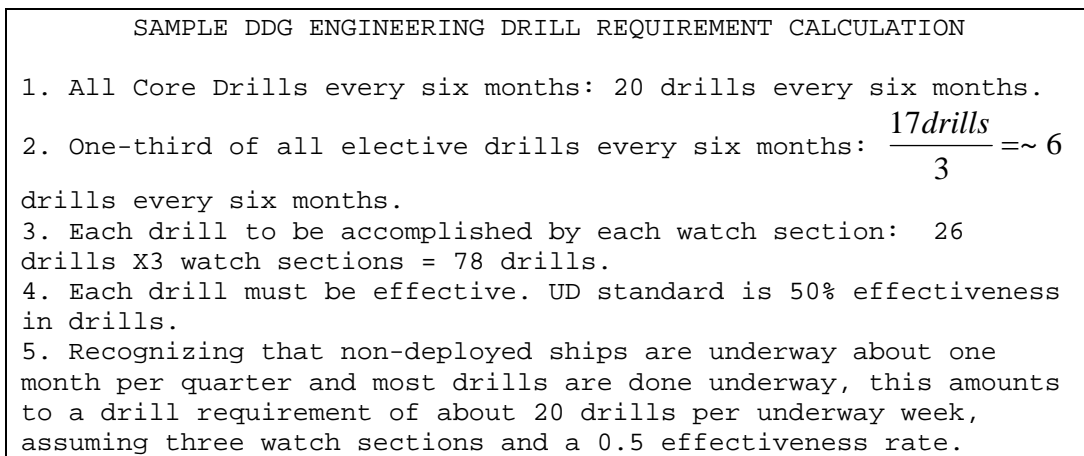


Figure C-1 ENGINEERING DRILL REQUIREMENT CALCULATION

C-105. Medical Training Exercises. Medical training exercises support a secondary FSO (Medical) mission for all ships. Since this is a secondary mission medical exercises are not used to determine a ship's training readiness status in SORTS/DRRS-N. However, the medical exercises of this matrix are required to be conducted for the periodicities indicated and reported by TRNGREP.

C-106. Self-Observation and Grading of Exercises. Successful completion of required exercises is the culmination of individual and team training effort. The determination of successful completion of a required training exercise shall be made by the Commanding Officer. Exercises are not to be credited as completed unless a grade of at least 62.5% was adjudged. Grading will be conducted using the appropriate FXP exercise evaluation criteria, the appropriate mission area CCR criteria, or the judgment of the appropriate training team where specific criteria are not provided; e.g., engineering casualty control exercises.

C-107. NSFS Qualification.

a. NSFS qualification is accomplished by completing NSFS Team Training IAW paragraph C-109 below, and conducting a graded live FIREX.

b. Any of the following conditions will rescind a ship's NSFS qualification:

- 24 months elapsed since qualification.
- Failure of a graded FIREX.
- AMW-2/3-SF M-rating drops to M-4.

c. Naval Fires Control System (NFCS) equipped ships which have accomplished applicable requisite training via MTT/LTT will utilize the Naval Fires Control System (NFCS) in "voice" call for fire (CFF) mode. Back up methods for NSFS will be completed utilizing either the Computer Aided Dead Reckoning Trace (CADRT) method or traditional paper plotting method, in that order. All NFCS capable ships will maintain the ability to perform NSFS using "paper plot" and may be required to utilize this method as a back up to CADRT or NFCS during a FIREX or an actual NSFS combat mission.

d. NFCS capable ships will be required to demonstrate proficiency utilizing digital CFF to be considered NFCS qualified. This demonstration will be accomplished during the required three day NFCS Team trainer (S-150-0033). The Mk 34 COI (J-113-0163) is a prerequisite of the NFCS COI (S-150-0033) and must be completed not more 30 days prior to NFCS COI commencement.

e. Computer Aided Dead Reckoning Trace (CADRT) equipped ships which have accomplished applicable requisite training via MTT/LTT will utilize the (CADRT) in "voice" call for fire (CFF) mode. Back up methods for NSFS will be completed utilizing the traditional paper plotting method. All CADRT capable ships will maintain the ability to perform NSFS using "paper plot" and may be required to utilize this method as a back up to CADRT during a FIREX or an actual NSFS combat mission.

f. Ship without NFCS or CADRT will utilize paper plot for their NSFS qualification.

C-108. NSFS Proficiency.

a. A graded FIREX should be reported when accomplished as TRMS training event AMW-2/3-SF NSFS QUAL MAINTENANCE (12,18,24). If at M-3 or above ships may conduct live fire training events in support of spotter services, MEU Certification, and integrated or sustainment phase ESG training. Participation in these events may be used to take credit for AMW-2/3-SF depending on the complexity of the missions and ship's adherence to timing, accuracy, and procedural standards. For the ship to receive credit the spotter agencies observing the fire, as supported units, must provide CNSF such recommendation by message. It is expected that ESG ships will maintain higher M-Ratings in this exercise as a result of participating in ESG events. All ships will be required to re-qualify NSFS with a graded FIREX each 24 months regardless of M-Rating maintained.

b. NSFS conducted in support of EWTGPAC's spotter schoolhouse training will not normally meet the level of complexity required to take credit for FIREX completion. Other events such as EFEX training will normally satisfy FIREX requirements.

c. Ships will conduct mandatory M-Rating affecting NSFS scenarios and report completion of AMW-1-SF NSFS Rehearsal (3,6,9) in TRMS. EWTGLANT/PAC, CSCS Det Pearl Harbor and CSCS Det Yokosuka will provide each ship's Combat Systems Training Team with the necessary skills and scenarios to execute proficiency-maintaining exercises within the lifelines. Shipboard CSTTs are encouraged to develop and execute their own scenarios and interact with EWTG/CSCS to ensure the scenarios are doctrinally correct.

C-109. Surface Fire Support (NSFS) Team Training. The following guidance provides procedures used in scheduling, preparing for, and conducting NSFS team training:

a. SCOPE OF TRAINING. Naval Surface Fire Support team training is a five-day trainer conducted by Expeditionary Warfare Training Group, Atlantic or Pacific, CSCS Det Pearl Harbor and CSCS Det Yokosuka. Ship naval gunfire support personnel, including the Combat Systems Training Team members supporting NSFS, receive classroom instruction in procedures and techniques for their specific tasks. Personnel are then integrated into the team to develop proficiency and coordination on installed shipboard equipment. Training devices are employed to convert plotting room procedures into fall-of-shot-impact location to determine the accuracy of, or any errors in, these procedures. Team performance is evaluated, procedural errors are pointed out and future effectiveness of the ship as a naval gunfire support unit is evaluated.

b. TRAINING PERIODICITY:

1. Commanding Officers of ships possessing naval surface fire support/shore bombardment capabilities are encouraged to use the Naval Surface Fire Support Ship Team Training Mod 0 Courses (J-113-0163/0167) and Naval Surface Fire Support Ship Team Trainer Mod 1 (S-150-0033) if equipped with NFCS to aid in maintaining a high degree of naval gunfire support readiness.

2. Any of the following conditions require completion of the 5-day Team Trainer (and completion of the 3 days NFCS Team Trainer if equipped) within 90 days before conducting live fire NSFS training exercises:

(a) Any turnover in a critical team billet (critical team billet is defined as the Gunnery Liaison Officer (GLO/LAWO), R/T talker, CIC Supervisor, COC Operator (MK86), WCC Operators (MK 86), GCO (MK 34), Plot Safety Observer, NFCS Operator, CADRT Operator). The ship's ISIC/CLASSRON may waive the requirement for a 5-day course and the ship may attempt the 2-day refresher if there has been a turnover of only one critical team member (except for the GLO). No waiver will be granted for the 3 day NSFS Mod 1 course for NFCS equipped ships. If the team performs unsatisfactorily during the 2-day refresher training then completion of the entire 5 day COI is required

(b) M-4 M-rating in AMW-2/3-SF.

(c) Failure of a graded FIREX.

3. Any of the following conditions require completion of the 2-day Refresher within 90 days before conducting live fire NSFS training exercises:

(a) M-3 M-rating in AMW-2/3-SF

Waivers of the 90-day limit will be considered by the Force NSFS Officer on a case-by-case basis.

4. These periodicity requirements apply only to training. FIREX periodicity is driven solely by age of last exercise. Therefore, if a ship loses its GLO the ship must complete the 5-day team trainer, and 3-day Mod 1 team trainer if NFCS equipped, within 90 days before its next FIREX (as determined by M-rating degradation), EFEX, spotter services event, or overseas deployment.

5. The MK-34 COI (J-113-0163) is a prerequisite of the NFCS COI (S-150-0033) and must be completed not more than 30 days prior to NFCS COI commencement.

c. SCHEDULING:

1. EASTPAC. Quota control and scheduling is maintained by EWTGPAC. Verification of available training dates by telephone liaison with the NSFS scheduling officer at commercial (619) 437-3748 or DSN 577-3748 is recommended before submission of a formal message request, Figure C-2.

With prior liaison requests for NSFS team training should be confirmed by message to EWTGPAC Code N533 as indicated in the sample below.

```
R DTG
FM USS _____
TO EWTGPAC SAN DIEGO CA//N533//
INFO COMNAVSURFPAC SAN DIEGO CA//N3/N8/N81/N813//
ISIC
BT
UNCLAS //N01500//
MSGID/GENADMIN/ORIGINATOR//
SUBJ/NSFS TEAM TRAINING (J-113-0163 [MK 34 SHIPS])[OR J-113-0167 FOR MK86
SHIPS]//
REF/A/TEL/_____(DATE)//
AMPN/(Advance telephone liaison)//
POC/GUNNER/LTJG/USS _____/TEL:123-456-7890/EMAIL: GUNNER@_____.NAVY.MIL//
RMKS/1. IAW REF A, REQUEST NGFS MTT (DATE) INPORT (LOCATION).//
BT
```

Figure C-2 SAMPLE TEAM TRAINING REQUEST MESSAGE

2. MIDPAC. Quota control and scheduling is maintained by TSD Pearl Harbor and CSCS Det Pearl Harbor.

3. WESTPAC. Quota control and scheduling is maintained by CSCS Det. Yokosuka. Quotas may be reserved by phone, but must be confirmed by message before the class convening date. Cancellations by phone must also be confirmed by message.

4. LANT UNITS: Quota control and scheduling is maintained by EWTGLANT. Naval Surface Fire Support (NSFS) is available in the schoolhouse at EWTGLANT Norfolk for MK86 ships and MTT only for all MK34 ships as well as Mayport based ships. All schedule adjustments beyond a maximum of one course convening per week must be approved by EWTGLANT NSFS OIC. Required information for units requesting NSFS training:

- Live fire dates if applicable.
- Desired location of training.
- Whether course is for training or qualification.
- All standard data used for inport team trainer requests.
- Priority for ship quota assignment will be:
 - 1st - within 90 days of live fire quals.
 - 2nd - deploying.
 - 3rd - within 180 days of live fire quals.
 - 4th - replacing team members outside of 180 days of live fire.

d. NSFS REFRESHER TRAINING. Two-day NSFS refresher training, applicable to all indirect fire ships, is offered for ships that have not had key personnel turnover and are scheduled to conduct a FIREX qualification within the next 90 days. Course numbers for the applicable fire control system are the same as for full trainers.

e. MOBILE TEAM TRAINING. In PACFLT all courses will be conducted aboard ship. Courses for MK 34 and MK 86 systems must be conducted as MTTs due to lack of training simulators.

f. PERSONNEL REQUIREMENTS. Personnel required for team training are listed below by fire control system type. The purpose of the course of instruction is to train one ship's team in the techniques of NSFS. Recommend cross-training be accomplished on board ship. In addition to the MK 34 and MK 86 team members listed below two Combat Systems Training Team members are required to attend the NSFS course of instruction to support a continuum of onboard scenario training between formal MTTs. The intent is for CSTT members to become NSFS capable, and familiarize themselves with scenario development and execution in order to maintain a higher level of proficiency at this perishable skill.

1. Mk 86 COI (J-113-0167):

GLO (E-7 or above) (Not waiverable)
CIC Supervisor (E-6 or above)
Navigation Plotter
Navigation Recorder
Target Plotter
R/T Talker
R/T Recorder
COC Operator
WCC Operators
Plot Safety (E-5 or above)
CADRT Operator (if equipped)

CSTT Member
CSTT Member

2. Mk 34 COI (J-113-0163):

GLO/LAWO (E-7 or above) (Not waiverable)
CIC Supervisor (E-5 or above)
CADRT Operator (if equipped)
NFCS Operator (if equipped, NEC 1152)
Navigation Plotter
Navigation Recorder
Target Plotter
R/T Talker
R/T Recorder
GCO Operator
Plot Safety (E-5 or above)
CSTT Member
CSTT Member

NOTE: During Mk 34 COI the NFCS Operator (if equipped) will be required to conduct ghosting missions and take the written exam.

3. NFCS COI (S-150-0033):

LAWO (E-7 or above) (Not waiverable)
NFCS Operator (Not waiverable, NEC: 1152)
R/T Talker

R/T Recorder
GCO Operator
Plot Safety (E-5 or above)
CSTT Member
CSTT Member

Note: All NFCS team members must be same from prerequisite MK-34 COI.

g. PREPARATION FOR TRAINING.

1. Combat Systems computer reloads must be accomplished daily.

2. Five consecutive days of uninterrupted training must be provided for the (J-113-0167)MK 86 or (J-113-0163) MK 34 COI. Three consecutive days of uninterrupted training must be provided for the (S-150-0033) NFCS COI and must be completed within 30 days of completion of the MK 34 COI. Note:

NSFS team members must meet the following prerequisites:

- Each team member shall be PQS qualified in their position.
- GLO must have completed LAW COI prior to the 3 day NFCS COI (if NFCS equipped).
- NFCS Operator (if applicable) must have completed the NFCS O&M COI prior to the 3 day NFC COI.

3. NSFS team training is a highly intense and challenging course of instruction. In order to provide quality uninterrupted training all training teams will be conducted pierside or at EWTGLANT (MK-86 LANT Only). Ships shall ensure course participants are off the watchbill during classroom hours of 0730-1630. Medical and dental appointments should not be scheduled during the training. Ships shall also prevent scheduling competing ship wide events (i.e. berth shifts, security drills in CIC, AEGIS system maintenance) that would hamper training.

4. Publication Familiarity. All cognizant personnel shall be familiar with pertinent information in ATP-4E, ship's combat systems/gunnery doctrine, combat charts/military grid reference system, this instruction and all associated references before attending the course in order to receive maximum benefit from the training.

5. Experience and Equipment Familiarity. This training does not include fundamental training in gunnery procedures, equipment operations, radio-telephone procedures, or basic navigation. Personnel assigned to training will possess at least a basic understanding of their assigned position and have, at a minimum, an interim PQS qualification to perform the tasks which fall under their cognizance.

6. A pre-arrival letter or naval message will be sent prior to the scheduled training. The message will reiterate much of the above and give additional guidance in preparing for training.

h. TRAINING OPORDER. The EWTGPAC/LANT, CSCS Det Pearl Harbor or CSCS Det Yokosuka training team will provide the necessary OPORDER and charts during training.

i. TEAM EVALUATION. Practice problems will be conducted and evaluated during training. At the end of training a comprehensive battle problem will be presented, followed by written examinations for the CIC and Plot teams. The results of training will be compiled and a formal training evaluation

letter mailed to the ship's commanding officer. This report is intended to give the commanding officer an estimate as to how well the ship's team may perform under live fire conditions.

C-110. Shore Fire Control Party Training Support.

a. GENERAL. This guidance outlines the responsibility of ships assigned to support Shore Fire Control Party (SFCP) training. EWTGPAC and various USMC personnel throughout MARFORPAC require support for SFCP spotters. This training includes live spotting practice during actual firing exercises. Only qualified or qualifying NSFS capable ships may be assigned to provide live firing support for any of these SFCP training commands.

1. Ammunition Requisition and Expenditure Reporting. The supported unit will inform assigned ships of their minimum requirements well in advance of the scheduled exercises. The ship is then responsible for reporting on the range with the required ammunition. Expenditures are reported in the normal way using a standard Ammunition Transaction Report (ATR). The ammunition fired during SFCP support exercises will be charged against the firing ship's non-combat expenditure allocation (NCEA).

2. Briefings. The supported unit is encouraged to liaison with the firing ship concerning exercise procedures and range requirements.

3. Ammunition, Exercise, and Safety Requirements during SFCP Training.

(a) About one month before the scheduled exercise the firing ship will receive a pre-exercise message from the supported command. It will include scheduling details such as exercise date, commencement time and duration, ammunition requirements (mix and amount) and the name of the person who will act as the point of contact at the supported command.

(b) Ships should be prepared to conduct any type of NSFS mission; however, since call-for-fire missions provide the best training for the SFCP trainees there is likely to be a preponderance of call-for-fire missions during SFCP training.

(c) Normal safety precautions for live firing exercises are fully applicable during SFCP training.

b. NSFS QUALIFICATION DURING SFCP TRAINING:

1. Normal practice is to assign NSFS-qualified ships to support SFCP training. However, unqualified ships may conduct spotter services if they are on the range to conduct a FIREX qualification. Unless authorized by COMTHIRDFLT qualifying ships will provide at least one day of spotter services for each day they are on the range conducting FIREX qualification.

C-111. Safety Practices During Exercises.

a. Strict adherence to safety standards is of paramount importance and is a command responsibility. Prevention of accidents and elimination of unsafe practices must be pursued aggressively at all levels. Many safety violations can be corrected on the spot; others require modification of procedures. Use of ORM during all exercises is required and will be assessed during ULTRA

events. Whether self-observed or observed by another command, repeated minor violations of safety precautions is adequate reason to consider exercise performance unsatisfactory.

C-112. Exercise Equivalencies.

a. General. The following matrix lists those inport training exercises approved for readiness reporting under the CNSF exercise equivalency program. This program includes only those scenarios run on ownship's embedded training systems, whether that scenario is generated on board or from a shore-based Battle Lab or Distributed Training Center. The use of simulation offers significant advantages in improving proficiency while reducing underway training time. Simulated practice for required exercises will improve the execution of the actual event and procedures exercised inport will be executed more smoothly at sea. The preparation for every operation should include the use of simulation and installed synthetic training as part of normal preparation and training.

b. Scope. Equivalencies will not be granted for actual weapons firings except as noted therein. In addition, specific exercises designated as readiness caps must be satisfactorily performed. Exercises claimed by equivalence will not remove or negate caps.

c. Reporting. Credit for equivalencies will be obtained by reporting completion in accordance with para A-304.c.

d. Scenario Generation Devices:

1. Shore-based (including portable):

BFTT	Battle Force Tactical Trainer
BEWT	Battle Force Electronic Warfare Trainer
JSAF	Joint Semi-Automated Forces
TCD	Trainer Control Device for SQQ-89 OBT
CMTpc	Cruise Missile Trainer Portable Computer
PROVT	Portable Radar Operator Video Trainer
DS3	Distributed Stimulation/Simulation System for AEGIS RSC

2. On board/embedded:

BFTT	Battle Force Tactical Trainer
	CG 47: AN/USQ-T46A(V)2
	DDG 51: AN/USQ-T46A(V)3
	LHA 1: AN/USQ-T46A(V)6
	LHD 1: AN/USQ-T46A(V)7
	LSD 41/49: AN/USQ-T46A(V)8
	LPD 17: AN/USQ-T46A(V)9
BEWT	Battle Force Electronic Warfare Trainer
NAVSIM	Navigation Simulator
TSSS	Training Stimulation/Simulation System
C4ISIM	Cruise Missile/C4I Training Simulator
20E19	NSFS Simulator
SQQ 89 OBT	AN/SQQ-89 Onboard Training Device
CTA	CEC Training Adjunct
ACTS	AEGIS Combat Training System
VSS	SM-441 Video Simulation System

ERESS Enhanced Radar Environment Simulation System
T5/T6 SQS 53A Passive/Active Sonar Simulator
Unit 5 SQS-56 Active Sonar Simulator
Unit 34 SQS-53D Active Sonar Simulator
CSITE MCM 1 AN/SSQ-94 Combat System Integrated Test Equipment
MK-92 SGP FFG 7 MK 92 Scenario Generation Program
CMTpc Cruise Missile Trainer - Personal Computer
SG&R ATWCS Scenario Generator and Reconstruction Application

e. Legend for Monthly Inport Training Exercises (MITES):

COMM MITE = Communication Exercise
VIS MITE = Visual Signals Exercise
EW MITE = Electronic Warfare Exercise
ASW MITE = Anti-submarine Exercise
INTEL MITE = Intelligence Exercise
LINK MITE = Monthly Inport Tactical Data Link Exercise
SAR PRO MITE = Search and Rescue Proficiency Training
GCCS-M MITE = Global Command and Control System - Maritime Exercise
JTT MITE = Joint Tactical Terminal Exercise (BMD Capable Only)
SLAMEX = Sea Launched Attack Missile Exercise
FST-U = Unit level Fleet Synthetic Training

TORIS Data Points	Inport Training Exercise										
	COMM MITE	VIS MITE	EW MITE	ASW MITE	INTEL MITE	LINK MITE	SAR MITE	GCCS MITE	JTT MITE	SLAM EX	FST- U
AW-Prof 03.01						X					X
AW-Prof 03.02						X					X
AW-Prof 04						X					X
ASW-Prof 02.23				X							X
ASW-Prof 02.24				X							X
CCC-Prof 02.01.01	X										X
CCC-Prof 02.02.01	X										X
CCC-Prof 02.02.02	X										X
CCC-Prof 02.03.01	X										X
CCC-Prof 02.03.02	X										X
CCC-Prof 02.03.03						X					X
CCC-Prof 02.04.01	X										X

CCC-Prof 02.04.02	X										X
CCC-Prof 02.04.04						X					X
CCC-Prof 02.05.01	X										X
CCC-Prof 02.05.02	X										X
CCC-Prof 02.05.04	X										X
CCC-Prof 02.06.01	X										X
CCC-Prof 02.06.02	X										X
CCC-Prof 02.07	X										X
CCC-Prof 02.08	X										X
CCC-Prof 02.09	X										X
CCC-Prof 02.10.01	X										X
CCC-Prof 02.10.03	X										X
EW-Prof 02.03			X								X
EW-Prof 02.04			X								X
EW-Prof 02.04.04			X								X
EW-Prof 02.06			X								X
EW-Prof 02.07			X								X
EW-Prof 02.08			X								X
EW-Prof 02.09			X								X
INT-Prof 03.05						X					X
SW-Prof 03.01.01								X			X
SW-Prof 03-01.02								X			X
SW-Prof 03.02.01								X			X
SW-Prof 03.02.02								X			X
SW-Prof 03.02.03								X			X

C-114. Ship and Unit Exercise Requirements. The following ship and unit exercise requirements are listed by mission area:

AMW EXERCISES - SHIPS

AMW EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM
AMW-1-SF (3,6,9) NSFS REHEARSAL	X	X									
AMW-2/3-SF (12,18,24) NSFS QUAL MAINTENANCE (FIREX) Note: See article C-108	X	X									
AMW-4-SF (6,9,12) EMBARK PLANNING						X	X	X	X	X	
AMW-5-SF (3,6,9) ASSAULT BOAT HOIST & LOWERING						X	X	X	X	X	
AMW-6-SF (6,9,12) EMBARK/DEBARK LANDING CRAFT WELL DECK						X	X	X	X	X	
AMW-7-SF (6,9,12) EMBARK/DEBARK LCAC WELL DECK						X	X	X	X	X	
AMW-8-SF (3,6,9) CONTROL & TRACKING OF BOAT WAVES						X	X	X	X	X	
AMW-11-SF (3,6,9) SURF OBSERVATION & MSI CALCULATIONS						X	X	X	X	X	
AMW-12-SF (12,18,24) BASIC CARGO HANDLING						X	X	X	X	X	
AMW-13-SF (6,9,12) BASIC WELL DECK CARGO HANDLING						X	X	X	X	X	
AMW-16-SF (6,9,12) WELL DECK CARGO HANDLING						X	X	X	X	X	
AMW-20-SF (6,12,18) LARC V WET WELL OPERATIONS						X	X	X	X	X	
AMW-27-SF (6,12,18) ASSAULT CRAFT HANDLING IN WET WELL OPERATIONS						X	X	X	X	X	
AMW-28-SF (12,18,24) CONTROL SHIP-SHORE MOVE (DAY)						X	X	X	X	X	
AMW-29-SF (6,12,18) CONTROL OF SHIP-SHORE MOVE (LOW VISIBILITY)						X	X	X	X	X	
AMW-30-SF (12,18,24) CONTROL SHIP-SHORE MOVE (NIGHT)						X	X	X		X	

AMW EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM
AMW-34-SF (6,9,12) EMBARK/DEBARK AAV FROM WELL DECK						X	X	X	X	X	
AMW-36-SF (6,9,12) U/W LAUNCH AAV								X	X	X	
AMW-37-SF (6,9,12) CONTROL AAV SHIP-SHORE MOVEMENT								X	X	X	
AMW-38-SF (6,9,12) AAV SHIP-SHORE MOVE								X	X	X	
AMW-39-SF (12,18,24) LCU STERNGATE MARRIAGE TO WELL DECK						X	X	X	X	X	
AMW-46-SF (6,9,12) RECEIVING & HANDLING CASUALTIES IN A WELL DECK						X	X	X	X	X	
AMW-61-SF (6,9,12) CONTROL LCAC SHIP-SHORE MOVEMENT						X	X	X	X	X	
AMW-69-SF (12,24,36) AMPHIB ENVIRONMENTAL SUPP						X	X		X		
AMW-70-SF (12,18,24) LAUNCH/ RECOVERY OF CRRC							X	X	X	X	
AMW-71-SF (12,18,24) CRRC RAID PLAN							X	X	X	X	
AMW-1-I (4,8,12) VERTICAL ENVELOPMENT						X	X	X	X		
AMW-6-I (6,12,18) HELO LAUNCH/ RECOVERY (EMCON)						X	X	X	X	X	
AMW-7-I (6,12,18) INSTRUMENT APPROACH A/C RECOVERY						X	X	X	X	X	
AMW-8-I (6,12,18) HELO TROOP EMBARK/DEBARK						X	X	X	X	X	
AMW-9-I (6,12,18) HELO LOAD/ UNLOAD						X	X	X	X	X	
AMW-12-I (6,9,12) COMBAT FLIGHT OPS						X	X	X	X	X	
AMW-13-I (6,9,12) COMBAT FLIGHT OPS (EMCON)						X	X	X	X	X	
AMW-14-I (6,9,18) CONTROL HELO CIC/HDC						X	X				
AMW-15-I (9,18,24) CONTROL HELO (EMCON)						X	X				
AMW-16-I (6,12,18) RECEIVE/HANDLE CASUALTIES FROM HELO						X	X	X		X	

AMW EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM
AMW-17-I (6,12,18) SAC						X	X				
AMW-18-I (6,12,18) LOST PLANE EMERGENCY TANKING ASSISTANCE						X	X				
AMW-19-I (3,6,9) AIC						X	X				
AMW-20-I (6,12,18) CONTROL ASSAULT A/C TACC/HDC						X	X				
AMW-21-I (12,18,24) AVIATION ORDNANCE STRIKE UP						X	X	X	X		
AMW-22-I (3,6,9) HELO NVD OPS Note: NVG certified ships only.						X	X	X	X	X	
AMW-23-I (3,6,9) EMERGENCY DEFENSE OF THE ATF						X	X	X	X	X	

ATFP EXERCISES - SHIPS

ATFP EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	PC
NCO-18-SF (1,2,3) SECURITY DRILLS	X	X	X	X	X	X	X	X	X	X	X	
NCO-19-SF (12,0,0) SMALL ARMS QUALIFICATIONS	X	X	X	X	X	X	X	X	X	X	X	X
NCO-28-SF (3,6,9) RULES OF ENGAGEMENT (ROE)	X	X	X	X	X	X	X	X	X	X	X	X
NCO-29-SF (6,12,18) DEFENSE AGAINST SWIMMERS	X	X	X	X	X	X	X	X	X	X	X	X
NCO-30-SF (1,2,3) SHIP PENETRATION-BASIC	X	X	X	X	X	X	X	X	X	X	X	X
NCO-31-SF (3,6,9) SHIP PENETRATION-ADVANCED	X	X	X	X	X	X	X	X	X	X	X	
NCO-32-SF (6,12,18) TERRORIST A/C ATTACK	X	X	X	X	X	X	X	X	X	X	X	
NCO-33-SF (6,12,18) SMALL BOAT ATTACK	X	X	X	X	X	X	X	X	X	X	X	X
NCO-34-SF (6,12,18) BOMB THREAT	X	X	X	X	X	X	X	X	X	X	X	X
NCO-35-SF (6,12,18) HOSTAGE THREAT	X	X	X	X	X	X	X	X	X	X	X	X
NCO-36-SF (6,12,18) FLOATING DEVICE	X	X	X	X	X	X	X	X	X	X	X	X
NCO-39-SF (6,12,18) ATFP PLANNING EXERCISE (PIERSIDE)	X	X	X	X	X	X	X	X	X	X	X	X
NCO-40-SF (6,12,18) ATFP PLANNING EXECUTION (PIERSIDE)	X	X	X	X	X	X	X	X	X	X	X	
NCO-41-SF (6,12,18) ATFP PLANNING EXERCISE (WATERSIDE)	X	X	X	X	X	X	X	X	X	X	X	
NCO-42-SF (6,12,18) ATFP EXECUTION EXERCISE (WATERSIDE)	X	X	X	X	X	X	X	X	X	X	X	

AW EXERCISES - SHIPS

AW EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM
AW-2-SF (24,0,0) LINK 11 OPS	X	X	X	X		X	X		X		
AW-3-SF (3,6,9) RADAR IFF TRACKING	X		X	X		X	X	X	X	X	
AW-4-SF (24,0,0) AA TGT DESIGNATION & ACQUISITION (NON-FIRING)	X	X	X			X	X		X		
AW-6-SF (24,0,0) S/S AIR TARGET DETECTION, TRACK, DESIG & ACQ	X	X	X			X	X		X		
AW-7-SF (3,6,9) TACTICAL AAW	X	X	X			X	X		X		
AW-11A-SF (6,12,18) SUBSONIC ASMD STREAM RAID(SIMULATION) Note: Exercise will be conducted via simulation using embedded training devices or as part of FST-U.	X	X				X	X		X		
AW-11C-SF (24,0,0) RAM FRS SIMULATOR (NON- FIRING)						X	X		X	X	
AW-12-SF (24,0,0) AA GUNNERY	X	X	X								
AW-15-SF (24,0,0) INFO PROCEDURES	X	X	X	X		X	X		X		
AW-17-SF (24,0,0) LINK 11 INTRUSION-JAMMING	X	X	X	X		X	X		X		
AW-20-SF (24,0,0) CIWS READINESS EVAL	X	X	X	X		X	X	X		X	
AW-21-SF (24,0,0) CIWS FIRING	X	X	X	X		X	X	X		X	
AW-24-SF (24,0,0) DTE SEQUENCE (NON -FIRING)	X	X	X			X	X		X	X	
AW-26-SF (24,0,0) LINK 4A AIC	X	X				X	X				

AW EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM
AW-27-SF (6,12,18) SUPER-SONIC ASMD (SIMULATION) LOW ALT Note: Exercise will be conducted via simulation using embedded training devices or as part of FST-U.	X	X									
AAW-3-I (24,0,0) AIC	X	X				X	X				
AAW-4-I (24,0,0) LOST PLANE HOMING	X	X	X	X		X	X	X	X	X	
AAW-5-I (24,0,0) AA TGT DESIG/ACQ IN A MUL TGT ENV-CAP COORD	X	X				X	X				
AAW-7-I (24,0,0) ECCM-CAP COORD IN MECH JAMMING	X	X				X	X				
AAW-8-I (24,0,0) TAC AAW CAP/MSL COORD	X	X				X	X				
AAW-9-I (24,0,0) TAC AAW CAP/MSL COORD WITH COUNTERMEASURES	X	X				X	X				
AAW-10-I (24,0,0) COORD CAP/MSL EMPL	X	X					X				
AAW-11-I (24,0,0) COORD CAP/MSL EMPL IN ECM ENVIRON	X	X					X				
AAW-13-I (24,0,0) CINTEX	X	X	X			X	X				
AAW-14-I (24,0,0) A/C CONTROL-ASM PLATFORM/ASM INTERCEPT	X	X				X	X				

C2W EXERCISES - SHIPS

C2W EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	PC
C2W-2-SF (3,6,9) ES DETECTION, ANALYSIS & REPORT Note: Conduct once per watch section	X	X	X	X		X	X	X	X	X		
C2W-3-SF (3,6,9) EXT EMCON	X	X	X	X		X	X	X	X	X	X	X
C2W-4-SF (3,6,9) EMCON SET & MODIFICATION	X	X	X	X		X	X	X	X	X	X	X
C2W-5-SF (3,6,9) SATELLITE VULNERABILITY	X	X	X	X		X	X	X	X	X	X	
C2W-6-SF (3,6,9) WATCH EVAL Note: Conduct once per watch section	X	X	X	X		X	X	X	X	X		
C2W-7-SF (12,18,24) COMP EW EXPH I Note: Accomplish during COMPTUEX for all embarked aircraft	X	X	X	X		X	X	X	X	X		
C2W-8-SF (12,18,24) COMP EW EXPH II Note: Accomplish during COMPTUEX for all embarked aircraft	X	X	X	X		X	X	X	X	X		
C2W-9-SF (12,18,24) COMP EW EXPH III Note: Accomplish during COMPTUEX for all embarked aircraft	X	X	X	X		X	X	X	X	X		
C2W-10-SF (12,18,24) COORD MULTI-SHIP EW	X	X	X	X		X	X	X	X	X		
C2W-11-SF (6,12,18) CHAFF FIRING	X	X	X	X		X	X	X	X	X		
C2W-12-SF (12,18,24) LAMPS MK III U/W DEMO Note: Accomplish during COMPTUEX for all embarked aircraft	X	X	X									
C2W-13-SF (12,18,24) MISSILE/THREAT ELECTRONIC ATTACK	X	X	X	X		X	X		X			
C2W-14-SF (12,18,24) EW ASSESSMENT	X	X	X	X		X	X	X	X	X		
C2W-15-SF (6,12,18) MK36 DECOY LOADEX	X	X	X	X		X	X	X	X	X		

C2W EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	PC
C2W-16-SF (12,18,24) COORD CHAFF FIRING	X	X	X	X		X	X	X	X	X		
C2W-30-SF (3,6,9) DETECTION, CLASSIFICATION, TRACKING & REPORTING (DCT&R) Note: Ships with CTR personnel assigned only.	X	X				X	X					
C2W-33-SF (12,18,24) TACTICAL AIR TARGETING Note: Ships with CTR personnel assigned only.	X	X					X					
C2W-36-SF (3,6,9) GCCS-M (SCI)						X	X		X			
C2W-37-SF (12,18,24) RADIO DIRECTION FINDING EXERCISE Note: Ships with CTR personnel assigned only.	X	X				X	X					
C2W-38-SF (1,2,3) Cryptologic Stimulator Exercise (CSE) Note: Ships with CTR personnel assigned only.	X	X				X	X		X			
C2W-39-SF (12,18,24) Communication Electronic Attack (CEA)	X	X				X	X		X			

CCC EXERCISES - SHIPS

CCC EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	PC
CCC-1-SF (3,6,9) SYSCON FLT BCST	X	X	X	X		X	X	X	X	X	X	X
CCC-2-SF (6,12,18) COMM OP PLANNING	X	X	X	X		X	X	X	X	X	X	X
CCC-3-SF (6,12,18) HELO LVA CONTROL	X	X	X	X		X	X	X	X	X		
CCC-4-SF (3,6,9) SYSCON SHIP TERM	X	X	X	X		X	X	X	X	X	X	X
CCC-5-SF (3,6,9) SYSCON SECURE VOICE	X	X	X	X		X	X	X	X	X	X	X
CCC-6-SF (3,6,9) R/T DRILLS	X	X	X	X		X	X	X	X	X	X	X
CCC-7-SF (3,6,9) TACTICAL MANEUVERS	X	X	X	X		X	X	X	X	X	X	
CCC-8-SF (3,6,9) TTY CKT PROCEDURES	X	X	X	X		X	X	X	X	X	X	
CCC-9-SF (3,6,9) FLAGHOIST	X	X	X	X		X	X	X	X	X	X	X
CCC-10-SF (3,6,9) FLASHING LIGHT	X	X	X	X		X	X	X	X	X	X	X
CCC-11-SF (3,6,9) SEMAPHORE	X	X	X	X		X	X	X	X	X	X	X
CCC-12-SF (6,12,18) IMITATIVE DECEPTION	X	X	X	X		X	X	X	X	X	X	
CCC-13-SF (6,12,18) EAP EMERGENCY DESTRUCTION	X	X	X	X		X	X	X	X	X	X	X
CCC-15-SF (3,6,9) NTDS INITIATION & OPS			X	X		X	X		X			
CCC-16-SF (6,12,18) AEGIS DOCTRINE MANAGEMENT	X	X										
CCC-17-SF (3,6,9) LINK 11 FAST FREQ CHANGES	X	X	X	X		X	X		X			
CCC-19-SF (24,0,0) COMPREHENSIVE COMMUNICATIONS ASSESSMENT Note: Evaluated by ISIC/CLASSRON	X	X	X	X		X	X	X	X	X	X	X
CCC-20-SF (6,12,18) SYSCON SI TERM TTY/ZULU TERM (D&G SYS) Ships permanently manned by CTs	X	X		X		X	X		X			

CCC EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	PC
CCC-21-SF (6,12, 18) SYSCON OPINTEL BCST/ SI COM(N SYS) Ships permanently manned by CTs	X	X		X		X	X					
CCC-22-SF (6,12, 18) SYSCON SPRAC NET (ROMEO System) Ships permanently manned by CTs	X	X		X		X	X		X			
CCC-23-SF (3,6,9) CRITIC HANDLING EXERCISE Ships permanently manned by CTs	X	X		X		X	X		X			
CCC-24-SF (3,6,9) SYSCON NB/WB SATCOM	X	X	X	X		X	X	X	X	X	X	X
CCC-25-SF (3,6,9) SYSCON SHF SATCOM	X			X		X	X		X			
CCC-26-SF (3,6,9) SYSCON EHF SATCOM	X	X		X		X	X	X	X	X		
CCC-29-SF (3,6,9) OTCIXS/TADIXSYS EX	X	X	X	X		X	X	X	X			
CCC-30-SF (3,6,9) OTAT/OTRA	X	X	X	X		X	X	X	X	X	X	X
CCC-32-SF (3,6,9) SYSCON - DAMA	X	X	X	X		X	X	X	X	X	X	X
CCC-33-SF (3,6,9) SYSCON - HAVEQUICK	X	X	X	X		X	X	X	X	X	X	
CCC-34-SF (3,6,9) SYSCON - SINGLE AUDIO SYSTEM (SAS) & BLACK AUDIO SWITCH (BAS)	X	X	X	X		X	X	X	X	X	X	
CCC-35-SF (3,6,9) SYSCON - NAVMACS	X	X	X	X		X	X	X	X	X	X	X
CCC-36-SF (3,6,9) SCI ADNS COMMS OPERATIONS Ships permanently manned by CTs	X	X		X		X	X		X			
CCC-37-SF (3,6,9) ADNS COMMS OPERATIONS	X	X	X	X		X	X	X	X	X	X	
CCC-38-SF (3,6,9) SYSCON INMARSAT SATCOM	X	X	X	X				X	X	X	X	X
CCC-39-SF (3,6,9) SYSCON 5KHZ SATCOM	X	X	X	X		X	X	X	X	X	X	
CCC-40-SF (3,6,9) SYSCON INFORMATION SYSTEMS	X	X	X	X		X	X	X	X	X	X	X
CCC-41-SF (3,6,9) INFORMATION ASSURANCE	X	X	X	X		X	X	X	X	X	X	X

CCC EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	PC
CCC-42-SF (3,6,9) LINK 11 OPERATIONS	X	X	X	X		X	X		X			
CCC-43-SF (3,6,9) LINK 16 OPERATIONS	X	X		X		X	X		X			
CCC-44-SF (6,12,18) MULTI-LINK OPERATIONS	X	X		X		X	X		X			
CCC-45-SF (6,12,18) SATELLITE LINK 11 OPS	X	X		X		X	X		X			
CCC-46-SF (6,12,18) SATELLITE LINK 16 OPS	X	X		X		X	X		X			

FSO-M EXERCISES - SHIPS

FSO-M EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	PC
FSO-M-1-SF (6,12,18) BATTLE DRESSING STATION	X	X	X	X		X	X	X	X	X	X	
FSO-M-2-SF (6,12,18) PERS CASUALTY TRANSPORT	X	X	X	X		X	X	X	X	X	X	X
FSO-M-3-SF (3,6,9) COMPOUND FRACTURES	X	X	X	X		X	X	X	X	X	X	X
FSO-M-4-SF (3,6,9) SUCKING CHEST WOUND	X	X	X	X		X	X	X	X	X	X	X
FSO-M-5-SF (3,6,9) ABDOMINAL WOUND	X	X	X	X		X	X	X	X	X	X	X
FSO-M-6-SF (3,6,9) AMPUTATION	X	X	X	X		X	X	X	X	X	X	X
FSO-M-7-SF (3,6,9) FACIAL WOUND	X	X	X	X		X	X	X	X	X	X	X
FSO-M-8-SF (3,6,9) ELECTRIC SHOCK	X	X	X	X		X	X	X	X	X	X	X
FSO-M-9-SF (6,12,18) MASS CASUALTY	X	X	X	X		X	X	X	X	X	X	X
FSO-M-10-SF (3,6,9) SMOKE INHALATION	X	X	X	X		X	X	X	X	X	X	X
FSO-M-11-SF (3,6,9) BURNS	X	X	X	X		X	X	X	X	X	X	X

INT EXERCISES - SHIPS

INT EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	PC
INT-1-SF(BF) (6,12,18) AIRCREW EVENT BRIEF Note 1,2	X	X				X	X		X			
INT-2-SF(BF) (6,12,18) AIRCREW EVENT DEBRIEF Note 1,2	X	X				X	X		X			
INT-2-SF(MS) (1,2,3) INTEL COLLECTION & REPORTING	X	X	X	X		X	X	X	X	X	X	X
INT-3-SF(BF) (1,2,3) INTEL AREA THREAT BRIEF	X	X	X	X		X	X	X	X	X	X	X
INT-6-SF(IS) (1,2,3) INTEL INFORMATION RETRIEVAL	X	X	X	X		X	X	X	X	X	X	
INT-6-SF(OP) (3,6,9) OPERATIONAL INTELLIGENCE DATA COLLATION Note 2	X	X		X		X	X	X	X			X
INT-7-SF(IS) (2,4,6) OPERATIONAL INTELLIGENCE Note 2	X	X		X		X	X		X			X
INT-7-A(MS) (6,12,18) AIRBORNE MARITIME SURVEILLANCE Note 1,2	X	X				X	X		X			
INT-7-SF(OP) (1,2,3) INTEL SUPPORT TO FORCE PROTECTION PLANNING	X	X	X	X		X	X	X	X	X	X	
INT-8-SF(IS) (6,12,18) IMAGERY INTERPRETATION						X	X					
INT-8-SF(OP) (2,4,6) INTEL SUPPORT TO MARITIME INTERDICTION OPERATIONS	X	X	X	X		X	X	X	X	X		
INT-10-A(MS) (6,12,18) AIRBORNE MARITIME PHOTOGRAPHY & RIGGING Note 1,2	X	X				X	X		X			
INT-12-SF(MP) (6,12,18) INTEL SUPPORT TO PLANS FOR NEO Note 2				X		X	X					
INT-13-SF(MP) (6,12,18) IMAGERY SUPPORT TO TACTICAL STRIKE PLANNING						X	X					

Notes:

1. Not applicable to DDG FLT I (DDGs 51-78)
2. Not applicable to PACFLT LCC or LPD class.

LOG EXERCISES - SHIPS

LOG EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM
LOG-4-SF (6,12,18) DAY U/W FUEL						X	X				
LOG-5-SF (6,12,18) NIGHT U/W FUEL						X	X				
LOG-8-SF (6,12,18) EMERG BREAKAWAY						X	X				

MIW EXERCISES - SHIPS

MIW EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	PC
MIW-1-SF (1,2,3) MINESWEEPING MECHANICAL GEAR											X	
MIW-2.5-SF (6,9,12) COMBO INFLUENCE MINESWEEPING											X	
MIW-4.1.1-SF (1,2,3) MINEHUNT - SEARCH											X	
MIW-4.1.2-SF (1,2,3) MINEHUNT-REACQUISITION											X	
MIW-4.1.3-SF (1,2,3) MINEHUNT - VDS											X	
MIW-4.1.4-SF (1,2,3) MINEHUNT SECONDARY PLOT											X	
MIW-4.4-SF (2,3,6) CONTACT MARKING											X	
MIW-4.7.1-SF (3,6,9) MNV OPS - MOORED MINES											X	
MIW-4.7.2-SF (3,6,9) MNV OPS - BOTTOM MINES											X	
MIW-4.7.3-SF (3,6,9) MNV OPS - LOW VIS											X	
MIW-8.6-SF (12,18,24) TRANSITING MINEABLE WATERWAYS											X	
MIW-8.7-SF (3,6,9) TRANSIT SWEPT CHANNEL	X	X	X	X		X	X	X	X	X		X
MIW-11.1-SF (3,6,9) ROUTE SURVEY OPS											X	
MIW-12-SF (3,6,9) Q-ROUTE MANUAL DATA COLLECTION											X	

MOB-D EXERCISES - SHIPS

MOB-D EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	PC
MOB-D-2-SF (3,6,12) RELIEF OF VITAL STATIONS Note 1	X	X	X	X		X	X	X	X	X	X	X
MOB-D-3-SF (1,2,3) MANNING BATTLE STATIONS	X	X	X	X		X	X	X	X	X	X	X
MOB-D-4-SF (3,6,12) EMERG INTERIOR COMMS	X	X	X	X		X	X	X	X	X	X	X
MOB-D-5-SF (3,6,12) TOPSIDE DAMAGE Note 2	X	X	X	X		X	X	X	X	X	X	X
MOB-D-6-SF (18,0,0) RIGHTING SHIP Note 3	X	X	X	X		X	X	X	X	X	X	
MOB-D-7-SF (6,12,18) PROV CASUALTY POWER	X	X	X	X		X	X	X		X		
MOB-D-8-SF (6,9,12) MAJOR CONFLAG/FBP Note 4	X	X	X	X		X	X	X	X	X	X	X
MOB-D-9-SF (3,6,9) MAIN PROP SPACE FIRE (INPORT) Note 5	X	X	X	X		X	X	X	X	X	X	X
MOB-D-10-SF (6,12,18) RESCUE/ASSISTANCE (IN PORT/UNDERWAY) Note 6	X	X	X	X		X	X	X	X	X	X	
MOB-D-11-SF (3,6,12) SETTING MATERIAL COND:PHASE 1 YOKE, PHASE 2 ZEBRA Note 6	X	X	X	X		X	X	X	X	X	X	X
MOB-D-12-SF (3,6,12) U/W HULL DAMAGE PH 1 & 2	X	X	X	X		X	X	X	X	X	X	X
MOB-D-13-SF (3,6,9) SHORING Note 6	X	X	X	X		X	X	X	X	X	X	X
MOB-D-14-SF (1,2,3) FIRE EXTINGUISHING SMOKE CLEARING Note 6	X	X	X	X		X	X	X	X	X	X	X
MOB-D-15-SF (6,12,18) CHEMICAL ATTACK	X	X	X	X		X	X	X	X	X	X	
MOB-D-17-SF (6,12,18) AVIATION FUEL SYS CASUALTY						X	X					
MOB-D-18-SF (3,6,12) A/C CRASH & FIRE						X	X					

MOB-D EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	PC
MOB-D-20-SF (3,6,12) ISOLATE/PATCH DAMAGED PIPE	X	X	X	X		X	X	X	X	X	X	X
MOB-D-21-SF (3,6,12) MAJOR FLOOD MAIN PROPULSION SPACE Note 6	X	X	X	X		X	X	X	X	X	X	X
MOB-D-22-SF (3,6,12) HANGER DECK A/C FIRE						X	X					
MOB-D-24-SF (6,12,18) DARKEN SHIP	X	X	X	X		X	X	X	X	X	X	X
MOB-D-26-SF (3,6,12) AIRCRAFT FUELING STATION FIRE	X	X	X	X		X	X	X	X	X		
MOB-D-27-SF (1,2,3) HELO CRASH F/F	X	X	X	X		X	X	X	X	X		
MOB-D-31-SF (3,6,9) TOXIC GAS Note 6	X	X	X	X		X	X	X	X	X	X	X

Notes:

1. Conduct MOB-D-2-SF ICW any of the following: MOB-D-8, 9, 14 or 15-SF.
2. Conduct MOB-D-5-SF ICW any of the following: MOB-D-13, 14 or 15-SF
3. Exercise to be successfully completed once prior to deployment at intervals not to exceed 18 months.
4. Sample major conflagration scenario available from ATGs.
5. Exercise to be successfully completed by each auxiliary steaming section (when not underway) and reported as one exercise completion. Underway main propulsion space fire training requirements are described in MOB-E section under MCBF.
6. Conducted by each in port emergency team and DCRS (underway). Reported as one completion.

MOB-E EXERCISES - SHIPS (DIESEL)

DRILLS: DIESEL

Drill Validation Rules:

- Each drill can validate only one drill listed in the validations column per period.
- To validate a drill, all members of the watchteam must demonstrate familiarity with symptoms, indications, and actions that differ from the drill actually conducted.
- The drill that was validated in current period must be conducted in the following period.

MOB-E DRILLS - SHIPS (DIESEL)	VALIDATIONS	LPD 17	LSD	MCM	PC
MAIN ENGINE DRILL FAMILY					
CATEGORY I DRILLS (QUARTERLY, CORE)					
MMFOL MAJOR F/O LEAK	MLLOL,MLHOL	X	X	X	X
MLLOP LOSS L/O PRESSURE MAIN ENGINE	MLFOP	X	X	X	X
MLLPVG LOSS L/O PRESSURE MPDE/IFVG	NONE				
MHMEB OVERHEATING BEARING MAIN ENGINE	MHBRG	X	X		
MAIN ENGINE DRILL FAMILY					
CATEGORY II DRILLS (SEMI-ANNUALLY, ELECTIVE)					
MDEGM MPDE GOV MALF	NONE	X	X	X	X
MDGEO MPDE OVERHEAT	NONE	X	X	X	X
MLMCC LOSS MAIN PROP'N CONTROL CONSOLE	NONE				X
MLMCS LOSS MACHINERY PLANT CONTROL SYS	NONE	X	X		
MLPCA LOSS PROP CONTROL AIR	NONE	X	X		
MAIN ENGINE DRILL FAMILY					
CATEGORY III DRILLS (ANNUALLY)					
MLACL LOSS AIR CLUTCH MPDE	NONE			X	
MLFOP LOSS F/O PRESSURE MAIN ENGINE	NONE	X	X	X	X
MMPDA MAIN ENGINE MAGNETIC PARTICLE DETECTOR ALARM	NONE			X	
MNVME NOISE/VIBRATION MAIN ENGINE/SHAFT	NONE	X	X	X	
MDECE MPDE CRANKCASE EXP	NONE	X	X	X	X
PROPULSION DRIVE TRAIN DRILL FAMILY					
CATEGORY I DRILLS (QUARTERLY, CORE)					
MLLOPR LOSS L/O PRESSURE REDUCTION GEAR	NONE	X	X	X	
PROPULSION DRIVE TRAIN DRILL FAMILY					
CATEGORY II DRILLS (SEMI-ANNUALLY, ELECTIVE)					
MHBRG HOT BRG RED GEAR	MHLSB	X	X	X	
MHGB OVERHEATING GEARBOX	NONE				X
MLCRP LOSS PITCH CONTROL	NONE	X	X	X	
MHLSB HOT LINE SHAFT BRG	MHBRG	X	X	X	
MLHOP LOSS CRP/CPD PRESSURE	NONE	X		X	
MLHOL LEAK CRP/CPD SYS	MLLOL,MMFOL	X	X	X	
MLLOL MAJ L/O LEAK RED GEAR	MLHOL,MMFOL	X	X	X	
MLLOLG GEARBOXLUBE OIL LEAK	NONE				X
MHTJB HOT THRUST/JNL BRG	NONE				

MOB-E DRILLS - SHIPS (DIESEL)	VALIDATIONS	LPD 17	LSD	MCM	PC
MLCVSP LOSS VSP PITCH CONTROL	NONE				
MLOLVG L/O LEAK MPDE/IFVG	NONE				
MLVHOP LOSS VSP PROP HOP	NONE				
MLVLOP LOSS VSP PROP LOP	NONE				
MLVOL LEAK VSP LOP SYS	NONE				
MHBVG HOT IFVG BRG	NONE				
MNVMEDT NOISE/VIBRATION MPDE/DT	NONE				X
MLLOPB LOSS GEAR BOXL/O PRESSURE	NONE				X
PROPULSION DRIVE TRAIN DRILL FAMILY					
CATEGORY III DRILLS (ANNUALLY)					
MNVRG NOISE/VIBRATION MRG/SHAFT	NONE	X	X	X	
MLALC LOSS AIR CLUTCH LLPM	NONE			X	
MEDSL ENG SHAFT LINE LOCK	NONE				
MLISCS LOSS OF ISCS CONSOLE	NONE			X	
ELECTRICAL DRILL FAMILY					
CATEGORY I DRILLS (QUARTERLY, CORE)					
MFOL SSDG FUEL OIL LEAK	NONE	X	X	X	
MDGCE SSDG CRANKCASE EXP	NONE	X	X	X	X
MDGOL (3,6,12) SSDG OVERLOAD	NONE	X	X	X	X
LSCS LOSS OF SHIPS CONTROL SYSTEM	NONE	X		X	
MBFDG BRAVO FIRE IN SSDG ENCLOSURE	NONE	X			
ELECTRICAL DRILL FAMILY					
CATEGORY II DRILLS (SEMI-ANNUALLY, ELECTIVE)					
MDGGM SSDG GOV MALF	NONE	X	X	X	X
MDGOH SSDG OVERHEAT	NONE	X	X	X	X
MHOTG HI OIL TEMP GTG	NONE			X	
MLEPC LOSS OF EPCC	NONE	X	X		
MLOLD L/O LEAK SSDG	NONE				
MCCFG CLASS C FIRE GEN	NONE	X	X	X	X
MHBDG HOT BRG SSDG	NONE	X		X	
MHETG HI EXHST TEMP GTG	NONE			X	
MHPBG HOT PED BRG SSDG	NONE	X	X		
MLGGO LOSS L/O PRESSURE GTG	NONE		X	X	
MLLOPD LOSS L/O PRESSURE SSDG	NONE	X		X	X
MLSSG LOSS OF SSDG	NONE	X			
MLSSG LOSS OF S/S GEN	NONE	X	X	X	
MNVDG NOISE/VIBRATION SSDG	NONE	X	X	X	X
ELECTRICAL DRILL FAMILY					
CATEGORY III DRILLS (ANNUALLY)					
MLFOPD LOSS F/O PRESSURE SSDG	NONE			X	X
MLFOPT LOSS F/O PRESSURE GT	NONE			X	
MMPDAD SHIP SERVICE DIESEL GENERATOR MAGNETIC PARTICLE DETECTOR ALARM	NONE			X	
MPSFMG MASTER MAGN PSDF	NONE			X	
MOSGG OVERSPEED SSGTG	NONE			X	
INTEGRATED DRILL FAMILY					
CATEGORY I DRILLS (QUARTERLY, CORE)					
MCBF B FIRE MAIN SPACE	NONE	X	X	X	X

MOB-E DRILLS - SHIPS (DIESEL)	VALIDATIONS	LPD 17	LSD	MCM	PC
MCFED CLASS C FIRE ELECT DIST SYSTEM	NONE	X	X	X	X
MLSC LOSS STEERING CONTROL	NONE	X	X	X	X
MMF FLOODING MAIN SPACE	NONE	X	X	X	X
INTEGRATED DRILL FAMILY CATEGORY II DRILLS (SEMI-ANNUALLY, ELECTIVE)					
MCCFS CLASS C FIRE SWBD	NONE	X	X	X	X
INTEGRATED DRILL FAMILY CATEGORY III DRILLS (ANNUALLY)					
MPCSF PROG CONTROL FAILURE	NONE			X	

EVOLUTIONS: DIESEL

MOB-E EVOLUTIONS - SHIPS (DIESEL)	LPD 17	LSD	MCM	PC
EOOW ROUTINE EVOLUTIONS (QUARTERLY, CORE)				
DON EEBD	X	X	X	X
EVALUATE HEAT STRESS SURVEY	X	X	X	X
EVALUATE BW/FW LOGS		X		
EVALUATE L/O SAMPLE	X	X	X	X
EVALUATE F/O SAMPLE	X	X	X	X
REVIEW OPERATING LOGS	X	X	X	X
EVALUATE TAG OUT	X	X	X	X
EVALUATE F/O & L/O PURIFIER SAMPLES	X	X	X	
MAIN ENGINE ROOM ROUTINE EVOLUTIONS (QUARTERLY, CORE)				
DON EEBD	X	X	X	X
START/OPERATE MPDE (PROGRAM CNTRL)	X	X	X	X
COOLDOWN/STOP MPDE (PROGRAM CNTRL)	X	X	X	X
PERFORM MPDE SICLOS	X	X		
PRE-LUBE/BAR OVER MPDE	X	X	X	X
SHIFT PROPULSION CONTROL	X	X	X	X
PERFORM MRG SICLOS	X	X	X	
CLEAN & INSPECT L/O FILTERS/STRAINERS	X		X	
SHIFT CONTROL MPDE	X	X	X	X
CLUTCH/DECLUTCH MPDE	X	X	X	X
PRIME MPDE F/O SYSTEM			X	X
SHIFT MPDE F/O SUCTION	X	X	X	
SHIFT MRG L/O PUMP LEAD STATUS	X	X		
ALIGN/OPERATE L/O PURIFIER	X	X	X	
SHIFT 2190 L/O PURIFIER (MRG/ CPP)	X	X	X	
ALIGN/OPERATE/SECURE EDUCTOR	X	X	X	X
VALIDATE CENTRAL FRESHWATER COOLING SYSTEM (CFWV)	X			
ALIGN/START CENTRAL FRESHWATER COOLING PUMP (CFWP)	X			
DRAW LUBE OIL SAMPLE	X	X	X	X

MOB-E EVOLUTIONS - SHIPS (DIESEL)	LPD 17	LSD	MCM	PC
MAIN ENGINEROOM INFREQUENT EVOLUTIONS (ANNUALLY, ELECTIVE)				
START/STOP MPDE (LOCALLY)	X	X	X	X
START/OPERATE MPDE (MANUAL)			X	
LOCK/UNLOCK SHAFT	X	X	X	X
SHIFT CONTROL MPDE L/O PUMPS	X	X		
COOLDOWN/STOP MPDE (MANUAL)			X	
SHIFT CONTROL OF SHAFT	X	X	X	
MANUAL ADJUST CPP PITCH	X	X		
CONTROL PITCH & RPM IN MANUAL/COMBINED MODE	X	X		
ELECTRICAL ROUTINE EVOLUTIONS (QUARTERLY, CORE)				
DON EEBD	X	X	X	X
START/STOP SSDG	X	X	X	X
PRE-LUBE/BAR OVER/BLOW DOWN SSDG	X	X	X	
ALIGN SSDG FOR AUTO START	X	X	X	X
ALIGN SSDG FOR REMOTE START	X	X	X	X
SHIFT SSDG CONTROL (LOCAL/REMOTE)	X	X	X	X
REMOVE LOAD FROM SSDG	X	X	X	X
PARALLEL SSDG (PERMISSIVE)	X	X	X	X
SPLIT/PARALLEL ELECTRIC PLANT	X	X	X	X
SHIFT SSDG F/O SUCTION	X	X		
TRANSFER LOAD FROM SHORE TO SHIP'S POWER (CAEPA)	X			
TRANSFER LOAD FROM SHIP TO SHORE POWER (CAEPA)	X			
ELECTRICAL INFREQUENT EVOLUTIONS (ANNUALLY, ELECTIVE)				
ALIGN SSDG FOR MANUAL START	X	X	X	X
PARALLEL SSDG (AUTO)	X	X	X	X
PARALLEL SSDG (BYPASS)	X	X	X	
SHIFT CONTROL OF AFT EPCP	X	X		
ALIGN SSDG FOR LOCAL START			X	X
AUXILIARY ROUTINE EVOLUTIONS (QUARTERLY, CORE)				
DON EEBD	X	X	X	X
ALIGN/OPERATE EDUCTOR	X	X	X	X
ALIGN/OPERATE AUXBOILER		X		
VERIFY/ALIGN AUXBOILER F/O SYSTEM		X		
ALIGN AUXBOILER FOR SURFACE BLOW		X		
SHIFT L/O PURIFIER	X	X	X	
SAMPLE/TEST POTABLE WATER	X	X	X	X
SECURE AUXBOILER		X		
SHIFT AUXBOILER ATOMIZATION METHOD		X		
OPERATE AUXBOILER IN MANUAL		X		
ALIGN AUXBOILER FOR SOOT BLOW		X		
REMOVE & INSPECT BURNER BARREL		X		
SHIFT AUXBOILER F/O SUCTION		X		
ALIGN/OPERATE BROMINATOR	X	X	X	X

MOB-E EVOLUTIONS - SHIPS (DIESEL)	LPD 17	LSD	MCM	PC
ALIGN/START/STOP FIREPUMP	X	X	X	X
ALIGN/START/STOP HPAC		X		
ALIGN/START/STOP LPAC	X	X		
ALIGN/START/STOP MPAC	X		X	
ALIGN/START/STOP ASW PUMPS	X	X	X	
ALIGN/START/STOP SWS PUMP				
ALIGN/OPERATE ELECTROLYTIC DISINFECTANT GENERATOR (EDG)	X			
ALIGN/START/STOP ACW PUMP		X		
AUXILIARY INFREQUENT EVOLUTIONS (ANNUALLY, ELECTIVE)				
ALIGN/OPERATE/SECURE RO UNIT	X		X	X
ALIGN/OPERATE/SECURE DISTILLING PLANT		X		
ALIGN/OPERATE OILY WATER SEPARATOR	X	X	X	X
OIL LAB ROUTINE EVOLUTIONS (QUARTERLY, CORE)				
DON EEBD	X	X	X	X
ALIGN/OPERATE F/O PURIFIER	X	X	X	
CONDUCT L/O VISC/DILUTION TESTS	X	X	X	X
OBTAIN/TEST BOILER WATER SAMPLE		X		
OBTAIN/TEST FEEDWATER SAMPLE		X		
OBTAIN/TEST FUEL OIL SAMPLE	X	X	X	X
CONDUCT LUBE OIL BS&W	X	X	X	
CONDUCT FUEL OIL BS&W	X	X	X	
TRANSFER FUEL OIL STORAGE TO SERVICE	X	X	X	
OIL LAB INFREQUENT EVOLUTIONS (ANNUALLY, ELECTIVE)				
DRAW & TEST DIESEL ENGINE J/W SAMPLE	X	X	X	X
RECIRC FUEL OIL SERVICE TANK	X	X	X	
CONDUCT WIP TEST	X	X	X	X
MLOC EVOLUTIONS (QUARTERLY, CORE)				
VERIFY/ALIGN MEDIUM PRESSURE AIR SYSTEM	X		X	
VERIFY/ALIGN MPDE JACKET WATER SYSTEM	X	X	X	X
VERIFY/ALIGN MPDE L/O SYSTEM	X	X	X	X
VERIFY/ALIGN MRG L/O SYSTEM	X	X	X	
VERIFY/ALIGN MPDE S/W SYSTEM	X	X	X	X
VERIFY/ALIGN MPDE F/O SYSTEM	X	X	X	X
VERIFY/ALIGN MPDE START AIR SYSTEM	X	X	X	
VERIFY/ALIGN STERN TUBE COOLING	X	X	X	
VERIFY/ALIGN SHAFT CLUTCH & BRAKE AIR		X	X	
VERIFY/ALIGN CPP SYSTEM	X	X	X	
VERIFY/ALIGN/OPERATE TURNING/JACKING GEAR	X	X	X	
VERIFY/ALIGN SSDG L/O SYSTEM	X	X	X	X
VERIFY/ALIGN SSDG F/O SYSTEM	X	X	X	X
VERIFY/ALIGN SSDG S/W SYSTEM	X	X	X	X
VERIFY/ALIGN SSDG J/W SYSTEM	X	X	X	X

MOB-E EVOLUTIONS - SHIPS (DIESEL)	LPD 17	LSD	MCM	PC
VERIFY/ALIGN SSDG AIR SYSTEM	X	X	X	
VERIFY/ALIGN FIRE PUMP	X	X	X	X
VERIFY/ALIGN HPAC		X		
VERIFY/ALIGN MPAC	X		X	
VERIFY/ALIGN LPAC		X		
VERIFY/ALIGN SWS PUMP				
VERIFY/ALIGN ASW PUMP	X	X	X	
VERIFY/ALIGN/TEST STEERING GEAR	X	X	X	X
VERIFY/ALIGN/TEST VSP				
VERIFY/ALIGN WATER MIST SYSTEM	X			
VERIFY/ALIGN AFFF SYSTEM	X	X	X	

MOB-E EXERCISES - SHIPS (GAS TURBINE)

DRILLS: GAS TURBINE

Drill Validation Rules:

- Each drill can validate only one drill listed in the validations column per period.
- To validate a drill, all members of the watchteam must demonstrate familiarity with symptoms, indications, and actions that differ from the drill actually conducted.
- The drill that was validated in current period must be conducted in the following period.

MOB-E DRILLS - SHIPS (GAS TURBINE)	VALIDATIONS	FFG	DDG	CG	LCS
MAIN ENGINE DRILL FAMILY					
CATEGORY I DRILLS (QUARTERLY, CORE)					
MMFOL MAJOR F/O LEAK	NONE	X	X	X	
MBGTM B FIRE GTM MOD	NONE	X	X	X	
MAIN ENGINE DRILL FAMILY					
CATEGORY II DRILLS (SEMI-ANNUALLY, ELECTIVE)					
MLFOP LOSS F/O PRESSURE	NONE	X	X	X	
MGGG GG STALL GTM	MLPTO, MEPTV, MGGOSM HTIT, MLPLAMP TOS	X	X	X	
MECUF EXEC CNTRL UNIT FAILURE (MLMCS LOSS CNTRL CONSOLE-SMART SHIP)	NONE			X	
MPCSF PROG CONTROL FAILURE	NONE	X			
MLPACC LOSS OF PACC CONSOLE	MLPACC		X		
MLSCU LOSS SHAFT CONTROL UNIT	MLSCU		X		
MAIN ENGINE DRILL FAMILY					
CATEGORY III DRILLS (ANNUALLY)					
MCASF GT COOL AIR SYSTEM FAILURE	NONE	X	X	X	
MLPTO LOW L/O PRESSURE GTM	MGGG MEPTV, MGGOSM HTIT, MLPLAMP TOS	X	X	X	
MEPTV PT VIBS HI GTM	MGGG MLPTO, MGGOSM HTIT, MLPLAMP TOS	X	X	X	
MGGOS GG OVERSPD GTM	MGGG MLPTO, MEPTVM HTIT, MLPLAMP TOS	X	X	X	
MHTIT PT INLET TEMP HI GTM	MGGG MLPTO, MEPTVM GGOS, MLPLAMP TOS	X	X	X	

MOB-E DRILLS - SHIPS (GAS TURBINE)	VALIDATIONS	FFG	DDG	CG	ICS
MLPLA LOSS OF PLA GTM	MGGS MLPTO, MEPTVM GGOS, MHTITMP TOS	X	X	X	
MPTOS PT OVERSPEED GTM	MGGS MLPTO, MEPTVM GGOS, MHTITML PLA	X	X	X	
MPSFP POST SHUTDOWN FIRE GTM	NONE	X	X	X	
PROPULSION DRIVE TRAIN FAMILY					
CATEGORY I DRILLS (QUARTERLY, CORE)					
MLLOPR LOSS L/O PRESSURE MAIN REDUCTION GEAR	NONE	X	X	X	
MHBRG HOT BRG RED GEAR	MHL SB, MHST MNVRG	X	X	X	
PROPULSION DRIVE TRAIN FAMILY					
CATEGORY II DRILLS (SEMI-ANNUALLY, ELECTIVE)					
MLCRP LOSS PITCH CONTROL	NONE	X	X	X	
MLHOL MAJOR LEAK CRP/ CPP SYS	MLHOL	X	X	X	
MLLOL MAJOR L/O LEAK MAIN REDUCTION GEAR	MLLOL	X	X	X	
MNVRG NOISE/VIBRATION MRG/SHAFT	HBRG, MHST HLSB	X	X	X	
MHL SB HOT LINE SHAFT BRG	MHBRG, MHST MNVRG	X	X	X	
MLHOP LOSS CRP/ CPP PRESSURE	NONE	X	X	X	
PROPULSION DRIVE TRAIN FAMILY					
CATEGORY III DRILLS (ANNUALLY)					
MHST HIGH SHAFT TORQUE	NONE		X		
ELECTRICAL FAMILY					
CATEGORY I DRILLS (QUARTERLY, CORE)					
MOSGG OVERSPEED GTG	NONE		X	X	
MBGGM B FIRE GTG MOD	NONE		X	X	
MLSSG LOSS OF SSDG	NONE	X			
ELECTRICAL FAMILY					
CATEGORY II DRILLS (SEMI-ANNUALLY, ELECTIVE)					
MHBGTG HOT BRG GTG	MNVGG, MGHIT MLGGO		X		
MGHIT HI GT INLET TEMP GTG	MHBGTG MNVGG, MLGGO (DDG ONLY)		X	X	
MLGGO LOSS L/O PRESSURE GTG	MHBGTG MNVGG, MGHIT (DDG ONLY)		X	X	
MPSFG POST SHUTDOWN FIRE GTG	MPSFR		X	X	
MPSFR POST SHUT DOWN FIRE IN RIMSS ENGINE	MPSFG		X		
MBFDG B FIRE SSDG ENCL	NONE	X			
MDGOH SSDG OVERHEAT	MHBDG	X			

MOB-E DRILLS - SHIPS (GAS TURBINE)	VALIDATIONS	FFG	DDG	CG	ICS
MHBDG HOT BRG SSDG	MDGOH	X			
MCCFG CLASS C FIRE GENERATOR	NONE	X	X	X	
ELECTRICAL FAMILY					
CATEGORY III DRILLS (ANNUALLY)					
MLEPC LOSS OF EPCC (MLMCS LOSS CNTRL CONSOLE-SMART SHIP)	NONE	X	X	X	
MFZDB ELECTRICAL FAULT ON ZONAL MAIN BUS	NONE		X		
MNVGG UNUSUAL NOISE/VIBRATION GTG	MHBGTG MGHIT, MLGGO (DDG ONLY)		X	X	
MLBWL LOW WATER BOILER	NONE			X	
MBPA BOILER STEAM PRESSURE PART CARRIES AWAY	NONE			X	
MLSFC LOSS STATIC FREQ CONVERTER	NONE			X	
INTEGRATED FAMILY					
CATEGORY I DRILLS (QUARTERLY, CORE)					
MCBF B FIRE MAIN SPACE	NONE	X	X	X	
MCFED CLASS C FIRE ELECT DISTRIBUTION SYSTEM	NONE	X	X	X	
MMF FLOODING MAIN SPACE	NONE	X	X	X	
INTEGRATED FAMILY					
CATEGORY II DRILLS (SEMI-ANNUALLY, ELECTIVE)					
MCCFS CLASS C FIRE SWBD	NONE	X	X	X	
MLSC LOSS STEERING CONTROL	NONE	X	X	X	
INTEGRATED FAMILY					
CATEGORY III DRILLS (ANNUALLY)					
MLCWS LOSS CHILL WATER	NONE		X	X	

EVOLUTIONS: GAS TURBINE

MOB-E EVOLUTIONS - SHIPS (GAS TURBINE)	FFG	DDG	CG	ICS
EOW ROUTINE EVOLUTIONS (QUARTERLY, CORE)				
DON EEBD	X	X	X	
EVALUATE HEAT STRESS SURVEY	X	X	X	
EVALUATE TAG-OUT SHEET	X	X	X	
EVALUATE L/O SAMPLE	X	X	X	
EVALUATE F/O SAMPLE	X	X	X	
REVIEW OPERATING LOGS	X	X	X	
EVALUATE BW/FW LOG			X	
START/STOP FIREPUMP	X	X	X	
PACC/PCC ROUTINE EVOLUTIONS (QUARTERLY, CORE)				
DON EEBD	X	X	X	

MOB-E EVOLUTIONS - SHIPS (GAS TURBINE)	FFG	DDG	CG	LCS
TRANSFER CONTROL BETWEEN PACC/PCC & PLCC/SCU/LOP	X	X	X	
TRANSFER CONTROL BETWEEN PACC/PCC & SCC	X	X	X	
SHIFT F/O PUMPS	X	X	X	
SHIFT L/O PUMPS	X	X	X	
MOTOR GTM	X	X	X	
START GTM	X	X	X	
STOP GTM	X		X	
TEST CONSOLE ALARMS	X	X	X	
START/STOP SWS PUMP	X	X	X	
EPCC ROUTINE EVOLUTIONS (QUARTERLY, CORE)				
DON EEBD	X	X	X	
ENGAGE/DISENGAGE SAC	X			
START/PARALLEL GTG/SSDG (PERM OR AUTO)	X	X	X	
PARALLEL BUS TO BUS	X	X	X	
REMOVE LOAD/STOP GTG/SSDG	X	X	X	
TEST EPCC ALARMS	X	X	X	
ENGINE ROOM ROUTINE EVOLUTIONS (QUARTERLY, CORE)				
DON EEBD	X	X	X	
ALIGN MRG L/O COOLER	X	X	X	
SHIFT L/O STRAINERS/FILTERS	X	X	X	
SHIFT PURIFIER SUCTION	X	X	X	
ALIGN/OPER/SECURE EDUCTO	X	X	X	
VERIFY/ALIGN GTG FOR STANDBY		X	X	
DRAW LUBE OIL/PPP/PURIFIER EFFICIENCY SAMPLE	X	X	X	
DRAW L/O COOLER WATERSIDE SAMPLE	X	X	X	
SHIFT LPAC MODE		X	X	
VERIFY ALIGNMENT STERN TUBE COOLING	X	X	X	
ALIGN/START/OPERATE/SECURE OILY WASTE XFR PUMP	X	X	X	
ALIGN/START HPAC		X		
ALIGN/START L/O PURIFIER	X	X	X	
TEST SCU/PLCC/PLC ALARMS & INDICATIONS	X	X	X	
ENGINE ROOM INFREQUENT EVOLUTIONS (ANNUALLY, ELECTIVE)				
VERIFY/ALIGN GTM F/O SYSTEM		X	X	
VERIFY/ALIGN GTG SUPPORT SYSTEMS		X	X	
VERIFY/ALIGN WHB			X	
VERIFY/ALIGN FIREPUMP	X	X	X	
SHIFT L/O PUMPS	X	X	X	
START GTM	X	X	X	
STOP GTM	X	X	X	
MOTOR GTM	X	X	X	
START GTG		X	X	
MOTOR GTG		X	X	

MOB-E EVOLUTIONS - SHIPS (GAS TURBINE)	FFG	DDG	CG	LCS
SHIFT F/O SERVICE PUMPS		X	X	
FUEL PURGE GTM		X	X	
START/STOP FIRE PUMP		X	X	
START/STOP SWS PUMP	X	X	X	
ALIGN/SECURE ANTI-ICING	X	X	X	
ALIGN/SECURE COOL WATER REDUCER			X	
ALIGN/SHIFT FEEDWATER/STEAM DRAIN			X	
ALIGN/SECURE DFT			X	
AUXILIARY EQUIPMENT ROUTINE EVOLUTIONS (QUARTERLY, CORE)				
DON EEBD	X	X	X	
ALIGN/OPER/SECURE EDUCTOR	X	X	X	
DRAW L/O SAMPLE	X	X	X	
ALIGN/START EVAP/RO	X	X	X	
ALIGN/START HPAC	X	X	X	
VERIFY/ALIGN STANDBY SSDG	X			
SHIFT LPAC MODE	X			
DRAW JACKET WATER SAMPLE	X			
SAMPLE/TEST POTABLE WATER	X	X	X	
ALIGN FW TANK FILL	X	X	X	
VERIFY ALIGNMENT STERN TUBE COOLING	X	X	X	
ALIGN/START/STOP AC PLANT	X	X	X	
AUXILIARY EQUIPMENT INFREQUENT EVOLUTIONS (ANNUALLY, ELECTIVE)				
START/STOP FIREPUMP	X	X	X	
VERIFY/ALIGN FIREPUMP	X	X	X	
START/STOP SSDG AT LOP	X			
START/STOP SWS PUMP		X	X	
OIL LAB ROUTINE EVOLUTIONS (QUARTERLY, CORE)				
DON EEBD	X	X	X	
DRAW COALESCER OUTLET/BOTTOM SAMPLE	X	X	X	
DRAW PPS ON SERVICE/AUXSERVICE TANK	X	X	X	
CONDUCT CFD/FWD	X	X	X	
CONDUCT WIP TEST	X			
TEST WASTE HEAT WATER	X			
CONDUCT J/W TESTS	X			
CONDUCT WHB SEPARATOR BLOWDOWN			X	
PLACE CIT IN OPERATION			X	
OBTAIN/TEST BOILER WATER SAMPLE			X	
OBTAIN/TEST FEEDWATER SAMPLE			X	
OBTAIN/TEST DFT SAMPLE			X	
PLACE CIT IN OPERATION			X	
SOOT BLOW WHB			X	
EVALUATE BOILER WATER LOG			X	
EVALUATE FEEDWATER LOG			X	
ALIGN/OP/SECURE OILY WATER SEPARATOR	X	X	X	

MOB-E EVOLUTIONS - SHIPS (GAS TURBINE)	FFG	DDG	CG	LCS
TRANSFER F/O STORAGE TO SERVICE	X	X	X	
RECIRC F/O SERVICE TANK	X	X	X	
CONDUCT AUXF/O TRANSFER	X			
OIL LAB INFREQUENT EVOLUTIONS (ANNUALLY, ELECTIVE)				
CONDUCT L/O BS&W	X	X	X	
CONDUCT F/O BS&W	X	X	X	
VERIFY/ALIGN GTM F/O SYSTEM	X			
SOUNDING & SECURITY ROUTINE EVOLUTIONS (QUARTERLY, CORE)				
DON EEBD	X	X	X	
ALIGN/OPERATE/SECURE EDUCTOR	X	X	X	
SOUNDING & SECURITY INFREQUENT EVOLUTIONS (ANNUALLY, ELECTIVE)				
VERIFY/ALIGN FIREPUMP	X	X	X	
SWITCHBOARD ROUTINE EVOLUTIONS (QUARTERLY, CORE)				
DON EEBD	X	X	X	
SHIFT CONTROL TO SWBD	X	X	X	
SWITCHBOARD INFREQUENT EVOLUTIONS (ANNUALLY, ELECTIVE)				
START/PARALLEL GTG/SSDG	X	X	X	
REMOVE LOAD/STOP GTG/SSDG	X	X	X	
PARALLEL BUS TO BUS	X	X	X	
MLOC EVOLUTIONS (QUARTERLY, CORE)				
TEST EOT	X	X	X	
PROPELLOR PITCH CONTROL TEST	X	X	X	
VERIFY/ALIGN BLEED AIR SYSTEM (INCLUDING PRAIRIE & MASKER AIR)	X	X	X	
INSPECT GTM MODULE	X	X	X	
VERIFY/ALIGN GTM SYNTHETIC L/O	X	X	X	
VERIFY/ALIGN CRP/CPD SYSTEM	X	X	X	
INSPECT GTG MODULE	X	X	X	
VERIFY/ALIGN LPAC	X	X	X	
VERIFY/ALIGN LPAD	X	X	X	
VERIFY/ALIGN MRG L/O SYSTEM	X	X	X	
ENGAGE/DISENGAGE TURNING GEAR	X	X	X	
START TURNING GEAR FWD/REV DIRECTION	X	X	X	
VERIFY S/W COOLING/SERVICE ALIGNMENT	X	X	X	
PRESSURE/TEST L/O STRAINER	X	X	X	
VERIFY/ALIGN SWS PUMP	X	X	X	
VERIFY/ALIGN SWS SYSTEM	X	X	X	
VERIFY/ALIGN F/O COMPENSATING SYSTEM		X	X	
VERIFY/ALIGN F/O SERVICE SYSTEM	X			
START F/O PUMPS	X	X	X	
START L/O PUMPS	X	X	X	
START CRP/CPD PUMP	X	X	X	
VERIFY/ALIGN/TEST STEERING GEAR	X	X	X	

MOB-E EVOLUTIONS - SHIPS (GAS TURBINE)	FFG	DDG	CG	LCS
VERIFY/ALIGN AFFF SYSTEM	X	X	X	
SHIFT TO SHIP'S POWER	X	X	X	

MOB-E EXERCISES - SHIPS (STEAM)

DRILLS: STEAM

Drill Validation Rules:

- Each drill can validate only one drill listed in the validations column per period.
- To validate a drill, all members of the watchteam must demonstrate familiarity with symptoms, indications, and actions that differ from the drill actually conducted.
- The drill that was validated in current period must be conducted in the following period.

MOB-E DRILLS - SHIPS (STEAM)	VALIDATIONS	LHA	LHD	LPD	LCC
MAIN ENGINE / SHAFTING DRILL FAMILY CATEGORY I DRILLS (QUARTERLY, CORE)					
MHMEB HOT BRG MAIN ENG	MNVME, MHL SB	X	X	X	X
MLLOP LOSS L/O PRESSURE MAIN ENGINE	NONE	X	X	X	X
MLVMC LOSS VACUUM MAIN CONDENSER	NONE	X	X	X	X
MAIN ENGINE / SHAFTING DRILL FAMILY CATEGORY II DRILLS (SEMI-ANNUALLY, ELECTIVE)					
MHL SB HOT LINE SHAFT BRG	MNVME, MHMEB	X	X	X	X
MMLOL MAJ L/O LEAK MAIN ENGINE	MLLOP	X	X	X	X
MJT JAMMED THROTTLE	NONE	X	X	X	X
MAIN ENGINE / SHAFTING DRILL FAMILY CATEGORY III DRILLS (ANNUALLY)					
MNVME NOISE/VIBRATION MAIN ENGINE/SHAFT	MHMEB, MHL SB	X	X	X	X
BOILER FEEDWATER DRILL FAMILY CATEGORY I DRILLS (QUARTERLY, CORE)					
MHBS HEAVY BLACK SMOKE	NONE	X	X	X	X
MHBWL HIGH WATER BOILER	MLMFC	X	X	X	X
MLMFC LOSS MAIN FEED CONTROL	MLWDT	X	X	X	
MLBWL LOW WATER BOILER	MLMFC, MRBT	X	X	X	X
MMFOL MAJOR F/O LEAK	MRBT, MLOBF MBEX, MFBAC	X	X	X	X
MWS WHITE SMOKE	NONE	X	X	X	X
MLWDT LOW WATER DFT	NONE	X	X	X	X
BOILER FEEDWATER DRILL FAMILY CATEGORY II DRILLS (SEMI-ANNUALLY, ELECTIVE)					
MFBAC FIRE BLR AIR CASE	MLOBF, MBEX	X	X	X	X
MLOBF LOSS BOILER FIRES	MBEX	X	X	X	X
BOILER FEEDWATER DRILL FAMILY CATEGORY III DRILLS (ANNUALLY)					
MLCA LOSS CONTROL AIR	MRDFP, MWS	X	X	X	X
MBEXBOILER EXPLOSION	MLOBF, MFBAC	X	X	X	X
MRBT RUPTURED BOILER TUBE	MLBWL, MLOBF	X	X	X	X
MRDFP RUPTURED DFT PIPE	MLBWL	X	X	X	X
ELECTRICAL DRILL FAMILY CATEGORY I DRILLS (QUARTERLY, CORE)					
MLLOPT LOSS L/O PRESSURE SSTG	MLOLT, MCCFG	X	X	X	X
MLVAC LOSS VACUUM AUXCONDENSER	NONE	X	X	X	X

MOB-E DRILLS - SHIPS (STEAM)	VALIDATIONS	LHA	LHD	LPD	LCC
ELECTRICAL DRILL FAMILY CATEGORY II DRILLS (SEMI-ANNUALLY, ELECTIVE)					
MHBTG HOT BRG SSTG	MNVTG	X	X	X	X
MCCFG CLASS C FIRE GEN	MLLOPT	X	X	X	X
MLOLT L/O LEAK SSTG	MLLOPT	X	X	X	X
ELECTRICAL DRILL FAMILY CATEGORY III DRILLS (ANNUALLY)					
MNVTG UNUSUAL NOISE/ VIBRATION SSTG	MHBTG	X	X	X	X
INTEGRATED DRILL FAMILY CATEGORY I DRILLS (QUARTERLY, CORE)					
MCBF B FIRE MAIN SPACE	MFOL ,MLOL MLOLT	X	X	X	X
MCFED CLASS C FIRE ELECT DIST SYSTEM	NONE	X	X	X	X
MLSC LOSS STEERING CONTROL	NONE	X	X	X	X
INTEGRATED DRILL FAMILY CATEGORY II DRILLS (SEMI-ANNUALLY, ELECTIVE)					
MCCFS CLASS C FIRE SWBD	NONE	X	X	X	X
MMF FLOODING MAIN SPACE	LBWL ,MRBT MLWDT	X	X	X	X
MMSLR MAJ STEAM LEAK	MLWDT	X	X	X	X

EVOLUTIONS: STEAM

MOB-E EVOLUTIONS - SHIPS (STEAM)	LHA	LHD	LPD	LCC
EOOW ROUTINE EVOLUTIONS (QUARTERLY)				
DON EEBD	X	X	X	X
EVALUATE HEAT STRESS SURVEY	X	X	X	X
EVALUATE LUBE OIL/PURIFIER EFFICIENCY SAMPLE	X	X	X	X
EVALUATE FUEL OIL SAMPLE	X	X	X	X
REVIEW OPERATING LOGS	X	X	X	X
EVALUATE BOILERWATER/FEEDWATER LOG	X	X	X	X
EVALUATE TAG OUT LOG	X	X	X	X
ENGINE ROOM ROUTINE EVOLUTIONS (QUARTERLY)				
DON EEBD	X	X	X	X
CONDUCT/EVALUATE 3 POINT CHECK (LOCAL SIGHT FLOW, RPI, L/O TEMP)	X	X	X	X
SUPERVISOR INSPECT MAIN ENGINE LUBE OIL STRAINER BASKET	X	X	X	X
SUPERVISE INSPECT SSTG LUBE OIL STRAINER BASKET	X	X	X	X
SHIFT MAIN AIR EJECTORS	X		X	X
SICLOS MAIN ENGINE LUBE OIL STRAINER	X	X	X	X
SICLOS SSTG LUBE OIL STRAINER	X	X	X	X

MOB-E EVOLUTIONS - SHIPS (STEAM)	LHA	LHD	LPD	LCC
ALIGN/OPERATE LUBE OIL PURIFIER	X	X	X	X
SHIFT MAIN CONDENSATE PUMPS	X	X	X	X
DRAW/EVALUATE LUBE OIL SAMPLE	X	X	X	X
ALIGN/OPERATE/SECURE EDUCTOR	X	X	X	X
ENGINE ROOM INFREQUENT EVOLUTIONS (ANNUALLY)				
PULSE/SHIFT SEAWATER STRAINERS	X	X	X	X
ALIGN MAIN ENGINE	X	X	X	X
VERIFY CONDENSATE ALIGNMENT	X	X	X	X
ALIGN/OPERATE LPAC	X	X	X	X
ALIGN GLAND EXHAUST CONDENSER	X	X	X	X
TEST & WARM MAIN ENGINE	X	X	X	X
ALIGN MRG LUBE OIL COOLER	X	X	X	X
ALIGN/OPERATE LUBE OIL PUMP	X	X	X	X
ALIGN CONDENSATE SYSTEM	X	X	X	X
ALIGN/OPERATE FIREPUMP	X	X	X	X
OPERATE MAIN ENGINE JACKING GEAR	X	X	X	X
ALIGN, OPERATE & SECURE CONDENSATE PUMPS	X	X	X	X
ALIGN & SHIFT MAIN ENGINE VACUUM PUMPS	X			
FIRE ROOM ROUTINE EVOLUTIONS (QUARTERLY)				
DON EEBD	X	X	X	X
SHIFT FUEL OIL SERVICE PUMPS	X	X	X	X
ALIGN/OPERATE/SECURE VITAL/NON VITAL AIR COMPRESSOR	X	X	X	X
OPERATE BOILER IN FULL REMOTE MANUAL	X	X	X	X
VERIFY STEAM SMOTHERING	X	X	X	X
CONDUCT BOTTOM BLOW ON BOILER	X	X	X	X
CONDUCT SURFACE/SCUM BLOW ON BOILER	X	X	X	X
SOOT BLOW BOILER TUBES	X	X	X	X
SHIFT FINAL CONTROL ELEMENTS INTO LOCAL MANUAL	X	X	X	X
OPERATE FEEDWATER IN LOCAL	X	X	X	X
ALIGN EMERGENCY FEED PUMP TO DEARATING FEED TANK	X	X	X	X
MAKE & CHANGE BURNER BARREL	X	X	X	X
SHIFT MAIN FEED PUMPS	X	X	X	X
SHIFT SUCTION ON FUEL OIL SERVICE TANKS	X	X	X	X
SHIFT MAIN FEED BOOSTER PUMPS	X	X	X	X
ALIGN/OPERATE/SECURE EDUCTOR	X	X	X	X
FIRE ROOM INFREQUENT EVOLUTIONS (ANNUALLY)				
BLOW DOWN GAGE GLASS	X	X	X	X
ALIGN 150 LB STEAM REDUCER	X	X	X	X
ALIGN/OPERATE/SECURE CONTROL AIR SYSTEM	X	X	X	X
OPERATE FORCED DRAFT BLOWER IN LOCAL	X	X	X	X
OPERATE BOILER IN 1 KNOB CONTROL	X	X	X	X

MOB-E EVOLUTIONS - SHIPS (STEAM)	LHA	LHD	LPD	LCC
OPERATE BOILER IN 2 KNOB CONTROL	X	X	X	X
OPERATE FUEL OIL IN LOCAL	X	X	X	X
OPERATE MAIN FEED PUMP IN LOCAL	X	X	X	X
START/STOP FORCED DRAFT BLOWER	X	X	X	X
ALIGN FUEL OIL SYSTEM	X	X	X	X
DRAW PPS ON STANDBY FUEL TANK	X	X	X	X
OIL LAB ROUTINE EVOLUTIONS (QUARTERLY)				
DON EEBD	X	X	X	X
CONDUCT DISSOLVED OXYGEN TEST	X	X	X	X
OBTAIN/TEST BOILER WATER SAMPLE	X	X	X	X
OBTAIN/TEST FEEDWATER SAMPLE	X	X	X	X
OBTAIN/TEST FUEL OIL SAMPLE	X	X	X	X
CONDUCT HYDRAZINE TEST	X	X	X	X
VERIFY CONTINUOUS BLOWDOWN	X	X	X	X
CONDUCT LUBE OIL BS&W	X	X	X	X
OIL LAB INFREQUENT EVOLUTIONS (ANNUALLY)				
ALIGN/OPERATE OILY WATER SEPARATOR	X	X	X	X
OBTAIN/TEST POTABLE WATER SAMPLE	X	X	X	X
TRANSFER FUEL OIL STORAGE TO SERVICE	X	X	X	X
RECIRC FUEL OIL SERVICE TANK	X	X	X	X
ELECTRICAL ROUTINE EVOLUTIONS (QUARTERLY)				
DON EEBD	X	X	X	X
LOAD/UNLOAD SSTG	X	X	X	X
START/LOAD SSDG/EDG	X	X	X	X
SPLIT/PARALLEL ELECTRIC PLANT	X	X	X	X
PARALLEL SSTG TO BUS	X	X	X	X
REMOVE LOAD SSDG/EDG	X	X	X	X
AUXILIARY ROUTINE EVOLUTIONS (QUARTERLY)				
DON EEBD	X	X	X	X
ALIGN/OPERATE HPAC	X	X	X	X
TEST 9250 LUBE OIL	X	X	X	X
ALIGN/OPERATE OILY WATER SEPARATOR	X	X	X	X
ALIGN/OPERATE/SECURE EDUCTOR	X	X	X	X
OBTAIN/TEST POTABLE WATER SAMPLE	X	X	X	X
TRANSFER FUEL STORAGE TO SERVICE	X	X	X	X
RECIRC FUEL OIL SERVICE TANK	X	X	X	X
AUXILIARY INFREQUENT EVOLUTIONS (ANNUALLY)				
ALIGN/OPERATE FIRE PUMP	X	X	X	X
ALIGN/OPERATE LPAC	X	X	X	X
ALIGN/OPERATE AUXMACHINERY COOLING WATER PUMP	X	X	X	X
ALIGN/OPERATE AIR CONDITIONING CHILL WATER PUMP	X	X	X	X
ALIGN EDG FOR AUTO	X	X	X	X

MOB-E EVOLUTIONS - SHIPS (STEAM)	LHA	LHD	LPD	LCC
CONDUCT EDG DEAD BUS PICKUP	X	X	X	X
ALIGN/OPERATE/SECURE DISTILLING PLANT	X	X	X	X
MLOC EVOLUTIONS (QUARTERLY)				
TEST MAIN THROTTLES	X	X	X	X
TEST EOT	X	X	X	X
ALIGN MAIN ENGINE LUBE OIL	X	X	X	X
ALIGN MAIN ENGINE GLAND SEAL	X	X	X	X
ALIGN DFT	X	X	X	X
ALIGN FUEL TANK COMPENSATING SYSTEM (IF EQUIPPED)	X	X	X	X
ALIGN/OPERATE/TEST STEERING GEAR	X	X	X	X
VERIFY/ALIGN STERN TUBE COOLING	X	X	X	X
VERIFY/ALIGN FIRE PUMP	X	X	X	X
VERIFY/ALIGN LPAC	X	X	X	X
INSPECT FIRE BOX	X	X	X	X
LIGHT/EXTINGUISH BOILER FIRES	X	X	X	X

MOB-N EXERCISES - SHIPS

Refer to Tab M in Chapter 3.

MOB-N FXP's no longer required.

MOB-N EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	PC
MOB-N-2-SF OPEN OCEAN NAV												
MOB-N-3-SF CONNING & STEERING AT SEC CONN												
MOB-N-4-SF PILOTING BY GYRO												
MOB-N-5-SF PRECISION ANCHORING (DAY)												
MOB-N-6-SF LOW VISIBILITY PILOTING												
MOB-N-7-SF PILOTING-LOSS OF GYRO												
MOB-N-9-SF LOSS OF STEERING												

MOB-S EXERCISES - SHIPS

MOB-S EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	PC
MOB-S-1-SF (12,18,24) ASTERN REFUELING											X	X
MOB-S-2-SF (12,18,24) HEAVY WEATHER	X	X	X	X		X	X	X	X	X	X	X
MOB-S-3-SF (12,18,24) PRECISION ANCHORING (DAY)	X	X	X	X		X	X	X	X	X	X	X
MOB-S-3-SF (12,18,24) PRECISION ANCHORING (NIGHT)	X	X	X	X		X	X	X	X	X	X	X
MOB-S-4-SF (12,18,24) MOOR TO BUOY	X	X	X					X	X	X	X	X
MOB-S-5-SF (18,12,24) MOOR ALONGSIDE PIER OR SHIP AT ANCHOR	X	X	X	X		X	X	X	X	X	X	X
MOB-S-6-SF (3,6,9) MAN OVERBOARD (DAY) Note 1	X	X	X	X		X	X	X	X	X	X	X
MOB-S-6-SF (3,6,9) MAN OVERBOARD (NIGHT) Note 1	X	X	X	X		X	X	X	X	X	X	X
MOB-S-7-SF (12,18,24) PREPS ABANDON SHIP	X	X	X	X		X	X	X	X	X	X	X
MOB-S-8-SF (6,12,18) VERTREP	X	X	X	X		X	X	X	X	X		
MOB-S-9-SF (12,18,24) U/W TRANSFER (SYNTHETIC HIGHLINE)	X	X	X	X		X	X	X	X	X		
MOB-S-10-SF (6,12,18) U/W FUEL (DAY)	X	X	X	X		X	X	X	X	X		
MOB-S-10-SF (6,12,18) U/W FUEL (NIGHT)	X	X	X	X		X	X	X	X	X		
MOB-S-11-SF (6,12,18) EMERG BREAKAWAY (DAY)	X	X	X	X		X	X	X	X	X		
MOB-S-11-SF (6,12,18) EMERG BREAKAWAY (NIGHT)	X	X	X	X		X	X	X	X	X		
MOB-S-12-SF (12,18,24) TOW & BE TOWED	X	X	X					X	X	X	X	X
MOB-S-13-SF (3,6,9) HELO LAND/LAUNCH	X	X	X	X		X	X	X	X	X		
MOB-S-14-SF (12,18,24) SAREX	X	X	X	X		X	X	X	X	X		
MOB-S-15-SF (12,18,24) HIFER	X	X	X									
MOB-S-16-SF (12,18,24) U/W PROV, REARM, MSL XFER (DAY)	X	X	X	X		X	X	X	X	X		

MOB-S EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	PC
MOB-S-16-SF (12,18,24) U/W PROV, REARM, MSL XFER (NIGHT)	X	X	X	X		X	X	X	X	X		
MOB-S-17-SF (12,18,24) A/C RECOVERY						X	X					
MOB-S-18-SF (12,18,24) GET U/W WITH DUTY SECTION	X	X	X	X		X	X	X	X	X	X	
MOB-S-25-SF (3,6,9) A/C ON DECK REFUEL	X	X	X	X		X	X	X	X	X		
MOB-S-34-SF (3,6,9) RESCUE SWIMMER	X	X	X	X		X	X	X	X	X	X	X

Note:

1. Conduct boat and ship recovery and report as one exercise completion (ship recovery not required for LHA/LHD).

NCO EXERCISES - SHIPS

NCO EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	PC
NCO-1-SF (3,6,9) PREPS FOR ELEXSPACES	X	X	X	X		X	X	X	X	X	X	X
NCO-2-SF (3,6,9) ASSISTANCE TO REMOTE SPACES	X	X	X	X		X	X	X	X	X	X	X
NCO-3-SF (6,12,18) INVESTIGATION & REPORTING	X	X	X	X		X	X	X	X	X	X	X
NCO-4-SF (6,12,18) REPORT OF ELECTRONIC CASUALTIES	X	X	X	X		X	X	X	X	X	X	X
NCO-5-SF (6,12,18) EQUIP CASUALTY REPAIR (ELECTRONIC SYS) DURING LOSS OF LIGHTING	X	X	X	X		X	X	X	X	X	X	X
NCO-6-SF (6,12,18) USE OF INSTALLED SPARE FUSES	X	X	X	X		X	X	X	X	X	X	X
NCO-8-SF (6,12,18) PHONE CASUALTY (ELECTRONIC SYSTEM SPACES)	X	X	X	X		X	X	X	X	X	X	X
NCO-9-SF (6,12,18) SECONDARY ELECTRONIC CASUALTY CONTROL	X	X	X	X		X	X	X	X	X		
NCO-10-SF (6,12,18) ELECTRONIC COOLING/CHILL WATER CASUATLY	X	X	X	X		X	X	X	X	X		
NCO-11-SF (3,6,9) CLASS C FIRE ELEXSP	X	X	X	X		X	X	X	X	X	X	X
NCO-12-SF (3,6,9) EQUIP CASUALTY REPAIR	X	X	X	X		X	X	X	X	X	X	X
NCO-13-SF (3,6,9) USE OF ECC/CSOSS MANUAL	X	X	X	X		X	X	X	X	X	X	
NCO-14-SF (3,6,9) DRAWING EMERG ELECT SPARES	X	X	X	X		X	X	X	X	X	X	
NCO-15-SF (3,6,9) ALT POWER SOURCE	X	X	X	X		X	X	X	X	X	X	
NCO-16-SF (12,18,24) ECC/ESS	X	X	X	X		X	X	X	X	X	X	
NCO-18-SF (1,2,3) SECURITY DRILLS	X	X	X	X		X	X	X	X	X	X	X
NCO-19-SF (12,0,0) SMALL ARMS QUALS Note 1	X	X	X	X		X	X	X	X	X	X	X
NCO-28-SF (3,6,9) Rules of Engagement (ROE)	X	X	X	X		X	X	X	X	X	X	X
NCO-29-SF (6,12,18) DEFENSE VS U/W SWIMMERS	X	X	X	X		X	X	X	X	X	X	X

NCO EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/49	MCM	PC
NCO-30-SF (1,2,3) SHIP PENETRATION-BASIC	X	X	X	X		X	X	X	X	X	X	X
NCO-31-SF (3,6,9) SHIP PENETRATION-ADVANCE	X	X	X	X		X	X	X	X	X	X	X
NCO-32-SF (6,12,18) TERRORIST A/C ATTACK Note 2	X	X	X	X		X	X	X	X	X	X	
NCO-33-SF (6,12,18) SMALL BOAT ATTACK Note 2	X	X	X	X		X	X	X	X	X	X	X
NCO-34-SF (6,12,18) BOMB THREAT Note 2	X	X	X	X		X	X	X	X	X	X	X
NCO-35-SF (6,12,18) HOSTAGE SITUATION	X	X	X	X		X	X	X	X	X	X	X
NCO-36-SF (6,12,18) FLOATING DEVICE	X	X	X	X		X	X	X	X	X	X	X
NCO-38-SF (6,12,18) VBSS	X	X	X					X	X	X		X
NCO-39-SF (6,12,18) ATFP (PIERSIDE) PLANNING EXERCISE Note 3	X	X	X	X		X	X	X	X	X	X	X
NCO-40-SF (18,24,0) ATFP (PIERSIDE) PLAN EXECUTION EXERCISE Note 3	X	X	X	X		X	X	X	X	X	X	X
NCO-41-SF (6,12,18) ATFP (WATERSIDE) PLANNING EXERCISE Note 3	X	X	X	X		X	X	X	X	X	X	X
NCO-42-SF (18,24,0) ATFP (WATERSIDE) PLAN EXECUTION EXERCISE Note 3	X	X	X	X		X	X	X	X	X	X	X

Notes:

1. Conduct weapons qualification per OPNAVINST 3591.1 (series) and proficiency shoots per CNSF 3300.1.
2. Conduct monthly when deployed.
3. To be conducted for warfare certification with NCO-40-SF and NCO-42-SF as one planning and execution package.

STW EXERCISES - SHIPS

STW EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/9	MCM
STW-1-SF (3,6,9) MISSION DATA UPDATE Note 1	X	X									
STW-2-SF (6,12,18) STRIKE ENVIRON SUP						X	X				
STW-21-A (6,12,18) SIM TLAM C/D LAUNCH Note 1	X	X									
SLAMEX (3,6,9)	X	X									

Note:

1. CG-52 and above. Tomahawk proficiency requires completion of STW-1-SF and STW-21-A.

SUW EXERCISES - SHIPS

SUW EXERCISES - SHIPS	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/9	MCM	PC
SUW-1-SF (3,6,9) COMBINED AIR/SURFACE TRACKING	X	X	X	X		X	X	X	X	X		
SUW-2-SF (3,6,9) LONG RANGE PASSIVE TRACKING & TGTING	X	X										
SUW-5-SF (12,15,18) HSMST	X	X	X									
SUW-7-SF (12,15,18) ALT/LCL CTRL LONG RANGE FIRE, HI SPD TARGET	X	X	X									
SUW-9-SF (3,6,9) SURFACE TRACKING (NTDS)(AEGIS) Note 1	X	X	X			X	X					
SUW-10-SF (3,6,9) OTH-T	X	X										
SUW-12-SF (6,12,18) VISUAL IDENT COUNTER	X	X	X	X		X	X	X	X	X	X	
SUW-13-SF (6,12,18) ATTACK/REATTACK EXER FOR SSM SHIPS Note 2	X	X										
SUW-14-SF (6,12,18) SAG LAMPS TACTICS	X	X										
SUW-17-SF (6,12,18) HI SPD SURF ENGAGEMENT (MG)	X	X	X	X		X	X	X	X	X	X	X
SUW-18-SF (6,12,18) DATA BASE MGMT	X	X		X		X	X	X	X	X		X
SUW-19-SF (6,12,18) HI SPD QUICKFIRE EXER	X	X	X									
SUW-20-SF (3,6,9) CONV SURF TRACKING Note 3											X	X
SUW-1-I (6,12,18) OTH SURVEILLANCE, SEARCH & DETECTION	X	X										
SUW-2-I (6,12,18) SAG TACTICS W/FIXED WING A/C SUPPORT	X	X										
SUW-3-I (6,12,18) SUW FREEPLAY EXER	X	X										X
CMTQ (24,0,0)	X	X										

1. To be conducted by each CIC watch section.
2. N/A for ships without Harpoon.
3. Only ships with no air search radar.

USW EXERCISES - SHIPS

Refer to Tab Q in Chapter 3.

USW FXP's no longer required.

EXERCISES	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/9	MCM
ASW-1-SF SVTT LOADING											
ASW-2-SF SONAR CASUALTY DRILL											
ASW-4-SF LAMPS WEAPON LOADEX											
ASW-5-SF OWNSHIP ACOUSTIC SIGNATURE RECOGNITION											
ASW-8-SF ACTIVE ASW OPERATIONS											
ASW-11-SF UNIDENT CONTACT REPORTING											
ASW-15-SF SUBMARINE FAMILIARIZATION											
ASW-18-SF SVTT FIRING Note 1											
ASW-19-SF RTT FIRING Note 2											
ASW-21-SF PASSIVE ASW OPERATIONS											
ASW-22-SF ASW SCREENING											
ASW-24-SF ASW LAMPS ATTACK OPERATIONS											
ASW-26-SF MULTI-SHIP PASSIVE TRACKING											
ASW-31-SF CLOSE-IN SCREENING FOR SURFACE FORCE											
ASW-32-SF PERIMETER SCREENING OF A SURFACE FORCE											
ASW-33-SF BARRIER SEARCH/DEFEND AOA											
ASW-41-SF LAMPS III HELO CONTROL											
ASW-42-SF SHIP/FIXED WING COORD											

EXERCISES	CG47	DDG51	FFG7	LCC	LCS	LHA	LHD	LPD4	LPD17	LSD41/9	MCM
ASW-45-SF ASW ENVIRON SUP BY OA DIV											
ASW-46-SF ASW MISSION PLANNING											
ASW-47-SF ASW COMMAND & CONTROL											
ASW-48-SF ACOUSTIC DATA COLLECTION											
ASW-49-SF NON-LAMPS HELO CONTROL											
ASW-50-SF ASW ATTACK OPS (SIMULATED)											
ASW-51-SF ASW TORPEDO COUNTERMEASURE											
ASW-52-SF WQC-6 PROBE ALERT OPS											
ASW-53-SF SHALLOW WATER TOWED ARRAY											
ASW-54-SF SURFACE SHIP SMALL OBJECT AVOIDANCE											
ASW-55-SF ASW PROFICIENCY MAINTENANCE											
ASW-5-I SHALLOW WATER EX											
ASW-8-I (24,0,0) CHOKE POINT TRANSIT											

AMW EXERCISES - UNITS

AMW EXERCISES - UNITS	PHIBCB	LCU	LCM 8	LCAC	BEACH GRP	BCHP TY TM	TACRON	BARGE FERRY
AMW-10-SF (6,9,12) A/C BEACH RETRACT		X	X					
AMW-11-SF (3,6,9) SURF OBSERVATION						X		
AMW-14-SF (3,6,9) CARGO HANDLING FM L/C OVER BEACH		X	X					
AMW-17-SF (6,9,12) BEACHMASTER TRAFFIC CONTROL						X		
AMW-18-SF (6,9,12) BEACHMASTER SALVAGE						X		
AMW-19-SF (6,9,12) LOAD/UNLOAD CARGO/VEHICLES OVER BEACH						X		
AMW-20-SF (6,9,12) LARC V WET WELL OPS						X		
AMW-22-SF (6,9,12) CAUSEWAY PIER OPS	X							
AMW-23-SF (6,9,12) OPEN WATER CAUSEWAY FLEXING								X
AMW-24-SF (6,9,12) DEPLOY/RETRACT AABFS	X							
AMW-25-SF (6,12,18) LST CON AABFS	X	X						
AMW-26-SF (6,9,12) A/C ASSIST BEACHING			X					
AMW-41-SF (6,12,18) STERNGATE MARRIAGE BETWEEN LCUS		X						
AMW-43-SF (12,18,24) LCU DEPLOY/RETRACT BUOYANT AABFS		X						
AMW-44-SF (12,18,24) LCU TOWING/BEING TOWED Note 1		X	X					
AMW-49-SF (6,9,12) ESTAB BEACHMASTER COMMAND POST						X		
AMW-50-SF (6,12,18) PHIBCB FIELD EXERCISE	X							
AMW-54-SF (3,6,9) LCAC MISSION PLANNING & BRIEF				X				
AMW-55-SF (3,6,9) LCAC WELL DECK ARRIVAL & DEPARTURE (DAY)				X				
AMW-56-SF (3,6,9) LCAC WELL DECK ARRIVAL & DEPARTURE (NIGHT)				X				
AMW-57-SF (3,6,9) LCAC FORMATION FLYING				X				
AMW-59-SF (3,6,9) LCAC BEACH CROSSINGS/OVERLAND OPS (DAY)				X				

AMW EXERCISES - UNITS	PHIBCB	LCU	LCM 8	LCAC	BEACH GRP	BEHP TY TM	TACRON	BARGE FERRY
AMW-60-SF (3,6,9) LCAC BEACH CROSSINGS/OVERLAND OPS (NIGHT)				X				
AMW-63-SF (6,12,18) LCAC HARBOR TRANSIT USING FMT				X				
AMW-64-SF (6,12,18) LCAC HARBOR TRANSIT (DAY)				X				
AMW-65-SF (6,12,18) LCAC HARBOR TRANSIT (NIGHT)				X				
AMW-66-SF (6,12,18) LCAC OTH OPS (DAY)				X				
AMW-67-SF (6,12,18) LCAC OTH OPS (NIGHT)				X				
AMW-68-SF (6,12,18) LCAC SHORE OPS INDOC				X				
AMW-72-SF (12,18,24) CAMP CONSTRUCTION	X							
AMW-73-SF (12,18,24) INSERT/OPER/RETRIEVE ELCAS Note 2	X							
AMW-74-SF (12,18,24) ASSEMBLY/DISASSY RRDF	X							
AMW-75-SF (3,6,9) WATERBORNE MEDEVAC BY LCM-8			X					
AMW-76-SF (12,18,24) INSTAL/OPER/RETRO OF ELCAS-M	X							
AMW-77-SF (12,18,24) NBG MPF EXERCISE					X			
AMW-3-I (6,12,18) CLOSE AIR SUPPORT							X	
AMW-5-I (1,2,3) SACC AIR OPS							X	
AMW-10-I (3,6,9) TACCEX							X	
AMW-11-I (6,12,18) DIRECTION OF CLOSE SUPPORT							X	
AMW-17-I (6,12,18) SACCEX							X	
AMW-18-I (6,12,18) LOST PLANE/EMERG TANK ASSIST							X	
AMW-19-I (3,6,9) AIR INTERCEPT CONTROL							X	
AMW-20-I (6,12,18) CONTROL ASSAULT HELO, F/W A/C							X	
AMW-23-I (3,6,9) EMERGENCY DEFENSE OF THE AMPHIBIOUS TASK FORCE							X	

1. LCM-8 use LCU exercise until FXP-5 modified.
2. PACFLT only.

AW EXERCISES - UNITS

AW EXERCISES - UNITS	PHIBCB	LCU	LCM 8	LCAC	BEACH GRP	BCHP TY TM	TACRON	BARGE FERRY
AAW-3-SF (3,6,9) RADAR/IFF TRACKING							X	
AAW-16-SF (24,0,0) LIVE AAWEX							X	
AAW-3-I (3,6,9) A/C CONTROL ACM							X	
AAW-4-I (3,6,9) LOST PLANE HOMING							X	
AAW-10-I (24,0,0) COORDINATED CAP/MISSILE EMPLOYMENT							X	

CCC EXERCISES - UNITS

CCC EXERCISES - UNITS	PHIBCB	LCU	LCM 8	LCAC	BEACH GRP	BCHP TY TM	TACRON	BARGE FERRY
CCC-6-SF (3,6,9) R/T DRILLS	X	X	X	X	X	X	X	X
CCC-9-SF (3,6,9) FLAGHOIST		X						
CCC-10-SF (3,6,9) FLASHING LIGHT (PACFLT only)		X	X	X		X		
CCC-12-SF (6,12,18) IMITATIVE DECEPTION	X	X	X	X	X	X	X	X
CCC-13-SF (6,12,18) EMERGENCY DESTRUCTION	X	X	X	X	X	X	X	X

EOD EXERCISES - UNITS

EOD EXERCISES - UNITS	MCM
EOD-CCC-1 (3,6,9) TACTICAL COMMS	X
EOD-CCC-2 (3,6,9) EMERGENCY DESTRUCTION	X
EOD-FSO-1 (3,6,9) IMP EXPLOSIVE DEVICE	X
EOD-FSO-3 (3,6,9) CONV ORD	X
EOD-FSO-4 (3,6,9) U/W ORD	X
EOD-FSO-5 (3,6,9) DIVING STA EMERG	X
EOD-FSO-7 (3,6,9) LIMPET MINE PROC	X
EOD-FSO-8 (3,6,9) RECOMPRESSION CHAMBER PROCEDURES	X
EOD-FSO-9 (3,6,9) DEMOLITION PROC	X
EOD-INT-1 (3,6,9) INTEL COLLECTION	X
EOD-MIW-1 (3,6,9) MINE LOCATION	X
EOD-MIW-2 (3,6,9) MINE NEUTRALIZATION	X
EOD-MIW-3 (3,6,9) MINE RECOVERY	X
EOD-MIW-4 (3,6,9) INITIAL MINE TECHEVAL	X
EOD-MIW-6 (3,6,9) SMALL CRAFT VECTORING	X
EOD-MOB-1 (3,6,9) RAPID DEPLOYMENT	X
EOD-MOB-3 (3,6,9) HIE PROCEDURES	X
EOD-MOB-4 (3,6,9) HELO CAST & RECOVERY PROC	X
EOD-MOB-5 (3,6,9) LAND NAVIGATION	X

FSO-M EXERCISES - UNITS

FSO-M EXERCISES - UNITS	PHIBCB	LCU	LCM 8	LCAC	BEACH GRP	BCHP TY TM	TACRON	BARGE FERRY
FSO-M-2-SF (3,6,9) CASUALTY TRANSPORT		X	X	X				
FSO-M-3-SF (3,6,9) FRACTURE	X	X	X	X	X	X		X
FSO-M-4-SF (3,6,9) CHEST WOUND	X	X	X	X	X	X		X
FSO-M-5-SF (3,6,9) ABDOMINAL WOUND	X	X	X	X	X	X		X
FSO-M-6-SF (3,6,9) AMPUTATION	X	X	X	X	X	X		X
FSO-M-7-SF (3,6,9) FACE WOUND	X	X	X	X	X	X		X
FSO-M-8-SF (3,6,9) SF ELECT SHOCK	X	X	X	X	X	X		X
FSO-M-10-SF (3,6,9) SMOKE INHALATION	X	X	X	X	X	X		X
FSO-M-11-SF (3,6,9) BURNS	X	X	X	X	X	X		X

INT EXERCISES - UNITS

INT EXERCISES - UNITS	PHIBCB	LCU	LCM 8	LCAC	BEACH GRP	BCHP TY TM	TACRON	BARGE FERRY
INT-6-SF(IS) (1,2,3) INTEL INFORMATION RETRIEVAL							X	
INT-2-SF(MS) (1,2,3) INTEL COLLECTION & REPORTING							X	
INT-7-SF(IS) (2,4,6) OPERATIONAL INTELLIGENCE							X	
INT-6-SF(OP) (3,6,9) OPERATIONAL INTELLIGENCE DATA COLLATION							X	
INT-3-SF(BF) (1,2,3) INTEL AREA THREAT BRIEF							X	
INT-12-SF(MP) (6,12,18) INTEL SUPPORT TO PLANS FOR NEO							X	
INT-7-SF(OP) (1,2,3) INTEL SUPPORT TO FORCE PROTECTION PLANNING							X	

MOB-D EXERCISES - UNITS

MOB-D EXERCISES - UNITS	PHIBCB	LCU	LCM 8	LCAC	BEACH GRP	BCHP TY TM	TACRON	BARGE FERRY
MOB-D-L02 (3,6,9) FIRE EXT/SMOKE CLEARANCE Note 1				X				
MOB-D-L03 (3,6,9) CRAFT FIRE IN WELL DECK Note 1				X				
MOB-D-L05 (3,6,9) CARGO DECK FIRE Note 1				X				
MOB-D-9-SF (3,6,9) MAIN SPACE FIRE		X						
MOB-D-11-SF (3,6,12) SETTING MATERIAL CONDITIONS		X						
MOB-D-12-SF (3,6,12) UNDERWATER HULL DAMAGE		X	X					
MOB-D-13-SF (3,6,9) SHORING		X	X					
MOB-D-14-SF (3,6,9) FIRE EXT/SMOKE CLEARANCE		X						
MOB-D-20-SF (3,6,12) ISOLATE/PIPE PATCH		X	X					
MOB-D-21-SF (3,6,9) MAJOR FLOOD PROPULSION SPACE		X						
MOB-D-23-SF (3,6,9) LOCATE DC FITTINGS		X	X					
MOB-D-24-SF (1,2,3) DARKEN SHIP		X	X	X				
MOB-D-28-SF (12,24,0) CBR WARFARE DEFENSE	X	X	X	X	X	X		
MOB-D-29-SF (3,6,12) LARK V P-250 D/WATER						X		
MOB-D-30-SF (3,6,12) LCAC CARGO DECK FIRE				X				

Note:

1. Exercise contained in SEAOPS manual

MOB-N EXERCISES - UNITS

MOB-N EXERCISES - UNITS	PHIBCB	LCU	LCM 8	LCAC	BEACH GRP	BCHP TY TM	TACRON	BARGE FERRY
MOB-N-4-SF (6,9,12) PILOTING BY GYRO		X	X	X				
MOB-N-6-SF (3,6,9) LOW VIS PILOTING		X	X					
MOB-N-7-SF (3,6,9) LOSS OF GYRO		X	X					
MOB-N-8-SF (3,6,9) PILOTING SWEPT CHANNEL		X						

MOB-S EXERCISES - UNITS

MOB-S EXERCISES - UNITS	PHIBCB	LCU	LCM 8	LCAC	BEACH GRP	BCHP TY TM	TACRON	BARGE FERRY
MOB-S-3-SF (6,9,12) PRECISION ANCHORING		X		X				
MOB-S-4-SF (18,12,24) MOORING TO BUOY		X						
MOB-S-5-SF (3,6,9) MOORING TO PIER/SHIP		X	X					X
MOB-S-6-SF (3,6,9) MAN OVERBOARD		X	X	X				X
MOB-S-7-SF (6,12,18) PREP ABANDON SHIP		X	X	X				
MOB-S-12-SF (6,12,18) TOW & BE TOWED				X				
MOB-S-14-SF (3,6,9) SAREX							X	
MOB-S-26-SF (3,6,9) MOUNT OUT SEL ELEM/DET	X				X		X	X
MOB-S-27-SF (3,6,9) LARC ENTER LEAV SURF						X		
MOB-S-28-SF (3,6,9) LARC MAN OVERBOARD						X		
MOB-S-29-SF (3,6,9) LCM 8 EMERG RAMP RAISE						X		
MOB-S-31-SF (3,6,9) LCAC MAN OVERBOARD				X				
MOB-S-32-SF (6,9,12) LCAC PREP ABANDON CRAFT				X				

APPENDIX D

FEEDBACK and ADVISORY PROCEDURES

D-101. General. This section provides for a Surface Force Training Manual feedback/response/advisory system whereby individual units, ISICs, CLASSRONS, training commands and CNSF may routinely communicate in a forthright and constructive dialogue. Because of the continuing evolution of ship types and classes, warfare capabilities, and associated tactics, the CNSF directed training program is dynamic. In addition, standardization and alignment of surface force training must be maintained throughout the Navy. New training evolutions, revisions to existing evolutions, and more efficient training sequences must continually be developed and implemented and then evaluated through an effective feedback system.

D-102. Feedback.

a. Any unit in the chain of command, as well as any activity utilizing the SFTM either as a service provider or a supporting activity, may initiate (by message or email) a query about any aspect of the surface force training program or make a recommendation for its improvement. These inputs should be sent directly to the ISIC and the applicable CLASSRON for consolidation and analysis. The following standard message format is provided:

FM (Submitting Command)
TO (ISIC)
(CLASSRON)
INFO (Chain of Command)
COMNAVSURFOR SAN DIEGO CA//N7/N7A// and
COMNAVSURFPAC SAN DIEGO CA//N7/N7A// or
COMNAVSURFLANT NORFOLK VA//N7/ N7A// as appropriate
(Classification) //N03502//
MSGID/GENADMIN/ (Originator)//
SUBJ/SURFORTRAMAN FEEDBACK REPORT
REF/A/DOC/CNSF/(DATE OF THIS INSTRUCTION)
REF/B/(As necessary)
NARR/SURFORTRAMAN. Other references.//
POC/(Point of contact)
RMKS/1. Briefly state problem or query (ensure remarks include area of SFTM affected).
2. Recommend corrective action.//
BT

b. The SHIPTRAIN online email feedback is train.ship@navy.mil

D-103. Advisories. To provide advance notice of changes to the SFTM, amplifying guidance, or other general information affecting the Surface Force Training Program and SHIPTRAIN, appropriate advisories, either by message or notice, will be coordinated and promulgated by CNSF.

APPENDIX E

GLOSSARY

ATG (Afloat Training Group) - Primary training organization for ship basic phase training.

APTS - Acoustic Proficiency Training Systems is an acoustic analysis computer based training device available at FLEASWTRACEN, FTC Norfolk, and all ATGs. It is used for initial and refresher training of acoustic analysts.

ARE - Aviation Readiness Evaluation, a biannual evaluation preceding the aviation certification of aviation capable ships.

ASMD - Anti-Ship Missile Defense.

ASTAC - Anti-submarine Tactical Air Controller

AT - Annual Training. Reserve personnel annual active duty for training.

AT/FP - Anti-terrorism / Force Protection, refers to measures to enhance unit and personnel security through threat indoctrination, awareness training and physical security measures.

ATRC - AEGIS Training Readiness Center

ATT - Aviation Training Team.

BFIMA - Battle Force IMA, part of the concept of fostering an intermediate level maintenance capability in the Battle Force (BFIMA) or in the ARG (ARGIMA).

BFTT - Battle Force Tactical Trainer, an onboard training capability.

BMD - Ballistic Missile Defense.

CANTRAC - Catalog of Navy Training Courses.

CASREP - Casualty Report, an operational report to report equipment / material casualties.

CCR - Continuous Certification Requirement.

CCOI / COI - Critical Contact of Interest / Contact of Interest, terms to indicate level of importance of contact information.

CIWS - Close in weapons system, also called PHALANX. Variants Block 1 and Block 2.

CLASSRON (CR) - CLASSRON.

CMTQ - See Cruise Missile Tactical Qualification

CNSF - COMNAVSURFOR - Surface Force TYCOM.

CRC - Communication Readiness Certification

CREWCERT - Crew Certification Program.

CRS - Canister Round Simulator, missile simulator for RAM.

CSRR - Combat Systems Readiness Review

Cruise Missile Tactical Qualification, a biannual, in most cases, required certification for Tomahawk and Harpoon equipped ships.

CSCCE - Combat Systems Casualty Control Exercise.

CSOOW - Combat Systems Officer of the Watch

CSOSS - Combat Systems Operational Sequencing System .

C4ISR - Command, Control, Communications, Computer, Information, Surveillance & Reconnaissance

C5RA - Combat Systems, Command, Control, Computers, and Communications Readiness Assessment

CSSQT - Combat Systems Ship Qualification Trials

CSTT - Combat Systems Training Team

DARTS - Air Deployable Acoustic Readiness Training System is an acoustic analysis training system for HSL aircrews. ATGPAC is

converting AIR DARTS scenarios to be compatible with the AN/SQQ-28(V) for shipboard training.

DBM - Data Base Manager, a watchstander who correlates non-real time contact locating information.

DCTT - Damage Control Training Team

DFS - Departure From Specifications.

DRRS-N - Defense Readiness Reporting System-Navy

DT - Developmental Test, part of the test and evaluation process of introducing new systems into the fleet.

ECC - Engineering Casualty Control

EDVR - Enlisted Distribution Verification Report.

EEBD - Emergency Escape Breathing Device

EKMS - Electronic Keying Material System, formerly CMS.

EMATT - MK 39 Expendable Mobile ASW Training Target.

EMCON - Emission control

EOC - Engineering Operations Certification - an ISIC conducted, ATG supported process that assures a ship is ready in propulsion training, operations and material. Replaces UD.

EOCC - Engineering Operational Casualty Control, standard procedures to control anticipated casualties.

EOOW - Engineering Officer of the Watch

EOP - Engineering Operational Procedures

EOSS - Engineering Operational Sequencing System

ESWS - Enlisted Surface Warfare Specialist

ETT - Engineering Training Team

EWEX - Electronic Warfare Exercise, typically an inport training exercise.

EWTG - Expeditionary Warfare Training Group.

FCTC - Fleet Combat Training Center.

FDNF - Forward Deployed Naval Forces, ships and staffs permanently homported in overseas locations.

FEP - Final Evaluation Period. As required ISIC conducted event.

FIREX - An acronym to describe firing portions of NSFS qualification. FIREX 1 is initial qualification, FIREX 2 is re-qualification.

FRTT - Fleet Response Training Plan

FST-U - Unit level synthetic exercise designed to enhance participating unit's tactical proficiency through the conduct of training scenarios delivered by the inport training architecture.

FTSC - Fleet Technical Support Center.

FXP - Fleet Exercise Publication. A series of publications that describe training exercises in all mission areas for all platforms. Distributed on NTIC CD-ROM.

GMT - General Military Training

HERO - Hazards of Electromagnetic Radiation to Ordnance, refers to a prohibition on types of electromagnetic radiation while handling ordnance, etc.

IDT - Individual Drill for Training - Reserve personnel weekend training.

IET - Inport Emergency Team (IET)

IOBT - Internal On-board Trainer is the standalone AN/SQS-53D (EC-16/84) active sonar training subsystem.

IOP - Items of Priority. LOA, ULTRA-E, or EOC may identify IOP's for which a ship requires outside repair or technical assistance, or where a class problem is suspected.

ISIC - Immediate Superior in Command

ITT - Integrated Training Team

JQR - Job Qualification Requirements - a locally prepared qualification for which PQS does not exist.

LOA - Light Off Assessment

LOK - Level of Knowledge

LRTP - Long Range Training Plan

LTT - Limited Training Team

MDU - Mission Data Update.

MFOM - Maintenance Figure of Merit

MITE - Monthly Inport Training Exercise

MOVREP - Movement report, and operation report concerning the location and movement of ships and staffs.

MRC - Maintenance Requirement Card, part of the Planned Maintenance System, on which steps, material and personnel requirements for a specific maintenance action are listed.

MTT - Medical Training Team, also Mobile Training Team

NAVOSH - Navy Occupational Safety and Health, a term used to describe training related to these areas.

NCTE - Navy Continuous Training Environment

NEC - Navy Enlisted Classification, a code used to describe enlisted skills gained through formal schools or experience. Used by the distribution system to fill designated billets with required skills.

NFC - Numbered Fleet Commander; i.e., C2F, C3F, C5F, C6F or C7F.

NMETL - Navy Mission Essential Task List

NOBC - Navy Officer Billet Code, a code used to describe officer skills gained through experience.

NRF - Naval Reserve Force

NSFS - Naval Surface Fire Support, formerly Naval Gunfire Support (NGFS)

NSTM - Naval Ship's Technical Manual.

NTMPS/FLTMPS - Navy Training Management and Planning System. Same as FLTMPS.

NTP - Navy Tactical Publication

NTSP - Navy Training System Plan, document used to describe required training for new systems planned for fleet introduction. Formerly Navy Training Plan (NTP)

OBT - Onboard Trainers

OCSOT - Operational Combat Systems Overall Test, a recurring combat systems PMS check.

ODCR - Officer Distribution Control Report

ONI - Office of Naval Intelligence

OOB - Order of Battle, a listing of military resources; e.g., enemy order of battle is a list of enemy forces which are arrayed against friendly forces.

OOC - Out of commission, referring to equipment or material casualties.

OPSEC - Operational Security

ORM - Operational Risk Management, a process of assessing potential risk in operations and training.

OT - Operational Test, part of the test and evaluation process of introducing new systems into the fleet

PACFIRE - Pre-action calibration. Test firing of guns prior to surface action/exercises. Used to determine arbitrary correction to hit (ACTH).

PADS - Passive Acoustic Display Simulator is an acoustic analysis computer based training (CBT) devise.

PBFT - Planning Board for Training

PDT&T - Post Delivery Test and Trial

PMS - Planned Maintenance System.

POFA - Programmed Functional Operational Analysis

PQS - Personnel Qualification System, a formal qualification system in theory, systems and watch qualifications.

PRT&T - Post Repair Test and Trial

QA - Quality Assurance

RAM - Rolling Airframe Missile, an new short range AW weapons system being introduced in some ship classes.

RFT - Ready for Tasking, as in Independent Unit RFT

Repair 8 - The electronic casualty control organization in non-CSOSS ships.

RO - Restricted Operations. A ship assessed as unable to obtain or maintain standards, in the judgement of the ISIC, will be designated for restricted operations.

ROC - Required Operational Capabilities

ROE - Rules of Engagement

RSO - Readiness Support Organization

SCLISIS - Ship Configuration and Logistics Support Information System

SCOT - System Consolidated Operability Test.

SEAOPS - Safe Engineering and Operations, name of a series of manuals which are the primary reference for LCAC operations.

SELRES - Selected Reservists

SESI - Shipboard Explosive Safety Inspection

SHIPTRAIN - The SWE Surface Force training process that supports FRP.

SOMMTIP - Ship's Overhaul Modernization Manning and Training Information Program

SORM - Ship's Organization and Regulations Manual (OPNAVINST 3120.32)

SORTS - Status of Resources and Training Systems, an operational report describing ships material and training readiness to perform its mission.

SOT - System Operability Test

SRTS - Short Range Training Schedule

SSAAPP - Surface Ship Acoustic Analysis Proficiency Program

SSRNM - Ship's Self Radiated Noise Measurement

STT - Seamanship Training Team

SWE - Surface Warfare Enterprise

SWO BST - Surface Warfare Officer Billet Specialty Training, training identified by BUPERS for required enroute training.

TADTAR - Temporary Additional Duty Target. Money allocated to ships and staffs to support temporary additional duty (TAD) expenses.

TAO - Tactical Action Officer, key underway watch officer who may have weapons release authority in the temporary absence of the commanding officer.

TCD - Training Control Device allows the AN/SQQ-89(V)-T OBT on up to eight ships to run a coordinated, simultaneous ASW scenario.

TEMADD - Same as Temporary Additional Duty (TAD)

TFIRM - Total Force Integrated Readiness Model

TFOM - Training Figure of Merit

TORIS - Training and Operational Information Services, Also - TORIS (Afloat)

TRMS - TYCOM Readiness Management System.

TRNGREP - Training report. Vehicle for ships and units of the force to report accomplishment of required training.

TSTA - Tailored Ship Training Availability. The training period(s) between ULTRA C/E and FEP, supported by ATG as required.

ULT - Unit level training. Occurs throughout FRTP.
ULTRA - Unit Level Training Readiness Assessment.
ULTRA-C/E - Certification/Engineering
ULTRA-S - Sustainment
WTRP - Watch Team Replacement Plan