CNSF HOT WASH NEWSLETTER

ISSUE 8 **January 2010**

Inside:

Fall Super Hot Wash Recap

Contributed by the Hot Wash Team

It is exciting to report that we have successfully held the 12th Super Hot Wash (SHW), which was well attended by representatives from the maintenance and modernization community. The continued interest in the forum indicates the value that this forum has in the maintenance and modernization of our Surface Ships. The fall SHW was held 27-29 October 2009 at VASCIC, Newport News, VA. Some of the highlights of the fall SHW were the introduction of Surface Team One (ST1), FFC N43 View from the Bridge, Surface Ship Life Cycle Management Activity (SSLCMA) update, OPNAV N43 Surface Ship Maintenance Requirements, MSMO Panel and the Regional Maintenance Center (RMC) Briefs.

The meeting kicked off with opening remarks from CAPT Cuellar (CNSL N43/6) and CAPT Gale (SEA21 Deputy for Readiness). They stressed the significance of where we really are with regards to our current and future readiness, the criticality of a good relationship between the maintenance and modernization communities, and that we need to better assess the ships to get them to their expected service life.

CAPT Johnston followed with an update of the SSLCM Activity's current initiatives that focus the efforts on how the maintenance requirements will be determined through the Baseline Availability Work Package (BAWP), Availability Work Package (AWP), Technical Foundation Paper (TFPs), and Ship Sheets. The TFPs will eventually provide the surface community with the ammunition to defend surface ship maintenance requirements. CAPT Gale and Tom Coumes (CNSF N43) then provided an overview of the proposed Surface Team One (ST1) initiative, which has been gaining momentum in the past few months. More information is provided in a separate article in the newsletter (page 4).

In addition, the audience received the Commanding Officer's overall perspective on the USS SAN ANTONIO (LPD 17) PMA, USS MOBILE BAY (CG 53) EDSRA and USS PHILIPPINE SEA (CG 58) EDSRA. SAN ANTONIO completed the first LPD 17 PMA on 8 October 2009 and both MOBILE BAY and PHILIPPINE SEA are still undergoing their modernization availabilities (EDSRA) until 28 April 2010. A MSMO Contractor Panel presented potential areas for improvement from the contractor perspective and each of the RMC Commanders provided presentations on the Plan-Do-Check-Act Hot Wash Concept.

Three different breakout sessions were held, and the key take-aways from each are outlined below.

AWP/MMBP Standardization: This breakout team led by Mr. Robert Sparks (CG CLASSRON) focused the development and implementation of branding codes, a standard Maintenance and Modernization Business Plan (MMBP) format and a standardized screening process to support the ability for CLASSRON monitoring of BAWP/AWP item planning and completion.

Some of the key take-aways or recommendations from this group included:

- Approved set of branding codes (Mandatory, Mandatory (non-technical) and Discretionary) requirements needed to support BAWP/AWP and MMBP processes.
- Software SMEs to coordinate development and implementation of branding codes.
- Forecasting corrective maintenance resulting from assessments to timely document maintenance requirements.
- Train CLASSRONs to develop the Risk Assessment Report and its implications on MMBP development.

Hot Wash Analysis Team (HWAT) / Feedback Coordinator: This breakout session focused on reviewing the proposed changes to the HW Business Rules and the preliminary HWAT Business Rules. The key take-aways include:

- Incorporate the changes that came with the standup of the Norfolk Ship Support Activity (NSSA) under the NNSY. NSSA was formerly MARMC.
- Revise the HW Business Rules to incorporate the continuous HW requirement for the longer avails (modernization or mid-life availabilities).
- Revise the HW Business Rules to better clarify specifically what a feedback issue should include.
- HWAT Business Rules will not be included in the JFMM, but will be on the SURFOR HW website.

Maintenance Continuous Improvement Team (MCIT) Availability Planning and Execution Index: Led by Mr. Frank Burke, this breakout session is a continuation of the MCIT efforts to develop and implement availability planning and execution metrics. The overall effort is in support of redefining the surface ship maintenance and modernization metrics set to better link to its Surface Warfare Enterprise (SWE) Charter/tasking of "Delivering warships materially ready for tasking at the right time and right cost".

The key take-aways include:

- Work Definition Index must be viewable at individual ship level and should include ICMP execution as well as content/scope.
- Brief MCIT regarding Material Readiness.
- Consider CM/EM proportion as an additional current readiness indicator.
- Determine how funding stability at an individual availability level gets addressed.
- Investigate possible means for measuring crew proficiency with ATG as possible MCIT external metric.

All the presentations are posted on the SURFOR HW website. The next Super Hot Wash will be held at the Kona Kai Resort in San Diego, CA, on 27-29 April 2010. Information will be posted on the SURFOR web as the date approaches.

AWP/MMBP Standardization Working Group

Contribution by Robert Sparks
SEA21

Breakout groups are a valuable part of the semi-annual Super Hot Wash agenda. These working groups are designed to harness maintenance community expertise and leadership in order to collaboratively review, build upon, or resolve specific topics and issues. At the Fall 2009 Super Hot Wash, Availability Work Package (AWP) and Maintenance and Modernization Business Plan (MMBP) development and standardization were topics covered in a working group facilitated by Mr. Robert Sparks. The need for this working group cultivated from increased roles and responsibilities placed upon the CLASSRONs to provide life cycle maintenance execution oversight and approve AWPs. Additionally, it was evident after FY10 MMBP development that a standardized risk assessment portion of MMBP

executive summaries was required. Consequently, Mr. Sparks was chosen to leverage off his experience from leading the first AWP pilot at Cruiser CLASSRON and his knowledge of MMBP development. However, participation from the maintenance community is vital to making progress with the issues.

As the working group began, it was clear that they would not be able to completely resolve the issues without Port Engineer input and concurrence. Fortunately, there was one Port Engineer in attendance and the group was able to agree upon a standardized format for MMBPs and AWPs. However, although there was a consensus on content and format, deciding how to actually reach the final product consistently and repeatedly was not possible. Common methodologies such as screening of work candidates are essential. To overcome this dilemma, the knowledge and recommendations from a cross section of Port Engineers is required to develop an efficient and effective process.

In the end, with the short time the working group had, great strides towards improving maintenance risk reporting and capturing maintenance requirements were made. Additionally, the importance of Port Engineer participation at the SHW was realized. The group's ability to resolve the issues was limited without Port Engineer participation and concurrence. As the cornerstone of waterfront maintenance, we hope that in the future more Port Engineers will be able to participate in the SHW.

MSMO Panel Summary

Contributed by the Hot Wash Team

One of the highlights of the SHW agenda continues to be the MSMO Panels, during which senior representatives from various MSMO contract holding companies provide their respective comments as they relate to the current Navy MSMO Strategy and MSMO execution. As requested, the MSMO Panel members commented on the challenges and successes that they see with respect to the planning and executing of the surface ship maintenance and modernization availabilities.

The challenges are summarized below:

- Electrical cable installation sequencing and progressing
- Availability of OEM parts for diesel engines
- Initial light-off of legacy systems
- Availability of sole source material
- MSMO performance metric development
- Work package churn driven by funding
  - Establish realistic funding controls
  - Effects on PMO
  - End of fiscal year
- Adherence to entitled process milestones during planning
  - Compliance with some milestones vice all milestones
  - Timeliness of AWRs
- Work package churn during execution
  - Addition of new work (identified Early – lack of funding)
  - Late identification of legacy system deficiencies
  - CFR / RCC turn around time

Some of the successes achieved are:

- Total program interface (east/west) for CG MOD availabilities
- Support of Navy initiatives
  - Integration of eWAFs and eSOMs
  - T&I paperless program
  - Ballast tank single coat process
- Temporary power PCP development and execution
- Government / MSMO Contractor interaction
  - Dedicated maintenance team representatives
- Improved schedules/better specs
  - Specification reviews
  - Ship impact brief
  - Milestone discussions
- Innovative processes to reduce time and cost
  - Fiber optic termination
  - Aluminum welding initiatives
  - Testing of aluminum for sensitization
- Savings through learning curves
  - Alterations
  - Internal lessons learned

- Government/MSMO problem solving interaction
  - NMD/cycle times /production issues/etc

In addition to discussing the challenges and successes, one of the panel members took the opportunity to refute three myths that are commonly held by the maintenance and modernization community:

- Myth #1: MSMO Cost Type contracts do not incentivize efficiency because the company is going to get paid anyway.

- Myth #2: The East Coast MSMOs can't/won't/don't team like the West Coast MSMOs.

- Myth #3: MSMO maintenance team embedded reps are valuable tools in the MT toolkit, but should be kept at arms length for ship maintenance decisions.

Finally, concerns with the next cost type contracting phase or MSMO Spiral II were discussed, particularly the unintended consequence of dual incentive and award fee on the TAR, definitization and RCC process. Recommendations to mitigate these concerns include getting ahead of the "fair and reasonable" negotiations, analyzing unintended consequences of other changes such as standard items and PCPs and establishing a professional link between MSMO embedded reps and activities like SSLCM.

Surface Team One

Contributed by the Hot Wash Team

Background

Surface Team One (ST1) is a concept that began with a general charge by the Surface Warfare Enterprise (SWE) to continue to evolve the cross-stakeholder efforts stemming from "SHIPMAIN". Initially, SHIPMAIN started out with "Cross-Functional Team (CFT)" 1, 2, 3, and 4 which were all focused on unique but related efforts. These teams merged into CFT123 and CFT4 and ultimately into the Maintenance Continuous Improvement Team (MCIT) and Modernization Process Improvement Team (MPIT). In the meantime, the surface community has seen the reorganization of "PEO SHIPS" into the stand-up of "SEA21", the stand-up of the CLASSRONs, the stand-up of NAVSEA 04Y (Commander Regional Maintenance Center (CRMC)), and also the stand-up of the Surface Ship Life Cycle Management (SSLCM) Activity. These transitions have been made to improve the way the surface maintenance and modernization community does business. While each of these commands and cross-functional teams exist to accomplish unique objectives, there is an overall shared goal between every command and team involved with the surface maintenance and modernization to not only improve current readiness but meet the expected service life of every surface ship.

While ST1 can be traced back to the early days of SHIPMAIN and the standup of SWE, it has crystallized into a more definitive strategy as a result of the Surface Ship Maintenance Offsite (SSMO) Panel initiated by COMNAVSURFLANT N00 and COMPACFLT N43. Specifically, ST1 is expected to be the actionable structure to address and support the objectives of the SSMO Panel. SEA 21 has taken proactive steps to align the efforts of ST1 to the SSMO.

Scope/Purpose

The purpose of ST1 is three-fold. First is to define, champion, and improve cross-organizational processes in order to more effectively and efficiently maintain and modernize the surface Navy. Secondly, to meet ship expected service life, and thirdly, address current readiness challenges. ST1 provides a structure for the management, integration, and long-term systematic communication for the complex network of key processes and committees that are in place today as well as for those that may be chartered in the future to address the needs of the maintenance and modernization communities under the SWE. Means and measures for improvement will reflect the considerations of all affected parties including, but not limited to, Ship's Force, Type Commanders, Regional Maintenance Centers, NAVSEA, and SPAWAR.

The focus of ST1 is to integrate the efforts of contributing organizations into an effective total process. ST1 is neither a technical authority nor a substitute for the proper execution of assigned responsibilities. It is not expected to be

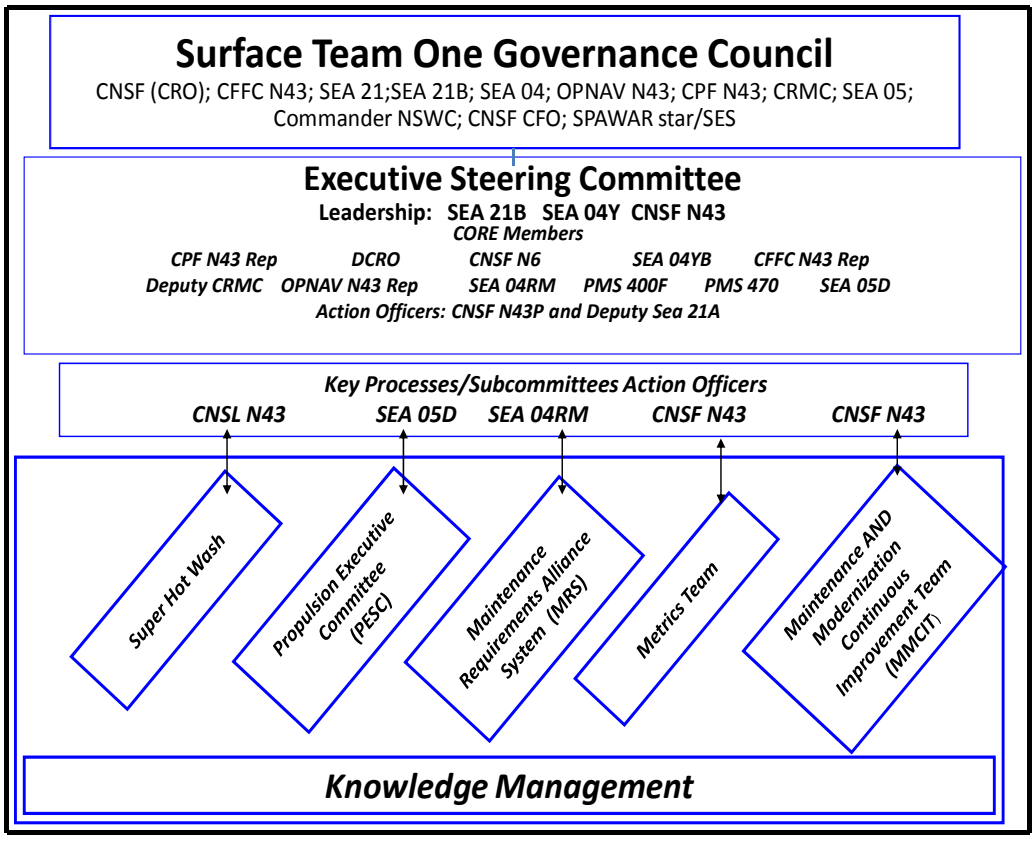
the process improvement program that addresses issues internal to the contributing organizations. It is a structure for making things happen across organizations.

Organizational Structure

The figure below illustrates the initial organizational structure for ST1. It is expected that the coming months will be a period of transition whereby the SSMO Panel will transition into the ST1 Governance Council; the Executive Steering Committee (ESC) will provide leadership in the alignment, assignment, and accomplishment of strategic and tactical objectives identified by the Governance Council. This role will include the efforts of the SSMO Action Officer (AO) committee.

Additionally, the preliminary roles identified for the ESC are as follows:

- Driving actions assigned by the Governance Council.
- Report on progress made to the Governance Council.
- Providing community leadership in ST1 efforts.
- Gaining commitment to ST1 within their parent organization.
- Guiding and championing implementation of ST1 processes and initiatives within their parent organizations.
- Serving as a focal point for affiliated stakeholders.



LHDRON Concern: Material Obsolescence

CAPT Robert Irelan, USN

Component Obsolescence

Recent failures during the latest USS PELELIU (LHA 5) CNO Availability brought to light the need to address challenges with the steam plant, specifically with the obsolescence of main steam valves. Three main steam valves had to either undergo significant repairs or be replaced (two 12" globe stop check valves and one 8" globe stop check valve). As a result of these failures, the CNO avail had to be extended by 44 days at a cost of $1.2M per valve.

In response, LHDRON worked with NAVSEA to identify available components from inactive ships. SEA21 FL has focus on larger valves first. The fleet is involved with the development of a prioritized listing of valves most critical to retain in a rotatable pool, which may require the fleet to also fund the initial refurbishment. SEA 21 has led the discussion with the technical community on identifying commonality of components between the LHA/ LHD class ships. Ship Change Documents (SCDs) may be required to support future changes for commonality. Required vendors to support the procurement of Level 1 SPEC valves or commercial grade valves need to be identified. Notional lead time to build a Level 1 quality valve for LHA/LHD class ships is between 36-38 months. Once these vendors are identified, Fleet will need to engage on way ahead to purchase valves for rotatable pool

ACDS BLK 0/1

Another obsolescence concern is the Automatic Combat Decision System (ACDS). The ACDS Block 0/1 on LHD-1 class ships is quickly becoming obsolete, leaving them as the only ships with ACDS. Without upgrade, the ACDS ships will not be able to effectively operate in an ARG (Amphibious Readiness Group) deployment in the current threat area. USS WASP (LHD 1) is outfitted with ACDS BLK 1 which is obsolete and unsupportable. The remaining LHD-1 class ships are fitted with ACDS BLK 0, which will be obsolete and unsupportable in five to eight years. A low cost alternative, Amphibious Improvement Program (AIP), was developed to take the place of CAPSTONE for an LHD with ACDS Block 0. AIP is a single circuit card/software upgrade with no upgrades to detect and engage systems. AIP is a temporary fix leaving LHD requiring an additional upgrade before their end of life.

In addition, with the lack of School House support, the pool of ACDS BLK0/1 operators and technicians will dwindle to a critical level.

The recommended way ahead is to upgrade LHD 1 class ships with the CAPSTONE to allow these ships to meet force interoperability requirements. A CAPSTONE install would allow future upgrades to the self defense system.

PC CLASSRON

CDR Richard Frey, USN

The PC Modernization program has been implemented to ensure that the PC's continue to be a viable asset for the Navy until their extended service life of 2026. The key elements of this program are:

1. Increased SSDG Power Output
2. Upgraded engine controls
3. Stern Tube Seal upgrades
4. Weapons Systems upgrades
5. C4I Improvements
6. HVAC upgrades
7. Navigation Systems upgrades

FY 09 CONUS CNO Avails

USS Thunderbolt (PC 12), USS Squall (PC 7), and USS Hurricane (PC 3) availabilities were successfully completed. However, successive availabilities did not have enough separation to apply lessons learned from ship to ship. While these three ships were completed on time and on budget with no significant issues observed, no major modernizations were executed and DFS's were required to complete the avails.

FY09 FDNF CNO Avails

The USS Whirlwind (PC 11) Availability included numerous modernizations and was extended from 84 days to 161 days, resulting in a 16 August 2009 completion. The extensions caused missed operational commitments and lost on station patrol days. In an attempt to prevent future problems, PCRON noted that many planning milestones were not met and the contract was awarded 2 weeks prior to start date. Additionally, the small project team (2 surveyors, 0 QA, 1 PE, 1 PM, and 1 PY OSR), language barriers and the need to teach the KTR QA and tag out procedures contributed to the delays.

FY10 FDNF CNO Avails

Specifically in Bahrain, USS Chinook (PC 9), USS Firebolt (PC 10), and USS Typhoon (PC 5) are scheduled for FY10 availabilities. There are concerns with increased maintenance requirements, HVAC modernization, and new LOA requirements. In order to mitigate the concerns, in coordination with MARMC Det Bahrain and Operational Commanders - CDS 50, PATFORWA (USCG) and CTF 53, the availabilities have been extended from 84 days to 119 days. Bi-weekly status meetings with PCRON, det Bahrain and the ship's Commanding Officers have been incorporated and the USS Typhoon (PC 5) Availability has been moved to FY11.

Issues still being addressed are the need for planning milestone discipline, GFM procurement and status tracking, project team manning in theater, and a government and KTR QA process and procedure.

PCRON Initiatives

First time installation of all SCDs are being completed on PCRON Beta ship - USS Hurricane (PC 3) prior to execution OCONUS. PCRON and PMS 470 meet quarterly to improve modernization phasing to better support operational and training schedules as well as support OCONUS installations without impacting operational commitments. CNO Avail length duration in OPNAVNOTE 4700 will be re-examined.

Hot Wash Website Access

What's included on the Hot Wash website?
Hot Wash Feedback Issues, Super Hot Wash Presentations, Best Practices, Availability Project Team Handbook, and more!

If you already have a SURFOR Web Account, you can go directly to the HW Website at:
https://www.surfor.navy.mil/engineering/hotwash
If you do not have a SURFOR Web Account, follow these directions:

1. **Go to: http://www.register.surfor.navy.mil/**
2. **Click on: "Register for 'SURFOR Web' Account"**
3. **Fill in the information requested and submit.**

NMCI Users are finished.

Non-NMCI Users, continue with these steps:

4. **Follow steps 1-3 above, when redirected:**

- In the Command field, type in "NAVSEA"
- Select "contains" under the command field.
- Click "Search". This should bring up a drop down menu from which you can choose the most appropriate command.
- Once you select a command, click on "Lookup UIC". (Note: If you do not see your command then select one that is related.)
- Click "Submit" at the bottom of the screen.

5. **When prompted, enter "LCDR Gina Harrell" or "Sarah Gibson" as your Point of Contact.**

RMC

REGIONAL MAINTENANCE CENTER HIGHLIGHTS

The RMCs are major drivers of the Hot Wash Process, specifically with capturing lessons learned and ensuring that they are effectively applied. The following inputs have been provided from the specified Regional Maintenance Centers.

Hawaii RMC Lesson Learned: Discipline to the Process

Discipline to process was the major theme for 2009. A number of areas of improvement based on lessons learned were targeted at HRMC.

Process Control Procedure's (PCP's) are a traditional problematic area containing considerable challenges and obstacles. During the course of the year, standardized PCP's have been developed and implemented, tracking systems were put in place, and authorizations were given to the MSMO to produce PCPs prior to definitization of the contract.

Discipline to work package identification was identified to ensure that the Maintenance Team (MT) meets the Joint Fleet Maintenance Manual (JFMM) package lock milestones in a methodological way. To that end, HRMC expanded the concept of Lock Letters to CMAVs. Lock letters are a formal method of communicating to the MSMO contractor the budget and work brokered to all activities for accomplishment during the availability. The letter is signed by all members of the MT and serves the purpose of helping to establish planning priorities.

Starting availabilities smoothly and communicating production expectations were other areas identified needing improvement. Ultimately the tool utilized to improve ship/shore communication became the "100-hour message". This is a Naval message from the RMC to the ship and is sent approximately 100 hours before an established availability. The message provides an outline by JSN of work planned each day of the first 100 hours of a CMAV or CNO availability.

Managing the CFR/RCC cycle time remains a challenge and was a topic of many Hot Wash inputs. In order to keep attention on the cycle time, weekly RMC Division/MSMO meetings were established for CNO availabilities to address any open issues and drive decision-making. It would be great to say that the complete CFR/RCC cycle time has dramatically improved as a direct result; what can be said is that the teams are more aligned while the paperwork catches up.

Discipline to the process goes deeper and is much harder than identifying the fix to an issue. It is about how an area experiences a lapse in attention to the details that ensure its success and evaluation ultimately reveals that discipline to the process has been set aside for some period time and needs to be re-energized. Lessons learned do reach back in history. In 1955 the term "Hawthorne effect" was coined to describe a 1930s observation that essentially established that the improvements are generated simply in response to the fact that they are being studied and not in response to any particular experimental manipulation. Each of the above areas was developed as a result of Hot Wash efforts and the discipline to the process produces the "Hawthorne effect".

Northwest RMC Lessons Learned: Blast and Preservation of VLS Launcher Top

When NWRMC conducted Vertical Launch System (VLS) launcher preservation work during consecutive SRA's on USS MOMSEN (DDG 92) and USS SHOUP (DDG 86), the MT was able to determine ways to reduce the overall complexity and duration which produced a savings of approximately $24,400 in material and labor costs and four days in schedule.

The VLS launcher top poses a unique and difficult blast and preservation task for both the Navy and the ship repair contractor. Already a critical coat

requirement per Standard Item 009-32, the design and construction of the launcher is complicated by use of three separate metals: aluminum, HY-80 steel, and stainless steel. Both complicated and time consuming, the preservation steps add additional expense to an already costly paint job. Furthermore, a history of high profiles from the factory and the inability to perform an effective hydroblast of the surfaces compound the difficulty of this job. Once paint is applied, the Dry Film Thickness (DFT) readings for areas receiving non-skid should be 3-4.5 mils. For areas not receiving non-skid, the DFT readings should be between 2 - 4 mils. In order to meet the requirements for all three types of substrates, the resulting blast evolution is a multi-step process incurring excessive costs, both in material and labor time.

During the USS MOMSEN (DDG 92) SRA, the contractor used #36 grit garnet delivered at 95 psi at the nozzle. Acceptable blast times and satisfactory profile readings on the HY-80 and stainless steel were obtained. However, this process left high readings on aluminum hatches at an average of 5.1 mil. Due to schedule constraints, a Deviation Request (DR) was approved for the high profiles on the aluminum hatches. A HW feedback form was submitted as a result.

During the USS SHOUP (DDG 86) SRA, the team completed a production test on one hatch using #60 garnet grit at 95 psi at the nozzle which resulted in a profile average of 4.2 mil and a production rate of 40 minutes per hatch. While these test results were acceptable, the profile was close to the upper limit, and production blast time was too long. Another production test was conducted with the same grit at a reduced pressure of 80 psi at the nozzle. This resulted in a 3.8 mil average profile and lowered production time to 22 minutes per hatch. Next, this same procedure was tested on HY-80 and stainless steel surfaces to determine profiles. It achieved excellent results, averaging profiles of 2.8-3.2 mil on both the HY-80 and Stainless steel.

In summary, the ability to produce proper profiles using the same blast medium within a single blast evolution for all substrates significantly reduces the time and complexity of this preservation job. This represents an overall reduction of 10% in the total cost as well as 10% reduction in the overall schedule of the preservation job thanks to the dedication and determination of PSNS & IMF Code 451 Ship Building Specialist Brian Macmillan.

SOUTHWEST RMC

On October 13, 1775, the World's finest Navy was born. To this day, America works hard to ensure our ships stay ready to fight and win. The maintenance community gets to see first hand how amazing and complex our US ships are. Limited funding continues to be a strain on the Navy maintenance community. In most cases, equipment and upgrade requirements exceed current funding. After the October 2009 Super Hot Wash, it was evident that no relief in funding was near. The Navy maintenance community continues to need to do more with less. The good news is that the Navy has made ample efforts in battling the need for more funding, such as the implementation of Hot Wash

As many of the people involved in the HW process have experienced, contractors often submit few issues for the HW community to address. This is detrimental to the program because contractors are often the ones who work directly on the equipment during the availability, and are, therefore, able to see process and quality issues as they arise. Taking a proactive approach to this concern, SWRMC and NASSCO representatives met to discuss how the two could better interact during the HW process to ensure that benefits are maximized both for NASSCO and SWRMC. By maximizing the utilization of HW, the MTs will be able to perform necessary maintenance while reducing cost and improving quality and schedule. Some ideas discussed by NASSCO and SWRMC were: creating a better follow-up process, defeating the MSMO culture mindset, a statistical measurement to identify "value", using a "single voice" for the shipyard, and articulating specific definitions on terms.

Southwest Regional Maintenance Center prides itself on having a great working relationship with its contractors and looks forward to sharing the lessons learned on improving the HW process for SWRMC and NASSCO, on the next newsletter

Norfolk Ship Support Activity (NSSA)

After experiencing several missed milestones in the HW Process execution, the NNSY / NSSA Waterfront Operations Officer and Business Department identified a need for a methodology / tool to aide in establishing / identifying the business rule milestone dates. The NNSY / NSSA Business

Office HW Coordinators developed a "checklist" to be utilized by the Waterfront Operations Type Desk Assistants / Officers with planning and scheduling HW process dates. The checklist, designed as to be user-friendly, uses drop down menus, and auto-calculate features that once the availability dates are input on the form, imbedded formulas automatically determine the optimum milestone dates for WPIC and Arrival Conference notifications, HW Announcement Message release, and scheduled HW date.

In an effort to provide HW Process management for the NNSY / NSSA Bahrain Det., and forward deployed Fifth Fleet Ship availabilities, the NNSY / NSSA Business Office HW Coordinators assisted with planning and executing the first-time HW for USS WHIRLWIND (PC-11) via VTC. Facilitating from Norfolk, the coordinators with participation from NSSA Planners and Waterfront Operations personnel connected with the MT and ASRY Shipyard representatives to discuss critical availability feedback issues.

USS GUNSTON HALL EDSRA Continuous HW Input

Issue: S/F experienced difficulty in blanking systems after the start of work due to lack of facilities and capabilities and limitations of temp power. S/F was unable to produce needed steel blanks for systems/components that were removed after work began and temporary power was installed as no power was provided to the general work shop in the work specification. S/F was unable to manufacture blanks for systems after pump removal or system overhaul, mainly on items delivered to NSSA for work such as ASW pumps or Fuel Oil pumps.

Recommend: S/F engineers identify all blanks required prior to temporary power installation. The size, bolt, hole, pattern, and thickness are essential data that must be included in the 2K that S/F should submit prior to TYCOM Package Lock.

Issue: During major modernization availabilities, there is extensive rip out of equipment on the ship which can also cause damage to the ship's equipment and other space items that will be left and not ripped out. When the time comes to bring the ship back to life, there usually is a big discussion as to the condition of the spaces and or equipment that was left to be used again (i.e. desks, other equipment etc.).

Recommend: Prior to starting the availability, the ship and MSMO contractor should work together to take videos to document the "before" condition of the spaces that will be affected during the availability. This way when the time comes there will be no finger pointing as to the condition of the stuff before the rip out and work began.

USS GONZALEZ (DDG-66) Hot Wash

Success Story: Utilization of the Port Hueneme (PHD) Logistician to locate free material for S/F for all parts and material required (not just combat systems parts) resulted in substantial cost savings to S/F and MT. Recommend all ship's department heads, specifically the supply officer, work closely with Port Hueneme Logistician to check all parts and material required for S/F repair efforts to ensure all free issue material is obtained before any material is ordered and funded using normal supply channels. Continuous use of PHD to research for all material and parts during the availability enabled S/F to obtain $3.01 Million in free issue material. Submit as best practice nomination, to be discussed during future WPIC's.

SRF-JRMC DET SASEBO

The SRF-JRMC DET SASEBO S1200 Business Office initiated a "CM SUPER MARKET" to more efficiently screen, plan and accomplish routine CM work.

The practice of building the Authorized Work Package (AWP) for scheduled Continuous Maintenance Availabilities (CMAVs) puts a significant strain on our planning, and material procurement resources in order to meet the established JFMM CMAV Advance Planning milestones and execute the work within the desired schedule. The Port Engineer (PE) and Project Manager (PM), as part of the Maintenance Team (MT) routinely screen 90% of JCNs to scheduled CMAVs. There are several constraints and challenges with FDNF ship maintenance as it relates to material. Non-standard material is competitively bid under FISC Puget contract in order to determine a suitable vendor. Material is subject to 30 day surface shipment and commercial air shipments are routinely challenged. Some air shipments are via Government transportation through TRAVIS AFB with follow on domestic air or trucking required. Hazardous material shipments exacerbate a somewhat cumbersome

process. Fortunately, this routine work if not accomplished within the scheduled CMAV typically would be deferred without significant impact to the ship's operational capability.

In order to address the situation, the MT held a LEAN event to improve the process. They identified routine work and work that historically required LLTM procurement and improved the process by screening this as Continuous Maintenance (CM). This work is the "CM Supermarket", available for execution during CMAVs or Windows Of Opportunity (WOO) as material, time, and port resources support.

This process:

- Lowers the priority and urgency of planning and material procurement for 80% of the JCNs currently screened for scheduled CMAVs;
- Reduces deferrals to follow-on scheduled CMAVs or other windows of opportunity;
- Reduces material shipment priority and costs (surface shipment vice air shipment);
- Ensures efficient use of available maintenance funding on executable work;
- Reduces extensions of Firm Fixed Price (FFP) contracts;
- Reduces administrative efforts of various division personnel associated with work deferrals and rescheduling and increases visibility of priority work candidates.

Continuous Process Improvement Actions: The MTs are also continuously working to improve the process by:

- Developing local IDIQ contracts to accomplish routine interior decking, pipe and hull board lagging
- Refining the locally developed Maintenance Availability Repair Integrated Architecture (MARIA) tool to manage our CM Super Market lifecycle (backlog, age, and priority)
- Continuing to review and update our local Business Rules to reflect CM Super Market methodology
- Export this maintenance methodology during assigned ship(s) ports of calls throughout the 7th Fleet Area of Responsibility to maximize our in-port maintenance opportunities.

Questions? Comments? Feedback?

For more information on the Hot Wash feedback process or to send comments or input for future newsletters, contact LCDR Gina Harrell (ginalyn.harrell@navy.mil) or Sarah Gibson (sgibson@mckean-defense.com). The next CNSF Hot Wash Newsletter is scheduled for June 2010.

RMC Feedback Coordinators

Each RMC has a designated feedback coordinator who manages local Hot Wash activity.

HRMC:	Mr. Neil Copeland, william.copeland@navy.mil
JRMC:	Mr. Mike Ceja, michael.ceja@srf.navy.mil
MARMC:	Mr. Scott Butcher, scott.l.butcher@navy.mil
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