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COMNAVSURFPAC/COMNAVSURFLANT INSTRUCTION 3500.10

From: Commander, Naval Surface Force, U.S. Pacific Fleet
Commander, Naval Surface Force Atlantic

Subj: READINESS EVALUATIONS (READ-E) INSTRUCTION

Ref: (a) COMNAVSURFPAC/COMNAVSURFLANTINST 3502.3, Surface Force Readiness Manual (SFRM)

1. Purpose. To establish the policy and procedures for conducting Readiness Evaluations (READ-E) for surface force ships.

2. Discussion. The Surface Force Readiness Manual, reference (a), facilitates the readiness of the Surface Force through a series of sequenced and coordinated Readiness Evaluations (READ-E) and other events that assist the Commanding Officer in both assessing and achieving readiness. The Type Commander (TYCOM) Readiness Evaluations are the consolidation and integration of complementary assist visits, certifications, and inspections that ensure the ship is ready across all pillars of readiness: Personnel, Equipment, Supply, Training, and Ordnance (PESTO). Specifically, READ-Es are designed to assess ship's materiel and training readiness, provide periodic feedback to Immediate Superior in Command (ISIC), Type Commander (TYCOM), and others, and ensure a planned, predictable path to deployed readiness, maintaining readiness levels at the prescribed standards throughout the Fleet Response Training Plan (FRTTP).

3. Action. This instruction applies to all SURFPAC and SURFLANT ships (LHD/A, CG, DDG, FFG, LSD, LPD, MCM, PC) except Littoral Combat Ship (LCS). Requirements will be tailored for LCC and AFSB-I.


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Chapter 1

SUMMARY

- Ref: (a) COMNAVSURFPAC/COMNAVSURFLANTINST 3502.3, Surface Force Readiness Manual (SFRM)
 (b) COMNAVSURFPAC/COMNAVSURFLANTINST 4700.1A, Total Ships Readiness Assessment (TSRA)

100. Purpose

The purpose of this instruction is to amplify reference (a) by providing details regarding the scope, purpose, and execution of each Readiness Evaluation (READ-E). As defined in reference (a), READ-Es are designed to assess a ship's readiness across the full spectrum of manning, materiel, and training, and to provide periodic feedback to the appropriate Immediate Superior in Command (ISIC) and Type Commander (TYCOM). Each READ-E consists of multiple, complementary assessments consolidated into a distinct evaluation period to ensure the ship is ready to proceed to the next readiness milestone.

101. Background

1. Throughout the Fleet Response Plan (FRP), READ-Es are integrated into the schedule (as depicted in Figure 1) to assess, validate, or certify ship readiness. Because each evaluation may have several components, one organization shall be designated as the lead organization for each READ-E and is responsible for coordination with the ship and other external assessment teams to minimize redundancy and maximize effectiveness. The duration of the READ-E varies based upon scope, ship class, and other scheduling considerations.

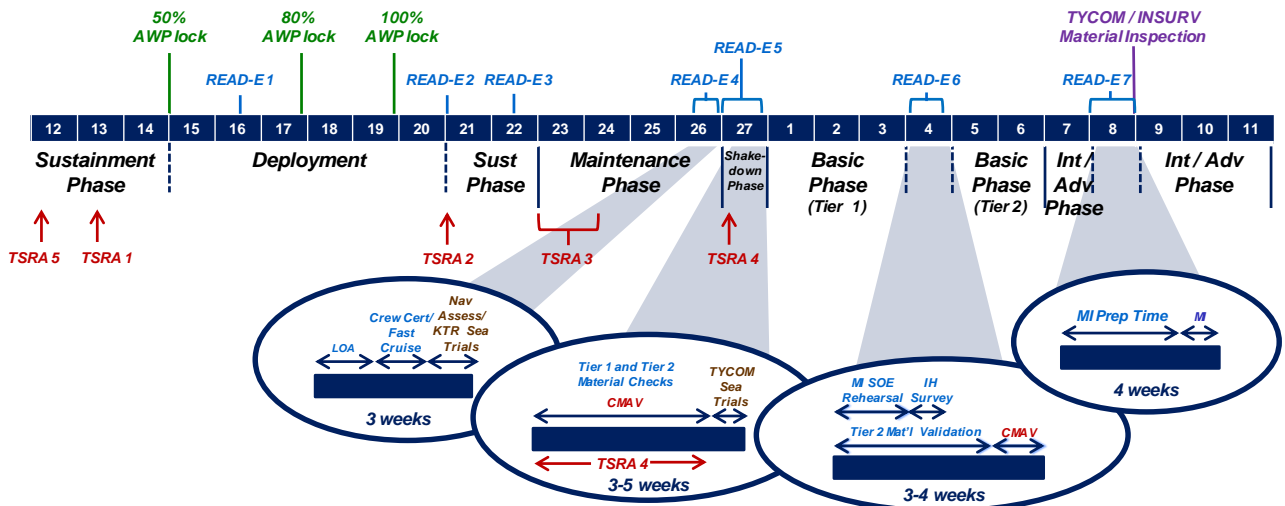


Figure 1-1. 27 Month FRP Notional Schedule

2. Each READ-E is designed with a specific set of objectives and based upon where the ship is in the readiness cycle. READ-E progression follows a

building-block approach to readiness and integrates inspections, assist visits, and certifications integrate into a single, coherent readiness plan.

3. Subsequent chapters in this instruction provide a complete description of each READ-E and contain execution and reporting policies. A summary of each READ-E is provided in Section 103.

102. Roles and Responsibilities

1. Type Commander (TYCOM). The TYCOM shall:

a. Provide oversight in the conduct of READ-Es throughout the Fleet Response Plan (FRP).

b. Designate the list of material checks that will be accomplished during each READ-E.

c. Assign a Senior Assessor / TYCOM Lead for READ-E 2, READ-E 3, READ-E 4, READ-E 5, READ-E 6, and READ-E 7.

d. Coordinate the assignment of an Event Coordinator for READ-E 2, READ-E 3, READ-E 4, READ-E 5, READ-E 6, and READ-E 7.

2. Immediate Superior in Command (ISIC). The ISIC shall:

a. Provide assistance in the scheduling of READ-Es.

b. Provide assistance to the ship in preparing for READ-Es.

c. Provide assessors to assist in the execution of READ-Es.

d. Assign a Senior Assessor (if applicable) for Crew Certification, Fast Cruise/Dock Trials, and Squadron/Group Staff Navigation Assessment (i.e., Nav Check Ride).

3. Afloat Training Group (ATG). The applicable ATG shall:

a. Serve as the TYCOM's executive agent for training and assessment.

b. Designate the ship's Training Liaison Officer (TLO) to assist in READ-E 3 coordination.

c. Designate the list of Repetitive Exercises (RE) to be demonstrated during READ-E 3.

d. Provide a tailored list of Tier 2 material checks to the READ-E 6 Event Coordinator at least one week in advance of READ-E 6.

4. Engineering Assessments Pacific/Atlantic (EAP/EAA). EAP/EAA shall:

a. Serve as the primary assessment organization for Light Off Assessment (LOA).

b. Provide assistance to ships preparing for engineering assessments.

c. Assist ship and ISIC in "Safe to Start" assessments prior to Hot Plant testing if requested.

d. Assign a Senior Assessor for LOA.

e. Assign a Project Officer for LOA.

5. Senior Assessor. The Senior Assessor shall:

a. Communicate with the ship's Commanding Officer, or his/her designated representative, upon commencement of the Readiness Evaluation to outline the purpose and goals for the Evaluation.

b. Provide an informal out-brief to the Commanding Officer, or his designated representative, on the final day of the Readiness Evaluation emphasizing areas that require improvement.

6. Event Coordinator. The Event Coordinator shall:

a. Coordinate with the ship's Point of Contact (POC) to coordinate the schedule of the Readiness Evaluation.

b. Coordinate with the participating organizations to develop the Schedule of Events (SOE) for each READ-E and de-conflict any duplicative tasks. In cases where an event must be evaluated by different organizations, the Event Coordinator will attempt to coordinate the task so that it will only need to be performed once during the event.

c. Provide the ship with a list of material checks and/or training events that will need to be performed during the Readiness Evaluation.

d. Serve as a liaison with the ship regarding any changes to material condition that may impact the ship's ability to demonstrate a specific task.

e. Coordinate with the TYCOM Lead / Senior Assessor and other participating organizations to identify the necessary expertise for each READ-E.

7. Commanding Officer (CO). The CO shall:

a. Coordinate and perform READ-E 1.

b. Schedule services for demonstrations conducted during Readiness Evaluations.

c. Coordinate with the TYCOM, ISIC, and scheduling authorities to schedule each READ-E.

d. Assign a ship's POC for each Readiness Evaluation to coordinate and determine the SOE for each READ-E.

8. Regional Maintenance Center (RMC). The applicable RMC shall execute Total Ships Readiness Assessments (TSRA) in accordance with reference (b).

103. Summary of Readiness Evaluations

1. Readiness Evaluation 1. READ-E 1 is a ship self-assessment of total readiness, executed during the Sustainment Phase, typically while the ship is on deployment. The ship will perform a critical self-assessment of manning, schools, material, proficiency, and other requirements to support training and follow-on missions in the upcoming FRP.
2. Readiness Evaluation 2. READ-E 2 is a TYCOM-led assessment of material condition executed during the Sustainment Phase following READ-E 1. It will include TSRA 2 as defined in reference (b).
3. Readiness Evaluation 3. READ-E 3 is a TYCOM-led assessment event that is conducted during the Sustainment Phase. The event may be conducted in conjunction with READ-E 2 and is comprised of three primary events: READ-E 1 Validation; Safety and Occupational Health (SOH) and Environmental Programs Review; and the Command Readiness Assessment Visit (CRAV).
4. Readiness Evaluation 4. READ-E 4 is a TYCOM-led assessment of the ship's readiness to exit the Maintenance Phase. READ-E 4 is conducted at the end of the Maintenance Phase, nominally in the last three weeks. It is comprised of five events: Light Off Assessment (LOA); Crew Certification; Dock Trials/Fast Cruise; Navigation Assessment; and Contractor (KTR) Sea Trials.
5. Readiness Evaluation 5. READ-E 5 is a TYCOM-led assessment of the ship's readiness to commence Basic Phase training. It is conducted after the Maintenance Phase and before the start of the Basic Phase, during a short but focused and dedicated Shakedown Phase. It is comprised of four events: TSRA 4; Tier 1 and Tier 2 Material Checks; a Continuous Maintenance Availability (CMAV); and TYCOM Sea Trials.
6. Readiness Evaluation 6. READ-E 6 is a TYCOM-led assessment that verifies the ship's readiness to transition from Tier 1 (Mobility) to Tier 2 (Unit Tactical). The assessment is comprised of four events: a Material Inspection (MI) Schedule of Events (SOE) Rehearsal; an Industrial Hygiene (IH) Survey; Tier 2 Material Validation; and a CMAV.
7. Readiness Evaluation 7. READ-E 7 is a TYCOM-led assessment to support both preparation and execution of either an INSURV or a TYCOM MI.

Chapter 2

READINESS EVALUATION 1

200. Purpose and Background

1. Readiness Evaluation 1 (READ-E 1) is a ship self-assessment executed during the Sustainment Phase, typically while the ship is on deployment. The purpose is to assist the Commanding Officer in the planning and successful execution of maintenance and training during the upcoming Fleet Response Training Plan (FRTTP) cycle. During READ-E 1, the ship will perform a critical self-assessment of their manning, schools, material, proficiency, and other requirements. The duration of READ-E 1 is determined by the ship, but must be completed and findings reported to ADCON ISIC/TYCOM at least four weeks in advance of READ-E 2. Ships are encouraged to use available Afloat Self-Assessment (ASA) checksheets and Command Readiness Assist Visit (CRAV) checklists to identify deficiencies.

2. Sub-events.

a. Administrative Self-Assessment. The ship will self-assess various personnel and administrative programs to ensure all shortfalls have been identified, documented, and reported to support the upcoming FRTTP.

b. Material Condition Self-Assessment. The ship will self-assess their material condition through a variety of available programs and documented deficiencies.

c. Proficiency Self-Assessment. The ship will self-assess their proficiency in each mission area and explain any differences between reported Training Figure of Merit (TFOM) proficiency and the CO's assessment of the ship's proficiency.

3. READ-E 1 is a mandatory, reportable evolution for all ships.

201. Participating Organizations. The lead organization for READ-E 1 is the ship. No external organizations will assist in the conduct of READ-E 1.

202. Notional Duration. None specified.

203. Execution. READ-E 1 is conducted in accordance with these major steps:

1. Step One. Review Manpower and Navy Enlisted Classification (NEC)

a. Review current Enlisted Distribution and Verification Report (EDVR) and Officer Data Control Report (ODCR) for current and projected manpower shortfalls. Include a review of the Watch Team Replacement Plan (WTRP) for the upcoming FRTTP cycle. Identify Bureau of Naval Personnel (BUPERS) required fills.

b. Identify critical NEC shortfalls via EDVR, ODCR, Fleet Training Management and Planning System (FLTMPS), mission area qualification/certification criteria per ASA checksheets and applicable governing instructions.

2. Step Two. Review Formal Schools Status

a. Identify critical schools shortfalls via EDVR, FLTMPs, Mission Area qualification/certification criteria (ASA checksheets and governing instructions).

b. Identify school/team training requirements and request quotas.

c. Identify any sensor, weapons system, ship system additions or modifications that will take place during maintenance periods that will require formal training for existing crew members or en route training for new personnel.

d. Identify Temporary Additional Duty Travel Target (TADTAR) requirements and request an augment if necessary.

3. Step Three. Assess Management Programs

a. Review all management programs using governing references and ASA checksheets. These management programs include, but are not limited to:

(1) Shipwide Programs (Zone Inspection Program, Personnel Qualification Standards (PQS) Program, Training Programs, Technical Manual Management, Preventive Maintenance System (PMS), Safety and Occupational Health and Environmental Programs, Departure from Specifications (DFS), WTRP, Aviation)

(2) Engineering Programs (Engineering Operational Sequencing System (EOSS), Lube Oil Quality Management (LOQM), Fuel Oil Quality Management (FOQM), Marine Gas Turbine Equipment Service Record (MGTESR) - WebLog, Quality Assurance (QA), Operating Records, Legal Records, Boiler Water/Feedwater (BW/FW), Diesel Readiness System (DRS), Online Verification (OLV))

(3) Damage Control Programs (Repair Party Manual, Damage Control Petty Officer, Closure Log, Gas Free Engineer, Supplied Air Respirators (SAR)/Self-Contained Breathing Apparatus (SCBA))

(4) Combat Systems Programs (Combat Systems Operational Sequencing System (CSOSS), Smooth Log, Tag Out, Qualification/Certification (Qual/Cert) Program, Miniature/Microminiature (2M) Program, Required Reading Programs)

(5) Anti-Terrorism (AT) Programs (Security Force Post Qualifications, Physical Security Allowance Equipage Lists (AEL), Laser Hazard Safety)

(6) Search and Rescue (SAR) Programs including SAR Swimmer Proficiency and AEL

(7) Supply Management Programs (All S-1/2/3/4, Repair Parts Petty Officer (RPPO), Maintenance Assist Module (MAM), Coordinated Shipboard Allowance List (COSAL), Hazardous Material (HAZMAT), and Postal Programs)

(8) Medical Management Programs (Heat Stress, Hearing Conservation, Sight Conservation, Respiratory Protection, Asbestos, Sanitation, Cardiopulmonary Resuscitation (CPR), Pest Control)

4. Step Four. Review and Assess Material/Equipment Condition

a. Conduct an initial material/equipment assessment to determine equipment condition. Reviews shall be conducted using a number of existing programs, including Current Ship's Maintenance Project (CSMP), Preventive Maintenance System, Combat Systems Overall Combat System Operability Test (OCSOT) and Sonar System Consolidated Operability Test (SCOT), CSOSS, EOSS, Departures from Specification (DFS), Temporary Standing Orders (TSO), Zone Inspections, Afloat Training Group (ATG) and Engineering Assessments Pacific/Engineering Assessment Atlantic (EAP/A) material checksheets and ASA checksheets.

b. Identify material readiness issues with onboard training systems (e.g., Battle Force Tactical Training (BFTT), Battle Force Electronic Warfare Trainer (BEWT), Aegis Combat Training System (ACTS), On-Board Trainer (OBT), Cruise Missile Trainer Personal Computer (CMTpc), etc.) that will affect training during the upcoming F RTP.

c. Ensure critical equipment (including test equipment and phased replacement items) is calibrated (as required), inventoried, assessed, and replacements ordered as necessary.

5. Step Five. Assess Proficiency

a. Determine the proficiency level of each mission area through an assessment of the amount and quality of training conducted since entering the Sustainment Phase. Consider performance on deployment, Level of Knowledge (LOK) exams, Defense Readiness Reporting System-Navy (DRRS-N) Figures of Merit, TFOM recorded in each mission area, and any external feedback on the performance of the ship. Each mission area shall be assigned a grade based upon the ship's TFOM score. The CO may adjust the score if extenuating circumstances prevent TFOM from accurately depicting the ship's mission area proficiency; in these cases, the difference between these scores should be explained.

b. These mission area grades will aid in determining where additional focus may be required during the upcoming Basic Phase.

204. Reporting Requirements. Ships will report completion of READ-E 1 using the report template contained in Appendix A. The READ-E 1 Report must be transmitted at least four weeks in advance of READ-E 2.

Chapter 3

READINESS EVALUATION 2

Ref: (a) COMNAVSURFPAC/COMNAVSURFLANTINST 4700.1A, Total Ships Readiness Assessment (TSRA)

300. Purpose and Background

1. READ-E 2 is a TYCOM-led assessment of material condition executed during the Sustainment Phase following READ-E 1. It is conducted in conjunction with an underway period and must be completed before the start of the Maintenance Phase. READ-E 2 replicates the demonstrations and critical events that will be performed during the Maintenance Phase Contractor Sea Trials and TYCOM Sea Trials.

2. Sub-events.

a. Underway Demonstrations. Demonstrations are conducted during this period to identify any material condition degradations that occurred during the course of deployment and ensure that the ship maintains a constant focus on material assessments and standards.

(1) Every effort should be made to complete all demonstrations listed in Section 303 for the applicable ship class.

(2) Deficiencies identified during READ-E 2 shall be considered for possible inclusion into the Availability Work Package (AWP), recognizing that work items may be growth or new work.

b. Total Ship Readiness Assessment (TSRA) 2. TSRA 2 is a ship-wide material assessment conducted by RMC in conjunction with READ-E 2. RMC's participation will ensure appropriate technical representation is available to document deficiencies, expedite maintenance planning, and correctly prioritize maintenance action. TSRA 2 offers TYCOM and RMC a dedicated period to conduct Integrated Class Maintenance Plan (ICMP) tasks and other related material assessments that require operational systems. TSRA 2 will be conducted in accordance with reference (a).

c. Management Programs. Though the focus of READ-E 2 is on materiel assessment, the assessment team may review management programs as a matter of course or deliberately as directed by the TYCOM, ISIC, or Senior Assessor. Should the ship's Commanding Officer assess a management program as partially or not effective during READ-E 1, or desire additional training for his/her crew, a request for management program assistance will be included during SOE development. Such assistance will be treated like an assist visit and the results out-briefed only to the command team and other personnel designated by the Commanding Officer.

301. Participating Organizations. The lead organization for READ-E 2 execution is the applicable TYCOM with support from the applicable Regional Maintenance Center (RMC). The TYCOM (CNSP N6 / CNSL N43) will designate the READ-E 2 Event Coordinator.

302. Notional Duration. 3 days.

303. Execution. READ-E 2 is conducted in accordance with these major steps:

1. Step One. Develop the Schedule of Events (SOE)

a. TYCOM, ISIC, and RMC confer to determine the scheduling of required demonstrations and material assessments. Demonstrations will be performed and assessed in accordance with INSURV requirements. The following is a list of demonstrations that must be conducted (at a minimum):

- (1) Full Power
- (2) Quick Reversal (Ahead and Astern)
- (3) Steering
- (4) Anchor Drop
- (5) Self-Defense Detect-to-Engage
- (6) Air Defense Detect-to-Engage (as applicable)
- (7) Undersea Warfare Detect-to-Engage
- (8) Gunnery Demonstrations (25mm and larger caliber weapons)
- (9) Demonstrate operability of voice and data link circuits
- (10) Ballast and Deballast (as applicable)
- (11) Halon and AFFF operational checks (as applicable)
- (12) Electric Plant Control Console (EPCC) Demonstration
- (13) Small Boat Operations

b. The ISIC shall provide the ship a list of additional demonstrations to be performed at least four weeks in advance of READ-E 2.

c. Ship's force shall develop the detailed SOE and arrange services when necessary, such as targets for Detect-to-Engagement (DTE) demonstrations.

Note: Live training is the preferred method of demonstration; however, if resources are not available, simulator training may be used.

2. Step Two. Review Administrative Data

a. One week prior to READ-E 2, the ship shall forward the following information to the Event Coordinator via email:

- (1) Proposed SOE, including status of services required
- (2) 8 O'clock Reports
- (3) All TSOs

b. The Assessment Team will review the following information prior to the commencement of READ-E 2:

- (1) READ-E 1 Report
- (2) DRRS-N
- (3) Casualty Reports (CASREP)
- (4) CSMP
- (5) Active DFSs
- (6) All TSOs

3. Step Three. Perform Demonstrations

- a. Conduct cold and hot checks as applicable/necessary.
- b. Execute SOE.

304. Reporting Requirements.

1. Assessment team reviews results and compiles report to identify recommendations for work in next CNO Availability or future availabilities as appropriate.
2. All deficiencies identified during READ-E 2 shall be added to CSMP within five working days of receipt, reported in accordance with applicable directives (e.g., CASREP, Redlines, etc.), and considered for possible inclusion into the AWP, recognizing that work items may be growth or new work.
3. The TYCOM will send a READ-E 2 Report within five working days of completion in accordance with Appendix A.
4. RMC will transmit a TSRA Completion message in accordance with reference (a).

Chapter 4

READINESS EVALUATION 3

- Ref: (a) COMUSFLTFORCOM/COMPACFLTINST 3500.3, Fleet Synthetic Training Program
(b) COMNAVSURFPAC/COMNAVSURFLANTINST 1300.1, Command Readiness Assessment Visit

400. Purpose and Background

1. READ-E 3 is a TYCOM-led validation event that is conducted during the Sustainment Phase prior to the Maintenance Phase. The results of READ-E 3 will be used to determine if refresher training is required for the ship to remain a Surge asset or to help ISIC/TYCOM determine Basic Phase tailoring in the event the ship will not have the entire Basic Phase entitlement. The event may be conducted in conjunction with READ-E 2 and is comprised of three primary events: Validation of READ-E 1, Safety and Occupational Health (SOH) Programs Review, and Command Readiness Assist Visit (CRAV).

2. Sub-events.

a. Validation of READ-E 1. The purpose of validating READ-E 1 is to ensure the ship has accurately assessed the status of their programs, material condition, and training. READ-E 1 Validation is comprised of three major areas:

(1) Administrative Review Validation. TYCOM will validate the ship's self-assessment of material condition, schools plan, and management programs.

(2) Material Condition Validation. TYCOM will validate the ship's material assessment and assess the ability of ship's systems to support routine operations and training during the upcoming FRTP. Material and equipment deficiencies discovered may be programmed into the upcoming CNO Availability or another maintenance period depending on the deficiency and the ship's schedule.

(3) Proficiency Validation. Validation of READ-E 1 will include ATG's comprehensive assessment of the proficiency of the crew across all mission areas. This mission area proficiency assessment may be demonstrated via available onboard training systems or live demonstration; the results of the assessment will be used to determine if refresher training is required for the ship to remain a Surge asset. If an Abbreviated Basic Phase is required, the results will assist the TYCOM and ISIC in determining the required training curriculum.

b. SOH and Environmental Programs Review. TYCOM will validate the effectiveness of SOH and environmental programs that will assist the ship in execution of the Maintenance Phase.

c. CRAV. The TYCOM will assess the various administrative programs that comprise the CRAV. The details of this assist visit are contained within reference (b).

401. Participating Organizations. The lead organization for READ-E 3 execution is the TYCOM (CNSP N7 / CNSL N43) with support from the ISIC and the applicable ATG. The TYCOM will designate the Event Coordinator.

402. Notional Duration. 1-2 weeks.

403. Execution. READ-E 3 is constructed to provide flexibility in its execution. There is some degree of duplication among the sub-events that affords the option of conducting a single event that will satisfy all requirements. The Schedule of Events will be developed by the TYCOM, ISIC, and ATG and will be conducted in accordance with these major steps:

1. Step One. Validate Personnel and Administrative Programs

a. Validate ship's self-assessment of school requirements using FLTMPs and ensure individual school/team training requirements have been met or quotas have been requested to allow for completion prior to the start of the Basic Phase.

b. Verify TADTAR funds will support school/training requirements throughout the FRTP. If necessary, ensure the ship has submitted a TADTAR augment request for additional funds needed.

c. Assess the ship's PQS Program in accordance with the applicable ASA checklist.

d. Validate Relational Administration (R-ADM) accuracy and effectiveness to ensure personnel qualifications and training support ship operations.

e. Ensure a comprehensive Watch Team Replacement Plan will support all Conditions of Readiness and sufficient qualified personnel will be available prior to commencement of Basic Phase.

f. Assess the ship's Training Program in accordance with applicable ASA checklists.

g. Validate the ship's self-assessment of management programs performed during READ-E 1 (Section 203). Any other program reviews will be requested/coordinated during SOE development with the Event Coordinator.

2. Step Two. Validate Material/Equipment Condition

a. Identify equipment/material issues that may impact preparations for the Maintenance Phase and have the potential to impact training in the Basic Phase.

b. Identify sensor, weapons system, ship system additions or modifications that will occur during the maintenance period and verify that sufficient maintenance/training support has been identified.

c. Validate Visit, Board, Search and Seizure (VBSS); Antiterrorism (AT); Search and Rescue (SAR); Oil Spill kit; Otto Fuel Spill kit; and Damage Control locker AEL inventories. Validate shortfalls are on order.

d. Ensure that adequate standards of cleanliness, preservation and stowage are being maintained.

3. Step Three. Assess Mission Area Proficiency

a. ATG will grade selected Basic Phase Repetitive Exercises (REs) from each mission area in order to determine the level of proficiency that has been sustained since the last Basic Phase. A grade will be assigned to each mission area based upon the average of RE scores. That grade will be reported for that mission area in the READ-E 3 Report (per Appendix A).

b. Any mission area receiving a grade of 70 or lower will be considered for refresher training (i.e., Limited Team Trainer (LTT)) based upon the ship's upcoming schedule. While the results of READ-E 3 will not de-certify or suspend a ship's certification, a lack of proficiency may impact the ship's ability to perform operational tasking.

4. Step Four. Review SOH and Environmental Programs. SOH and Environmental Programs will be reviewed using INSURV (OH and EP) checklists (http://www.public.navy.mil/fltfor/insurv/Getting_Inspected/Documents).

5. Step Five. Conduct CRAV. The TYCOM (or the TYCOM's designated representative) will review programs not already reviewed in Steps One or Two in accordance with reference (b).

404. Reporting Requirements. The TYCOM will send a READ-E 3 Report, based upon input from ATG, within five working days of completion in accordance with Appendix A.

Chapter 5

READINESS EVALUATION 4

- Ref: (a) COMUSFLTFORCOMINST 4790.3B, Change 5, Joint Fleet Maintenance Manual
(b) COMNAVSURFPAC/COMNAVSURFLANTINST 3504.1A, Redlines Implementing Instructions
(c) COMNAVSURFPAC/COMNAVAIRPAC/COMNAVAIRLANT/COMNAVSURFLANTINST 3530.4C, Surface Ship Navigation Department Organization and Regulations Manual (NAVDORM)
(d) COMNAVSURFPAC/COMNAVSURFLANTINST 3502.4 Crew Certification and Navigation Assessment Requirements for Surface Pre-Commissioning Units

500. Purpose and Background

1. READ-E 4 is a TYCOM-led assessment of the ship's readiness to exit the Maintenance Phase. READ-E 4 is conducted at the end of the Maintenance Phase, nominally in the last three weeks. It is comprised of five events: Light Off Assessment (LOA); Crew Certification; Dock Trials/Fast Cruise; Squadron/Group Staff Navigation Assessment; and Contractor (KTR) Sea Trials. Due to the scope of READ-E 4, TYCOM shall be responsible for de-conflicting the various events. A nominal schedule for READ-E 4 is provided in Figure 4-1.

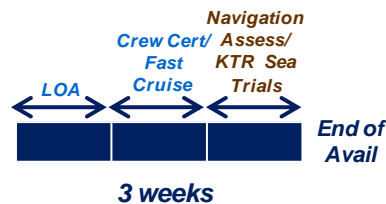


Figure 4-1. READ-E 4 Optimal Schedule

2. Sub-events.

a. LOA. The LOA will be conducted by Engineering Assessments Pacific/Atlantic (EAP/EAA) augmented by the ISIC or TYCOM Staff as required. 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 (Sea Trials included) when exiting a CNO Availability or any significant maintenance period (120 days or greater in length) or when the TYCOM deems it necessary. LOA must be scheduled after the availability Production Completion Date (PCD) as outlined in reference (a).

b. Crew Certification. The TYCOM or ISIC (if delegated by TYCOM) will conduct Crew Certification on all new construction ships and ships with maintenance periods greater than or equal to 60 days. New construction ships will conduct Crew Certification in accordance with reference (d). The purpose of Crew Certification is to perform a thorough review of the ship's overall training program and an assessment of their ability to provide an adequate number of qualified crew members to support safe operations at sea, to include Sea Trials. This determination will be based on accomplishing

selected exercises, material checks of key deck/navigation/safety equipment, and level of knowledge testing of key watchstanders.

(1) Minimum requirements, outlined in Section 503, may be increased based on an analysis of each ship's specific needs.

(2) Temporary augments or "borrowing" personnel from other commands for the purpose of meeting Crew Certification requirements are prohibited.

c. Dock Trials and Fast Cruise. The TYCOM or ISIC (if delegated by TYCOM) will supervise the conduct of Dock Trials and a Fast Cruise during a CNO Availability in accordance with reference (a). The overall objectives are to train the crew and determine their ability to take the ship to sea safely in a peacetime environment. Dock Trials tests the engineering plant's readiness for sea, and Fast Cruise ensures that the crew is ready and qualified to perform at-sea operations. Equipment should be energized and operated as much as possible; only items that cannot be performed shall be simulated. Dock Trials and Fast Cruise requirements are contained in reference (a), Appendices I and J.

(1) Reference (a) requires ships to conduct Dock Trials and a Fast Cruise following a CNO Availability, and a Fast Cruise following a CMAV of four weeks or greater. In addition, a Fast Cruise must also be conducted following a prolonged period (60 days or greater) inport.

(2) Other work should not be performed on the ship during this period.

(3) The Fast Cruise must be completed within 1-3 days prior to Contractor (KTR) Sea Trials.

d. Squadron/Group Staff Navigation Assessment. The Squadron/Group Staff Navigation Assessment (i.e., "Nav Check Ride") will be conducted in accordance with reference (c).

e. Contractor (KTR) Sea Trials. Reference (a) requires that ships conduct KTR Sea Trials following a maintenance availability as a final determination of the ship's material readiness and ability to rejoin the Fleet.

501. Participating Organizations. The lead organization for READ-E 4 execution is the TYCOM. The TYCOM may choose to delegate lead organization responsibilities to the ISIC. EAP/EAA will be the principal executing agent for LOA. The TYCOM (CNSP N44 / CNSL N46/N47 (as appropriate)) or the TYCOM's designated representative (ISIC) will designate the READ-E 4 Event Coordinator.

502. Notional Duration. 3 weeks. Due to the nature of the READ-E 4, many of the sub-events must be conducted in series. The notional duration for each sub-event is as follows: LOA, 3-5 days; Crew Certification, 3-4 days; Dock Trials / Fast Cruise, 2 days; KTR Sea Trials: 2-3 days.

503. Execution. READ-E 4 is conducted in accordance with these major steps:

1. Step One. Schedule of Events (SOE) Approval. Ship/ISIC submit Dock Trials, Fast Cruise, and KTR Sea Trials SOEs to the TYCOM (CNSP N44 / CNSL

N43) for approval at least 14 days in advance of READ-E 4. Examples of SOEs may be obtained from TYCOM Lead.

2. Step Two. Perform Pre-READ-E 4 Requirements.

a. Pre-LOA Training Visit. ATG will provide a 5-10 day in port training visit that will assist the ship in successfully executing LOA. The training visit (referred to as MOB-E 1.0 training) will include, at a minimum:

- (1) Electrical Safety training
- (2) Tag Out training
- (3) Oil Spill Prevention seminar
- (4) Valve Maintenance training
- (5) Equipment Guide List (EGL) review and development
- (6) PMS review with focus on Inactive Equipment Maintenance (IEM)
- (7) Space safety walk through
- (8) Intake/Uptake inspection
- (9) Review and development of material check packages
- (10) Inventory of calibration/test gear
- (11) LOA SOE review
- (12) Safety settings list review
- (13) Master Pre-Light Off Checklist (MLOC)/Light Off orders review
- (14) Main Space Fire training
- (15) Material Check coordination and training
- (16) Fuel and Water Report Program
- (17) Intake and Uptake Inspections

b. Perform Damage Control Material Assessment (DCMA), also known as MOB-D 1.1. Damage Control equipment must be cleared to support light off during a DCMA, typically conducted immediately prior to LOA.

c. Level of Knowledge (LOK) exam coordination is conducted through the ATG Training Liaison Officer (TLO) in accordance with the ATG LOK exam matrix (<https://atg.surfor.navy.mil/ToolBox/PerceptionLOK>). Practice LOK exams are also available at the above website.

d. The ship must satisfactorily demonstrate a detailed departing and entering port scenario either through the ship's onboard training system (VMS 9.X) or the Navigation Seamanship Shiphandling Training (NSST) in accordance with Appendix A of reference (c).

3. Step Three. Perform LOA.

a. EAP/EAA will assess the engineering management programs identified in Section 203. A minimum grade of READY TO SUPPORT LIGHT OFF is required for all engineering management programs.

b. EAP/EAA will assess the Safety and Occupational Health (SOH) programs as EFFECTIVE, PARTIALLY EFFECTIVE, or NOT EFFECTIVE in accordance with ASA checksheets. A minimum grade of PARTIALLY EFFECTIVE is required for all the below programs:

- (1) Heat Stress
- (2) Hearing Conservation
- (3) Tag Out
- (4) Electrical Safety

c. LOK exams and oral boards shall be administered between MOB-E 1.0 and 1.2 with the ship achieving a minimum average of 80% prior to MOB-E 1.4.

d. EAP/EAA will verify that Engineering Damage Control equipment meets reference (b) requirements.

e. 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.

f. Conduct a main space fire drill.

g. A material assessment will be based upon the following items:

- (1) Equipment material checks
- (2) Ship's self-assessment and documentation of material deficiencies (e.g., 8 O'clock reports, Departures from Specification (DFS), etc.)
- (3) Operating conditions of equipment and systems as observed during the assessment
- (4) Overall preservation, stowage and cleanliness of the propulsion plant and auxiliaries spaces

h. Machinery sufficient to meet minimum equipment standards 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 where equipment has either passed cold checks or all cold checks have been completed to the point where a specific casualty or discrepancy is identified. EAP/EAA and ship's force will coordinate to accomplish all material checks. Material findings may include:

(1) Items of Priority (IOP): IOPs are items that require outside repair, technical assistance, or are repairable by ship's force, but cannot

be corrected during the limited duration of an assessment. Some specific IOPs may include:

(a) Design, supply support, manning, technical documentation, material reliability, or component operating procedures that are either in conflict with technical directives or require clarification.

(b) A technical problem exists, or is discovered that the ship has not resolved.

(c) EOSS revalidation/configuration check is required.

(d) Material deficiencies that require significant outside assistance to correct.

(2) Restrictive: A Restrictive is a piece of equipment found to be unsafe to operate, has a safety device out of periodicity, or does not operate in accordance with EOSS or PMS parameters. A DFS may be submitted, but in no case will the equipment be operated if, in the judgment of the Senior Assessor, the continued unrestricted operation could endanger personnel or the equipment. The equipment will not be operated until repairs are completed and the applicable safety checks completed and documented.

(3) Items of Concern (IOC): An IOC includes issues that do not fit into the IOP or Restrictive category but, in the opinion of the Senior Assessor, should receive command attention.

i. Hot Plant testing.

(1) Provisions exist for the operation of equipment during a ship's maintenance period prior to LOA. Temporary operation is authorized exclusively for the purpose of conducting equipment installation and operational testing. In this case, a ship may operate propulsion and electrical systems but may not get underway under its own power. This provision is primarily for electrical generation testing and run-in.

(2) Ship and ISIC engineering leadership shall conduct a "Safe to Start" assessment prior to Hot Plant Testing. ISICs may request EAP/EAA assistance (if available) in conducting the assessment. Completed checks validate LOA material checklist requirements, provided the "Safe to Start" is conducted within 30 days of the LOA.

(3) The ISIC shall report completion of the "Safe to Start" assessment to the TYCOM via naval message and include the Hot Plant Testing timeline and SOE. An ISIC representative must be onboard to personally observe all starts of engines and generators and to verify their operation is within required parameters. An example of the message is provided in Appendix B.

(4) In the event that industrial work was accomplished to engines which require certification from a certified inspector (DEI, MGTI, SGPI), an inspector is required to participate in the "Safe to Start" assessment.

(5) Early hot plant testing, regardless of result, does not preclude the requirement to conduct a complete LOA.

(6) Ship's engineering leadership shall ensure the following prior to operating any equipment:

(a) Affected space is free of flammable hazards and can be properly isolated. All doors and hatches must be capable of being secured shut. Ellison doors are installed and operate in accordance with applicable PMS.

(b) All installed and portable firefighting systems are operational to include a fully operational ventilation system.

(c) Ship's At-Sea Fire Party and repair lockers manned in accordance with the ship's Damage Control Book.

(d) All required support systems and safety devices have been validated and tested.

(e) All associated Lay-Up/Start-up PMS is complete.

(f) Administrative and safety programs are observed for deckplate compliance.

4. Step Four. Perform Crew Certification.

a. Review completed and scheduled training to support minimum underway watch qualifications for Sea Trials evolutions.

b. Conduct oral examination of selected underway watchstanders regarding their knowledge of emergency/casualty bills and general ship operating procedures using ATG LOK exams.

c. Review ship-wide training and administration:

(1) Command Training and PQS Programs

(2) Sea and Anchor Detail Watch Bill

(3) Condition III/IV (as applicable) Underway Watch Bill (including 2 qualified/interim qualified watch sections, Small Boat Operations (deck and boat crews), Search and Rescue (SAR) swimmers, and a CS00W organization if CSOSS is implemented and if not, a Repair 8 organization)

(4) General Quarters Bill (including 3 qualified/interim qualified Repair Lockers)

(5) Man Overboard procedures

(6) Helicopter Operations Bill

(7) Ship's Organization and Regulations Manual (SORM)

(8) Accuracy of R-ADM (personnel, training, PQS, etc.)

(9) WTRP

(10) Command Safety Program

(11) Pre-Underway and Pre-Entering Port Check Lists (Master Lists and each Departmental List)

d. Review departmental training and administration:

(1) Departmental Training and PQS Programs

(2) Safety precautions

(3) Operational and emergency bills

(4) Manning, including Navy Manning Plan (NMP), Billets Authorized (BA), and Current Onboard (COB); critical schools; and NECs

(5) Training program and records, with focus on:

(a) Ship Control, Auxiliaries, Steering

(b) Magazine sprinklers

(c) Damage Control, including Repair Lockers

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

(7) Departmental organizational manual

(8) Standing Orders and Battle Orders

(9) Shipboard doctrines

(10) Quality Assurance (QA)

(11) Maintenance and Material Management (3M) system

(12) Ship Configuration and Logistics Support Information System (SCLISIS) database training and operation.

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

(14) Combat System Operational Sequencing System (CSOSS)

(15) Boat Crew Qualifications

e. Verify the ship has maintained the required TFOM level (80% or greater) during the maintenance period in AT, 3M, Supply (SUP), Mobility - Damage Control (MOB-D), FSO-M and Explosive Safety (EXPSAF) mission areas.

f. Navigation. The following areas will be assessed:

(1) Rules of the Road LOK - every score at least 88%

- (2) Navigation LOK - average score at least 80%
- (3) 100% of Navigation critical schools/essential schools/NECs
- (4) Navigation equipment (minimum equipment required)
- (5) Ship's Bills and Directives
- (6) Visual, Signaling, Navigation equipment inventory and alignment
- (7) Marine Mammal Mitigation Program

g. Seamanship. The following areas will be assessed:

- (1) Watchteam LOK - average score at least 80%
- (2) MOB-S Administration
- (3) Ship's Bills
- (4) Deck equipment including small boats

Note: Must meet MOB-S Redlines criteria for anchors and ground tackle, line-handling, and small boats, including davits.

h. Search and Rescue (SAR). The following areas will be assessed:

- (1) Critical Schools and NECs
- (2) SAR Rescue Swimmer equipment for each swimmer
- (3) SAR Rescue Swimmer logs to verify required proficiency
- (4) SAR Admin

5. Step Five. Dock Trials. Dock Trials are conducted in accordance with ref (a), Volume II Part I, Chapter 3, Appendix I.

6. Step Six. Fast Cruise.

a. Fast Cruise is conducted in accordance with ref (a), Volume II Part I, Chapter 3, Appendix J.

b. The following conditions shall be established to support Dock Trials and Fast Cruise:

- (1) The ship will be on ship's power.
- (2) All telephone lines, power lines, service connections, and brows will be disconnected or removed with the exception of one phone line for official use only.
- (3) Provisions for discarding trash and garbage should be provided by the shipyard.

(4) Additional drills and operations are at the discretion of the Commanding Officer.

(5) The ship should be operated as if underway, simulating the various evolutions required for safe operation of the ship.

(6) Each underway section should be exercised in the evolutions that are normally performed on a watch section basis.

c. The following events shall be demonstrated:

(1) Make all preparations for getting underway. Validate Underway checklists, Combat Systems Operational Sequencing System (CSOSS), and the Master Pre-Light Off Checklist (MLOC).

(2) Light off propulsion plant, auxiliaries, combat system, communication equipment, and navigation equipment.

(3) Station the Special Sea and Anchor Detail.

(4) Simulate getting underway. Simulate transit, performing all evolutions and operating equipment as required.

(5) Conduct a Harbor Navigation Package exercising all modes of navigation (piloting, electronic, visual, radar) (MOB-N RE-02).

(6) Station the normal underway watch. Cycle through all sections.

(7) Conduct a walk-through of all major KTR Sea Trial evolutions.

(8) Exercise the Reduced Visibility Bill.

(9) Walk-through/Conduct the following emergency drills:

(a) Fire

(b) Collision

(c) Flooding

(d) Abandon Ship

(e) Man Overboard Recovery (Boat) (MOB-S RE-08)

(f) Loss of electrical power to navigational radar and communications equipment

(g) Loss of Interior Communications

(h) Steering Casualty

(i) Selected Engineering Operational Casualty Control (EOCC) drills to verify interior communications

(j) Basic First Aid Drills (8 basic wounds) (FSO-M RE-01)

(k) Patient Transport (FSO-M RE-02)

(l) Helicopter Firefighting (AIR RE-02) for Air-Capable Ships (ACS) (if AIR 1.4A has not been completed in last 30 days)

(m) Flight Deck Fire Drill with Ordnance (AIR RE-03) for Amphibious Assault Aviation Ships (AAS) (if AIR 1.4A has not been completed in last 30 days)

(10) Set General Quarters including setting Material Condition of Readiness ZEBRA and YOKE/MODIFIED ZEBRA (MOB-D RE-01).

(11) Verify and operate all interior communications circuits.

(12) Validate ability to support Communications Plan required for Sea Trials. Test as many circuits as possible including Bridge-to-Bridge.

(a) Operate Tactical Data Link(s) (AW RE-06)

(b) Demonstrate RF Operations for HF/UHF (CCC RE-01)

(c) Demonstrate UHF SATCOM Operations (CCC RE-02)

(d) Set and Modify Emissions Control (EMCON) (EW RE-06)

(13) Simulate anchoring.

(14) Exercise At-Sea Fire Party and/or tiered response.

(15) Spot check storage and availability of spare parts and tools. Verify adequacy of stores and provisions.

7. Step Seven. Squadron/Group Staff Navigation Assessment.

a. Conduct Squadron/Group Staff Navigation Assessment in accordance with Appendix A of reference (c).

b. The following underway drills must be successfully demonstrated:

(1) Low Visibility Navigation (MOB-N RE-03)

(2) Respond to a Navigation Casualty (MOB-N RE-04)

(3) Loss of Steering Casualty (MOB-N RE-06)

c. The following must be successfully validated:

(1) Navigation LOK exam

(2) Rules of the Road LOK exam

(3) Bridge Resource Management

8. Step Eight. KTR Sea Trials.

a. KTR Sea Trials are conducted in accordance with ref (a), Volume II Part I, Chapter 3, Appendix K.

b. All LOA IOPs, Restrictives, and IOCs have been addressed and all outstanding material checks must have a plan for correction prior to commencing KTR Sea Trials.

504. Reporting Requirements.

1. The TYCOM will send a READ-E 4 Report within five working days of completion in accordance with Appendix A.
2. EAP/EAA will transmit an LOA Report within five working days via naval message in accordance with Appendix B.
3. The ISIC will transmit a Crew Certification Report in accordance with Appendix B.
4. The Squadron or Group Staff will transmit a Navigation Assessment Qualification Report in accordance with reference (c).
5. The ship will transmit a Fast Cruise Completion message in accordance with reference (a), Volume II, Part I, Chapter 3, Appendix AB.

Chapter 6

READINESS EVALUATION 5

Ref: (a) COMNAVSURFPAC/COMNAVSURFLANTINST 4700.1A, Total Ships Readiness Assessment (TSRA)

600. Purpose and Background

1. READ-E 5 is a TYCOM-led assessment of the ship's readiness to commence Basic Phase training. It is conducted throughout the Shakedown Phase and its nominal duration is one month. READ-E 5 is comprised of three events: TSRA 4, Equipment Validation, and TYCOM Sea Trials. Due to the scope of READ-E 5, TYCOM shall be responsible for de-conflicting the various events.

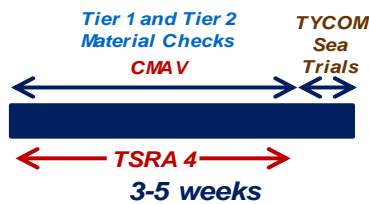


Figure 6.1. READ-E 5 Optimal Schedule

2. Sub-events.

a. TSRA 4. TSRA 4 is a ship-wide material condition assessment conducted by RMC in conjunction with READ-E 5. RMC's participation will ensure appropriate technical representation is available to document deficiencies to expedite repairs in support of training and deployment. TSRA 4, in conjunction with TYCOM Sea Trials, is dedicated to ensuring systems not tested during KTR Sea Trials are operational and ready to support training. This period includes material checks necessary for Tier 1 and Tier 2 Basic Phase Training. Systems tested during READ-E 4 as part of LOA, Crew Certification, or Contractor Sea Trials need not be tested again unless additional work is required or the Senior Assessor deems the importance of the event to warrant additional testing. TSRA 4 will be conducted in accordance with reference (a).

b. Tier 1 and 2 Material Checks. Tier 1 and 2 Material Checks are conducted coincident to TSRA 4 to ensure the ship systems are ready to support Basic Phase and follow-on Integrated / Advanced Phase training. ATG will provide the oversight necessary to educate, train, and assess materiel readiness. The same standards of readiness (PMS, technical manual, etc.) should be understood and applied by the responsible agencies whether an event's primary purpose is TSRA 4, Tier 1 and 2 Material Checks, or TYCOM Sea Trials.

c. TYCOM Sea Trials. The TYCOM Sea Trials offer the opportunity to complete testing of the ships systems not tested as part of, or coincident to, the Contractor Sea Trials conducted during READ-E 4. Though rare, it is possible that Contractor Sea Trials may be so thorough as to void the necessity of conducting TYCOM Sea Trials. Typically, the trials will include the following demonstrations:

- (1) Full Power

- (2) Quick Reversal (Ahead and Astern)
- (3) Steering
- (4) Anchor Drop
- (5) Self-Defense Detect-to-Engage
- (6) Air Defense Detect-to-Engage (if applicable)
- (7) Undersea Warfare Detect-to-Engage
- (8) Gunnery Demonstrations (25mm and larger caliber weapons)
- (9) Demonstrate operability of voice and data link circuits
- (10) Ballast and Deballast (amphibious ships)
- (11) Halon and AFFF operational checks (as applicable)
- (12) Magnetic Silencing Facility (MSF) Degaussing Range check (if available)

601. Participating Organizations. The lead organization for READ-E 5 execution is the TYCOM with support from ATG and the applicable Regional Maintenance Center (RMC). The TYCOM (CNSP N43 / CNSL N43) will designate the READ-E 5 Event Coordinator.

602. Notional Duration. 3-5 weeks. The duration of READ-E 5 is dependent on the class of ship and the intrusiveness of the CNO Availability. Ships with CNO Availabilities that last 6 months or longer will be provided 5 weeks. FFGs, MCMs, and PCs with CNO Availabilities less than 6 months will be provided 3 weeks. All other ship classes with CNO Availabilities less than 6 months will be provided 4 weeks.

603. Execution. READ-E 5 is conducted in accordance with these major steps:

1. Step One. Schedule of Event (SOE) Development

a. TYCOM, ISIC, ATG and RMC confer to schedule required demonstrations and other assessments.

b. TYCOM promulgates system test and demonstrations list and schedules TSRA 4, Equipment Validation (generally concurrent to TSRA 4), and TYCOM Sea Trials. The events should be concurrent to the maximum amount possible.

c. Ship's force develops detailed SOE and arranges services when necessary, such as targets for Detect-to-Engagement (DTE) demonstrations.

Note: Live training is the preferred method of demonstration; however, if resources are not available, simulator training may be used.

2. Step Two. Pre-event Team Preparation and Materiel Review

a. TYCOM appoints READ-E 5 Event Coordinator and Senior Assessor.

b. Senior Assessor and Event Coordinator identify expertise necessary to conduct scheduled events.

c. Event Coordinator coordinates support with external agencies as necessary to identify READ-E 5 assessment teams.

d. Senior Assessor holds pre-event coordination meeting with assessment teams' coordinators. Agenda includes but is not limited to review of unit's DRRS-N status, CASREPs, CSMP, and SOE, especially the Contractor and TYCOM Sea Trials and TSRA 4 SOE(s).

e. A second pre-event coordination may be required to adjust based on the results of READ-E 4, especially the LOA and Contractor Dock & Sea Trials.

3. Step Three. Conduct READ-E 5 SOE

a. READ-E 5 assessment teams travel to meet ship as necessary to embark for each phase; TSRA 4, Equipment Validation, and TYCOM Sea Trials.

b. Ship conducts READ-E 5 SOE and administrative support in-briefs.

c. Cold checks completed as applicable/necessary, generally during TSRA 4 and Equipment Validation.

d. Hot checks completed as applicable/necessary.

e. Underway checks and demonstrations completed during TYCOM Sea Trials.

f. Senior Assessor conducts hot-wash.

4. Step Four. Compile Results

a. Assessment team reviews results and compiles report to identify recommendations for work in next CMAV or Window of Opportunity (WOO). Repairs may also be identified that require correction before Tier 1 or Tier 2 training, or Integrated/Advanced Phase training.

b. Senior Assessor reviews and approves report adding recommended additions to ship's training and readiness plans.

5. Step Five. Document Results in CSMP.

a. Ship's Maintenance Team compares READ-E 5 report to CSMP and availability work package(s).

b. Port Engineer brokers / schedules work as appropriate in next availability or future availabilities.

604. Reporting Requirements.

1. The TYCOM will send a READ-E 5 Report within five working days of completion in accordance with Appendix A.

2. RMC will transmit a TSRA Completion message in accordance with reference (a).

Chapter 7

READINESS EVALUATION 6

- Ref: (a) COMNAVSURFPACINST 4730.2, TYCOM Material Inspection (TMI) Process
(b) COMNAVSURFLANTINST 4730.2, Material Standards Assessment Program
(c) OPNAVINST 5100.19E, Navy Safety and Occupational Health (SOH) Program Manual for Forces Afloat
(d) COMUSFLTFORCOMINST 4790.3B, Change 5, Joint Fleet Maintenance Manual

700. Purpose and Background

1. READ-E 6 is a TYCOM-led assessment that verifies the ship's readiness to transition from Tier 1 (Mobility) to Tier 2 (Unit Tactical). The assessment is comprised of four events: Material Inspection (MI) SOE Rehearsal, an Industrial Hygiene (IH) Survey, Tier 2 Material Validation, and a CMAV.

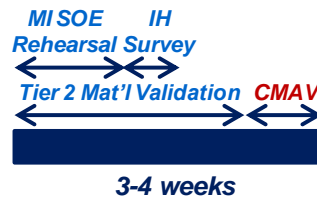


Figure 7.1. READ-E 6 Optimal Schedule

2. Sub-events.

a. Material Inspection SOE Rehearsal. An MI SOE Rehearsal will be coordinated by TYCOM with assessment assistance from the ISIC (if applicable). RMC may also provide assistance if warranted and the resources are available. Days 1 and 2 will be used to execute the underway portion of the SOE. Following return to homeport, ships will continue with inport material checks until complete. MI SOE Rehearsals will be conducted in accordance with reference (a) or (b), as applicable.

b. IH Survey. Following the SOE Rehearsal, the local Medical Treatment Facility Industrial Hygienists will conduct a periodic IH Survey to identify workplace hazards, characterize risk, and develop appropriate controls to reduce hazards. The IH Survey lasts approximately 1-2 days depending on ship class size.

c. Tier 2 Material Validation. Following the SOE rehearsal, ATG will validate the combat systems material condition to ensure the equipment can support Unit Tactical (Tier 2) training. To prevent duplication of effort, items validated during TSRA 4 or the Material Inspection SOE Rehearsal will not be assessed during this period unless the critical nature of the material check warrants re-performance or if a degradation has occurred since it was demonstrated.

d. CMAV. A dedicated maintenance period is provided to correct any remaining deficiencies to support Tier 2 training and prepare the ship for the upcoming Material Inspection in the Integrated/Advanced Phase.

701. Participating Organizations. The lead organization for READ-E 6 execution is the TYCOM with support from the applicable ATG and Medical

Treatment Facility. The TYCOM (CNSP N45 / CNSL N46/N47 (as appropriate)) will designate the READ-E 6 Event Coordinator.

702. Notional Duration. 3-4 weeks with 2-3 days underway. Ships executing an INSURV MI will be provided 4 weeks to execute READ-E 6. The first week will consist of an MI SOE Rehearsal and the remaining three weeks will be a combination of Tier 2 Material Validation, IH Survey, and a CMAV. Ships executing a TYCOM MI will be provided 3 weeks to execute READ-E 6.

703. Execution. READ-E 6 is conducted in accordance with these major steps:

1. Step One. MI SOE Rehearsal

a. CNSP N45 / CNSL N46/N47 (as appropriate) will assess the ship's performance of the MI SOE in accordance with reference (a) or (b) as applicable.

2. Step Two. IH Survey

a. The details of an IH Survey are contained in reference (c).

3. Step Three. Tier 2 Material Validation

a. The ATG will provide the ship a list of material checks to be conducted during Tier 2 Material Validation via the READ-E 6 Event Coordinator at least one week in advance of READ-E 6.

b. Any checks successfully demonstrated during the course of the MI SOE Rehearsal will not need to be repeated unless the check varies in scope. The READ-E 6 Event Coordinator will ensure that TLO is provided a copy of the MI SOE Rehearsal discrepancies to ensure the checks have been successfully demonstrated to begin Tier 2 training.

c. ATG will assess the remaining Tier 2 material checks not conducted during the MI SOE Rehearsal.

Note: Some checks successfully demonstrated during Tier 1 and 2 Material Checks may need to be re-performed due to the criticality of the check to Tier 2 training.

4. Step Four. CMAV

a. A Continuous Maintenance Availability (CMAV) will be conducted in accordance with reference (d).

704. Reporting Requirements.

1. The TYCOM will send a READ-E 6 Report within five working days of completion in accordance with Appendix A.

2. CNSP N45 / CNSL N46/N47 (as appropriate) will provide an After Action Report in accordance with reference (a) or (b) as applicable.

3. The Medical Treatment Facility will provide an IH Survey Report in accordance with reference (c).

Chapter 8

READINESS EVALUATION 7

- Ref: (a) COMNAVSURFPACINST 4730.2, TYCOM Material Inspection (TMI) Process
(b) COMNAVSURFLANTINST 4730.2, Material Standards Assessment Program
(c) COMUSFLTFORCOMINST 4790.3B, Change 5, Joint Fleet Maintenance Manual
(d) OPNAVINST 4730.5Q, Trials and Material Inspections (MI) of Ships Conducted by the Board of Inspection and Survey
(e) INSURVINST 4730.1F, Material Inspections (MI) of Surface Ships

800. Purpose and Background

1. READ-E 7 is a TYCOM-led assessment to support both preparation and execution of either an INSURV or TYCOM Material Inspection (MI). READ-E 7 may be tailored to the specific ship's needs. Typically, READ-E 7 will consist of a combination of MI SOE Rehearsal(s), a maintenance period, and the actual MI.

2. Sub-events.

a. MI SOE Rehearsal. An MI SOE Rehearsal will be coordinated by TYCOM with assessment assistance from the ISIC (if applicable). RMC may also provide assistance if warranted and the resources are available. Days 1 and 2 will be used to execute the underway portion of the SOE. Following return to homeport, ships will continue with inport material checks until complete. MI SOE Rehearsals will be conducted in accordance with reference (a) or (b), as applicable.

b. CMAV. A Continuous Maintenance Availability (CMAV) may be scheduled during READ-E 7 in accordance with reference (c).

c. INSURV MI. The Board of Inspection and Survey (INSURV) will conduct Material Inspections in accordance with references (c) and (d).

d. TYCOM MI. COMNAVSURFPAC will conduct TYCOM Material Inspections in accordance with reference (a), and COMNAVSURFLANT will conduct TYCOM Material Inspections in accordance with reference (b).

801. Participating Organizations. The lead organization for READ-E 7 is the TYCOM. If warranted, RMC may provide TSRA support to assist ships preparing for an INSURV MI. The TYCOM (CNSP N45 / CNSL N45) will designate the READ-E 7 Event Coordinator.

802. Notional Duration. 4 weeks. Ships will be provided 3 weeks to prepare and 1 week to execute the MI.

803. Execution. The order, composition, and length of each event will be determined based upon ship's schedule and the specific needs of each ship. The TYCOM READ-E 7 Event Coordinator will confer with the ship and the ISIC to determine the optimal schedule at least 60 days in advance of the MI event.

804. Reporting Requirements.

1. INSURV will provide results of the INSURV MI in accordance with reference (e).

2. The TYCOM will provide results of the TYCOM MI in accordance with reference (a) or (b), as applicable.

Appendix A

READINESS EVALUATION (READ-E) SAMPLE MESSAGES

READ-E 1 REPORT Sample Message

FM USS SHIP
TO COMNAVSURFPAC SAN DIEGO CA (or) COMNAVSURFLANT NORFOLK VA (as appropriate)
ISIC
INFO COMAFLOATRAGRUPAC SAN DIEGO CA (or)
COMAFLOATRAGRU ATLANTIC NORFOLK VA (as appropriate)
ENGASMPAC SAN DIEGO CA (or) ENGASMLANT NORFOLK VA (as appropriate)
COMNAVNETWARCOM VIRGINIA BEACH VA
COMNAVCYBERFOR VIRGINIA BEACH VA
COMNAVBEACHGRU ONE / TWO (as appropriate, AMPHIB only)
COMAFLOATRAGRU NORFOLK VA (as appropriate)
COMAFLOATRAGRU MAYPORT FL (as appropriate)
AFLOATRAGRU SAN DIEGO CA (as appropriate)
AFLOATRAGRUMIDPAC PEARL HARBOR HI (as appropriate)
AFLOATRAGRUEASTPAC YOKOSUKA JA (as appropriate)
AFLOATRAGRUPACNORWEST EVERETT WA (as appropriate)
USS SHIP

BT

MSGID/GENADMIN/SHIP//

SUBJ/USS SHIP READ-E 1 REPORT//

REF/A/DOC/CNSPLINST 3502.3/09MAR12//

REF/B/DOC/CNSPLINST 3500.10/01MAY12//

AMPN/REF A IS SURFACE FORCE READINESS MANUAL. REF B IS READINESS EVALUATION (READ-E) INSTRUCTION.//

RMKS/

1. IAW REFS A AND B, THIS MESSAGE PROVIDES A SUMMARY OF THE READ-E 1 SELF-ASSESSMENT CONDUCTED ON USS (SHIP'S NAME) DDMMYY - DDMMYY.

2. CURRENT MISSION AREA PROFICIENCY (TFOM/CO'S ASSESSMENT).

| | |
|---------------------------------------|---------|
| MISSION AREA | TFOM/CO |
| AIR WARFARE (AW) | XXX/XXX |
| AMPHIBIOUS WARFARE (AMW) | XXX/XXX |
| ANTI-TERRORISM (AT) | XXX/XXX |
| AVIATION (AIR) | XXX/XXX |
| BALLISTIC MISSILE DEFENSE (BMD) | XXX/XXX |
| DAMAGE CONTROL (MOB-D) | XXX/XXX |
| ENGINEERING (MOB-E) | XXX/XXX |
| EXPLOSIVE SAFETY (EXPSAF) | XXX/XXX |
| MAINTENANCE MATERIAL MANAGEMENT (3M) | XXX/XXX |
| FORCE SUPPLY MGMT (SUP) | XXX/XXX |
| INFORMATION OPERATIONS (IO) | XXX/XXX |
| INTELLIGENCE (INT) | XXX/XXX |
| MEDICAL (FSO-M) | XXX/XXX |
| MINE WARFARE (MIW) | XXX/XXX |
| NAVIGATION (MOB-N) | XXX/XXX |
| VISIT BOARD SEARCH AND SEIZURE (VBSS) | XXX/XXX |
| SEAMANSHIP (MOB-S) | XXX/XXX |
| SEARCH AND RESCUE (SAR) | XXX/XXX |
| STRIKE WARFARE (STK) | XXX/XXX |

UNDERSEA WARFARE (USW)

XXX/XXX

3. MANPOWER REVIEW.

A. BASED ON THE CURRENT EDVR/ODCR, THE FOLLOWING MANPOWER SHORTFALLS EXIST (EMIRS AND RESPONSES NOTED): (example)

RATE NMP/BA/COB
SN: 25/25/15

SN EMIR DTG XXXXXXZMMMYYYY. RESPONSE: PG TO CORRECT SHORTFALL AT POB6. IF THIS DOES NOT SUPPORT MISSION RECOMMEND CONTACT ISIC AND TYCOM FOR POSSIBLE TAD/DIVERT.

B. BASED ON THE CURRENT EDVR/ODCR, THE FOLLOWING MANPOWER SHORTFALLS WILL EXIST AT COMMENCEMENT OF THE NEXT BASIC PHASE CYCLE (MMYY OR POB9):

RATE POB3 POB6 POB9
SN: 17 15 10

SN MANNING FOR XXX CLASS SHIPS IS BEING REDUCED AT POB6 FROM 25 TO 15. CURRENT PROJECTED MANPOWER AT START OF BASIC PHASE (POB9) IS 10. BA OF 15 IS NOT SUFFICIENT TO MAINTAIN/OPERATE XXX CLASS DECK DEPARTMENT. REQUEST TYCOM REVIEW OF SN MANNING REQUIREMENTS AND MAINTAIN BA/NMP OF 25 ON XXX CLASS.

4. CRITICAL/ESSENTIAL NEC REVIEW.

A. BASED ON THE CURRENT EDVR, THE FOLLOWING CRITICAL/ESSENTIAL NEC SHORTFALLS EXIST:

CRITICAL/ESSENTIAL NEC RATE REASON NOT GRANTED OR ONBOARD
(SOME EXAMPLES OF BARRIERS)

- NPC - MBR DETAILED TO SHIP WITHOUT NEC
- SHIP - NDE/AMPS NOT REFLECTING NEC REQMT
- SHIP - MBR FAILED TO GRADUATE FROM TRAINING ENROUTE
- SHIP - NO MBRS ONBOARD ELIGIBLE TO ATTEND
- SHIP - MBRS ONBOARD, NPC CONTROLLED QUOTA NOT GRANTED
- SHIP - SHIP CANCELED TRAINING ENROUTE (PROVIDE REASON)
- SHIP - SHIP ACCEPTED WITHOUT NEC
- NETC - SCHOOL QUOTA NOT AVAILABLE

B. BASED ON THE CURRENT EDVR, THE FOLLOWING CRITICAL/ESSENTIAL NEC SHORTFALLS WILL EXIST AT COMMENCEMENT OF THE NEXT BASIC PHASE CYCLE (MMYY):

CRITICAL/ESSENTIAL NEC RATE STATUS/RECOMMENDATION

5. CRITICAL/ESSENTIAL SCHOOLS REVIEW.

A. BASED ON FLT MPS THE FOLLOWING CRITICAL/ESSENTIAL SCHOOLS SHORTFALLS EXIST:

CRITICAL/ESSENTIAL SCHOOL RATE/RANK REASON NOT GRANTED OR ONBOARD

B. BASED ON FLT MPS THE FOLLOWING CRITICAL/ESSENTIAL SCHOOLS SHORTFALLS WILL EXIST AT COMMENCEMENT OF THE NEXT BASIC PHASE CYCLE (MMYY):

CRITICAL/ESSENTIAL SCHOOL RATE/RANK NAME FOR QUOTA/STATUS

6. TADTAR REVIEW.

A. BASED ON CURRENT AND PROJECTED NEC/SCHOOLS REQUIREMENTS, THE CURRENT ALLOCATED TADTAR IS/IS NOT SUFFICIENT TO SUPPORT TRAINING REQUIREMENTS. REQUEST THE FOLLOWING TADTAR FUNDING TO SUPPORT ABOVE NEC/SCHOOLS TRAINING PLAN:

- (YY)Q1: \$XX,XXX
- (YY)Q2: \$XX,XXX
- (YY)Q3: \$XX,XXX
- (YY)Q4: \$XX,XXX
- (YY)Q1: \$XX,XXX

7. MATERIAL/EQUIPMENT REQUIREMENTS REVIEW.

A. THE FOLLOWING CASREPS AND OR OUTSTANDING MATERIAL CONDITIONS EXIST WITH ESTIMATED TIME TO CORRECT:

| CASREP/JSN | NOMENCLATURE | STATUS |
|------------|--------------|--------|
|------------|--------------|--------|

B. A MATERIAL ASSESSMENT WAS CONDUCTED AND THE FOLLOWING MATERIAL/EQUIPMENT ISSUES HAVE BEEN IDENTIFIED THAT HAVE POTENTIAL TO IMPACT THE FOLLOW-ON BASIC CYCLE (MMYY):

| JSN | NOMENCLATURE | ISSUE |
|-----|--------------|-------|
|-----|--------------|-------|

C. THE FOLLOWING SHIP SYSTEM ADDITIONS/MODIFICATIONS WILL OCCUR DURING THE POST DEPLOYMENT MAINTENANCE PERIOD AND SUFFICIENT TRAINING/SUPPORT HAS/HAS NOT BEEN IDENTIFIED:

| SYSTEM | STATUS |
|--------|--------|
|--------|--------|

D. THE FOLLOWING DEPARTURES FROM SPECIFICATION (DFS) HAVE BEEN IDENTIFIED THAT HAVE POTENTIAL TO IMPACT THE FOLLOW-ON BASIC CYCLE:

E. CO'S GENERAL COMMENTS ON MATERIAL/EQUIPMENT:

8. MANAGEMENT PROGRAMS.

A. A COMPREHENSIVE REVIEW OF ALL MANAGEMENT PROGRAMS WAS CONDUCTED AND THE FOLLOWING DISCREPANCIES WERE NOTED:

9. CO'S COMMENTS/CONCERNS.

A. DUE TO PERSONNEL LOSS IN QM MANNING, TURNOVER IN ENGINEERING DEPARTMENT AND LACK OF SUFFICIENT OPPORTUNITES TO EXERCISE USW, THESE MISSION AREAS ARE BELOW STANDARDS AND WILL REQUIRE ADDITIONAL TRAINING. AW, SUPPLY, DC AND BMD HAVE BEEN EXTENSIVELY EXERCISED SINCE LAST DEPLOYMENT AND HAVE MAINTAINED THEIR PROFICICENCY STANDARDS. SHIP WILL LOSE XX% OF THE OFFICER AND ENLISTED PERSONNEL SINCE COMPLETION OF THE LAST BASIC PHASE. PARTICULAR CONCERN IS THE MEDICAL LOSS OF THE SYSTEM TEST OFFICER (STO), GAPPING OF THE COMBAT SYSTEMS MAINTENANCE MANAGER BILLET (CSMM) AND 15 MONTH IA OF THE ELECTRONICS MATERIAL OFFICER (EMO), COMBINED WITH ROTATION OF THE COMBAT SYSTEMS OFFICER (CSO) UPON RETURN FROM DEPLOYMENT LEAVE. NO CBS EXPERIENCE POST DEPLOYMENT TO CONDUCT SUSTAINMENT TRAINING AND PREPARE FOR ENTERING SRA. REQUEST IMMEDIATE FILL OF THE STO AND CSMM BILLETS. SHIP WILL BE CONDUCTING INSURV POST PSA AT WEEK 17 OF THE BASIC PHASE WHICH MAY IMPACT SHIP'S ABILITY TO COMPLETE ALL BASIC PHASE REQUIREMENTS WITHIN 20-WEEK ENTITLEMENT. SHIP IS SCHEDULED TO RECEIVE GIG-E LAN UPGRADE DURING SRA. NO NAVY SCHOOL/NEC HAS BEEN DEVELOPED TO TRAIN OPERATORS TO MAINTAIN OR OPERATE THIS NEW EQUIPMENT.//

BT

READ-E 2 REPORT Sample Message

FM COMNAVSURFPAC SAN DIEGO CA (or) COMNAVSURFLANT NORFOLK VA (as appropriate)
TO USS SHIP
INFO COMAFLOATRAGRU ATLANTIC NORFOLK VA (or)
COMAFLOATRAGRUPAC SAN DIEGO CA (as appropriate)
ENGASMLANT NORFOLK VA (or) ENGASMPAC SAN DIEGO CA (as appropriate)
COMNAVNETWARCOM VIRGINIA BEACH VA
COMNAVCYBERFOR VIRGINIA BEACH VA
COMNAVBEACHGRU ONE / TWO (as appropriate, AMPHIB only)
COMAFLOATRAGRU NORFOLK VA (as appropriate)
COMAFLOATRAGRU MAYPORT FL (as appropriate)
AFLOATRAGRU SAN DIEGO CA (as appropriate)
AFLOATRAGRUMIDPAC PEARL HARBOR HI (as appropriate)
AFLOATRAGRUEASTPAC YOKOSUKA JA (as appropriate)
AFLOATRAGRUPACNORWEST EVERETT WA (as appropriate)
ISIC (as appropriate)
COMNAVSURFPAC SAN DIEGO CA (or) COMNAVSURFLANT NORFOLK VA (as appropriate)
BT

MSGID/GENADMIN/TYCOM//
SUBJ/USS SHIP READ-E 2 REPORT//
REF/A/DOC/CNSPLINST 3502.3/09MAR12//
REF/B/DOC/CNSPLINST 3500.10/01MAY12//
REF/C/USS SHIP READ-E 1 REPORT/DTG//
AMPN/REF A IS SURFACE FORCE READINESS MANUAL. REF B IS READINESS EVALUATION
(READ-E) INSTRUCTION. REF C IS USS SHIP'S READ-E 1 REPORT.//
RMKS/

1. IAW REFS A AND B, THIS MESSAGE PROVIDES THE RESULTS OF THE READ-E 2 TYCOM
ASSESSMENT OF USS (SHIP'S NAME) DDMMYY - DDMMYY.

2. DEMONSTRATION SUMMARY. (A SUMMARY AND LIST OF MAJOR DISCREPANCIES IS
PROVIDED FOR EACH DEMONSTRATION.)

- A. FULL POWER
- B. QUICK REVERSAL (AHEAD AND ASTERN)
- C. STEERING
- D. ANCHOR DROP
- E. SELF-DEFENSE DETECT-TO-ENGAGE
- F. AIR DEFENSE DETECT-TO-ENGAGE (AS APPLICABLE)
- G. UNDERSEA WARFARE DETECT-TO-ENGAGE
- H. GUNNERY DEMONSTRATIONS (25MM AND LARGER CALIBER WEAPONS)
- I. DEMONSTRATE OPERABILITY OF VOICE AND DATA LINK CIRCUITS
- J. BALLAST AND DEBALLAST (AS APPLICABLE)
- K. HALON AND AFFF OPERATIONAL CHECKS (AS APPLICABLE)
- L. ELECTRIC PLANT CONTROL CONSOLE (EPCC) DEMONSTRATION
- M. SMALL BOAT OPERATIONS

3. SENIOR ASSESSOR'S COMMENTS.

4. TSRA 2 COMPLETION REPORT WILL BE PROVIDED SEPCOR.//

BT

READ-E 3 REPORT Sample Message

FM COMNAVSURFPAC SAN DIEGO CA (or) COMNAVSURFLANT NORFOLK VA (as appropriate)
TO USS SHIP
INFO COMAFLOATRAGRU ATLANTIC NORFOLK VA (or)
COMAFLOATRAGRUPAC SAN DIEGO CA (as appropriate)
ENGASMLANT NORFOLK VA (or) ENGASMPAC SAN DIEGO CA (as appropriate)
COMNAVNETWARCOM VIRGINIA BEACH VA
COMNAVCYBERFOR VIRGINIA BEACH VA
COMNAVBEACHGRU ONE / TWO (as appropriate, AMPHIB only)
COMAFLOATRAGRU NORFOLK VA (as appropriate)
COMAFLOATRAGRU MAYPORT FL (as appropriate)
AFLOATRAGRU SAN DIEGO CA (as appropriate)
AFLOATRAGRUMIDPAC PEARL HARBOR HI (as appropriate)
AFLOATRAGRUWESTPAC YOKOSUKA JA (as appropriate)
AFLOATRAGRUPACNORWEST EVERETT WA (as appropriate)
ISIC (as appropriate)
COMNAVSURFPAC SAN DIEGO CA (or) COMNAVSURFLANT NORFOLK VA (as appropriate)

BT

MSGID/GENADMIN/TYCOM//

SUBJ/USS SHIP READ-E 3 REPORT//

REF/A/DOC/CNSPLINST 3502.3/09MAR12//

REF/B/DOC/CNSPLINST 3500.10/01MAY12//

REF/C/USS SHIP READ-E 1 REPORT/DTG//

AMPN/REF A IS SURFACE FORCE READINESS MANUAL. REF B IS READINESS EVALUATION (READ-E) INSTRUCTION. REF C IS USS SHIP'S READ-E 1 REPORT.//

RMKS/

1. IAW REFS A AND B, THIS MESSAGE PROVIDES THE RESULTS OF THE READ-E 3 TYCOM ASSESSMENT OF USS (SHIP'S NAME) DDMMYY - DDMMYY.

2. MISSION AREA EVALUATION

| MISSION AREA | GRADE |
|---------------------------------------|-------|
| AIR WARFARE (AW) | XXX |
| AMPHIBIOUS WARFARE (AMW) | XXX |
| ANTI-TERRORISM (AT) | XXX |
| AVIATION (AIR) | XXX |
| BALLISTIC MISSILE DEFENSE (BMD) | XXX |
| DAMAGE CONTROL (MOB-D) | XXX |
| ENGINEERING (MOB-E) | XXX |
| EXPLOSIVE SAFETY (EXPSAF) | XXX |
| MAINTENANCE MATERIAL MANAGEMENT (3M) | XXX |
| FORCE SUPPLY MGMT (SUP) | XXX |
| INFORMATION OPERATIONS (IO) | XXX |
| INTELLIGENCE (INT) | XXX |
| MEDICAL (FSO-M) | XXX |
| MINE WARFARE (MIW) | XXX |
| NAVIGATION (MOB-N) | XXX |
| VISIT BOARD SEARCH AND SEIZURE (VBSS) | XXX |
| SEAMANSHIP (MOB-S) | XXX |
| SEARCH AND RESCUE (SAR) | XXX |
| STRIKE WARFARE (STK) | XXX |
| UNDERSEA WARFARE (USW) | XXX |

3. MANPOWER REVIEW.

A. BASED ON THE READ-E 1 REPORT THE SHIP WAS EFFECTIVE/PARTIALLY EFFECTIVE/NOT-EFFECTIVE IN MANAGING MANPOWER.
B. BASED ON THE CURRENT EDVR/ODCR THE FOLLOWING MANPOWER SHORTFALLS WILL EXIST AT COMMENCEMENT OF BASIC PHASE (MMYY OR POB9):
RATE POB3 POB6 POB9 ACTION TAKEN
SN: 17 15 10

4. CRITICAL/ESSENTIAL NEC REVIEW.

A. BASED ON THE READ-E 1 REPORT, THE SHIP WAS EFFECTIVE/PARTIALLY EFFECTIVE/NOT-EFFECTIVE IN MANAGING CRITICAL/ESSENTIAL NEC REQUIREMENTS
B. BASED ON THE CURRENT EDVR, THE FOLLOWING CRITICAL/ESSENTIAL NEC SHORTFALLS WILL EXIST AT COMMENCEMENT OF THE NEXT BASIC PHASE (MMYY):
CRITICAL/ESSENTIAL NEC RATE STATUS/RECOMMENDATION
(SOME EXAMPLES OF BARRIERS)
NPC - MBR DETAILED TO SHIP WITHOUT NEC
SHIP - NDE/AMPS NOT REFLECTING NEC REQMT
SHIP - MBR FAILED TO GRADUATE FROM TRAINING ENROUTE
SHIP - NO MBRS ONBOARD ELIGIBLE TO ATTEND
SHIP - MBRS ONBOARD, NPC CONTROLLED QUOTA NOT GRANTED
SHIP - SHIP CANCELED TRAINING ENROUTE (PROVIDE REASON)
SHIP - SHIP ACCEPTED WITHOUT NEC
NETC - SCHOOL QUOTA NOT AVAILABLE

5. CRITICAL/ESSENTIAL SCHOOLS REVIEW.

A. BASED ON THE READ-E 1 REPORT, THE SHIP WAS EFFECTIVE/PARTIALLY EFFECTIVE/NOT-EFFECTIVE IN MANAGING CRITICAL/ESSENTIAL SCHOOLS.
B. BASED ON FLTMPS, THE FOLLOWING CRITICAL/ESSENTIAL SCHOOLS SHORTFALLS WILL EXIST AT COMMENCEMENT OF THE NEXT BASIC PHASE CYCLE (MMYY):
CRITICAL/ESSENTIAL SCHOOL RATE/RANK NAME FOR QUOTA/STATUS

6. TADTAR REVIEW.

A. BASED ON THE READ-E 1 REPORT, THE SHIP WAS EFFECTIVE/PARTIALLY EFFECTIVE/NOT-EFFECTIVE IN PROJECTING TADTAR REQUIREMENTS. THE FOLLOWING TADTAR ALLOCATION PLAN WILL SUPPORT NEC/SCHOOL TRAINING PLAN:
(YY)Q1: \$XX,XXX
(YY)Q2: \$XX,XXX
(YY)Q3: \$XX,XXX
(YY)Q4: \$XX,XXX
(YY)Q1: \$XX,XXX

7. MATERIAL/EQUIPMENT REQUIREMENTS REVIEW.

A. BASED ON THE READ-E 1 REPORT AND REVIEW OF THE CURRENT MATERIAL CONDITION, THE SHIP IS EFFECTIVE/PARTIALLY EFFECTIVE/NOT-EFFECTIVE IN MATERIAL SELF-ASSESSMENT.
B. THE FOLLOWING CASREPS AND OR OUTSTANDING MATERIAL CONDITIONS EXIST WITH ESTIMATED TIME TO CORRECT:
CASREP/JSN NOMENCLATURE STATUS
C. A MATERIAL ASSESSMENT WAS CONDUCTED AND THE FOLLOWING MATERIAL/EQUIPMENT ISSUES HAVE BEEN IDENTIFIED THAT HAVE POTENTIAL TO IMPACT THE SHIPS MAINTENANCE AND FOLLOW-ON BASIC PHASE (MMYY):
JSN NOMENCLATURE ISSUE
D. THE FOLLOWING SENSOR, WEAPONS SYSTEM, SHIP SYSTEM ADDITIONS/MODIFICATIONS WILL OCCUR DURING THE POST DEPLOYMENT MAINTENANCE PERIOD AND SUFFICIENT TRAINING/SUPPORT HAS/HAS NOT BEEN IDENTIFIED:

(example)

(1) GIG-E LAN NO SCHOOLS IDENTIFIED

(2) ECDIS-N SCHOOLS REQUEST SUBMITTED

E. TYCOM GENERAL COMMENTS ON MATERIAL/EQUIPMENT AND PREPARATION FOR MAINTENANCE PHASE:

F. TYCOM GENERAL COMMENTS ON STANDARDS OF CLEANLINESS, PRESERVATION AND STOWAGE

8. PQS/TRAINING PROGRAM REVIEW.

A. BASED ON THE READ-E 1 REPORT AND REVIEW, THE SHIP HAS AN EFFECTIVE/PARTIALLY EFFECTIVE/NOT-EFFECTIVE PQS/TRAINING PROGRAM AND WATCHTEAM REPLACEMENT PROGRAM.

B. A COMPREHENSIVE WATCHTEAM REPLACEMENT PLAN REVIEW OF S&A DETAIL, CONDITION IV, CONDITION III AND CONDITION I WAS CONDUCTED. SUFFICIENT QUALIFIED PERSONNEL WILL/WILL NOT BE AVAILABLE PRIOR TO THE START OF BASIC PHASE. DISCREPANCIES NOTED:

C. TYCOM GENERAL COMMENTS ON PQS/TRAINING PROGRAM AND WTRP.

9. SAFETY AND OCCUPATIONAL HEALTH (SOH) PROGRAM REVIEW.

A. BASED ON THE READ-E 1 REPORT AND REVIEW, THE SHIP HAS AN EFFECTIVE/PARTIALLY EFFECTIVE/NOT-EFFECTIVE SOH PROGRAM.

B. TYCOM GENERAL COMMENTS ON SOH PROGRAMS.

10. ENVIRONMENTAL PROGRAM REVIEW.

A. BASED ON THE READ-E 1 REPORT AND REVIEW, THE SHIP HAS AN EFFECTIVE/PARTIALLY EFFECTIVE/NOT-EFFECTIVE ENVIRONMENTAL PROGRAM.

B. TYCOM GENERAL COMMENTS ON ENVIRONMENTAL PROGRAMS.

11. THE SHIP'S PLANNED POST DEPLOYMENT (SUSTAINMENT), MAINTENANCE AND BASIC PHASE SCHEDULE IS EFFECTIVE/PARTIALLY EFFECTIVE/NOT-EFFECTIVE IN MEETING ALL BASIC PHASE TRAINING AND READINESS REQUIREMENTS:

NOTE 1: DUE TO INSTALLATION OF THE XXXX SYSTEM, REQUEST COMMENCE CMAV 4 WEEKS PRIOR TO SRA IN ORDER TO SUPPORT INSTALLATION SCHEDULE OR REQUEST INCREASE OF SRA LENGTH TO SUPPORT 4 ADDITIONAL WEEKS TO ENSURE SUFFICIENT TIME TO CONDUCT RIP-OUT, INSTALLATION AND TESTING AS PLANNED BY PMS-XXX.

NOTE 2: SERVICE SUPPORT MESSAGE FOR AIR (DTE ACFT WITH DRONE), SURF (SEPTAR), AND USW (SH-60B/R AND MPRA) HAS BEEN RELEASED, REFER DTG XXXXXXZMMMYYYY.

12. TYCOM COMMENTS/CONCERNS.//

BT

READ-E 4 REPORT Sample Message

FM COMNAVSURFPAC SAN DIEGO CA (or) COMNAVSURFLANT NORFOLK VA (as appropriate)
TO USS SHIP
INFO COMAFLOATRAGRU ATLANTIC NORFOLK VA (or)
COMAFLOATRAGRUPAC SAN DIEGO CA (as appropriate)
ENGASMLANT NORFOLK VA (or) ENGASMPAC SAN DIEGO CA (as appropriate)
COMNAVNETWARCOM VIRGINIA BEACH VA
COMNAVCYBERFOR VIRGINIA BEACH VA
COMNAVBEACHGRU ONE / TWO (as appropriate, AMPHIB only)
COMAFLOATRAGRU NORFOLK VA (as appropriate)
COMAFLOATRAGRU MAYPORT FL (as appropriate)
AFLOATRAGRU SAN DIEGO CA (as appropriate)
AFLOATRAGRUMIDPAC PEARL HARBOR HI (as appropriate)
AFLOATRAGRUEASTPAC YOKOSUKA JA (as appropriate)
AFLOATRAGRUPACNORWEST EVERETT WA (as appropriate)
ISIC (as appropriate)
COMNAVSURFPAC SAN DIEGO CA (or) COMNAVSURFLANT NORFOLK VA (as appropriate)

BT

MSGID/GENADMIN/TYCOM//

SUBJ/USS SHIP READ-E 4 REPORT//

REF/A/DOC/CNSPLINST 3502.3/09MAR12//

REF/B/DOC/CNSPLINST 3500.10/01MAY12//

AMPN/REF A IS SURFACE FORCE READINESS MANUAL. REF B IS READINESS EVALUATION
(READ-E) INSTRUCTION.//

RMKS/

1. IAW REFS A AND B, THIS MESSAGE PROVIDES THE RESULTS OF THE READ-E 4 TYCOM
ASSESSMENT OF USS (SHIP'S NAME) DDMMYY - DDMMYY.

2. SUB-EVENT SUMMARY. (A SUMMARY AND LIST OF MAJOR DISCREPANCIES IS PROVIDED
FOR EACH SUB-EVENT.)

A. LOA

B. CREW CERTIFICATION

C. DOCK TRIALS / FAST CRUISE

D. SQUADRON / GROUP STAFF NAVIGATION ASSESSMENT

E. CONTRACTOR SEA TRIALS

3. SENIOR ASSESSOR'S COMMENTS.

4. LOA, CREW CERTIFICATION, AND NAVIGATION ASSESSMENT QUALIFICATION REPORTS
WILL BE PROVIDED SEPCOR.//

BT

READ-E 5 REPORT Sample Message

FM COMNAVSURFPAC SAN DIEGO CA (or) COMNAVSURFLANT NORFOLK VA (as appropriate)
TO USS SHIP
INFO COMAFLOATRAGRU ATLANTIC NORFOLK VA (or)
COMAFLOATRAGRUPAC SAN DIEGO CA (as appropriate)
ENGASMLANT NORFOLK VA (or) ENGASMPAC SAN DIEGO CA (as appropriate)
COMNAVNETWARCOM VIRGINIA BEACH VA
COMNAVCYBERFOR VIRGINIA BEACH VA
COMNAVBEACHGRU ONE / TWO (as appropriate, AMPHIB only)
COMAFLOATRAGRU NORFOLK VA (as appropriate)
COMAFLOATRAGRU MAYPORT FL (as appropriate)
AFLOATRAGRU SAN DIEGO CA (as appropriate)
AFLOATRAGRUMIDPAC PEARL HARBOR HI (as appropriate)
AFLOATRAGRUEASTPAC YOKOSUKA JA (as appropriate)
AFLOATRAGRUPACNORWEST EVERETT WA (as appropriate)
ISIC (as appropriate)
COMNAVSURFPAC SAN DIEGO CA (or) COMNAVSURFLANT NORFOLK VA (as appropriate)
BT

MSGID/GENADMIN/TYCOM//
SUBJ/USS SHIP READ-E 5 REPORT//
REF/A/DOC/CNSPLINST 3502.3/09MAR12//
REF/B/DOC/CNSPLINST 3500.10/01MAY12//
AMPN/REF A IS SURFACE FORCE READINESS MANUAL. REF B IS READINESS EVALUATION
(READ-E) INSTRUCTION.//
RMKS/

1. IAW REFS A AND B, THIS MESSAGE PROVIDES THE RESULTS OF THE READ-E 5 TYCOM ASSESSMENT OF USS (SHIP'S NAME) DDDMMYY - DDDMMYY.
 2. SUB-EVENT SUMMARY. (A SUMMARY AND LIST OF MAJOR DISCREPANCIES IS PROVIDED FOR EACH SUB-EVENT.)
 - A. TIER 1 AND TIER 2 MATERIAL CHECKS
 - B. CMAV
 - C. TSRA 4
 - D. TYCOM SEA TRIALS
 3. TYCOM SEA TRIALS DEMONSTRATION SUMMARY. (A SUMMARY AND LIST OF MAJOR DISCREPANCIES IS PROVIDED FOR EACH DEMONSTRATION.)
 - A. FULL POWER
 - B. QUICK REVERSAL (AHEAD AND ASTERN)
 - C. STEERING
 - D. ANCHOR DROP
 - E. SELF-DEFENSE DETECT-TO-ENGAGE
 - F. AIR DEFENSE DETECT-TO-ENGAGE (AS APPLICABLE)
 - G. UNDERSEA WARFARE DETECT-TO-ENGAGE
 - H. GUNNERY DEMONSTRATIONS (25MM AND LARGER CALIBER WEAPONS)
 - I. DEMONSTRATE OPERABILITY OF VOICE AND DATA LINK CIRCUITS
 - J. BALLAST AND DEBALLAST (AS APPLICABLE)
 - K. HALON AND AFFF OPERATIONAL CHECKS (AS APPLICABLE)
 - L. DEGAUSSING RANGE CHECK
 3. SENIOR ASSESSOR'S COMMENTS.
 4. TSRA 4 COMPLETION REPORT WILL BE PROVIDED SEPCOR.//
- BT

READ-E 6 REPORT Sample Message

FM COMNAVSURFPAC SAN DIEGO CA (or) COMNAVSURFLANT NORFOLK VA (as appropriate)
TO USS SHIP
INFO COMAFLOATRAGRU ATLANTIC NORFOLK VA (or)
COMAFLOATRAGRUPAC SAN DIEGO CA (as appropriate)
ENGASMLANT NORFOLK VA (or) ENGASMPAC SAN DIEGO CA (as appropriate)
COMNAVNETWARCOM VIRGINIA BEACH VA
COMNAVCYBERFOR VIRGINIA BEACH VA
COMNAVBEACHGRU ONE / TWO (as appropriate, AMPHIB only)
COMAFLOATRAGRU NORFOLK VA (as appropriate)
COMAFLOATRAGRU MAYPORT FL (as appropriate)
AFLOATRAGRU SAN DIEGO CA (as appropriate)
AFLOATRAGRUMIDPAC PEARL HARBOR HI (as appropriate)
AFLOATRAGRUEASTPAC YOKOSUKA JA (as appropriate)
AFLOATRAGRUPACNORWEST EVERETT WA (as appropriate)
ISIC (as appropriate)
COMNAVSURFPAC SAN DIEGO CA (or) COMNAVSURFLANT NORFOLK VA (as appropriate)
BT

MSGID/GENADMIN/TYCOM//
SUBJ/USS SHIP READ-E 6 REPORT//
REF/A/DOC/CNSPLINST 3502.3/09MAR12//
REF/B/DOC/CNSPLINST 3500.10/01MAY12//
AMPN/REF A IS SURFACE FORCE READINESS MANUAL. REF B IS READINESS EVALUATION
(READ-E) INSTRUCTION.//
RMKS/

1. IAW REFS A AND B, THIS MESSAGE PROVIDES THE RESULTS OF THE READ-E 6 TYCOM ASSESSMENT OF USS (SHIP'S NAME) DDMMYY - DDMMYY.
2. SUB-EVENT SUMMARY. (A SUMMARY AND LIST OF MAJOR DISCREPANCIES IS PROVIDED FOR EACH SUB-EVENT.)
 - A. MI SOE REHEARSAL
 - B. INDUSTRIAL HYGIENE (IH) SURVEY
 - C. TIER 2 MATERIAL VALIDATION
 - D. MAINTENANCE PERIOD
3. MI SOE DEMONSTRATION SUMMARY. (A SUMMARY AND LIST OF MAJOR DISCREPANCIES IS PROVIDED FOR EACH DEMONSTRATION.)
 - A. FULL POWER
 - B. QUICK REVERSAL (AHEAD AND ASTERN)
 - C. STEERING
 - D. ANCHOR DROP
 - E. SELF-DEFENSE DETECT-TO-ENGAGE
 - F. AIR DEFENSE DETECT-TO-ENGAGE (AS APPLICABLE)
 - G. UNDERSEA WARFARE DETECT-TO-ENGAGE
 - H. GUNNERY DEMONSTRATIONS (25MM AND LARGER CALIBER WEAPONS)
 - J. BALLAST AND DEBALLAST (AS APPLICABLE)
3. SENIOR ASSESSOR'S COMMENTS.
4. IH SURVEY REPORT WILL BE PROVIDED SEPCOR.//
BT

Appendix B

SUB-EVENT SAMPLE MESSAGES

SAFE TO START Sample Message

FM ISIC
TO COMNAVSURFPAC SAN DIEGO CA (*or*) COMNAVSURFLANT NORFOLK VA (as appropriate)
INFO COMAFLOATRAGRUPAC SAN DIEGO CA (*or*)
COMAFLOATRAGRU ATLANTIC NORFOLK VA (*as appropriate*)
ENGASMPAC SAN DIEGO CA
ENGASMLANT NORFOLK VA
USS SHIP
ISIC
BT
UNCLAS
SUBJ/USS SHIP SAFE TO START ASSESSMENT//
MSGID/GENADMIN//
REF/A/CNSPLINST 3502.3/09MAR2012//
REF/B/CNSPLINST 3500.10/01MAY12//
NARR/REF A IS THE SURFACE FORCE READINESS MANUAL. REF B IS THE READINESS
EVALUATION INSTRUCTION.//
POC/LAST, FIRST/NAME/UNIT/-/TEL: (XXX)XXX-XXXX//
GENTEXT/REMARKS/-//
RMKS/1. A SAFE TO START ASSESSMENT WAS CONDUCTED ON USS SHIP ON XX MMM YYYY,
AT XXX. THE OBJECTIVES OF THE ASSESSMENT PER REF A (WERE/WERE NOT)
ACCOMPLISHED. THE SHIP IS ASSESSED AS (READY / NOT READY) HOT PLANT TESTING.

2. THE FOLLOWING TIMELINE AND SCHEDULE OF EVENTS FOR HOT PLANT TESTING
APPLIES:

3. ISIC COMMENTS:

LOA REPORT Sample Message

FM ENGASMPAC SAN DIEGO CA (or) ENGASMLANT NORFOLK VA (as appropriate)
TO COMNAVSURFPAC SAN DIEGO CA (or) COMNAVSURFLANT NORFOLK VA (as appropriate)
INFO COMAFLOATRAGRUPAC SAN DIEGO CA (or)
COMAFLOATRAGRU ATLANTIC NORFOLK VA (as appropriate)
ENGASMPAC SAN DIEGO CA
ENGASMLANT NORFOLK VA
USS SHIP
ISIC (as appropriate)

BT

UNCLAS

SUBJ/USS SHIP LOA REPORT//

MSGID/GENADMIN//

REF/A/CNSPLINST 3502.3/09MAR2012//

REF/B/CNSPLINST 3500.10/01MAY12//

REF/C/DOC/ATGPACINST 3502.1, TAB O//

NARR/REF A IS THE SURFACE FORCE READINESS MANUAL. REF B IS THE READINESS
EVALUATION INSTRUCTION. REF C IS ATG USER'S GUIDE MOB-E DETAILED GUIDANCE.//
POC/LAST, FIRST/NAME/UNIT: EAP (or EAA)/-/TEL:(XXX)XXX-XXXX//
GENTEXT/REMARKS/-//

RMKS/1. USS SHIP CONDUCTED A TYCOM LOA ON XX MMM YYYY, AT XXX. THE OBJECTIVES
OF THE ASSESSMENT PER REF A (WERE/WERE NOT) ACCOMPLISHED. THE SHIP IS
ASSESSED AS (READY FOR LIGHT OFF/NOT READY FOR LIGHT OFF BUT A CLEAR PATH
EXISTS/NOT READY FOR LIGHT OFF) AS ESTABLISHED IN ACCORDANCE WITH REFS A AND
B. THE SHIP (MET/DID NOT MEET) MINIMUM EQUIPMENT. THE SENIOR ASSESSOR WAS
XXXX.

2. MINIMUM EQUIPMENT, TO SUPPORT LIGHT OFF, (WAS/WAS NOT) MET.

- A. NUMBER OF CHECKS SCHEDULED:
- B. NUMBER OF CHECKS ATTEMPTED:
- C. NUMBER OF CHECKS COMPLETED:
- D. FIRST PASS YIELD:

3. SAFE TO OPERATE MET: YES/NO

4. TOTAL NUMBER OF DEPARTURE FROM SPECIFICATIONS (DFS'S) IN EFFECT AT THE
BEGINNING OF THE ASSESSMENT: X. NUMBER OF DFS'S GENERATED DURING THE
ASSESSMENT: X.

5. TOTAL NUMBER OF TEMPORARY STANDING ORDERS (TSO'S) IN EFFECT AT THE
BEGINNING OF THE ASSESSMENT: X. NUMBER OF TSO'S GENERATED DURING THE VISIT:
X.

6. TOTAL NUMBER OF RESTRICTIVES: XX

7. NUMBER OF RESTRICTIVES THAT WERE CLEARED: XX

8. TOTAL NUMBER OF ITEMS OF PRIORITY IDENTIFIED: X

- A. IOP 1
- B. IOP 2

9. TOTAL NUMBER OF ITEMS OF CONCERN IDENTIFIED: X

- A. IOC 1

B. IOC 2

10. TOTAL NUMBER OF CASREPS: X

11. THE FOLLOWING MATERIAL CHECKS OUTSTANDING TO ACHIEVE MINIMUM EQUIPMENT:
A. LIST

12. THE FOLLOWING MATERIAL CHECKS WERE NOT ACCOMPLISHED:
A. LIST

13. THE FOLLOWING MANAGEMENT PROGRAMS WERE ASSESSED AND GRADED:
A. SOH:

- 1) HEAT STRESS - EFFECTIVE/PARTIALLY EFFECTIVE/NOT EFFECTIVE
- 2) HEARING CONSERVATION - EFFECTIVE/PARTIALLY EFFECTIVE/NOT EFFECTIVE
- 3) ELECTRICAL SAFETY - EFFECTIVE/PARTIALLY EFFECTIVE/NOT EFFECTIVE
- 4) TAG OUT - EFFECTIVE/PARTIALLY EFFECTIVE/NOT EFFECTIVE

B. CRITICAL:

- 1) PQS - READY/NOT READY TO SUPPORT LIGHT OFF
- 2) ENGINEERING TRAINING - READY/NOT READY TO SUPPORT LIGHT OFF
- 3) LUBE OIL QUALITY MANAGEMENT - READY/NOT READY TO SUPPORT LIGHT OFF
- 4) FUEL OIL QUALITY MANAGEMENT - READY/NOT READY TO SUPPORT LIGHT OFF
- 5) LEGAL RECORDS - READY/NOT READY TO SUPPORT LIGHT OFF
- 6) DIESEL READINESS SYSTEM - READY/NOT READY TO SUPPORT LIGHT OFF

C. OTHER PROGRAMS

- 1) EOSS - READY/NOT READY TO SUPPORT LIGHT OFF
- 2) OPERATING LOGS - READY/NOT READY TO SUPPORT LIGHT OFF
- 3) QUALITY ASSURANCE - READY/NOT READY TO SUPPORT LIGHT OFF
- 4) MGTESR-WEBLOG - READY/NOT READY TO SUPPORT LIGHT OFF
- 5) DEPARTURE FROM SPECIFICATIONS - READY/NOT READY TO SUPPORT LIGHT OFF

14. MAIN SPACE FIREFIGHTING CAPABILITY WAS ASSESSED AS SUPPORTING LIGHT OFF/NOT SUPPORTING LIGHT OFF.

15. SENIOR ASSESSORS COMMENTS:

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BT

CREW CERTIFICATION REPORT Sample Message

FM COMNAVSURFPAC SAN DIEGO CA (or) COMNAVSURFLANT NORFOLK VA (as appropriate)
TO USS SHIP

INFO COMAFLOATRAGRU ATLANTIC NORFOLK VA (or)

COMAFLOATRAGRUPAC SAN DIEGO CA (as appropriate)

COMAFLOATRAGRU NORFOLK VA (as appropriate)

COMAFLOATRAGRU MAYPORT FL (as appropriate)

AFLOATRAGRU SAN DIEGO CA (as appropriate)

AFLOATRAGRUMIDPAC PEARL HARBOR HI (as appropriate)

AFLOATRAGRUEASTPAC YOKOSUKA JA (as appropriate)

AFLOATRAGRUPACNORWEST EVERETT WA (as appropriate)

ISIC (as appropriate)

COMNAVSURFPAC SAN DIEGO CA (or) COMNAVSURFLANT NORFOLK VA (as appropriate)

BT

MSGID/GENADMIN/TYCOM//

SUBJ/USS SHIP CREW CERTIFICATION REPORT//

REF/A/DOC/CNSPLINST 3502.3/09MAR12//

REF/B/DOC/CNSPLINST 3500.10/01MAY12//

AMPN/REF A IS SURFACE FORCE READINESS MANUAL. REF B IS READINESS EVALUATION
(READ-E) INSTRUCTION.//

RMKS/

1. IAW REFS A AND B, THIS MESSAGE PROVIDES THE RESULTS OF THE CREW
CERTIFICATION OF USS (SHIP'S NAME) DDMMYY - DDMMYY.

2. A REVIEW OF THE SHIP'S TRAINING AND ADMINISTRATION WAS CONDUCTED WITH THE
FOLLOWING MAJOR DISCREPANCIES IDENTIFIED:

A. COMMAND AND DEPARTMENTAL TRAINING PROGRAMS.

B. SHIP'S OPERATIONAL AND EMERGENCY BILLS.

C. MANAGEMENT PROGRAMS.

D. MANNING, SCHOOLS, AND NECS.

E. WATCHBILLS.

3. AN ASSESSMENT OF WATCHSTANDERS' LEVEL OF KNOWLEDGE WAS CONDUCTED WITH THE
FOLLOWING MAJOR DISCREPANCIES IDENTIFIED:

4. AN ASSESSMENT OF THE SHIP'S CRITICAL EQUIPMENT FOR NAVIGATION, SEAMANSHIP,
AND SEARCH AND RESCUE (SAR) WAS CONDUCTED WITH THE FOLLOWING MAJOR
DISCREPANCIES IDENTIFIED:

A. NAVIGATION.

B. SEAMANSHIP.

C. SAR.

5. SENIOR ASSESSOR'S COMMENTS.

A. USS SHIP (MET / MET (WITH EXCEPTIONS) / DID NOT MEET) THE STANDARDS FOR
CREW CERTIFICATION.

B. THE FOLLOWING ACTIONS MUST BE COMPLETED AND VERIFIED BY THE CERTIFYING
AUTHORITY PRIOR TO GETTING UNDERWAY:

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BT