

**JOINT FLEET MAINTENANCE MANUAL****VOLUME III****DEPLOYED MAINTENANCE****LIST OF EFFECTIVE PAGES**

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**VOLUME III**  
**DEPLOYED MAINTENANCE**  
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- d. DDSI provides the full complement of physical distribution services to all four service components and other federal agencies located south of the Italian Alps. It provides forward stock positioning support and enhanced physical distribution services. Specialized handling and support services include managing the Navy's hazardous materials, depot level repair part storage and distribution, and a complete range of material packing and shipping services. DDSI also provides expedited requisitioning and centralized receiving support to the military community.

2.2.2 Commander, Naval Service Force, Fifth Fleet Organizational Structure. COMSERVFORFIFTHFLT N43 provides all organizational services. SRU DET Bahrain provides local management for the following services:

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

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

2.3.1 Afloat Fleet Maintenance Activities.

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

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

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

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

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

2.3.1.4 Fly Away Team Funding. FAT funding will be provided in accordance with Fleet direction.

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

2.3.2 Strike Force Intermediate Maintenance Activity.

2.3.2.1 Mission. The mission of the Strike Force Intermediate Maintenance Activity is to provide a first response to units needing assistance with maintenance candidates beyond their capability to correct while deployed, at sea, or away from regular support facilities. It is a self-help effort that takes advantage of the organic capabilities of each

member of the deploying force. Maintenance candidates beyond the Strike Force Intermediate Maintenance Activity capability and/or capacity or those that would interfere with the mission of the service provider shall be managed per Chapter 4 of this volume. The Strike Force is not authorized to perform SUBSAFE work.

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

2.3.2.3 Applicability. This paragraph applies to all Forces, Ships, Units and Detachments deploying as a cohesive force.

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

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

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

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

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

##### 2.4.2 Repairs in Ports Without Navy Ship Maintenance Organizations.

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

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

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

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

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

2.6.2 Ship Repair Facility - Japan Regional Maintenance Center Detachment Sasebo, Japan. SRF-JRMC DET Sasebo is the Naval Supervisory Authority responsible for arranging SRA, DSRA and repair work during upkeep and VR periods in Sasebo. Because most of the SRA/DSRA work in Sasebo is contracted to Japanese industrial activities, repairs to classified weapons, electronics, or cryptological equipment is accomplished by work force augmentation from SRF-JRMC Yokosuka, Japan. A metrology lab at SRF-JRMC Sasebo has the capability of performing most mechanical and some electrical and General Purpose Electronic Test Equipment calibration. Ship-to-shop equipment repair and calibration beyond SRF-JRMC DET Sasebo's capabilities will normally be trucked or flown to Yokosuka for accomplishment. The Production Shop can perform intermediate and depot level installs/repairs. Portable tools are available for loan. Messages relating to repair matters in Sasebo should be addressed to SRF-JRMC DET SASEBO JA, with information copies to SURFMO SASEBO JA, SRF-JRMC YOKOSUKA JA and COMFLEACT SASEBO JA.

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

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

- d. IIT Strike Group Superintendent. Project Manager for Strike Group IIT installations. Scheduling for Strike Group availabilities. Work scheduling conflicts and issues. Liaison with SPAWAR Fleet Readiness Directorate for Strike Group scheduling issues. Responsible to IIT Team leader for Strike Group scheduling, availability and system readiness to install. Ensure timely submission of reports and other engineering documentation. Liaison with Ship Repair Facility, Naval Supervising Activity, NAVSEA Ship Platform Manager, Fleet Commands, Type Commanders, Strike Group Commanders and Commanding Officers to resolve Strike Group availability, scheduling and Strike Group C4ISR composition issues. Coordinate final authorization to install in Strike Group ships.
- e. IIT Ship Superintendent. Represents Commanding Officer, SPAWAR Systems Center Pacific, to Fleet Commanding Officers. Verifies work performed adheres to prescribed scope of tasking, policy and guidance. Designated person with overall responsibility for the conduct of the IIT. Has technical authority over contractor team members; shall be knowledgeable of and responsible for team adherence to all invoked requirements including safety and quality. Provides a single point of contact between ships and various waterfront activities. Coordinates installations with the Regional Maintenance and Modernization Coordination Office.
- f. Alteration Installation Team Manager. Responsible for installation of individual C4ISR systems in Strike Group ships. Ensures system has current funding, approved Ship Change Document and Government-Furnished Equipment ready for installation. Writes Statement of Work; provides and reviews cost estimates for contractor support as required. Provides system engineering and technical specifications before and during installation. Conducts System Operational Verification Testing and provides operator and maintenance training. Delivers drawings, configurations change forms and other system Integrated Logistics Support to ship's company as necessary. Updates Ship Selected Record as necessary. Reports to SPAWAR Systems Center Technical Code for installation assignment, pay, travel and other administrative matters. Reports to Ship Superintendent for operational matters concerning individual system installations.
- g. Integrated Logistics Support Manager. Implements Integrated Logistics Support policies and procedures in accordance with Integrated Logistics Support guidance to the Installation Management Office and IITs.