

**DATA CALL 1: GENERAL INSTALLATION INFORMATION**

**33341**

1. **ACTIVITY:** Follow example as provided in the table below (delete the examples when providing your input). If any of the questions have multiple responses, please provide all. If any of the information requested is subject to change between now and the end of Fiscal Year (FY) 1995 due to known redesignations, realignments/closures or other action, provide current and projected data and so annotate.

- Name

Official name	<u>Shore Intermediate Maintenance Activity, Portsmouth</u>
Acronym(s) used in correspondence	<u>SIMA Portsmouth</u>
Commonly accepted short title(s)	<u>SIMA Portsmouth</u>

- Complete Mailing Address

Commanding Officer  
 Shore Intermediate Maintenance Activity, Portsmouth  
 St. Julien's Creek Annex  
 Portsmouth, Virginia 23702-5001

- PLAD

SIMA PORTSMOUTH VA

- PRIMARY UIC: 33341 (Plant Account UIC for Plant Account Holders)

Enter this number as the Activity identifier at the top of each Data Call response page.

- ALL OTHER UIC(s): 85808 PURPOSE: Naval Reserve SIMA Portsmouth Coordinating 106
- 85809 Naval Reserve SIMA Portsmouth Det 206
- 87900 Naval Reserve SIMA Portsmouth Det 306
- 87895 Naval Reserve SIMA Portsmouth Det 501
- 87493 Naval Reserve SIMA Portsmouth Det 602
- 82834 Naval Reserve SIMA Portsmouth Det 705

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2. PLANT ACCOUNT HOLDER:

- Yes   X   No            (check one)  
Class 3 and 4 plant property only.

3. ACTIVITY TYPE: Choose most appropriate type that describes your activity and completely answer all questions.

• HOST COMMAND: A host command is an activity that provides facilities for its own functions and the functions of other (tenant) activities. A host has accountability for Class 1 (land), and/or Class 2 (buildings, structures, and utilities) property, regardless of occupancy. It can also be a tenant at other host activities.

Yes            No   X   (check one)

• TENANT COMMAND: A tenant command is an activity or unit that occupies facilities for which another activity (i.e., the host) has accountability. A tenant may have several hosts, although one is usually designated its primary host. If answer is "Yes," provide best known information for your primary host only.

Yes   X   No            (check one)

Primary Host (current) UIC: 68940 \*\*  
Primary Host (as of 01 Oct 1995) UIC: 68940 \*\*  
Primary Host (as of 01 Oct 2001) UIC: 68940 \*\*  
\*\* Naval Command, Control and Ocean Surveillance

Center

• INDEPENDENT ACTIVITY: For the purposes of this Data Call, this is the "catch-all" designator, and is defined as any activity not previously identified as a host or a tenant. The activity may occupy owned or leased space. Government Owned/Contractor Operated facilities should be included in this designation if not covered elsewhere.

Yes            No   X   (check one)

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4. SPECIAL AREAS: List all Special Areas. Special Areas are defined as Class 1/Class 2 property for which your command has responsibility that is not located on or contiguous to main complex.

Name	Location	UIC
This command has no Special Areas.		

5. DETACHMENTS: If your activity has detachments at other locations, please list them in the table below.

Name	UIC	Location	Host name	Host UIC
This command has no detachments at other locations.				

6. BRAC IMPACT: Were you affected by previous Base Closure and Realignment decisions (BRAC-88, -91, and/or -93)? If so, please provide a brief narrative.

This command was not affected by previous Base Closure and Realignment decisions.

7. MISSION: Do not simply report the standard mission statement. Instead, describe important functions in a bulletized format. Include anticipated mission changes and brief narrative explanation of change; also indicate if any current/projected mission changes are a result of previous BRAC-88, -91, -93 action(s).

#### Current Missions

- Hull, machinery and electrical repair services, including system and component maintenance on non-nuclear secondary propulsion plant systems for nuclear powered ships.
- Aviation-related maintenance including:
  - Repairs to catapult and arresting gear
  - Non-skid resurfacing of flight/hangar decks
  - Facilities/technical support for ships' force rehabilitation of ground support equipment and weapons handling/support equipment
  - Weight testing of aviation ordnance handling equipment
  - Repair and modification of aviation fuels systems
  - Maintenance and issue of aerial manlifts to Fleet units
  - Corrosion control services
  - Depot-level overhaul of Helicopter Landing System/Recovery, Assist, Secure, Traverse (HLS/RAST) systems and components
- Non-Destructive Test (NDT) services including recertification/requalification of NDT inspectors in nuclear/non-nuclear inspection methods and performance of nuclear/non-nuclear inspections on controlled work and welder/brazer qualification test assemblies
  - *Support seashore rotation with shore duty opportunities by providing in-rate training for sea intensive ratings (Am CUF N95B 2/14/94)*
- Technical Library services including maintenance of up-to-date-technical manuals, instructions and blueprints
  - *Provide intermediate maintenance to supported ships, particularly nuclear and non-nuclear carriers.*

#### Projected Missions for FY 2001

- "Center of Excellence" for aviation-related maintenance described above
- *Plus missions listed as "current missions."*

(Changes by MR Shephard,  
2/12/94, N95)

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8. UNIQUE MISSIONS: Describe any missions which are unique or relatively unique to the activity. Include information on projected changes. Indicate if your command has any National Command Authority or classified mission responsibilities.

Current Unique Missions

- System and component maintenance on non-nuclear secondary propulsion plant systems for nuclear powered ships
- Operation of the largest Shore Intermediate Maintenance Activity corrosion control facility, with plans in progress to bring a second facility on line by September 1994 to meet Fleet demand for corrosion control services
- The only East Coast depot-level repair facility for the overhaul of Helicopter Landing System/Recovery, Assist, Secure Traverse (HLS/RAST) systems and components

Projected Unique Missions for FY 2001

- "Center of Excellence" for aviation-related maintenance as described in question #7

9. IMMEDIATE SUPERIOR IN COMMAND (ISIC): Identify your ISIC. If your ISIC is not your funding source, please identify that source in addition to the operational ISIC.

- Operational name UIC  
Commander Naval Air Force, 57012  
U.S. Atlantic Fleet \*\*
- Funding Source UIC

\*\* SIMA Portsmouth receives reimbursable OPTAR from Ships Parts Control Center, Mechanicsburg, PA for depot-level overhaul of Helicopter Landing System/Recovery, Assist, Secure, Traverse (HLS/RAST) systems and components. SIMA Portsmouth also receives various other reimbursable OPTARs from other commands to perform repair tasks not fundable with Fleet maintenance funding.

*Reimbursable OPTAR customers include Ships Parts Control Center (SPEC), Naval Aviation Depot Operations Center (NADOC), Naval Sea Systems Command (NAVSEA), and Naval Air Warfare Center (NAWC).*

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10. PERSONNEL NUMBERS: Host activities are responsible for totalling the personnel numbers for all of their tenant commands, even if the tenant command has been asked to separately report the data. The tenant totals here should match the total tally for the tenant listing provided subsequently in this Data Call (see Tenant Activity list). (Civilian count shall include Appropriated Fund personnel only.)

On Board Count as of 01 January 1994

	Officers	Enlisted	Civilian
(Appropriated)			
• Reporting Command	<u>ACDU 5</u>	<u>ACDU 340</u>	<u>Note (1) 15</u>
	<u>Reserve 14</u>	<u>Reserve 177</u>	

Note (1) Includes permanent duty (312) and limited duty (28) personnel only. Does not include Temporary Additional Duty (TAD) personnel.

• Tenants (total) Not Applicable

Authorized Positions as of 30 September 1994

	Officers	Enlisted	Civilian
(Appropriated)			
• Reporting Command	<u>ACDU 5</u>	<u>ACDU 186</u>	<u>19</u>
	<u>Reserve 17</u>	<u>Note (2) Reserve 217</u>	<u>Note (2)</u>

Note (2) Numbers are approximate as of 30 September 1993 based on Reserve Unit Activity Documents (RUADs) held by Reserve Unit Commanding Officers. Exact projections for 30 September 1994 were unavailable at time of data call response.

• Tenants (total) Not Applicable

11. KEY POINTS OF CONTACT (POC): Provide the work, FAX, and home telephone numbers for the Commanding Officer or OIC, and the Duty Officer. Include area code(s). You may provide other key POCs if so desired in addition to those above.

<u>Title/Name</u>	<u>Office</u>	<u>Fax</u>	<u>Home</u>
• Commanding Officer	DSN 961-0120	DSN 961-0122	(804) 498-8797
LCDR A.E. Walker	(804) 396-0120	(804) 396-0122	
(Retirement request for 1 April 1994 pending)			



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• Tenants (Other than those identified previously)

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
None					

13. REGIONAL SUPPORT: Identify your relationship with other activities, not reported as a host/tenant, for which you provide support. Again, this list should be all-inclusive. The intent of this question is capture the full breadth of the mission of your command and your customer/supplier relationships. Include in your answer any Government Owned/Contractor Operated facilities for which you provide administrative oversight and control.

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
<u>Ships Parts Control Center (SPCC)</u>	<u>Mechanicsburg, PA</u>	<u>Depot-level repair of HLS/RAST systems for return to Navy supply system via SPCC</u>
<u>Naval Air Warfare Center (NAWC)</u>	<u>Lakehurst, NJ</u>	<u>Fulfill overhaul requirements and perform field/service changes for HLS/RAST systems as directed by NAWC</u>
<u>DynCorp</u>	<u>SIMA Portsmouth VA</u>	<u>Facilities, equipment, transportation, safety program management/support, hazardous waste management and spill response support for resident contractor</u>
<u>Carrier Engineering Material Support Unit (CEMAT)</u>	<u>Norfolk, VA</u>	<u>Provide repair parts for contractor repair jobs</u>
<u>Weapons Elevator Support Unit (WESU)</u>	<u>Norfolk, VA</u>	<u>Provide repair parts for contractor repair jobs</u>

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14. FACILITY MAPS: This is a primary responsibility of the plant account holders/host commands. Tenant activities are not required to comply with submission if it is known that your host activity has complied with the request. Maps and photos should not be dated earlier than 01 January 1991, unless annotated that no changes have taken place. Any recent changes should be annotated on the appropriate map or photo. Date and label all copies.

\* Local Area Map. This map should encompass, at a minimum, a 50 mile radius of your activity. Indicate the name and location of all DoD activities within this area, whether or not you support that activity. Map should also provide the geographical relationship to the major civilian communities within this radius. (Provide 12 copies.)

\* Installation Map / Activity Map / Base Map / General Development Map / Site Map. Provide the most current map of your activity, clearly showing all the land under ownership/control of your activity, whether owned or leased. Include all outlying areas, special areas, and housing. Indicate date of last update. Map should show all structures (numbered with a legend, if available) and all significant restrictive use areas/zones that encumber further development such as HERO, HERP, HERF, ESQD arcs, agricultural/forestry programs, environmental restrictions (e.g., endangered species). (Provide in two sizes: 36"x 42" (2 copies, if available); and 11"x 17" (12 copies).)

\* Aerial photo(s). Aerial shots should show all base use areas (both land and water) as well as any local encroachment sites/issues. You should ensure that these photos provide a good look at the areas identified on your Base Map as areas of concern/interest - remember, a picture tells a thousand words. Again, date and label all copies. (Provide 12 copies of each, 8½"x 11".)

\* Air Installations Compatible Use Zones (AICUZ) Map. (Provide 12 copies.)

\*\* Maps and photos will be provided by host command, Naval Inservice Engineering East.

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BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

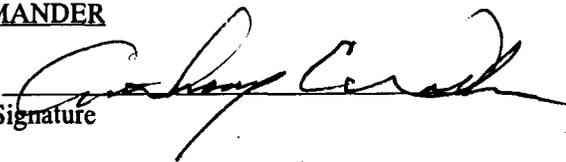
The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

Anthony E. Walker  
NAME (Please type or print)

  
Signature

Commanding Officer  
Title

1 FEB 94  
Date

Shore Intermediate Maintenance Activity, Portsmouth  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

A. A. LESS  
NAME (Please type or print)

*A. A. Less*  
Signature

COMMANDER  
Title

5 Feb 1994  
Date

COMMANDER NAVAL AIR FORCE  
Activity ATLANTIC FLEET

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

H. H. MAUZ, JR.  
NAME (Please type or print)

*H. H. Mauz*  
Signature

ADMIRAL, U.S. NAVY  
Title

2/15/94  
Date

Commander In Chief  
U.S. Atlantic Fleet

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

S. F. Loftus  
~~Wice Admiral, U.S. Navy~~  
NAME (Please type or print) Deputy Chief of Naval  
Operations (Logistics)

*S. F. Loftus*  
Signature

\_\_\_\_\_  
Title

17 FEB 1994  
Date

151

30 June 1994

*Capable*

**DATA CALL FOR ~~MILITARY~~ VALUE ANALYSES  
SHORE INTERMEDIATE MAINTENANCE ACTIVITIES /  
NAVAL RESERVE MAINTENANCE FACILITIES  
AND  
TRIDENT REFIT FACILITIES**

Category . . . . . **Industrial Activities**  
 Type . . . . . **SIMAs / NRMFs / TRFs**

Claimant . . . . . **CINCLANTFLT**  
 . . . . . **CINCPACFLT**

Notes: In the context of this Data Call:

1. Base your responses for FY 1994 and previous years on executed workload, and for FY 1995 and subsequent years on workload as programmed. Use the workload as programmed in the FY 1995 Budget Submission and POM-96. Unless otherwise specified, use workload mixes as programmed. In estimating projected workload capabilities, use the activity configuration as of completion of all BRAC-88/91/93 actions, and of ongoing operational actions (e.g. decommissioning of various Tenders, etc.). The objective is to accurately capture your entire workload.
2. Unless otherwise specified, for questions addressing maximum workload within the Mission Area of the Data Call, base your response on an eight hour day/five day notional normal work week (1-8-5). Please identify any processes which, under normal operations, operate on a different schedule.
3. For purposes of this Data Call, Depot maintenance is regarded as the maintenance performed on material that requires major overhaul or a complete rebuild of parts, assemblies, subassemblies, and end items, including the manufacture of parts, modifications, testing, and reclamation, as required. Depot maintenance serves to support lower categories of maintenance. Depot maintenance provides stocks of serviceable equipment by using more extensive facilities for repair than are available in lower level maintenance activities. Depot or indirect maintenance functions are identified by the type of equipment maintained or repaired.
4. For purposes of this Data Call, it is understood that data reporting workload in terms of Direct Labor Man Hours (DLMHs) reflects both Productive Labor and Productive Support Labor expended on that workload.

If any responses are classified, so annotate the applicable question and include those responses in a separate classified annex.

This document has been prepared in WordPerfect 5.1/5.2.

**Note:** The Box below breaks out Defense Department Depot Maintenance and Industrial activities by Commodity Groups for further assessment. The highlighted items have been incorporated into this Data Call. If your activity performs work in any other area, please include such workload and so annotate your Data Call response.

**JCSG-DM: Maintenance and Industrial Activities**

**Commodity Groups List**

- |  |   |
|--|---|
| <p>1. Aircraft Airframes:<br/>         Rotary<br/>         VSTOL<br/>         Fixed Wing<br/>             Transport / Tanker / Bomber /<br/>             Command and Control<br/>             Light Combat<br/>             Admin / Training<br/>         Other</p>                      | <p>7. <b>Ground and Shipboard Communications<br/>         and Electronic Equipment</b><br/>         Radar<br/>         Radio Communications<br/>         Wire Communications<br/>         Electronic Warfare<br/>         Navigational Aids<br/>         Electro-Optics / Night Vision<br/>         Satellite Control / Space Sensors</p> |
| <p>2. Aircraft Components<br/>         Dynamic Components<br/>         Aircraft Structures<br/>         Hydraulic/Pneumatic<br/>         Instruments<br/>         Landing Gear<br/>         Aviation Ordnance<br/>         Avionics/Electronics<br/>         APUs<br/>         Other</p> | <p>8. <b>Automotive / Construction Equipment</b></p>  |
| <p>3. Engines (Gas Turbine)<br/>         Aircraft<br/>         Ship<br/>         Tank<br/>         Blades / Vanes (Type 2)</p>   | <p>9. Tactical Vehicles<br/>         Tactical Automotive Vehicles<br/>         Components</p>   |
| <p>4. Missiles and Missile Components<br/>         Strategic<br/>         Tactical / MLRS</p>  | <p>10. Ground General Purpose Items<br/>         Ground Support Equipment (except aircraft)<br/>         Small Arms / Personal Weapons<br/>         Munitions / Ordnance<br/>         Ground Generators<br/>         Other</p>  |
| <p>5. Amphibians<br/>         Vehicles<br/>         Components (less GTE)</p>  | <p>11. <b>Sea Systems</b><br/>         Ships<br/>         Weapons Systems</p>   |
| <p>6. Ground Combat Vehicles<br/>         Self-propelled<br/>         Tanks<br/>         Towed Combat Vehicles<br/>         Components (less GTE)</p>  | <p>12. Software<br/>         Tactical Systems<br/>         Support Equipment</p>  |
|  | <p>13. Special Interest Items<br/>         Bearings Refurbishment<br/>         Calibration (Type I)<br/>         TMDE</p>   |
|  | <p>14. <b>Other</b></p>   |

**DATA CALL for MILITARY VALUE ANALYSES  
SHORE INTERMEDIATE MAINTENANCE ACTIVITIES  
and TRIDENT REFIT FACILITIES**

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## Table of Acronyms

AICUZ	Air Installation Compatible Use Zone
ACE	Acquisition Cost of Equipment
CCN	Category Code Number
CHT	Collection, Holding and Transfer
CIA	Controlled Industrial Area
CPV	Current Plant Value
DLMH	Direct Labor Man Hours
ESQD	Explosive Safety Quantity Distance
FY	Fiscal Year
GMT	General Military Training
GPD	Gallons-per-Day
HERF	Hazards from Electromagnetic Radiation, Fuel
HERO	Hazards from Electromagnetic Radiation, Ordnance
HERP	Hazards from Electromagnetic Radiation, Personnel
IMA	Intermediate Maintenance Activity
IPE	Industrial Plant Equipment
JCSG-DM	Joint Cross Service Group - Depot Maintenance
KSF	Thousands of Square Feet
KVA	Kilo Volt-Amp
MILCON	Military Construction
MLLW	Mean Low Low Water
MRP	Maintenance of Real Property
OOS	Out of Specification
PSI	Pounds-per-square inch
QC/NDT	Quality Control / Non-Destructive Testing
RMC	Regional Maintenance Concept
RO/RO	Roll On/Roll Off
SIMA	Shore Intermediate Maintenance Activity / Naval Reserve Maintenance Activity
TRF	Trident Refit Facility
UIC	Unit Identification Code

## DATA CALL for CAPACITY ANALYSES

### Shore Intermediate Maintenance Activities and TRIDENT Refit Facilities

Primary UIC: 33341

(Use this number as identification at top of every page)

Mission Area

#### 1. Ship Work

General Notes:

The following guidelines were used in the completion of sections 1 and 2:

- (1.) Sima Portsmouth utilized the MRMS computer system to provide historical data for this section. The MRMS system does not directly provide Direct Labor Man-hours (DLMHS) as defined in this document. Direct Labor Man-Hours were calculated using the following methods:
  - a. For completed work - Expended Production Man-hours were increased by a Support Ratio Factor. The Support Ratio Factor is equal to the reported Production Support Man-Hours divided by the Gross Production Man-Hours.
  - b. For work still in progress - The man-hours already expended were calculated as above. This was summed with the remaining Planned Man-Hours increased by the Support Ratio.
  - c. For work not yet started - The Planned Man-hours, increased by the Support Ratio was used.
- (2.) SHORE - A significant amount of SIMA Portsmouth's loading comes from other shore commands. The most significant component of the "SHORE" class is SIMA Portsmouth's Helicopter Landing Systems / Recovery Assist Secure Traverse (HLS/RAST) shop which accounts for an average of 35 K DLMHS annually.

Activity: 33341

(3.) SIMA Portsmouth's Non-Skid shop's capacity and loading are expected to increase to twice their current levels within the next 2 years. This is based on an increase of workload from SURFLANT units. SURFLANT has already provided additional personnel and equipment to SIMA Portsmouth towards this end.

(4.) SIMA Portsmouth's Ground Support Equipment shop's capacity and loading are expected to increase to twice their current levels within the next two years. This is based on additional shop space provided by their new facilities.

1.1 For each ship class currently homeported at or near your base and serviced by your activity, the executed and programmed workload, in both numbers of ships and in Direct Labor Man Hours, in thousands of hours (K DLMHs) expended on that class for the period requested.

Table 1.1.a: **Historic and Predicted Ship Work**

Ship Class	Workload (units - ships)					
	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995
AD	1	1	1	1	1	1
AFS	3	3	3	0	1	1
AO	0	0	0	1	0	0
AOE	0	0	0	1	0	0
AOR	0	2	0	1	1	0
ARS	1	0	0	0	1	0
AS	2	2	2	1	0	0
CG	1	0	2	3	1	1
CGN	1	1	2	1	1	1

Table 1.1.a: Cont.

Ship Class	Workload (units - ships)					
	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995
CV	7	6	3	3	2	1
CVN	3	3	3	4	4	4
DD	1	0	1	1	1	1
DDG	3	1	0	1	1	1
FFG	5	3	3	1	0	1
LHA	1	1	1	2	1	2
LHD	1	1	1	1	1	2
LCC	1	1	0	0	1	1
LKA	1	0	1	0	0	0
LPD	2	1	1	3	2	3
LPH	1	1	3	3	1	1
LSD	0	0	1	1	1	0
LST	1	1	0	2	0	0
SSN	0	0	1	0	0	0
YTB	0	0	0	1	0	0
Total	36	28	29	32	21	21

## 1. Ship Work, continued

Table 1.1.b: Historic and Predicted Ship Work

Ship Class	Workload (units - ships)					
	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AD	1	1	0	0	0	0
AFS	0	0	0	0	0	0
AO	0	0	0	0	0	0
AOE	0	0	0	0	0	0
AOR	0	0	0	0	0	0
ARS	0	0	0	0	0	0
AS	0	0	0	0	0	0
CG	1	1	2	2	2	2
CGN	1	1	1	1	1	1
CV	0	0	0	0	0	0
CVN	5	5	5	5	5	5
DD	2	2	2	2	2	2
DDG	2	2	3	3	3	3
FFG	1	2	2	2	3	3
LHA	2	2	2	2	2	2
LHD	2	2	2	2	2	2
LCC	1	1	1	1	1	1

Table 1.1.b: Cont.

Ship Class	Workload (units - ships)					
	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
LKA	0	0	0	0	0	0
LPD	4	4	4	4	4	4
LPH	1	0	0	0	0	0
LSD	1	0	0	0	0	0
LST	0	0	0	0	0	0
SSN	0	0	0	0	0	0
YTB	0	0	0	0	0	0
Total	24	23	24	24	25	25

Table 1.1.c: Historic and Predicted Ship Work

Ship Class	Workload (K DLMHs)					
	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995
AD	0.063	0.018	0.34	1	0.13	0.25
AFS	1.125	1	0.24	0	0.051	0.25
AO	0	0	0	0.15	0	0
AOE	0.35	0	0.035	0	0	0
AOR	0	0.23	0	0.012	0.074	0
ARS	0.004	0	0.005	0	0.01	0
AS	0.67	0.31	0.1	0.61	0	0
CG	0.01	0	0.045	1.3	0.009	0.08
CGN	0.16	0.14	0.6	0.07	0.2	0.2

Table 1.1.c: Cont.

Ship Class	Workload (K DLMHs)					
	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995
CV	139.5	84.5	61.0	82.8	76.3	38.5
CVN	74.5	30.1	36.7	92.2	73.0	86.4
DD	0.125	0	0.05	0.21	0.125	0.125
DDG	1.1	0.8	0	0.23	0.05	1.5
FFG	8.1	3.0	5.9	0.125	0	2
LHA	0.25	0.05	1.75	7.7	9.1	10.4
LHD	1.5	0.65	1.25	7.7	9.1	5
LCC	0.135	0.09	0	0.002	.1	.1
LKA	0.006	0	0.08	0	0	0
LPD	1.4	0.15	0.125	4.3	8.4	11.4
LPH	0.67	0.375	4.9	9.3	2.7	10.4
LSD	0	0	0.08	0.8	0.2	0
LST	0.03	0.005	0	0.8	0	0
SSN	0	0	0.12	0	0	0
YTB	0	0	0	0.006	0	0
Total	229.698	121.418	113.32	209.315	179.549	166.605

## 1. Ship Work, continued

Table 1.1.d: Historic and Predicted Ship Work

Ship Class	Workload (K DLMHs)					
	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AD	0.25	0.25	0	0	0	0
AFS	0	0	0	0	0	0
AO	0	0	0	0	0	0
AOE	0	0	0	0	0	0
AOR	0	0	0	0	0	0
ARS	0	0	0	0	0	0
AS	0	0	0	0	0	0
CG	2	2	7	7	7	7
CGN	1	1.5	1	1	1	1
CV	0	0	0	0	0	0
CVN	167.5	177	179	184	184	184
DD	2	2	6	6	6	6
DDG	3	4	6	7	7	7
FFG	3	4	7	7	7	7
LHA	22	32	33	34	34	34
LHD	21	21	19.5	20.5	20.5	20.5
LCC	0.1	0.1	0.1	0.1	0.1	0.1
LKA	0	0	0	0	0	0
LPD	18	18	16.5	20.5	20.5	20.5

## 1. Ship Work, continued

Table 1.1.d: Cont.

Ship Class	Workload (K DLMHs)					
	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
LPH	9	0	0	0	0	0
LSD	1	0	0	0	0	0
LST	0	0	0	0	0	0
SSN	0	0	0	0	0	0
YTB	0	0	0	0	0	0
Total	249.85	261.85	275.1	287.1	287.1	287.1

1.2 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, maximum apprentice training, optimum (repeat order manufacturing lead times) procurement, and maximum equipment support; and (c) no major MILCON additional to that already programmed: what is the maximum extent to which the capability at this activity could be expanded while still meeting schedule commitments to your customers?

Table 1.2.a: Maximum Potential Ship Work

Ship Class	Workload (units - ships)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AD	1	1	1	0	0	0	0
AFS	1	0	0	0	0	0	0
AO	0	0	0	0	0	0	0
AOE	0	0	0	0	0	0	0
AOR	0	0	0	0	0	0	0
ARS	0	0	0	0	0	0	0

Table 1.2.a: Cont.

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Ship Class	Workload (units - ships)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AS	0	0	0	0	0	0	0
CG	2	2	2	2	2	2	2
CGN	2	2	2	2	2	2	2
CV	1	0	0	0	0	0	0
CVN	4	5	5	5	5	5	5
DD	2	3	3	3	3	3	3
DDG	2	3	3	3	3	3	3
FFG	2	3	3	3	3	4	4
LHA	2	2	2	3	3	2	2
LHD	2	2	2	2	2	2	2
LCC	1	1	1	1	1	1	1
LKA	0	0	0	0	0	0	0
LPD	3	4	4	4	4	4	4
LPH	1	1	0	0	0	0	0
LSD	1	1	0	0	0	0	0
LST	0	0	0	0	0	0	0
SSN	0	0	0	0	0	0	0
YTB	0	0	0	0	0	0	0
Total	27	30	28	28	28	28	28

Table 1.2.b: Maximum Potential Ship Work

Ship Class	Workload (K DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AD	0.25	0.25	.25	0	0	0	0
AFS	0.25	0	0	0	0	0	0
AO	0	0	0	0	0	0	0
AOE	0	0	0	0	0	0	0
AOR	0	0	0	0	0	0	0
ARS	0	0	0	0	0	0	0
AS	0	0	0	0	0	0	0
CG	0.2	2	2	7	7	7	7
CGN	1	1.2	1.5	1.2	1.2	1.2	1.2
CV	38.5	0	0	0	0	0	0
CVN	90	167.5	177	179	184	184	184
DD	1	3	3	7	7	7	7
DDG	1.5	4	5	7	7	7	7
FFG	2	4	5	7	7	7	7
LHA	10.4	22	32	33	34	34	34
LHD	5	21	21	20	21	21	21
LCC	0.3	0.3	0.3	0.3	0.3	0.3	0.3
LKA	0	0	0	0	0	0	0
LPD	11.4	18	20	20	21	21	21

Table 1.2.b: Cont.

Ship Class	Workload (K DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
LPH	11	9	0	0	0	0	0
LSD	1	1	0	0	0	0	0
LST	0	0	0	0	0	0	0
SSN	0	0	0	0	0	0	0
YTB	0	0	0	0	0	0	0
Total	173.8	253.25	267.05	281.5	289.5	289.5	289.5

## Mission Area

## 2. Ship Work Summary

2.1 In the tables following, bring the information from the tables in Section 1.1 and 1.2 forward and calculate ship work workload variance for FY 1995-2001.

Table 2.1.a: PREDICTED SHIP WORK VARIANCE for *FY 1995*

Ship Class	<i>FY 1995</i>		
	Workload (unit - ships)		
	Predicted Work	Potential Workload	Variance
AD	1	1	0
AFS	1	1	0
AO	0	0	0
AOE	0	0	0
AOR	0	0	0
ARS	0	0	0
AS	0	0	0
CG	1	2	1
CGN	1	2	1
CV	1	1	0
CVN	4	4	0
DD	1	2	1
DDG	1	2	1
FFG	1	2	1
LHA	2	2	0
LHD	2	2	0

Table 2.1.a: Cont.

Ship Class	Workload (unit - ships)		
	Predicted Work	Potential Workload	Variance
LCC	1	1	0
LKA	0	0	0
LPD	3	3	0
LPH	1	1	0
LSD	0	1	1
LST	0	0	0
SSN	0	0	0
YTB	0	0	0
FY 1995 TOTAL:	21	27	6

## 2. Ship Work Summary, continued

Table 2.1.b: PREDICTED SHIP WORK VARIANCE for *FY 1996*

Ship Class	Workload (units - ships)		
	Predicted Work	Potential Workload	Variance
AD	1	1	0
AFS	0	0	0
AO	0	0	0
AOE	0	0	0
AOR	0	0	0
ARS	0	0	0
AS	0	0	0
CG	1	2	1
CGN	1	2	1
CV	0	0	0
CVN	5	5	0
DD	2	3	1
DDG	2	3	1
FFG	1	3	2
LHA	2	2	0
LHD	2	2	0

Table 2.1.b: Cont.

Ship Class	Workload (units - ships)		
	Predicted Work	Potential Workload	Variance
LCC	1	1	0
LKA	0	0	0
LPD	4	4	0
LPH	1	1	0
LSD	1	1	0
LST	0	0	0
SSN	0	0	0
YTB	0	0	0
FY 1996 TOTAL:	24	30	6

## 2. Ship Work Summary, continued

Table 2.1.c: PREDICTED SHIP WORK VARIANCE for *FY 1997*

Ship Class	<i>FY 1997</i>		
	Workload (unit - ships)		
	Predicted Work	Potential Workload	Variance
AD	1	1	0
AFS	0	0	0
AO	0	0	0
AOE	0	0	0
AOR	0	0	0
ARS	0	0	0
AS	0	0	0
CG	1	2	1
CGN	1	2	1
CV	0	0	0
CVN	5	5	0
DD	2	3	1
DDG	2	3	1
FFG	2	3	1
LHA	2	2	0
LHD	2	2	0

Table 2.1.c: Cont.

Ship Class	Workload (unit - ships)		
	Predicted Work	Potential Workload	Variance
LCC	1	1	0
LKA	0	0	0
LPD	4	4	0
LPH	0	0	0
LSD	0	0	0
LST	0	0	0
SSN	0	0	0
YTB	0	0	0
FY 1997 TOTAL:	23	28	5

## 2. Ship Work Summary, continued

Table 2.1.d: PREDICTED SHIP WORK VARIANCE for FY 1998

Ship Class	FY 1998		
	Workload (unit - ships)		
	Predicted Work	Potential Workload	Variance
AD	0	0	0
AFS	0	0	0
AO	0	0	0
AOE	0	0	0
AOR	0	0	0
ARS	0	0	0
AS	0	0	0
CG	2	2	0
CGN	1	2	1
CV	0	0	0
CVN	5	5	0
DD	2	3	1
DDG	3	3	0
FFG	2	4	2
LHA	2	2	0
LHD	2	2	0

Table 2.1.d: Cont.

Ship Class	Workload (unit - ships)		
	Predicted Work	Potential Workload	Variance
LCC	1	1	0
LKA	0	0	0
LPD	4	4	0
LPH	0	0	0
LSD	0	0	0
LST	0	0	0
SSN	0	0	0
YTB	0	0	0
FY 1998 TOTAL:	24	28	4

## 2. Ship Work Summary, continued

Table 2.1.e: PREDICTED SHIP WORK VARIANCE for FY 1999

Ship Class	FY 1999		
	Workload (units - ships)		
	Predicted Work	Potential Workload	Variance
AD	0	0	0
AFS	0	0	0
AO	0	0	0
AOE	0	0	0
AOR	0	0	0
ARS	0	0	0
AS	0	0	0
CG	2	2	0
CGN	1	2	1
CV	0	0	0
CVN	5	5	0
DD	2	3	1
DDG	3	3	0
FFG	2	3	1
LHA	2	3	1
LHD	2	2	0

Table 2.1.e: Cont.

Ship Class	Workload (units - ships)		
	Predicted Work	Potential Workload	Variance
LCC	1	1	0
LKA	0	0	0
LPD	4	4	0
LPH	0	0	0
LSD	0	0	0
LST	0	0	0
SSN	0	0	0
YTB	0	0	0
FY 1999 TOTAL:	24	28	4

## 2. Ship Work Summary, continued

Table 2.1.f: PREDICTED SHIP WORK VARIANCE for FY 2000

Ship Class	FY 2000		
	Workload (unit - ships)		
	Predicted Work	Potential Workload	Variance
AD	0	0	0
AFS	0	0	0
AO	0	0	0
AOE	0	0	0
AOR	0	0	0
ARS	0	0	0
AS	0	0	0
CG	2	2	0
CGN	1	2	1
CV	0	0	0
CVN	5	5	0
DD	2	3	1
DDG	3	3	0
FFG	3	4	1
LHA	2	2	0
LHD	2	2	0

Table 2.1.f: Cont.

Ship Class	Workload (unit - ships)		
	Predicted Work	Potential Workload	Variance
LCC	1	1	0
LKA	0	0	0
LPD	4	4	0
LPH	0	0	0
LSD	0	0	0
LST	0	0	0
SSN	0	0	0
YTB	0	0	0
FY 2000 TOTAL:	25	28	3

## 2. Ship Work Summary, continued

Table 2.1.g: PREDICTED SHIP WORK VARIANCE for FY 2001

Ship Class	FY 2001		
	Workload (units - ships)		
	Predicted Work	Potential Workload	Variance
AD	0	0	0
AFS	0	0	0
AO	0	0	0
AOE	0	0	0
AOR	0	0	0
ARS	0	0	0
AS	0	0	0
CG	2	2	0
CGN	1	2	1
CV	0	0	0
CVN	5	5	0
DD	2	3	1
DDG	3	3	0
FFG	3	4	1
LHA	2	2	0
LHD	2	2	0

Table 2.1.g: Cont.

Ship Class	Workload (units - ships)		
	Predicted Work	Potential Workload	Variance
LCC	1	1	0
LKA	0	0	0
LPD	4	4	0
LPH	0	0	0
LSD	0	0	0
LST	0	0	0
SSN	0	0	0
YTB	0	0	0
FY 2001 TOTAL:	25	28	3

## 2. Ship Type Workload Summary, continued

Table 2.1.h: PREDICTED SHIP WORK VARIANCE of SIMAs/TRFs for FY 1995

Ship Class	FY 1995		
	Workload (K DLMHs)		
	Predicted Work	Potential Workload	Variance
AD	0.25	0.25	0
AFS	0.25	0.25	0
AO	0	0	0
AOE	0	0	0
AOR	0	0	0
ARS	0	0	0
AS	0	0	0
CG	0.08	.2	.12
CGN	0.2	1	0.8
CV	38.5	38.5	0
CVN	86.4	90	3.6
DD	0.125	1	0.875
DDG	1.5	1.5	0
FFG	2	2	0
LHA	10.4	10.4	0
LHD	5	5	0

## 2. Ship Type Workload Summary, continued

Table 2.1.h: Cont.

Ship Class	FY 1995		
	Workload (K DLMHs)		
	Predicted Work	Potential Workload	Variance
LCC	.1	0.3	0.2
LKA	0	0	0
LPD	11.4	11.4	0
LPH	10.4	11	0.6
LSD	0	1	1
LST	0	0	0
SSN	0	0	0
YTB	0	0	0
FY 1995 TOTAL:	166.605	173.8	7.195

NOTE: Expressed in K DLMHs for consistency

## 2. Ship Type Workload Summary, continued

Table 2.1.i: PREDICTED SHIP WORK VARIANCE of SIMAs/TRFs for FY 1996

Ship Class	FY 1996		
	Workload (K DLMHs)		
	Predicted Work	Potential Workload	Variance
AD	0.25	0.25	0
AFS	0	0	0
AO	0	0	0
AOE	0	0	0
AOR	0	0	0
ARS	0	0	0
AS	0	0	0
CG	2	2	0
CGN	1	1.2	0.2
CV	0	0	0
CVN	167.5	167.5	0
DD	2	3	1
DDG	3	4	1
FFG	3	4	1
LHA	22	22	0
LHD	21	21	0

## 2. Ship Type Workload Summary, continued

Table 2.1.i: Cont.

Ship Class	FY 1996		
	Workload (K DLMHs)		
	Predicted Work	Potential Workload	Variance
LCC	0.1	0.3	0.2
LKA	0	0	0
LPD	18	18	0
LPH	9	9	0
LSD	1	1	0
LST	0	0	0
SSN	0	0	0
YTB	0	0	0
FY 1996 TOTAL:	249.85	253.25	3.4

NOTE: Expressed in K DLMHs for consistency

## 2. Ship Type Workload Summary, continued

Table 2.1.j: PREDICTED SHIP WORK VARIANCE of SIMAs/TRFs for FY 1997

Ship Class	FY 1997		
	Workload (K DLMHs)		
	Predicted Work	Potential Workload	Variance
AD	0.25	0.25	0
AFS	0	0	0
AO	0	0	0
AOE	0	0	0
AOR	0	0	0
ARS	0	0	0
AS	0	0	0
CG	2	2	0
CGN	1.5	1.5	0
CV	0	0	0
CVN	177	177	0
DD	2	3	1
DDG	4	5	1
FFG	4	5	1
LHA	32	32	0
LHD	21	21	0

## 2. Ship Type Workload Summary, continued

Table 2.1.j: Cont.

Ship Class	FY 1997		
	Workload (K DLMHs)		
	Predicted Work	Potential Workload	Variance
LCC	0.1	0.3	0.2
LKA	0	0	0
LPD	18	20	2
LPH	0	0	0
LSD	0	0	0
LST	0	0	0
SSN	0	0	0
YTB	0	0	0
FY 1997 TOTAL:	261.85	267.05	5.2

NOTE: Expressed in K DLMHs for consistency

## 2. Ship Type Workload Summary, continued

Table 2.1.k: PREDICTED SHIP WORK VARIANCE of SIMAs/TRFs for FY 1998

Ship Class	FY 1998		
	Workload (K DLMHs)		
	Predicted Work	Potential Workload	Variance
AD	0	0	0
AFS	0	0	0
AO	0	0	0
AOE	0	0	0
AOR	0	0	0
ARS	0	0	0
AS	0	0	0
CG	7	7	0
CGN	1	1.2	0.2
CV	0	0	0
CVN	179	179	0
DD	6	7	1
DDG	6	7	1
FFG	7	7	0
LHA	33	33	0
LHD	19.5	20	0.5

## 2. Ship Type Workload Summary, continued

Table 2.1.k: Cont.

Ship Class	<i>FY 1998</i>		
	Workload (K DLMHs)		
	Predicted Work	Potential Workload	Variance
LCC	0.1	0.3	0.2
LKA	0	0	0
LPD	16.5	20	3.5
LPH	0	0	0
LSD	0	0	0
LST	0	0	0
SSN	0	0	0
YTB	0	0	0
FY 1998 TOTAL:	275.1	281.5	6.4

NOTE: Expressed in K DLMHs for consistency

## 2. Ship Type Workload Summary, continued

Table 2.1.1: PREDICTED SHIP WORK VARIANCE of SIMAs/TRFs for FY 1999

Ship Class	FY 1999		
	Workload (K DLMHs)		
	Predicted Work	Potential Workload	Variance
AD	0	0	0
AFS	0	0	0
AO	0	0	0
AOE	0	0	0
AOR	0	0	0
ARS	0	0	0
AS	0	0	0
CG	7	7	0
CGN	1	1.2	0.2
CV	0	0	0
CVN	184	184	0
DD	6	7	1
DDG	7	7	0
FFG	7	7	0
LHA	34	34	0
LHD	20.5	21	0.5

## 2. Ship Type Workload Summary, continued

Table 2.1.1: Cont.

Ship Class	FY 1999		
	Workload (K DLMHs)		
	Predicted Work	Potential Workload	Variance
LCC	0.1	0.3	0.2
LKA	0	0	0
LPD	20.5	21	0.5
LPH	0	0	0
LSD	0	0	0
LST	0	0	0
SSN	0	0	0
YTB	0	0	0
FY 1999 TOTAL:	287.1	289.5	2.4

NOTE: Expressed in K DLMHs for consistency

## 2. Ship Type Workload Summary, continued

Table 2.1.1: PREDICTED SHIP WORK VARIANCE of SIMAs/TRFs for *FY 2000*

Ship Class	<i>FY 2000</i>		
	Workload (K DLMHs)		
	Predicted Work	Potential Workload	Variance
AD	0	0	0
AFS	0	0	0
AO	0	0	0
AOE	0	0	0
AOR	0	0	0
ARS	0	0	0
AS	0	0	0
CG	7	7	0
CGN	1	1.2	0.2
CV	0	0	0
CVN	184	184	0
DD	6	7	1
DDG	7	7	0
FFG	7	7	0
LHA	34	34	0
LHD	20.5	21	0.5

## 2. Ship Type Workload Summary, continued

Table 2.1.m: Cont.

Ship Class	<i>FY 2000</i>		
	Workload (K DLMHs)		
	Predicted Work	Potential Workload	Variance
LCC	0.1	0.3	0.2
LKA	0	0	0
LPD	20.5	21	0.5
LPH	0	0	0
LSD	0	0	0
LST	0	0	0
SSN	0	0	0
YTB	0	0	0
FY 2000 TOTAL:	287.1	289.5	2.4

NOTE: Expressed in K DLMHs for consistency

## 2. Ship Type Workload Summary, continued

Table 2.1.1: PREDICTED SHIP WORK VARIANCE of SIMAs/TRFs for *FY 2001*

Ship Class	<i>FY 2001</i>		
	Workload (K DLMHs)		
	Predicted Work	Potential Workload	Variance
AD	0	0	0
AFS	0	0	0
AO	0	0	0
AOE	0	0	0
AOR	0	0	0
ARS	0	0	0
AS	0	0	0
CG	7	7	0
CGN	1	1.2	0.2
CV	0	0	0
CVN	184	184	0
DD	6	7	1
DDG	7	7	0
FFG	7	7	0
LHA	34	34	0
LHD	20.5	21	0.5

## 2. Ship Type Workload Summary, continued

Table 2.1.m: Cont.

Ship Class	<i>FY 2001</i>		
	Workload (K DLMHs)		
	Predicted Work	Potential Workload	Variance
LCC	0.1	0.3	0.2
LKA	0	0	0
LPD	20.5	21	0.5
LPH	0	0	0
LSD	0	0	0
LST	0	0	0
SSN	0	0	0
YTB	0	0	0
FY 2001 TOTAL:	287.1	289.5	2.4

NOTE: Expressed in K DLMHs for consistency

Mission Area

**3. Depot Level Maintenance**

SIMA Portsmouth does not perform Depot Level Maintenance. This section is not applicable.

3.1 Provide the historic and projected depot level work in Direct Labor Man Hours (DLMHs) performed by this activity. Break out the workload using the Commodity Groups identified in the Notes at the beginning of this Data Call. Identify other applicable workload if necessary.

**Table 3.1.a: Depot Level Workload**

Commodity Group	Workload (DLMHs)					
	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995
N/A						
<b>Total</b>						

SIMA Portsmouth does not perform Depot Level Maintenance.

3. Depot Level Maintenance, continued

Table 3.1.b: Depot Level Workload

Commodity Group	Workload (DLMHs)					
	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
N/A						
Total						

SIMA Portsmouth does not perform Depot Level Maintenance.

**3. Depot Level Maintenance, continued**

3.2 List and describe the depot level repairs performed at your activity.

SIMA Portsmouth does not perform Depot Level Maintenance.

3.3 Describe plant facility and/or equipment upgrades being executed or approved for implementation, through FY 2001, which will provide your activity additional or enhanced depot maintenance capabilities.

SIMA Portsmouth does not perform Depot Level Maintenance.

3.4 Assuming (a) the current projected total depot workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, maximum apprentice training, optimum (repeat order manufacturing lead times) procurement, and maximum equipment support; and (c) no major MILCON additional to that already programmed: what is the maximum extent to which the capability at this activity to do depot level maintenance could be expanded while still meeting schedule commitments to your customers, measured in DLMHs per Commodity Group?

Table 3.4: Maximum Potential Depot Workload

Commodity Group	Workload (K DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
N/A							
Total							

SIMA Portsmouth does not perform Depot Level Maintenance.

Mission Area

**4. Depot Work Summary**

SIMA Portsmouth does not perform Depot Level Maintenance. This section is not applicable.

In the tables following, bring the information from the tables in Section 3.1 and 3.4 forward and calculate depot level workload variance for FY 1995-2001, by Commodity Group, in thousands of Direct Labor Man Hours (K DLMHs).

The total values for Maximum Potential Workload shown in Tables may not always transcribe directly to the Potential Workload column on the seven Predicted Workload Variance Tables that follow. Provide responses in an absolute number of DLMHs that could be applied, without a significant increase in overhead cost/rates, assuming that you also have to (a) execute the projected workload and (b) meet your cost and schedule commitments to your customer.

Appropriately tabulated, the Potential Workload column should reflect the total potential workload for your activity with no remaining surplus capability for either emergency repair of battle damage, or depot repairs of other emergent damage.

**Table 4.1.a: PREDICTED DEPOT WORK VARIANCE for FY 1995**

<i>FY 1995</i> Commodity Group	Workload (DLMHs)		
	Predicted Work	Potential Workload	Variance
N/A			

SIMA Portsmouth does not perform Depot Level Maintenance.

4. Depot Work Summary, continued

Table 4.1.b: PREDICTED DEPOT WORK VARIANCE for FY 1996

Commodity Group	FY 1996		
	Predicted Work	Potential Workload	Variance
N/A			
FY 1996 TOTAL:			

SIMA Portsmouth does not perform Depot Level Maintenance.

4. Depot Work Summary, continued

Table 4.1.c: PREDICTED DEPOT WORK VARIANCE for FY 1997

Commodity Group	FY 1997		
	Workload (DLMHs)		
	Predicted Work	Potential Workload	Variance
N/A			
FY 1997 TOTAL:			

SIMA Portsmouth does not perform Depot Level Maintenance.

4. Depot Work Summary, continued

Table 4.1.d: PREDICTED DEPOT WORK VARIANCE for FY 1998

Commodity Group	FY 1998		
	Workload (DLMHs)		
	Predicted Work	Potential Workload	Variance
N/A			
FY 1998 TOTAL:			

SIMA Portsmouth does not perform Depot Level Maintenance.

4. Depot Work Summary, continued

Table 4.1.e: PREDICTED DEPOT WORK VARIANCE for FY 1999

Commodity Group	FY 1999		
	Workload (DLMHs)		
	Predicted Work	Potential Workload	Variance
N/A			
FY 1999 TOTAL:			

SIMA Portsmouth does not perform Depot Level Maintenance.

4. Depot Work Summary, continued

Table 4.1.f: PREDICTED DEPOT WORK VARIANCE for FY 2000

Commodity Group	FY 2000		
	Predicted Work	Potential Workload	Variance
N/A			
FY 2000 TOTAL:			

SIMA Portsmouth does not perform Depot Level Maintenance.

4. Depot Work Summary, continued

Table 4.1.g: PREDICTED DEPOT WORK VARIANCE for *FY 2001*

<i>FY 2001</i> Commodity Group	Workload (DLMHs)		
	Predicted Work	Potential Workload	Variance
N/A			
FY 2001 TOTAL:			

SIMA Portsmouth does not perform Depot Level Maintenance.

**5. Functional Workload**

General Notes:

1. SIMA Portsmouth does not retain history data directly for the following Functional Areas:

Electroplating

Conventional Pump and Valve Repair

Other Machining and Manufacturing

Motor Rewind

2. The following guidelines were used to derive data for these Functional areas:

- (a.) Electroplating - 15% of the Inside Machine Shop DLMHS.

This is based on estimates provided by the shop.

- (b.) Conventional - Pump Shop and Valve Shop DLMHS plus 35% of the Pump and Valve Inside Machine Shop DLMHS. This is based on Maintenance estimates provided by the shops.

- (c.) Other Machining - The total of all manufacturing shop DLMHS plus 50% of the Inside Machine Shop DLMHS.

- (d.) Motor Rewind - 50% of the Electric Shop DLMHS. Based on estimates provided by the shop.

5.1 Breakout the total workload performed, measured in thousands of Direct Labor Man Hours (K DLMHs) into the following functional categories for the period requested.

Table 5.1.a: Historic and Predicted Functional Workload

Functional Area	Workload (K DLMHs)					
	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995
Electronic Repair & Calibration	0	0	0	0	0	0
Mechanical Calibration	0	0	0	0	0	0
Electroplating	0	1.3	1.3	1.3	1.3	0
Conventional Valve and Pump Repair	16.4	13.5	10.9	9.2	9.0	10
Other Machining & Manufacturing	76.4	48.5	51.1	36.1	20	30
Motor Rewind & Recondition	5.8	7.8	9.1	5.8	1.3	1
Nuclear Repair	0	0	0	0	0	0
RADCON	0	0	0	0	0	0
Submarine QC & NDT	0	0	0	0	0	0
Other QC&NDT	3.8	2.9	5.8	5	6.8	7
Flex Hose Repair & Test	5.2	2.6	2.6	2.6	2.6	3
Other IMA Work	199.8	88.3	127.8	266.1	198.8	165
<b>Total</b>	<b>307.4</b>	<b>164.9</b>	<b>208.6</b>	<b>326.1</b>	<b>239.8</b>	<b>216</b>

## 5. Functional Workload, continued

Table 5.1.b: Historic and Predicted Functional Workload

Functional Area	Workload (K DLMHs)					
	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Electronic Repair & Calibration	0	0	0	0	0	0
Mechanical Calibration	0	0	0	0	0	0
Electroplating	0	0	0	0	0	0
Conventional Valve and pump repair	10	11	12	15	15	15
Other Machining & Manufacturing	30	35	35	40	40	40
Motor Rewind & Recondition	1	1	1	1	1	1
Nuclear Repair	0	0	0	0	0	0
RADCON	0	0	0	0	0	0
Submarine QC & NDT	0	0	0	0	0	0
Other QC&NDT	7	7	8	8	8	8
Flex Hose Repair & Test	3	3	4	5	5	5
Other IMA Work	251	259	265	272	272	272
<b>Total</b>	<b>302</b>	<b>316</b>	<b>325</b>	<b>341</b>	<b>341</b>	<b>341</b>

**5. Functional Workload, continued**

5.2 Assuming (a) the current projected total depot workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, maximum apprentice training, optimum (repeat order manufacturing lead times) procurement, and maximum equipment support; and (c) no major MILCON additional to that already programmed: what is the maximum extent to which the capability at this SIMA/TRF to do depot level maintenance could be expanded while still meeting schedule commitments to your customers, measured in DLMHs per Commodity Group?

SIMA Portsmouth does not perform Depot Level Maintenance. Data is, however, provided to show the extent to which the capabilities of SIMA Portsmouth could be expanded.

Table 5.2: Maximum Potential Functional Workload

Functional Area	Workload (K DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Electronic Repair & Calibration	0	0	0	0	0	0	0
Mechanical Calibration	0	0	0	0	0	0	0
Electroplating	0	0	0	0	0	0	0
Conventional Valve and Pump Repair	18	13	14	16	15	15	15
Other Machining & Manufacturing	31	31	37	37	40	40	40
Motor Rewind & Recondition	1	1	1	1	1	1	1
Nuclear Repair	0	0	0	0	0	0	0
RADCON	0	0	0	0	0	0	0
Submarine QC & NDT	0	0	0	0	0	0	0
Other QC & NDT	7	7	7	8	8	8	8
Flex Hose Repair & Test	4	3	3	4	5	5	5
Other IMA Work	165	252	260	270	274	274	274
<b>Total</b>	<b>226</b>	<b>307</b>	<b>322</b>	<b>336</b>	<b>343</b>	<b>343</b>	<b>343</b>

## 6. Functional Work Summary

In the Tables following, bring the information from the tables in Section 5.1 and 5.2 forward and calculate functional workload variance for FY 1995-2001, by functional area, in thousands of Direct Labor Man Hours (K DLMHs).

The total values for Maximum Potential Workload shown in Tables may not always transcribe directly to the Potential Workload column on the seven Predicted Workload Variance Tables that follow. Provide responses in an absolute number of DLMHs that could be applied, without a significant increase in overhead cost/rates, assuming that you also have to (a) execute the projected workload and (b) meet your cost and schedule commitments to your customer.

Appropriately tabulated, the Potential Workload column should reflect the total potential workload for your activity with no remaining surplus capability for either emergency repair of battle damage, or depot repairs of other emergent damage.

Table 6.1.a: PREDICTED FUNCTIONALWORK VARIANCE for FY 1995

<i>Functional Area</i>	<i>Workload (K DLMHs)</i>		
	<i>Predicted Work</i>	<i>Potential Workload</i>	<i>Variance</i>
Electronic Repair & Calibration	0	0	0
Mechanical Calibration	0	0	0
Electroplating	0	0	0
Conventional Valve and pump repair	10	18	8
Other Machining & Manufacturing	30	31	1
Motor Rewind & Recondition	1	1	0
Nuclear Repair	0	0	0
RADCON	0	0	0
Submarine QC & NDT	0	0	0
Other QC & NDT	7	7	0
Flex Hose Repair & Test	3	4	1
Other IMA Work	165	165	0
<b>FY 1995 TOTAL:</b>	<b>216</b>	<b>226</b>	<b>10</b>

NOTE: Expressed in K DLMHs for consistency

## 6. Functional Work Summary, continued

Table 6.1.b: PREDICTED FUNCTIONALWORK VARIANCE for FY 1996

<i>Functional Area</i>	<i>FY 1996</i>		
	Workload (KDLMHs)		
	Predicted Work	Potential Workload	Variance
Electronic Repair & Calibration	0	0	0
Mechanical Calibration	0	0	0
Electroplating	0	0	0
Conventional Valve and pump repair	10	13	3
Other Machining & Manufacturing	30	31	1
Motor Rewind & Recondition	1	1	0
Nuclear Repair	0	0	0
RADCON	0	0	0
Submarine QC & NDT	0	0	0
Other QC & NDT	7	7	0
Flex Hose Repair & Test	3	3	0
Other IMA Work	251	252	1
FY 1996 TOTAL:	302	307	5

NOTE: Expressed in K DLMHs for consistency

## 6. Functional Work Summary, continued

Table 6.1.c: PREDICTED FUNCTIONALWORK VARIANCE for FY 1997

<i>Functional Area</i>	<i>Workload (K DLMHs)</i>		
	<i>Predicted Work</i>	<i>Potential Workload</i>	<i>Variance</i>
Electronic Repair & Calibration	0	0	0
Mechanical Calibration	0	0	0
Electroplating	0	0	0
Conventional Valve and pump repair	11	14	3
Other Machining & Manufacturing	35	37	2
Motor Rewind & Recondition	1	1	0
Nuclear Repair	0	0	0
RADCON	0	0	0
Submarine QC & NDT	0	0	0
Other QC & NDT	7	7	0
Flex Hose Repair & Test	3	3	0
Other IMA Work	259	260	1
<b>FY 1997 TOTAL:</b>	<b>316</b>	<b>322</b>	<b>6</b>

NOTE: Expressed in K DLMHs for consistency

## 6. Functional Work Summary, continued

Table 6.1.d: PREDICTED FUNCTIONALWORK VARIANCE for FY 1998

<i>Functional Area</i>	<i>FY 1998</i>		
	Workload (K DLMHs)		
	Predicted Work	Potential Workload	Variance
Electronic Repair & Calibration	0	0	0
Mechanical Calibration	0	0	0
Electroplating	0	0	0
Conventional Valve and pump repair	12	16	4
Other Machining & Manufacturing	35	37	2
Motor Rewind & Recondition	1	1	0
Nuclear Repair	0	0	0
RADCON	0	0	0
Submarine QC & NDT	0	0	0
Other QC & NDT	8	8	0
Flex Hose Repair & Test	4	4	0
Other IMA Work	265	270	5
FY 1998 TOTAL:	325	336	11

NOTE: Expressed in K DLMHs for consistency

## 6. Functional Work Summary, continued

Table 6.1.e: PREDICTED FUNCTIONALWORK VARIANCE for FY 1999

<i>Functional Area</i>	<i>FY 1999</i>		
	Workload (K DLMHs)		
	Predicted Work	Potential Workload	Variance
Electronic Repair & Calibration	0	0	0
Mechanical Calibration	0	0	0
Electroplating	0	0	0
Conventional Valve and pump repair	15	15	0
Other Machining & Manufacturing	40	40	0
Motor Rewind & Recondition	1	1	0
Nuclear Repair	0	0	0
RADCON	0	0	0
Submarine QC & NDT	0	0	0
Other QC & NDT	8	8	0
Flex Hose Repair & Test	5	5	0
Other IMA Work	272	274	2
FY 1999 TOTAL:	341	343	2

NOTE: Expressed in K DLMHs for consistency

## 6. Functional Work Summary, continued

Table 6.1.f: PREDICTED FUNCTIONALWORK VARIANCE for *FY 2000*

<i>Functional Area</i>	<i>FY 2000</i>		
	Workload (K DLMHs)		
	Predicted Work	Potential Workload	Variance
Electronic Repair & Calibration	0	0	0
Mechanical Calibration	0	0	0
Electroplating	0	0	0
Conventional Valve and pump repair	15	15	0
Other Machining & Manufacturing	40	40	0
Motor Rewind & Recondition	1	1	0
Nuclear Repair	0	0	0
RADCON	0	0	0
Submarine QC & NDT	0	0	0
Other QC & NDT	8	8	0
Flex Hose Repair & Test	5	5	0
Other IMA Work	272	274	2
FY 2000 TOTAL:	341	343	2

NOTE: Expressed in K DLMHs for consistency

## 6. Functional Work Summary, continued

Table 6.1.g: PREDICTED FUNCTIONALWORK VARIANCE for *FY 2001*

<i>Functional Area</i>	<i>FY 2001</i>		
	Workload (K DLMHs)		
	Predicted Work	Potential Workload	Variance
Electronic Repair & Calibration	0	0	0
Mechanical Calibration	0	0	0
Electroplating	0	0	0
Conventional Valve and pump repair	15	15	0
Other Machining & Manufacturing	40	40	0
Motor Rewind & Recondition	1	1	0
Nuclear Repair	0	0	0
RADCON	0	0	0
Submarine QC & NDT	0	0	0
Other QC & NDT	8	8	0
Flex Hose Repair & Test	5	5	0
Other IMA Work	272	274	2
FY 2001TOTAL:	341	343	2

NOTE: Expressed in K DLMHs for consistency

## 7. Workload Breakout

7.1 Breakout the total workload performed, measured in thousands of Direct Labor Man Hours (K DLMHs) into the following categories for the period requested. (Note: breakout nuclear and conventional workload by the type of workload performed, not by the vessel from which the work originated.)

Table 7.1.a: Historic and Predicted Maintenance Workload

Workload Category	Workload (K DLMHs)					
	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995
Ship Modernization (Conventional)	0	0	0	0	0	0
Ship Modernization (Nuclear)	0	0	0	0	0	0
Ship Maintenance (Conventional)	229.698	121.418	113.32	209.315	179.549	166.605
Ship Maintenance (Nuclear)	0	0	0	0	0	0
Aircraft Maintenance	0	0	0	0	0	0
Facility / IPE Maintenance	7	5	8	6	10	6
Other Maintenance	70.7	38.5	87.3	110.7	50.4	44
<b>TOTAL:</b>	<b>307.398</b>	<b>164.918</b>	<b>208.62</b>	<b>326.015</b>	<b>239.949</b>	<b>216.605</b>

## 7. Workload Breakout, continued

Table 7.1.b: Historic and Predicted Maintenance Workload

Workload Category	Workload (K DLMHs)					
	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Ship Modernization (Conventional)	0	0	0	0	0	0
Ship Modernization (Nuclear)	0	0	0	0	0	0
Ship Maintenance (Conventional)	249.85	261.85	275.1	287.1	287.1	287.1
Ship Maintenance (Nuclear)	0	0	0	0	0	0
Aircraft Maintenance	0	0	0	0	0	0
Facility / IPE Maintenance	3	6	4	3	3	3
Other Maintenance	51	48	50	51	51	51
<b>TOTAL:</b>	<b>303.85</b>	<b>315.85</b>	<b>329.1</b>	<b>341.1</b>	<b>341.1</b>	<b>341.1</b>

7.2 Identify and describe below the workload comprising your entries in the "Aircraft" and "Other Maintenance" elements of Table 7.1.

**"Other Maintenance": Maintenance performed for the shore establishment.**

## 7. Workload Breakout, continued

7.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, maximum apprentice training, optimum (repeat order manufacturing lead times) procurement, and maximum equipment support; and (c) no major MILCON additional to that already programmed: what is the maximum extent to which the capability at this SIMA/TRF could be expanded while still meeting schedule commitments to the customer?

Table 7.3: Maximum Potential Maintenance Workload

Workload Category	Workload (K DLMHs)						
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Ship Modernization (Conventional)	0	0	0	0	0	0	0
Ship Modernization (Nuclear)	0	0	0	0	0	0	0
Ship Maintenance (Conventional)	173.8	253.25	267.05	281.5	289.5	289.5	289.5
Ship Maintenance (Nuclear)	0	0	0	0	0	0	0
Aircraft Maintenance	0	0	0	0	0	0	0
Facility / IPE Maintenance	6	3	6	4	3	3	3
Other Maintenance	44	51	48	50	51	51	51
<b>TOTAL:</b>	<b>223.8</b>	<b>307.25</b>	<b>321.05</b>	<b>335.5</b>	<b>343.5</b>	<b>343.5</b>	<b>343.5</b>

**7. Workload Breakout, continued**

7.4 What plant modifications/facility improvements are budgeted in Presidential Budget FY 1995 through 1997 that will improve the production work capability at the IMA? Provide a description, cost, and additional capability (in DLMHs) that potentially will be realized.

None

7.5 Given unconstrained funding and manning levels, what Industrial Plant Equipment (IPE) would you change (add, delete, or modify) to increase your production work capability? Provide a description, cost estimates, and additional capability (in DLMHs per year) that could be realized.

Given unconstrained funding and manning levels, SIMA Portsmouth would pursue additional Industrial Plant Equipment (IPE) for a second corrosion facility and expansion of repair services in the areas of Helicopter Landing System/Recovery, Assist, Secure and Traverse (HLS/RAST) overhaul, non-skid application and Material Handling Equipment (MHE)/Ground Support Equipment (GSE) rehabilitation.

a. Additional IPE for corrosion control:

<u>Description</u>	<u>Cost Estimate</u>
Thermal spray booth	\$125,000
Abrasive blast equipment	\$200,000
Paint arrestor booth	\$ 17,000
Suction blast booth	\$ 34,000
Hoist, chain	\$ 1,500
<u>Filter, spray booth</u>	<u>\$ 2,500</u>
Total	\$380,000

Added capability (DLMH/YR): 26,000

b. Additional IPE for HLS/RAST:

<u>Description</u>	<u>Cost Estimate</u>
Radial drilling machine	\$10,000
Hydraulic press	\$ 350
Drilling machine	\$ 250
Air compressor	\$ 3,000
Tank, dip	\$ 9,000
<u>Press, hydraulic</u>	<u>\$ 9,000</u>
Total	\$31,600

Activity: 33341

Added capability (DLMH/YR): 10,000

c. Additional IPE to MHE/GSE:

<u>Description</u>	<u>Cost Estimate</u>
Manlift	\$80,000
Sponge jet blasting	\$ 5,000
Press, hydraulic	\$ 9,000
Paint booth	\$ 3,000
<u>Drilling Machine</u>	<u>\$ 300</u>
Total	\$97,300

Added capability (DLMH/YR): 5,000

**8. Workload Summary**

In the Tables on the following pages, bring the information from the tables in Section 7.1 and 7.3 forward and calculate workload variance for FY 1995-2001.

The total values for Maximum Potential Workload shown in Tables may not always transcribe directly to the Potential Workload column on the seven Predicted Workload Variance Tables that follow. Provide responses in an absolute number of DLMHs that could be applied, without a significant increase in overhead cost/rates, assuming that you also have to (a) execute the projected workload and (b) meet your cost and schedule commitments to your customer.

Appropriately tabulated, the Potential Workload column should reflect the total potential workload for your activity with no remaining surplus capability for either emergency repair of battle damage, or depot repairs of other emergent damage.

Table 8.1.a: **PREDICTED WORKLOAD VARIANCE of SIMAs/TRFs for FY 1995**

Workload Breakdown	FY 1995		
	Workload (K DLMHs)		
	Predicted Workload	Potential Workload	Variance
Ship Modernization (Conventional )	0	0	0
Ship Modernization (Nuclear)	0	0	0
Ship Maintenance (Conventional)	166.605	173.8	7.195
Ship Maintenance (Nuclear)	0	0	0
Aircraft Maintenance	0	0	0
Facility / IPE Maintenance	6	6	0
Other Maintenance	44	44	0
<b>FY 1995 TOTAL:</b>	<b>216.605</b>	<b>223.8</b>	<b>7.195</b>

NOTE: Expressed in K DLMHs for consistency

## 8. Workload Summary, continued

Table 8.1.b: PREDICTED WORKLOAD VARIANCE of SIMAs/TRFs for FY 1996

Workload Breakdown	FY 1996		
	Workload (K DLMHs)		
	Predicted Workload	Potential Workload	Variance
Ship Modernization (Conventional )	0	0	0
Ship Modernization (Nuclear)	0	0	0
Ship Maintenance (Conventional)	249.85	253.25	3.4
Ship Maintenance (Nuclear)	0	0	0
Aircraft Maintenance	0	0	0
Facility / IPE Maintenance	3	3	0
Other Maintenance	51	51	0
FY 1996 TOTAL:	303.85	307.25	3.4

Table 8.1.c: PREDICTED WORKLOAD VARIANCE of SIMAs/TRFs for FY 1997

Workload Breakdown	FY 1997		
	Workload (K DLMHs)		
	Predicted Workload	Potential Workload	Variance
Ship Modernization (Conventional )	0	0	0
Ship Modernization (Nuclear)	0	0	0
Ship Maintenance (Conventional)	261.85	267.05	5.2
Ship Maintenance (Nuclear)	0	0	0
Aircraft Maintenance	0	0	0
Facility / IPE Maintenance	6	6	0
Other Maintenance	48	48	0
FY 1997 TOTAL:	315.85	321.05	5.2

NOTE: Expressed in K DLMHs for consistency.

## 8. Workload Summary, continued

Table 8.1.d: PREDICTED WORKLOAD VARIANCE of SIMAs/TRFs for FY 1998

Workload Breakdown	FY 1998		
	Workload (K DLMHs)		
	Predicted Workload	Potential Workload	Variance
Ship Modernization (Conventional )	0	0	0
Ship Modernization (Nuclear)	0	0	0
Ship Maintenance (Conventional)	275.1	281.5	6.4
Ship Maintenance (Nuclear)	0	0	0
Aircraft Maintenance	0	0	0
Facility / IPE Maintenance	4	4	0
Other Maintenance	50	50	0
<b>FY 1998 TOTAL:</b>	<b>329.1</b>	<b>335.5</b>	<b>6.4</b>

Table 8.1.e: PREDICTED WORKLOAD VARIANCE of SIMAs/TRFs for FY 1999

Workload Breakdown	FY 1999		
	Workload (K DLMHs)		
	Predicted Workload	Potential Workload	Variance
Ship Modernization (Conventional )	0	0	0
Ship Modernization (Nuclear)	0	0	0
Ship Maintenance (Conventional)	287.1	289.5	2.4
Ship Maintenance (Nuclear)	0	0	0
Aircraft Maintenance	0	0	0
Facility / IPE Maintenance	3	3	0
Other Maintenance	51	51	0
<b>FY 1999 TOTAL:</b>	<b>341.1</b>	<b>343.5</b>	<b>2.4</b>

NOTE: Expressed in K DLMHs for consistency.

## 8. Workload Summary, continued

Table 8.1.f: PREDICTED WORKLOAD VARIANCE of SIMAs/TRFs for FY 2000

Workload Breakdown	FY 2000		
	Workload (K DLMHs)		
	Predicted Workload	Potential Workload	Variance
Ship Modernization (Conventional )	0	0	0
Ship Modernization (Nuclear)	0	0	0
Ship Maintenance (Conventional)	287.1	289.5	2.4
Ship Maintenance (Nuclear)	0	0	0
Aircraft Maintenance	0	0	0
Facility / IPE Maintenance	3	3	0
Other Maintenance	51	51	0
<b>FY 2000 TOTAL:</b>	<b>341.1</b>	<b>343.5</b>	<b>2.4</b>

Table 8.1.g: PREDICTED WORKLOAD VARIANCE of SIMAs/TRFs for FY 2001

Workload Breakdown	FY 2001		
	Workload (K DLMHs)		
	Predicted Workload	Potential Workload	Variance
Ship Modernization (Conventional )	0	0	0
Ship Modernization (Nuclear)	0	0	0
Ship Maintenance (Conventional)	287.1	289.5	2.4
Ship Maintenance (Nuclear)	0	0	0
Aircraft Maintenance	0	0	0
Facility / IPE Maintenance	3	3	0
Other Maintenance	51	51	0
<b>FY 2001 TOTAL:</b>	<b>341.1</b>	<b>343.5</b>	<b>2.4</b>

NOTE: Expressed in K DLMHs for consistency

**Features and Capabilities**

**9. Physical Space**

9.1 Physical Space: What is the actual useable area in total KSF of applicable floor space in appropriate structures for facilities to perform industrial support functions?

277.725

9.2 What is the planned requirement (to support planned ship maintenance and modification over the next five years) in total KSF of applicable floor space in appropriate structures for facilities to perform industrial support functions?

321.611

9.3. Given the foregoing, what is the surplus area in total KSF of applicable floor space in appropriate structures for facilities to perform industrial support functions?

**Table 9.1 : Industrial Support Physical Space**

Categories of Space	Actual Area (KSF)	Required Area (KSF)	Surplus Area (KSF)
Office, warehouse, & external storage for procurement, storage, security, issue, packaging, and shipment, etc.	83.815	127.701	0
Office space for command, management, & administrative, etc.	4.953	4.953	0
Office space for drafting, work planning, & computer aided design, etc.	2.016	2.016	0
Storage for technical manuals & drawings of equipment/components for life-cycle management, etc.	1.632	1.632	0

**Additional Industrial Support Physical Space:**

<u>Category</u>	<u>Actual Area (KSF)</u>	<u>Required Area (KSF)</u>	<u>Surplus Area (KSF)</u>
Repair Department	185.309	185.309	0
Industrial work space			

**10. Real Estate Resources**

10.1 Identify in the table below the real estate resources which have the potential to facilitate future development and for which you are the plant account holder or into which, though a tenant, your SIMA/TRF could reasonably expect to expand. Complete a separate table for each individual site, i.e., main base, special off-site areas. The unit of measure is acres. Developed area is defined as land currently with buildings, roads, and utilities where further development is not possible without demolition of existing improvements. Include in "Restricted" areas that are restricted from future development due to environmental constraints (e.g. wetlands, landfills, archaeological sites), operational restrictions (e.g. ESQD arcs, HERO, HERP, HERF, AICUZ, ranges) or cultural resources restrictions. Identify the reason for the restriction when providing the acreage in the Table. Specify any entry in "Other" (e.g. submerged lands).

Table 10.1: Real Estate Resources<sup>1</sup>

Land Use	Total Acres	Developed Acres	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational				
Training				
Research & Development				
Supply & Storage	3	3		0
Administration				
Housing				
Recreational	1	1		0
Navy Forestry Program				
Navy Agricultural Outlease Program				
Hunting/Fishing Programs				
Other				
<b>Total</b>	<b>4</b>	<b>4</b>		<b>0</b>

<sup>1</sup>for SIMA Portsmouth only

**11. Facility Conditions**

11.1 Identify the facilities which comprise your SIMA/TRF by Category Code Number (CCN) (five digit) from the NAVFAC P-80. Identify the size and condition of each facility.

Table 11.1: Facility Conditions

Facility Name / Function	CCN	Condition and Area (KSF)		
		Adequate	Substandard	Inadequate
#13/Repair Office	213-30	11.258		
#46/Repair Shops	213-30	15.530		
#47/Repair Shops	213-30	22.680		
#54/Garage	213-30	0.900		
#56/Warehouse	213-30	12.500		
#63/Corrosion Control	218-61	8.745		
#64/Storage	218-61		8.745	
#81/Helicopter Landing System/Recovery, Assist, Secure and Traverse (HLS/RAST)	213-30	12.000		
#94/Rest Rooms	730-75	.361		
#96/Technical Library	610-10	2.378		
#134/Supply Receiving	213-77	3.112		
#138/First Lieutenant Storage	441-30	.192		
#153/Storage	441-30	.800		
#177/Non-skid Storage	213-77	5.151		
#193/Administration	610-10	1.932		
#201/Repair Shops	213-30	15.146		
#211/Storage	213-77	.165		
#215/DYNCORP (civilian contractor)	213-30	1.600		

Facility Name / Function	CCN	Condition and Area (KSF)		
		Adequate	Substandard	Inadequate
#216/Supply	610-10	3.624		
#226/Chief Petty Officer's Mess and Total Quality Leadership Classroom	213-30	6.780		
#274/Storage	213-77	.081		
#278/Forklift Repair	213-30	4.000		
#279/Forklift Repair	213-30	4.000		
#1556/Administration and Repair Shops	213-30	108.400		
#53/Gym	-----	1.720		
#206/Storage	-----	.165		
#378/Storage	-----	25.760		

11.2 In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the facilities listed in Table 11.1 above where inadequate facilities are identified provide the following information:.

- a. Facility type/code:
- b. What makes it inadequate?
- c. What use is being made of the facility?
- d. What is the cost to upgrade the facility to substandard?
- e. What other use could be made of the facility and at what cost?
- f. Current improvement plans and programmed funding:
- g. Has this facility condition resulted in C3 or C4 designation on your BASEREP?

\*Not applicable. No facilities listed in Table 11.1 are inadequate.

**12. Expenditures and Equipment Values**

12.1 Identify the facility and equipment values for your activity in the Table below, as executed and budgeted for the period requested. As applied herein:

- Maintenance of Real Property (MRP) Dollars is the budgetary term which gathers the expenses or budget requirements for facility work including recurring maintenance, major repairs, and minor construction (non-MILCON) inclusive of all Major Claimant funded Special Projects. It is the amount of funds spent on or budgeted for maintenance and repair of real property assets to maintain the facility in satisfactory operating condition. For purposes of this Data Call, MRP includes all M1/R1 and M2/R2 expenditures.
- Current Plant Value (CPV) of Class 2 Real Property is the hypothetical dollar amount required to replace a Class 2 facility in kind with today's dollars. (e.g. the cost today to replace a wood frame barracks with a wood frame barracks).
- Acquisition Cost of Equipment (ACE) reports the total cumulative acquisition cost of all "Personal Property" equipment which includes the cost of installed equipment directly related to mission execution (such as lab test equipment). Class 2 installed capital equipment which is integral to the facility shall not be reported as ACE.

Table 12.1: Expenditures and Equipment Values

Fiscal Year	MRP (\$)¹	CPV (\$)	ACE (\$)²
FY 1986	Not available	Not available	Not available
FY 1987	Not available	Not available	Not available
FY 1988	Not available	Not available	Not available
FY 1989	Not available	Not available	Not available
FY 1990	Not available	Not available	Not available
FY 1991	Not available	Not available	1,000,000
FY 1992	393,000	Not available	1,000,000
FY 1993	1,079,000	473,000	800,000
FY 1994	350,000	9,373,000³	950,000
FY 1995	360,500	9,645,000	950,000
FY 1996	372,000	9,934,000	950,000
FY 1997	383,000	10,232,000	950,000

<sup>1</sup>Facilities Maintenance funded out of mission account vice MRP. SIMA Portsmouth does not budget for MRP.

<sup>2</sup>ACE figures were estimated using Maintenance Resource Management System (MRMS) sample data and Budget OPTAR reports

<sup>3</sup>New building (#1556; Admin & Repair Shops)

NOTE: Figures not available for FY 1992 and earlier due to records not kept that far back. CPV FY 95-97 calculated using MILCON inflation indice.

**13. Berthing Capacity**

13.1 Identify the age and structural characteristics for each pier and wharf at your facility or under your cognizance by NAVFAC P-80 Category Code Number (CCN), and dimensions as requested. If unable to maintain the stated design dredge depth, provide explanatory comment following the Table. Identify water distance between adjacent piers, in lieu of slip width, where appropriate. Indicate if the pier is inside a Controlled Industrial Area or High Security Area and the Net Explosive Weight (NEW) ESQD limits, if applicable. Identify any additional controls required in the space following this Table. Identify the average number of days per year over the last eight years (the period FY 1987-1994) that the pier or wharf was out of service (OOS) for maintenance (including dredging of the associated slip).

Table 13.1: Pier and Wharf Characteristics

Pier or Wharf	Age	Moor Length (FT)	Design Dredge Depth (FT)(MLLW)	Slip Width (FT)	Pier Width (FT)	CIA / Security Area? (Y / N)	ESQD NEW Limit	Average Annual Days OOS

Additional comments:

Not applicable. SIMA Portsmouth maintains no piers or wharfs.

**13. Berthing Capability, continued**

**13.2** Identify all MILCON improvements executed in the period FY 1986-1994 for each pier or wharf identified in Table 13.1.

**Table 13.2: Pier and Wharf MILCON**

Pier or Wharf	Year MILCON Executed	Nature of Improvement

Not applicable. SIMA Portsmouth maintains no piers or wharfs.

**13.3** List all ESQD waivers currently in effect, with expiration dates, for all applicable piers and wharves identified in Table 13.1.

**Table 13.3: ESQD Waivers In Effect**

Pier or Wharf	Nature of Waiver	Date Waiver Expires

Not applicable. SIMA Portsmouth maintains no piers or wharfs.

**13. Berthing Capability, continued**

13.4 For all piers and wharves at your facility or under your cognizance, indicate which, if any, are RO/RO and/or aircraft accessible, and conditions which apply.

Table 30.4: Pier and Wharf Access

Pier or Wharf	RO/RO Access?	Aircraft Access?

Not applicable. SIMA Portsmouth maintains no piers or wharfs.

13.5 How much pier space is required to berth and support ancillary craft (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

Not applicable. SIMA Portsmouth maintains no piers or wharfs.



**13. Berthing Capability, continued**

13.7 For each pier and wharf listed above, state today's normal loading by ship class with current facility ship loading, the maximum berthing, maximum berthing for weapons handling evolutions, and maximum berthing to conduct maintenance. For ordnance handling capability, identify the maximum number of ships that can be moored at each pier or wharf to conduct ordnance handling evolutions, without necessitating berth shifts. Incorporate all applicable safety, ESQD, and access limitations. Include comments below the Table if necessary. For berthing in support of maintenance, list the maximum number of ships that can be serviced in maintenance availabilities at each pier or wharf without necessitating berth shifts to accommodate crane, laydown or access limitations. Provide any additional comments in the space following the Table.

**Table 13.7: Pier and Wharf Normal Loading**

Pier or Wharf	Typical Steady State Loading	Maximum Ship Berthing	Ordnance Handling Pierside?	Perform Maintenance Pierside?

Not applicable. SIMA Portsmouth maintains no piers or wharfs.

**13. Berthing Capability, continued**

13.8 How much pier space is required to berth and support ancillary craft (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

Not applicable. SIMA Portsmouth maintains no piers or wharfs.

13.9 What is the average pier loading in ships per day due to visiting ships at your facility/piers or wharves under your cognizance? Indicate if this varies significantly by season.

Not applicable. SIMA Portsmouth maintains no piers or wharfs.

13.10 Given no funding or manning limits, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capability of your installation/under your cognizance. Provide a description, cost estimates, and additional capability gained.

Not applicable. SIMA Portsmouth maintains no piers or wharfs.

13.11 Describe any unique limits or enhancements on the berthing of ships at specific piers or wharves under your cognizance.

Not applicable. SIMA Portsmouth maintains no piers or wharfs.

**14. Regional Maintenance Concept**

14.1 If applicable, describe your activity's role, relationships, and functions under the Regional Maintenance Concept (RMC). Based on your current workload mix and capabilities, provide details on anticipated annual throughput associated with the RMC (workload transfers both in and away from your activity). For gained workload, report only workload projected in addition to workload identified previously in this Data Call. Utilize the applicable Joint Cross Service Group-Depot Maintenance Commodities Group List (provided at the beginning of this Data Call) as a baseline for grouping workload. Add additional categories/commodity areas as required. Provide your answer by Units Throughput (as applicable) and Direct Labor Man Hours in the tables below. Identify the activity from which or into which the workload is expected to transfer in the last column.

**Table 14.1.: Workload Transfers Resulting from RMC**

Commodity Group	Workload (K DLMHs)							Losing/ Gaining Activity
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	
<b>Total:</b>								

The Regional Maintenance Concept has been approved. At the current time, detailed implementation plans have not been finalized. The specific impact upon this activity and others in the region will be certified and provided as the information becomes available.



**15. Training Facilities, continued**

15.2 Identify the number of hours per year of classroom time required for each course of instruction taught at formal schools at your activity, by Category Code Number (CCN). Do not include requirements for maintaining unit readiness, GMT, sexual harassment training, etc. Do include all applicable 171-XX and 179-xx CCNs. Identify each course by the Course Identification Number (CIN). In column A, report the total number of student throughput experienced/programmed for that year; in column B, report the number of hours each student spends in this training facility; in column C, report the product of A x B (i.e. total student-hours required for the requested year).

Table 15.2: Instruction Support Requirements

CCN: \_\_\_\_\_

Type of Training Facility	CIN / School	Type of Training	FY 1993 Requirements			FY 2001 Requirements		
			A	B	C	A	B	C

Not applicable. Although SIMA Portsmouth does provide training to Fleet personnel in a variety of areas, it is not a dedicated training command.

**16. Other Issues**

16.1 Are there any environmental, legal or other factors that inhibit further increase in productive work capacity (e.g. encroachments, pollutant discharge, etc.)? Provide details and possible solutions.

None.

## ACTIVITY LISTING:

Type	TITLE	Location
TRF	TRIDENT Refit Facility Bangor	Bangor WA
SIMA	Shore Intermediate Maintenance Activity, Naval Reserve Maintenance Facility Puget Sound	Everrett, WA [includes Bremerton]
SIMA	Shore Intermediate Maintenance Activity, Naval Reserve Maintenance Facility Ingleside	Ingleside TX
TRF	TRIDENT Refit Facility Kings Bay	Kings Bay GA
SIMA	Shore Intermediate Maintenance Activity Little Creek	Little Creek VA
SIMA	Shore Intermediate Maintenance Activity Mayport	Mayport FL
NSSF	Naval Submarine Support Facility New London	New London CT
SIMA	Shore Intermediate Maintenance Activity Norfolk	Norfolk VA
SIMA	Shore Intermediate Maintenance Activity Pascagoula	Pascagoula MS
SIMA	Shore Intermediate Maintenance Activity Pearl Harbor	Pearl Harbor HI
SIMA	Submarine Base Pearl Harbor / Repair Department	Pearl Harbor HI
SIMA	Shore Intermediate Maintenance Activity Portsmouth	Portsmouth VA
SIMA	Shore Intermediate Maintenance Activity San Diego	San Diego CA

Enclosure (1)

SIMA PORTSMOUTH UIC N33341  
DATA CALL EIGHTEEN

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

RADM ARCHIE CLEMINS

NAME (Please type or print)

Archie Clemens  
Signature

Acting

Title Commander in Chief  
U.S. Atlantic Fleet

7/1/94  
Date

Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER

NAME (Please type or print)

W. A. Earner  
Signature

\_\_\_\_\_  
Title

7/19/94  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

CAPT L.P. LALLI  
NAME (Please type or print)

L.P. Lalli  
Signature

ACTING  
Title  
NAVAL AIR FORCE

5/25/94  
Date

U.S. ATLANTIC FLEET  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

**DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)**

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

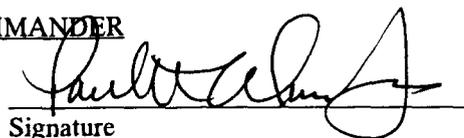
I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

ACTIVITY COMMANDER

Paul K. Clausen, Jr.  
NAME (Please type or print)

Commanding Officer  
Title

SIMA Portsmouth  
Activity

  
Signature

5/23/94  
Date

12 July 1994

**DATA CALL FOR MILITARY VALUE ANALYSES  
SHORE INTERMEDIATE MAINTENANCE ACTIVITIES /  
NAVAL RESERVE MAINTENANCE FACILITIES  
and  
TRIDENT REFIT FACILITIES**

Category	<b>Industrial Activities</b>
Type	<b>Shore Intermediate Maintenance Activities / Naval Reserve Maintenance Facilities (SIMAs/NRMFs) / TRIDENT Refit Facilities (TRFs)</b>
Claimant	<b>CINCLANTFLT CINCPACFLT</b>

Notes: In the context of this Data Call:

1. Base your responses for FY 1994 and previous years on executed workload, and for FY 1995 and subsequent years on workload as programmed. Use the workload as programmed in the FY 1995 Budget Submission and POM-96. Unless otherwise specified, use workload mixes as programmed. In estimating projected workload capabilities, use the activity configuration as of completion of all BRAC-88/91/93 actions, and of ongoing operational actions (e.g. decommissioning of various Tenders, etc.). The objective is to accurately capture your entire workload.
2. Unless otherwise specified, for questions addressing maximum workload within the Mission Area of the Data Call, base your response on an eight hour day/five day notional normal work week (1-8-5). Please identify any processes which, under normal operations, operate on a different schedule.
3. For purposes of this Data Call, Depot maintenance is regarded as the maintenance performed on material that requires major overhaul or a complete rebuild of parts, assemblies, subassemblies, and end items, including the manufacture of parts, modifications, testing, and reclamation, as required. Depot maintenance serves to support lower categories of maintenance. Depot maintenance provides stocks of serviceable equipment by using more extensive facilities for repair than are available in lower level maintenance activities. Depot or indirect maintenance functions are identified by the type of equipment maintained or repaired.
4. For purposes of this Data Call, it is understood that data reporting workload in terms of Direct Labor Man Hours (DLMHs) reflects both Productive Labor and Productive Support Labor expended on that workload.

If any responses are classified, so annotate the applicable question and include those responses in a separate classified annex. This document has been prepared in WordPerfect 5.1/5.2.

**DATA CALL for MILITARY VALUE ANALYSES**  
**Shore Intermediate Maintenance Activities/Naval Reserve Maintenance**  
**Facilities and TRIDENT Refit Facilities**

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## Table of Acronyms

\$	Dollars	OOS	Out of Specification
%	Percent	PN	Number of Personnel accommodated
#	Number	POM	Program Objectives Memorandum
ACT	American College Test	PSI	Pounds-per-square inch
AOB	Average on Board	QC/NDT	Quality Control / Non-Destructive Testing
ARC	Alcohol Rehabilitation Center	Qtr	Quarter
BAQ	Basic Allowance for Quarters	RMC	Regional Maintenance Concept
BEQ	Bachelor Enlisted Quarters	SAT	Scholastic Aptitude Test
BOQ	Bachelor Officers Quarters	SF	Square Feet
CADCAM	Computer Aided Design / Computer Aided Manufacturing	SIMA/NRMF	Shore Intermediate Maintenance Activity / Naval Reserve Maintenance Activity
CCN	Category Code Number	TRF	Trident Refit Facility
DLMH	Direct Labor Man Hours	TY	Then Year
DoD	Department of Defense	UIC	Unit Identification Code
DoDDS	Department of Defense Dependents Schools	VHA	Variable Housing Allowance
DON	Department of the Navy	W/O	Without
ESQD	Explosive Safety Quantity Distance	WY	Work Years
FSC	Family Service Center	UIC	Unit Identification Code
FY	Fiscal Year		
FYDP	Future Years Defense Plan		
GMT	General Military Training		
HERO	Hazards Electromagnetic Radiation-Ordnance		
HS	High School		
IPE	Industrial Plant Equipment		
ITT	Information, Tickets & Tours		
JCSG-DM	Joint Cross Service Group - Depot Maintenance		
KSF	Thousands of Square Feet		
LF	Linear Feet		
MH	Man Hours		
MILCON	Military Construction		
MLS	Multiple Listing Service		
N / A	Not Applicable		
NCIS	Naval Criminal Investigative Service		

ACTIVITY: 33341

DATA CALL for MILITARY VALUE ANALYSES

Shore Intermediate Maintenance Activities/Naval Reserve Maintenance  
Facilities and TRIDENT Refit Facilities

Primary UIC: 33341

(Use this number as Activity identification at top of every page)

Mission Area

## 1. Shipwork

1.1 Ship Class Work. Using Tables 1.1, for each ship class serviced by your SIMA/TRF, identify the number of ship availabilities (e.g. upkeeps, refits, TAVs, etc) accomplished or planned to be accomplished from FY 1990 through FY 1997.

Table 1.1.a: **Historic and Predicted Shipwork**

Class of Vessel	FY 1990	FY 1991	FY 1992	FY 1993
SSBN 726	0	0	0	0
SSN 688	0	0	1	0
SSN 21	0	0	0	0
CVN 68	3	3	3	4
CV 62	7	6	3	3
AD 41	1	1	1	1
AOE 1	0	0	0	1
AOE 6	0	0	0	0
ARS 50	1	0	0	0
AS 36/39	2	2	2	1
LPD 4	2	1	1	3
LPH 2	1	1	3	3
LSD 36	0	0	0	0
LSD 41	0	0	1	1
MCM-1 / MCS 12 / MHC 51	0	0	0	0

## 1. Shipwork, continued

Table 1.1.b: Historic and Predicted Shipwork

Class of Vessel	FY 1990	FY 1991	FY 1992	FY 1993
AFB/AFDL/AFDM/ ARDM	0	0	0	0
NR-1	0	0	0	0
AGF 3 / AGF 11	0	0	0	0
CG 47	1	0	2	3
DD 963	1	0	1	1
DDG 51	0	0	0	0
DDG 993	3	1	0	1
FFG 7	5	3	3	1
LHA 1	1	1	1	2
LHD 1	1	1	1	1
CGN 38	1	1	2	1
AFS	3	3	3	0
AO	0	0	0	1
AOR	0	2	0	1
LCC	1	1	0	0
LKA	1	0	1	0
LST	1	1	0	2
YTB	0	0	0	1

## 1. Shipwork, continued

Table 1.1.c: Historic and Predicted Shipwork

Class of Vessel	FY 1994	FY 1995	FY 1996	FY 1997
SSBN 726	0	0	0	0
SSN 688	0	0	0	0
SSN 21	0	0	0	0
CVN 68	4	4	5	5
CV 62	2	1	0	0
AD 41	1	1	1	1
AOE 1	0	0	0	0
AOE 6	0	0	0	0
ARS 50	0	0	0	0
AS 36/39	0	0	0	0
LPD 4	2	3	4	4
LPH 2	1	1	1	0
LSD 36	0	0	0	0
LSD 41	1	0	1	0
MCM 1/MCS 12/MHC 51	0	0	0	0

## 1. Shipwork, continued

Table 1.1.d: Historic and Predicted Shipwork

Class of Vessel	FY 1994	FY 1995	FY 1996	FY 1997
AFB / AFDL / AFDM / ARDM	0	0	0	0
NR-1	0	0	0	0
AGF 3 / AGF 11	0	0	0	0
CG 47	0	1	1	1
DD 963	1	1	2	2
DDG 51	0	0	0	0
DDG 993	1	1	2	2
FFG 7	0	1	1	2
LHA 1	1	2	2	2
LHD 1	1	2	2	2
CGN 38	1	1	1	1
AFS	1	1	0	0
AO	1	0	0	0
AOR	1	0	0	0
LCC	1	1	1	1
LKA	0	0	0	0
LST	0	0	0	0
YTB	0	0	0	0

**1. Shipwork, continued**

1.2 Workload Breakout. Breakout the total workload performed, measured in thousands of Direct Labor Man Hours (K DLMHs) into the following categories for the period requested.

Data reflected in SIMA Portsmouth Data Call 18, table 7.1.a.

Table 1.2.a: Historic and Predicted Ship Maintenance Workload

Workload Category	Intermediate Level Workload (K DLMHs)			
	FY 1990	FY 1991	FY 1992	FY 1993
Modernization (Conventional )				
Modernization (Nuclear)				
Maintenance (Conventional)				
Maintenance (Nuclear)				
<b>TOTAL:</b>				

Table 1.2.b: Historic and Predicted Ship Maintenance Workload

Workload Category	Intermediate Level Workload (K DLMHs)			
	FY 1994	FY 1995	FY 1996	FY 1997
Modernization (Conventional )				
Modernization (Nuclear)				
Maintenance (Conventional)				
Maintenance (Nuclear)				
<b>TOTAL:</b>				

Data reflected in SIMA Portsmouth Data Call 18, tables 7.1.a & 7.1.b.

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**1. Shipwork, continued**

1.3 Other Shipboard Work. List and describe any other nuclear and conventional shipboard work not reported in questions 1.1 and 1.2.

None

## Mission Area

**2. Depot Level Maintenance**

2.1 Provide the historic and projected depot level work in Direct Labor Man Hours (DLMHs) performed by the SIMA/NRMF/TRF.

Table 2.1.a: Depot Maintenance Performance

Class of Vessel	FY 1990	FY 1991	FY 1992	FY 1993
SSBN 726				
SSN 688				
SSN 21				
CVN 68				
CV 62				
AD 41				
AOE 1				
AOE 6				
ARS 50				
AS 36/39				
LPD 4				
LPH 2				
LSD 36				
LSD 41				
MCM 1 / MCS 12 / MHC 51				

SIMA Portsmouth does not perform Depot Level Maintenance.

**2. Depot Level Maintenance, continued****Table 2.1.b: Depot Maintenance Performance**

Class of Vessel	FY 1990	FY 1991	FY 1992	FY 1993
AFB / AFDL / AFDM / ARDM				
NR-1				
AGF 3 / AGF 11				
CG 47				
DD 963				
DDG 51				
DDG 993				
FFG 7				
LHA 1				
LHD 1				
CGN 38				

SIMA Portsmouth does not perform Depot Level Maintenance.

## 2. Depot Level Maintenance, continued

Table 2.1.c: Depot Maintenance Performance

Class of Vessel	FY 1994	FY 1995	FY 1996	FY 1997
SSBN 726				
SSN 688				
SSN 21				
CVN 68				
CV 62				
AD 41				
AOE 1				
AOE 6				
ARS 50				
AS 36/39				
LPD 4				
LPH 2				
LSD 36				
LSD 41				
MCM 1 / MCS 12 MHC 51				

SIMA Portsmouth does not perform Depot Level Maintenance.

2. Depot Level Maintenance, continued

Table 2.1.e: Depot Maintenance Performance

Class of Vessel	FY 1994	FY 1995	FY 1996	FY 1997
AFB / AFDL / AFDM / ARDM				
NR-1				
AGF 3				
AGF 11				
CG 47				
DD 963				
DDG 51				
DDG 993				
FFG 7				
LHA 1				
LHD 1				
CGN 38				

SIMA Portsmouth does not perform Depot Level Maintenance.

## Mission Area

**3. Training.**

3.1 Identify the average number of Man Days per year (MD/YR), for the period FY 1991 through FY 1993, provided by your activity.

Training to personnel permanently assigned to an operational ship: 83 MD/YR

Training to other personnel *not* permanently assigned to your activity: 250 MD/YR

Total training provided: 333 MD/YR

## Mission Area

**4. Reserve Support**

4.1 Using Table 4.1, identify the Naval Reserve Units or Detachments, and the number of authorized billets for those units, regularly using your activity. Include, and clearly identify, support provided to non-Navy reserve components. Additionally, provide the three year average training received per year for the period FY 1991 through FY 1993 and the three year average production work performed by each unit or detachment in Direct Labor Man Hours per Fiscal Year (DLMH/FYs).

Table 4.1: Reserve Contingent Training and Production

Reserve Unit	# of Billets <sup>1</sup>	Average Training Received			Average Production Performed		
		FY 1991	FY 1992	FY 1993	FY 1991	FY 1992	FY 1993
106	58	1800	1800	2000	6800	6500	7000
206	47	1550	1480	1700	5900	5400	5800
306	27	200	200	100	1800	1800	1100
501	27	200	200	100	1700	1900	1700
602	23	170	200	90	1200	1500	1400
705	43	310	300	130	1400	1600	1400

<sup>1</sup> Figures for authorized billets are based on Reserve Unit Activity Documents (RUADS) dated 29 Dec 93.

## Features and Facilities

### 5. Special Equipment and Skills

5.1 List and describe the specialized, unique or peculiar functions, capabilities, equipment, and skills at this activity for work on specific ship classes or, if applicable, other mission workload (specify). Highlight those capabilities which are "one of a kind" within the DON/DoD.

a. Repairs are made to the following Aviation Launch and Recovery Equipment (ALRE) on ship-to-shop basis for CV/CVNs:

- (1) Jet blast deflector cylinders
- (2) Grab assemblies (C-7/C-11 Mod 1/C-13 Mod 1)
- (3) Re-Reeving winches
- (4) Arresting gear - socket tester (three types)
- (5) Flush deck nose gear launch assembly (MK2 Mod 0)

b. Provide technical assistance to aviation capable ships in blasting, priming and resurfacing flight/hangar bay decks with abrasive and/or non-abrasive deck coverings (non-skid).

c. Provide facilities for the post-deployment rehabilitation of support equipment for ships (CV, CVN, LPH, LHA, LPD) during an SRA or COH. While the ship is in a COH or SRA status, space and technical assistance are provided, along with limited specialized equipment and replacement parts.

d. Provide facilities and technical assistance to ships' personnel (CV, CVN, LPH, LHA, LPD) involved in overhaul, repair and testing of various types of weapons support equipment and materials handling equipment to include:

- (1) EE and EX electric forklifts
- (2) Manual and pneumatic magazine hoists
- (3) Weapons support equipment

e. Aviation Fuels Repair Division was established to assist in maintaining the aviation fuels system for air capable ships in a full state of readiness by providing the following services:

(1) Repair and modifications to the AEL MK 1 and 3 fuel testers, CLA-VAL, hosereels, pressure refueling nozzles, D-1 and D-2 quick disconnect couplings.

(2) Manufacture of spill, transfer and defuel carts.

(3) Technical assistance in the above listed items.

f. Maintain and issue Aerial Manlifts to support the maintenance efforts of Atlantic Fleet aircraft carriers. Manlifts are made available on a priority of need to aircraft carriers in drydock, regular overhaul and restricted availabilities, and to Naval Station Norfolk, respectively.

g. East Coast maintenance facility for the LAMPS MK III Helicopter Landing System/Recovery, Assist, Secure and Traverse (HLS/RAST) system (employed on DD, CG, FG class ships). Also have the capability to overhaul and test components of the HLS/RAST system including rapid securing devices, traverse assemblies, tail guide winch assemblies, recovery assist pumps and motors, and electric cable reel and gear boxes.

h. Operate the U.S. Navy's largest SIMA Corrosion Control Facility.

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5.2 List and describe equipment and capabilities of this activity for processing or shipping Radioactive Liquid Waste (RLW) and radiologically contaminated or potentially contaminated solid waste.

None

Features and Facilities

6. **Regional Maintenance Concept.** (Revised 27 Dec 94)

R

6.1 Describe your activity's involvement in the planning, prototype preparation, prototype operation, or other aspects of the Regional Maintenance Concept.

- Very active in regional maintenance.
- Supports motor repair regional repair center (RRC).
- Supports calibration RRC.
- Leadership of "yellow gear" consolidation process action team (PAT).
- Leadership of corrosion control PAT.
- Participating in 1 to 1 consolidations among 11 shops with SIMA Little Creek and SIMA Norfolk.

Features and Facilities

7. **IPE Age.**

7.1 What is the average age of Industrial Plant Equipment at the shipyard as of FY 1993?

Average IPE Age = 20 years\*

Average IPE age given is for SIMA Portsmouth IPE vice shipyard.

5.2 List and describe equipment and capabilities of this activity for processing or shipping Radioactive Liquid Waste (RLW) and radiologically contaminated or potentially contaminated solid waste.

None

Features and Facilities

**6. Regional Maintenance Concept.**

6.1 Describe your activity's involvement in the planning, prototype preparation, prototype operation, or other aspects of the Regional Maintenance Concept.

The Regional Maintenance Concept has been approved. At the current time, detailed implementation plans have not been finalized. The specific impact upon this activity and others in the region will be certified and provided as the information becomes available.

Features and Facilities

**7. IPE Age.**

7.1 What is the average age of Industrial Plant Equipment at the shipyard as of FY 1993?

Average IPE Age = 20 years\*

Average IPE age given is for SIMA Portsmouth IPE vice shipyard.



**8. Facility Measures, continued**

8.2 In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories in Table 8.1, above, where inadequate facilities are identified provide the following information:

- a. Facility type/code:
- b. What makes it inadequate?
- c. What use is being made of the facility?
- d. What is the cost to upgrade the facility to substandard?
- e. What other use could be made of the facility and at what cost?
- f. Current improvement plans and programmed funding:
- g. Has this facility condition resulted in C3 or C4 designation on your BASEREP?

**Data appears in SIMA Portsmouth Data Call 18, question 11.2.**

## Features and Facilities

**9. Stand Alone Features**

9.1 Identify the support (police, fire protection, etc.) now provided by the host Naval or Marine Corps activity or other source. Add any additional applicable factors. Identify what factors would be needed by your activity if the host facility is closed.

Table 9.1: **Support Facilities**

Support	Currently Obtained from:	Needed if Host Closes?
Police	NISE East	Yes
Security	NISE East	Yes
Fire	Norfolk Naval Shipyard	Yes
Cafeteria	Norfolk Naval Shipyard	No
Enlisted Galley	Norfolk Naval Shipyard	Yes
Parking	SIMA Portsmouth	No
Utilities	Public Works Center Norfolk and Norfolk Naval Shipyard	Yes
Child Care	Norfolk Naval Shipyard	Yes
Hazardous Waste Disposal	Norfolk Naval Shipyard	Yes
Medical	Norfolk Naval Shipyard and Naval Medical Center Portsmouth	Yes
Dental	Norfolk Naval Shipyard	Yes

9.2 If your activity is relocated, what new location(s) (for your activity) most efficiently provides adequate oversight of this support?

This question is too broad to accurately answer. SIMA Portsmouth knows of no plans to relocate our command, much less the specific locations that would be candidate relocation sites.

## Costs

**10. Investments**

10.1. List the project number, description, funding year, and value of the *capital improvements at your base completed (beneficial occupancy) during FY 1988 to FY 1994*. Indicate if the capital improvement is a result of BRAC realignments or closures.

Table 10.1: **Capital Improvement Expenditure<sup>1</sup>**

Project	Description	Fund Year	Value (\$K)
P-320	Construction of Building 1556 (Administration and Repair Shops)	FY 88	9,000
93-1131	Additions to Buildings 278/279 (Forklift Repair) and Construction of Building 54 (Garage)	FY 93	250
93-1162	Installation of electrical service in Buildings 63 (Corrosion Control) and 64 (Storage)	FY 93	173

<sup>1</sup> None of the above capital improvements were as a result of BRAC realignments or closures.

10.2. List the project number, description, funding year, and value of the *non-BRAC related capital improvements planned* for years FY 1995 through FY 1997.

Table 10.2: **Planned Capital improvements**

Project	Description	Fund Year	Value (\$K)
None			

**10. Investment, continued**

10.3 List the project number, description, funding year, and value of the *BRAC related capital improvements planned* for FY 1995 through FY 1999.

**Table 10.3: Planned BRAC Capital improvements**

Project	Description	Fund Year	Value
None			

**10. Investment, continued**

10.4 Identify by Investment Category Code and Name (e.g. 05-Training Facilities; 14-Administration) the actual investment at your activity, to include all MCON, maintenance and repair, installed equipment, and minor construction, in thousands of dollars (\$ K) over the period FY 1990 through FY 1994 for all your facilities. Report separately all other Class 2 equipment investments. The following table should include your responses to questions 11.1-11.3 above.

Table 10.4: **Historic Investment Summary**

Investment Category	\$ K
07 Shipyard Maintenance/Production	40
07 Shipyard Maintenance/Production	203
07 Shipyard Maintenance/Production	179
07 Shipyard Maintenance/Production	74
08 Other Maintenance/Production	796
08 Other Maintenance/Production	301
07 Shipyard Maintenance/Production	37
14 Administrative	3
14 Administrative	1
07 Shipyard Maintenance/Production	164
14 Administrative	17
07 Shipyard Maintenance/Production	37
07 Shipyard Maintenance/Production	250
07 Shipyard Maintenance/Production	9,000
08 Other Maintenance/Production	36
16 Other Personnel Suppt & Sves	20
Activity Total	11,158

**10. Investments, continued**

10.5 What is the total planned investment, in thousands of dollars (\$ K), over the period FY 1995 through FY 2001?

Total planned Investments = \$ 0 K

10.6 Provide a list of all other documented major facility deficiencies not addressed in 11.1-11.3 (e.g. major repairs) and the estimated cost to rectify each at this activity. Identify the reduction in operating costs anticipated in relation to each deficiency correction.

Table 10.6: Facility Deficiencies

Deficiency	Cost to Correct (\$ K)	Result of Corrections <sup>1</sup>
#64/Refurbishment of entire building	214	20,000
#47/Plumbing not operational	5.9	10
#47/Heater location incorrect for lead work area	4.1	10
#63/No secure storage area	3.7	500
#378/Window and door repair/leaks and rotting	28	0

<sup>1</sup>Figures for result of corrections are man-hours saved, based on current work output for 1 shift.

## Costs

**11. Resource Employment**

11.1 Identify the total Direct Labor Man Hours (DLMHs) expended in each of the functional areas and program support areas, as applicable, at this activity. Provide the FY 1993 capability (notional normal work week of 1-8-5) and the FY 1993 capability if operating a full second shift at the activity.

Table 11.1: **Functional Ares Performance Distribution**

Functional Areas	FY 1993	2nd Shift <sup>1</sup>
Electroplating	1300	
Conventional valve and pump maintenance	9200	
Other machining and manufacturing	36100	
Motor rewind and reconditioning	5800	
Other Quality Control and Non-Destructive Testing	5000	
Flex hose repair and test	2600	
Other IMA work	266100	

<sup>1</sup>No second shift.

**11. Resource Employment, continued**

11.2 Identify the manned, reserved, and second shift work stations at this activity for the period requested. Report in number of work stations.

Table 11.2.a: Work Stations Capability Data

	FY 1986 <sup>1</sup>	FY 1987 <sup>1</sup>	FY 1988 <sup>1</sup>	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
Manned				140	150	150	155	165
Reserved				0	0	0	0	0
<b>TOTAL</b>				140	150	150	155	165
2nd shift				0	0	0	0	0

Table 11.2.b: Work Stations Capability Data

	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Manned	146	148	155	160	165	165	165	165
Reserved	0	0	0	0	0	0	0	0
<b>TOTAL</b>	146	148	155	160	165	165	165	165
2nd shift	10	10	15	15	15	20	20	20

<sup>1</sup>Data prior to 1989 is not available.

Strategic Concerns

**12. Location Factors**

12.1 Specify any special strategic importance or military value considerations of your activity accruing from its geographic location. Additionally, identify the number of major customer activities located within a 100 mile radius.

SIMA Portsmouth, at St. Julien's Creek Annex, is centrally located in Hampton Roads, and is within one hour of all major DOD facilities located in eastern Virginia. Major customer activities within a 100 mile radius include COMNAVAIRLANT and COMNAVSURFLANT, and their respective tended ships.

12.2 List, and indicate the distance in road-miles from your activity, all Interstate Highways, airports of embarkation, seaports of embarkation, and cargo rail terminals serving your activity.

<u>Highways</u>	<u>Seaports</u>	<u>Airports</u>	<u>Cargo Rail</u>
I-64 4	Norfolk International	Norfolk	Naval Shipyard 1.5
264 2.5	Terminal 14.6	International 13.5	
464 6.75	Portsmouth Inter-	Naval Air Station	
664 9.5	national	Norfolk 12	
	Terminal 9.6		

12.3 Is your activity serviced by rail trackage providing direct access to commercial rail network? If not, identify the road-miles separating your activity from the nearest railhead access.

No. Nearest certified railhead access located 1.5 miles away at Norfolk Naval Shipyard.

Have uncertified rail trackage access to the above certified line. This rail trackage was previously certified, but currently is not due to limited use and excessive cost.

## Strategic Concerns

**13. Natural Inhibitors to Operations**

13.1 Identify the percent of the planned work schedule for the facilities under your cognizance (averaged by month) that was interrupted by local weather or climatic conditions for the period FY 1990 - FY 1993 (i.e. how many man-days were lost annually, by month, because of hurricanes, tornado, earthquake, blizzard, below freezing temperatures, or other performance-impinging natural conditions?).

Table 13.1.a: **Impact on Operations**

	January	February	March	April	May	June
Average % Schedule Interrupted	6.3%	6.3%	0.8%	0.8%	0.2%	0.2%

Table 13.1.b: **Impact on Operations<sup>1</sup>**

	July	August	September	October	November	December
Average % Schedule Interrupted	1%	1%	1%	0.2%	0.4%	0.6%

<sup>1</sup>Figures are based primarily on the effects of weather on non-skid resurfacing of flight/hangar bay decks. It also includes the loss of two additional days per year due to snow, hurricanes or other weather conditions.

## Strategic Concerns

**14. Contingency and Mobilization Features**

14.1 Identify the covered and uncovered, storage and industrial space at your activity which is currently surplus to the planned need, expressed in thousands of square feet (K SF).

Table 14.1: Surplus Storage

K SF	Covered	Uncovered
Storage	0	0
Industrial	0	0

14.2 Identify any additional space in these categories programmed to be available by FY 2001.

None

14.3 Identify the amount of the potentially available other DoD or commercial activity, aviation-industrial, space within a one-hour drive of this activity. Include any physical restrictions (e.g. road limitations) that might apply should those facilities be used for facility augmentation or in an emergency.

SIMA Portsmouth, at St. Julien's Creek Annex, is centrally located in Hampton Roads. Boundaries based on one hour travel are approximately Williamsburg, VA to the northwest, Yorktown, VA to the north, the Atlantic Ocean to the east, Elizabeth City, NC to the south and Wakefield, VA to the southwest.

This geographic area includes NAS Norfolk, Langley AFB, Ft. Eustis, NAS Oceana, Yorktown CGS, Craney Island CGS, Elizabeth City CGS, Dam Neck (Fleet Combat Training Center), Newport News/Williamsburg International Airport and Norfolk International Airport. There is no limit to the amount of other DoD or commercial activity space available within a one hour drive due to the central location and the proximity of major DoD installations and metropolitan areas. There are at least five other commercial shipyards in the Hampton Roads Area.

Size and content of cargo during travel/transport throughout Hampton Roads are restricted by numerous bridges and tunnels.

## Environment and Encroachment

**15. Environmental Considerations**

15.1 Identify all environmental restrictions to expansion at your activity.

Current air emission permits restrict volatile organic compound (VOC) emissions to a maximum of 25.2 tons per year and blast media emissions to a maximum of 66 tons per year.

15.2 Describe the undeveloped acreage or waterfront that is unique to your activity. Identify any acreage that is suitable for your further industrial development.

<u>Area</u>	<u>Acreage</u>
Field adjacent to #193/Administration	.36
Field adjacent to Hazardous Material Issue/Reutilization Site	.74
Volleyball/basketball courts	.56
Area behind #81/HLS/RAST	.61
Area adjacent to #81/HLS/RAST	.95
Field adjacent to #46/Repair Shops	.70

All above areas are suitable for further industrial development.

15.3 Identify any specific facilities, programs or capabilities in regard to the handling and disposal of hazardous materials / waste at your activity.

- less than 90 day hazardous waste storage facility
  - hazardous material issue/reutilization site
- Recycling program

**16. Encroachment Considerations.**

16.1 Identify any ground, industrial noise, approach channel, waterway, harbor, bridge height, turning basin, Explosive Quantity Distance Standard (ESQD), HERO, and airspace encroachments of record at your activity.

**Table 16.1: Encroachments of Record**

Encroachment	Date Recorded	Current Status
None		

## Quality of Life

**17. Military Housing - Family Housing**

17.1 Do you have mandatory assignment to on-base housing? No

17.2 For military family housing in your locale, provide the following information:

**Table 17.2: Available Military Family Housing<sup>1</sup>**

Type of Quarters	Number of Bedrooms	Total number of units	Number Adequate	Number Substandard	Number Inadequate
Officer	4+	199	199	0	0
Officer	3	198	198	0	0
Officer	1 or 2	0	0	0	0
Enlisted	4+	868	868	0	0
Enlisted	3	881	857	24	0
Enlisted	1 or 2	899	676	223	0
Mobile Homes		0	0	0	0
Mobile Home lots		0	0	0	0

<sup>1</sup>Data provided by Norfolk Naval Shipyard.

17.3 In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified provide the following information.

- a. Facility type/code:
- b. What makes it inadequate?
- c. What use is being made of the facility?
- d. What is the cost to upgrade the facility to substandard?
- e. What other use could be made of the facility and at what cost?
- f. Current improvement plans and programmed funding:
- g. Has this facility condition resulted in C3 or C4 designation on your BASEREP?

<sup>1</sup>Not applicable. No inadequate facilities listed.

**17. Military Housing - Family Housing, continued**

17.4 Complete the following table for the military housing waiting list. Report Number on list as of 31 March 1994.

**Table 17.4: Military Housing Waiting List<sup>2</sup>**

Pay Grade	Number of Bedrooms	Number on List	Average Wait
O-6/7/8/9	1	0	0
	2	0	8 - 10 months
	3	0	8 - 10 months
	4+	14	12 - 14 months
O-4/5	1	0	0
	2	1	9 - 12 months
	3	62	12 - 15 months
	4+	33	10 - 16 months
O-1/2/3/CWO	1	0	4 - 9 months
	2	3	4 - 9 months
	3	3	6 - 15 months
	4+	16	12 - 14 months
E7-E9 <sup>1</sup>	1		2 - 9 months
	2		6 - 14 months
	3		7 - 13 months
	4+		12 - 24 months
E1-E6 <sup>1</sup>	1	N/A	
	2	N/A	
	3	N/A	
	4+	N/A	

<sup>1</sup>E7 - E9 and E1 - E6 are all maintained on the same waiting list, for a total of 3, 031.

<sup>2</sup>Data provided by Norfolk Naval Shipyard.

**17. Military Housing - Family Housing, continued**

17.5 What do you consider to be the top five factors driving the demand for base housing? Does it vary by grade category? If so provide details.

Table 17.5: **Housing Demand Factors**<sup>1</sup>

Top Five Factors Driving the Demand for Base Housing	
1	High cost for junior enlisted, 3 or more bedrooms
2	Travel time/distance
3	Convenience to base facilities/child care
4	Sense of safety/security (undesirable high crime areas)
5	Area has large deployable sector. Shared camaraderie/problems/expenses.

<sup>1</sup>Data provided by Norfolk Naval Shipyard.

17.6 What percent of your family housing units have all the amenities required by "The Facility Planning & Design Guide" (Military Handbook 1190 & Military Handbook 1035-Family Housing)?

32 %<sup>1</sup>

<sup>1</sup>Data provided by Norfolk Naval Shipyard.

17.7 Provide the utilization rate for family housing for FY 1993.

Table 17.7: **Family Housing Utilization**<sup>1</sup>

Type of Quarters	Utilization Rate (%)
Adequate	98.2%
Substandard	97.4%
Inadequate	97.0%

<sup>1</sup>Data provided by Norfolk Naval Shipyard.

17.8 As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 98% ( or vacancy over 2%), is there a reason?

Yes. Six hundred substandard units in Ben Morrell are being demolished and will be rebuilt. Some quarters have been taken off-line in Camp Allen and Torgerson sites, for planned revitalization projects scheduled FY95-97 timeframe. Some units have been taken off-line in Carper Housing due to unsafe structural conditions, as identified by engineering structural inspections.

Data provided by Norfolk Naval Shipyard.

## Quality of Life

**18. Military Housing - Bachelor Quarters**

18.1 Provide the utilization rate for Bachelor Enlisted Quarters (BEQs) for FY 1993.

Table 18.1: **BEQ Utilization**<sup>1</sup>

Type of Quarters	Utilization Rate
Adequate	91%
Substandard	68%
Inadequate	N/A

<sup>1</sup>Data provided by Norfolk Naval Shipyard.

18.2 As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

As of 31 March 1994, there has been increased utilization due to increase in ships' availability and personnel housed. Current occupancy is greater than 95%, but is always dependent on ships' availabilities.

Data provided by Norfolk Naval Shipyard.

18.3 Calculate the Average on Board (AOB) for Geographic Bachelors (GB) as follows:

$$\text{AOB} = \frac{(\# \text{ GB}) \times (\text{average } \# \text{ of days in barracks})}{365}$$

AOB = \_\_\_\_\_<sup>1</sup>

<sup>1</sup>Data reflects SIMA Portsmouth personnel only.

18.4 Indicate in the following chart the percentage of Geographic Bachelors (GB) by category of reasons for family separation. Provide comments as necessary.

Table 18.4: **Reasons for Geographic Separation (BEQ)**<sup>1</sup>

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	1	100%	
Spouse Employment (non-military)			
Other			

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TOTAL	1	100 %
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<sup>1</sup>Data reflects SIMA Portsmouth personnel only.

18.5 How many enlisted Geographic Bachelors (GB) do not live on base?

# GB Off-Base = 0

<sup>1</sup>Data reflects SIMA Portsmouth personnel only.

**18. Military Housing - Bachelor Quarters, continued:**

18.6 Provide the utilization rate for Bachelor Officers Quarters (BOQs) for FY 1993.

Table 18.6: BOQ Utilization<sup>1</sup>

Type of Quarters	Utilization Rate
Adequate	0
Substandard	0
Inadequate	0

<sup>1</sup>Data reflects SIMA Portsmouth personnel only.

18.7 As of 31 March 1994, have you experienced much of a change since FY 1993? If so, why? If occupancy is under 95% (or vacancy over 5%), is there a reason?

Not applicable. SIMA Portsmouth currently has no officers residing in Bachelor Officer Quarters.

18.8 Calculate the Average on Board (AOB) for Geographic Bachelors as follows:

$$\text{AOB} = \frac{(\# \text{ GB} \times \text{average \# days in barracks})}{365}$$

AOB = 0<sup>1</sup>

<sup>1</sup>Data reflects SIMA Portsmouth personnel only.

18.9 Indicate in the following chart the percentage of Geographic Bachelors by category of reasons for family separation. Provide comments as necessary.

Table 18.9: Reasons for Geographic Separation (BOQ)

Reason for Separation from Family	Number of GB	Percent of GB	Comments
Family Commitments (children in school, financial, etc.)	None <sup>1</sup>		
Spouse Employment (non-military)			
Other			
<b>TOTAL</b>		100	

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<sup>1</sup>Not applicable. SIMA Portsmouth currently has no officers residing in Bachelor Officer Quarters.

18.10 How many officer Geographic Bachelors do not live on base?

# GB Off-Base = 0

<sup>1</sup>Data reflects SIMA Portsmouth personnel only.

## Quality of Life

**19. MWR Facilities**

19.1 For on-base MWR facilities available, complete the following table for each separate location. These are spaces designed for a particular use. A single building might contain several facilities, each of which should be listed separately.

For off-base government-owned or leased recreation facilities, indicate their distance from your base. If there are any facilities not listed, include them at the bottom of the table.

LOCATION Norfolk Naval ShipyardDISTANCE On base

Table 19.1.a: MWR Facilities Summary

Facility	Unit of Measure	Total	Profitable ( Y / N / N/A )
Auto Hobby	Indoor Bays	9	Y
	Outdoor Bays	0	
Arts / Crafts	SF	0	
Wood Hobby	SF	0	
Bowling	Lanes	24	Y
All Hands Club	SF	19,318	N
Library	SF	0	
Library	Books	0	
Theater	Seats	0	
ITT	SF	120	N/A
Museum / Memorial	SF	0	
Pool (indoor)	Lanes	0	
Pool (outdoor)	Lanes	17	N/A
Beach	LF	0	
Swimming Ponds	Each	0	
Tennis Court	Each	10	N/A

## 19. MWR Facilities, continued

Table 19.1.b: MWR Facilities Summary

Facility	Unit of Measure	Total	Profitable ( Y / N / N/A )
Volleyball court (outdoor)	Each	2	N/A
Basketball court (outdoor)	Each	2	N/A
Racquetball court	Each	3	N/A
Golf Course	Holes	0	
Driving Range	Tee Boxes	0	
Gymnasium	SF	6,400	N/A
Fitness Center	SF	9,434	N/A
Marina	Berths	0	
Stables	Stalls	0	
Softball Field	Each	3	N/A
Football Field	Each	1	N/A
Soccer Field	Each	1	N/A
Youth Center	SF	3,110 700 <sup>1</sup>	N/A Community center; office

<sup>1</sup>Currently utilize housing as a Youth Center and one housing unit as the Youth Office.

Data provided by Norfolk Naval Shipyard.

Additionally, SIMA Portsmouth maintains (2) outdoor volleyball courts, (1) outdoor basketball court and a small fitness center.

19.2 Is your library part of a regional interlibrary loan program?

Not applicable. No facility dedicated solely to library function.

Data provided by Norfolk Naval Shipyard.

## Quality of Life

**20. Base Family Support Facilities and Programs**

20.1 Complete the following table on the availability of child care in a child care center on your base.

Table 20.1: Child Care Availability<sup>1</sup>

Age Category	Capacity (# of Children)	SF 5,591			Number on Wait List	Average Wait (Days)
		Adequate	Substandard	Inadequate		
0-6 Months	8	x			27	240
6-12 Months	9	x			16	240
12-24 Months	10	x			36	240
24-36 Months	10	x			22	240
3-5 Years	20	x			37	240

<sup>1</sup>Data provided by Norfolk Naval Shipyard.

20.2 In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means." For all the categories above where inadequate facilities are identified provide the following information:

- a. Facility type/code:
- b. What makes it inadequate?
- c. What use is being made of the facility?
- d. What is the cost to upgrade the facility to substandard?
- e. What other use could be made of the facility and at what cost?
- f. Current improvement plans and programmed funding:
- g. Has this facility condition resulted in C3 or C4 designation on your BASEREP?

Not applicable. No inadequate facilities listed.

**20. Base Family Support Facilities and Programs, continued**

20.3 If you have a waiting list, describe what programs or facilities, other than those sponsored by your command, are available to accommodate those on the list.

Referrals are made to other civilian and military child care centers. In addition, Norfolk Naval Shipyard has submitted MILCON P-333 which provides an addition to the existing child care center which will then accommodate 110 more children.

Data provided by Norfolk Naval Shipyard.

20.4 How many "certified home care providers" are registered at your base?# = \_\_\_\_\_

Not applicable at the Norfolk Naval Shipyard. The register is maintained by the Naval Station Norfolk.

Data provided by Norfolk Naval Shipyard.

20.5 Are there other military child care facilities within 30 minutes of the base? No  
State owner and capacity (e.g. 60 children, 0-5 years).

The other military child care centers at Naval Station Norfolk and Little Creek are not within a normal 30 minute commute of the base.

Data provided by Norfolk Naval Shipyard.

**20. Base Family Support Facilities and Programs, continued**

20.6 Complete the following table for services available on your base. If you have any services not listed, include them at the bottom.

Table 20.6: Available Services<sup>3</sup>

Service	Unit of Measure	Quantity
Exchange	SF	52,866 <sup>1</sup>
Gas Station	SF	4,704
Auto Hobby Shop	SF	5,460
Commissary	SF	55,152
Mini-Mart	SF	0
Package Store	SF	3,000
Fast Food Restaurants	Each	0
Bank/Credit Union	Each	4,142
Family Service Center	SF	190
Laundromat	SF	2,243
Dry Cleaners	Each	1 <sup>2</sup>
ARC	PN	0
Chapel	PN	110
FSC Classroom/Auditorium	PN	0
Post Office	SF	2,968

<sup>1</sup>Includes retail, exchange administration, cafeteria, snack stand, service outlets (Barber Shop) in Bldg 1560 and various other shipyard facilities.

<sup>2</sup>SF included in Exchange figure.

<sup>3</sup>Data provided by Norfolk Naval Shipyard.

## 21. Metropolitan Areas

21.1 Identify proximate major metropolitan areas closest to your base (provide at least three):

Table 21.1: Proximate Metropolitan Areas<sup>1</sup>

City	Distance (Miles)
Chesapeake, VA	10
Hampton, VA	20
Norfolk, VA	7

<sup>1</sup>Data provided by Norfolk Naval Shipyard.

## Quality of Life

**22. VHA Rates**

22.1 Identify the Standard Rate VHA Data for Cost of Living in your area:

Table 22.1: VHA Rates<sup>1</sup>

Paygrade	With Dependents	Without Dependents
E1	\$127.43	\$71.30
E2	\$116.47	\$73.25
E3	\$111.42	\$82.10
E4	\$139.18	\$97.14
E5	\$155.24	\$108.39
E6	\$175.73	\$119.62
E7	\$191.50	\$133.03
E8	\$176.39	\$133.35
E9	\$165.28	\$125.47
W1	\$281.03	\$213.43
W2	\$242.26	\$193.94
W3	\$240.16	\$195.22
W4	\$176.30	\$156.31
O1E	\$306.00	\$226.98
O2E	\$251.41	\$200.45
O3E	\$238.87	\$202.08
O1	\$181.59	\$133.81
O2	\$186.47	\$145.75
O3	\$228.14	\$192.08
O4	\$205.30	\$178.53
O5	\$222.77	\$184.23
O6	\$228.47	\$189.11
O7	\$158.54	\$128.81

<sup>1</sup>Data provided by Norfolk Naval Shipyard.

## Quality of Life

**23. Off-base Housing Rental and Purchase**

23.1 Fill in the following table for average rental costs in the area for the period 1 April 1993 through 31 March 1994.

Table 23.1: **Recent Rental Rates<sup>3</sup>**

Type of Rental	Average Monthly Rent <sup>1</sup>		Average Monthly Utilities Cost <sup>2</sup>
	Annual High	Annual Low	
Efficiency	\$6,000.00	4,300.00	0 (included with most efficiency rentals)
Apartment (1-2 Bedroom)	\$5,090.00	\$4,560.00	\$141.00
Apartment (3+ Bedroom)	\$5,880.00	\$4,201.00	\$201.00
Single Family Home (3 Bedroom)	\$6,300.00	\$5,312.00	\$213.00
Single Family Home (4+ Bedroom)	\$7,800.00	\$6,930.00	\$260.00
Town House (2 Bedroom)	\$5,023.00	\$4,987.00	\$130.00
Town House (3+ Bedroom)	\$6,001.00	\$5,100.00	\$180.00
Condominium (2 Bedroom)	\$4,992.00	5,700.00	\$123.00
Condominium (3+ Bedroom)	\$6,000.00	\$5,000.00	\$192.00

<sup>1</sup>All \$409.00

<sup>2</sup>\$160.00

<sup>3</sup>Data provided by Norfolk Naval Shipyard.

23.2 What was the rental occupancy rate in the community as of 31 March 1994? 96.1%Table 23.2: Rental Occupancy Rate<sup>1</sup>

Type Rental	Occupancy Rate (%)
Efficiency	92.16%
Apartment (1-2 Bedroom)	96.00%
Apartment (3+ Bedroom)	96.00%
Single Family Home (3 Bedroom)	96.00%
Single Family Home (4+ Bedroom)	99.00%
Town House (2 Bedroom)	92.00%
Town House (3+ Bedroom)	92.00%
Condominium (2 Bedroom)	88.00%
Condominium (3+ Bedroom)	88.00%

<sup>1</sup>Data provided by Norfolk Naval Shipyard.

**23. Off-base Housing Rental and Purchase, continued**23.3 What are the median costs for homes in the area? \$121,000**Table 23.3: Regional Home Costs<sup>2</sup>**

Type of Home	Median Cost <sup>1</sup>
Single Family Home (3 Bedroom)	\$625.00
Single Family Home (4+ Bedroom)	\$700.00
Town House (2 Bedroom)	\$550.00
Town House (3+ Bedroom)	\$600.00
Condominium (2 Bedroom)	\$550.00
Condominium (3+ Bedroom)	\$626.00

<sup>1</sup>Monthly<sup>2</sup>Data provided by Norfolk Naval Shipyard.

23.4 For calendar year 1993, from the local MLS listings, provide the number of 2, 3, and 4 bedroom homes available for purchase. Use only homes for which monthly payments would be within 90 to 110 percent of the E5 BAQ and VHA for your area.

Table 23.4: **Housing Availability**<sup>1,2</sup>

Month	Number of Bedrooms		
	2	3	4+
January	14	27	4
February	17	26	5
March	20	45	4
April	28	53	9
May	25	49	6
June	49	58	13
July	48	62	8
August	32	69	16
September	56	51	18
October	38	54	12
November	40	61	10
December	37	11	16

<sup>1</sup>The small number of homes available is due to the fact that the E1-E5 rate for this and other large metropolitan areas is too small and makes housing purchases difficult due to monthly payment and utility costs. At E6 BAQ/VHA rates, more homes are available.

<sup>2</sup>Data provided by Norfolk Naval Shipyard

**23. Off-base Housing Rental and Purchase, continued**

23.5 Describe the principle housing cost drivers in your local area.

Location, number of bedrooms, siding type (brick, vinyl, wood), school system, crime rates, BAQ, VHA alignment with payment amount.

Data provided by Norfolk Naval Shipyard.

**24. Sea-Shore Opportunities**

24.1 For the top five sea intensive ratings in the principle warfare community your base supports, provide the following:

Table 24.1: **Sea Shore Opportunities<sup>1</sup>**

Rating	# Sea Billets in Local Area	# Shore Billets in Local Area

<sup>1</sup>Data appears in Norfolk Naval Shipyard Data Call 42, Table 22.1

**25. Commuting Distances**

25.1 Complete the following table for the average one-way commute for the five largest concentrations of military and civilian personnel living off-base.

Table 25.1: **Commuting Distances**<sup>1</sup>

Location	% Employees	Distance (mi)	Time (min)
Virginia Beach, VA	33	20	20-50
Portsmouth, VA	22	0	5-25
Norfolk, VA	20	7	10-35
Chesapeake, VA	13	10	10-45
Suffolk, VA	3	15	20-60

<sup>1</sup>Data reflects SIMA Portsmouth personnel only.

## Quality of Life

**26. Regional Educational Opportunities**

Complete the tables below to indicate the civilian educational opportunities available to service members stationed at your activity (to include any outlying fields) and their dependents:

26.1 List the local educational institutions which offer programs available to dependent children. Indicate the school type (e.g. DoDDS, private, public, parochial, etc.), grade level (e.g. pre-school, primary, secondary, etc.), what students with special needs the institution is equipped to handle, cost of enrollment, and for high schools only, the average SAT or ACT score of the class that graduated in 1993 and the number of students in that class who enrolled in college in the fall of 1994.

Table 26.1: Educational Opportunities

Institution	Type	Grade Level(s)	Special Education Available <sup>1</sup>	Annual <sup>2</sup> Enrollment Cost/Student	SAT/ACT Score (SAT Total)	% HS to College <sup>3</sup>	Source of Info <sup>4</sup>
Chesapeake, VA	Public	26 Elem 7 Middle 5 High	Yes	\$4,589	831	71%	
Hampton, VA	Public	24 Elem 5 Middle 4 High	Yes	\$4,498	833	74%	<sup>5</sup>
Norfolk, VA	Public	36 Elem 8 Middle 5 High	Yes	\$5,164	769	64%	<sup>6</sup>
Portsmouth, VA	Public	16 Elem 4 Middle 4 High	Yes	\$4,712	744	71%	
Suffolk, VA	Public	10 Elem 3 Middle 2 High	Yes	\$4,365	742	44%	<sup>7</sup>

Virginia Beach, VA	Public	52 Elem 14 Middle 10 High	Yes	\$3,942	889	77%	
Nonpublic schools: <sup>8</sup>		Grades	Students enrolled & as % of total enrolled in specified grades 1992				9
Chesapeake, VA	Private	1-8	1,198 (6%)				
Hampton, VA	Private	1-8	982 (6%)				
Norfolk, VA	Private	1-8	2,173 (8%)				
Portsmouth, VA	Private	1-8	878 (6%)				
Suffolk, VA	Private	1-8	650 (10%)				
Virginia Beach, VA	Private	1-8	2,820 (6%)				

<sup>1</sup>Federal law requires accommodation of special needs students. In 1992-93, 2.2% of students in Virginia (22,310 of 1,030,004) were identified with special needs and were accommodated. (Virginia Statistical Series. Projection of Educational Statistics to 2012. Center of Public Service, University of Virginia, September, 1993)

<sup>2</sup>Figure is the average expenditure per student found in the 1993-94 Fall Membership in Virginia's Public Schools, Virginia Department of Education, Division of Information Systems.

<sup>3</sup>The figure for number of students enrolled in college is not an actual count, but rather is the result of a survey completed by each school system prior to graduation.

<sup>4</sup>Each school system was contacted by the Hampton Roads Planning District Commission for the information.

<sup>5</sup>Published 1992 data is used for Hampton's SAT and %HS grads to higher education.

<sup>6</sup>Published 1992 data is used for Norfolk %HS grads to higher education.

<sup>7</sup>Data for Suffolk City School is for the class of 1992.

<sup>8</sup>Data is provided in aggregate for the private schools in the cities most representative of the host, Norfolk Naval Shipyard. Although the private schools account for a relatively small number of students, they provide opportunities for diversity of educational opportunities. Examples of these include: Norfolk Academy (one of the country's oldest private schools, founded in 1728, emphasizes leadership and college preparation skills); Hebrew Academy (offering Judaic education), and the Chesapeake Bay Academy (offering curriculum aimed at student with learning disabilities and attention deficit disorders).

<sup>9</sup>"Input Data: Population Estimates", Center for Public Service, University of Virginia, November 24, 1993.

**26. Regional Educational Opportunities, continued**

26.2 List the educational institutions within 30 miles which offer programs off-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all applicable boxes.

Table 26.2: **Off-Base Educational Programs<sup>1</sup>**

Institution	Type Classes	Program Type				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Christopher Newport University	Day	No	No	No	Yes	Yes
	Night	No	No	No	Yes	Yes
College of William & Mary	Day	No	No	No	Yes	Yes
	Night/Weekend	No	No	No	Yes	Yes
Commonwealth College	Day	No	No	Yes	Yes	No
	Night	No	No	Yes	Yes	No
Eastern Virginia Medical School	Day	No	No	No	No	Yes
	Night	No	No	No	No	Yes
Hampton University	Day	No	No	No	Yes	Yes
	Night	No	No	No	Yes	Yes
Norfolk State University	Day	No	Yes	Yes	Yes	Yes
	Night	No	Yes	Yes	Yes	Yes
Old Dominion University	Day	No	No	No	Yes	Yes
	Night	No	No	No	Yes	Yes

Institution	Type Classes	Program Type				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Patrick Henry College	Day	Yes	Yes	Yes	Yes	No
	Night	Yes	Yes	Yes	Yes	No
Regent University	Day	No	No	No	No	Yes
	Night	No	No	No	No	Yes
Thomas Nelson Community College	Day	Yes	Yes	Yes	Yes	No
	Night	Yes	Yes	Yes	Yes	No
Tidewater Community College	Day	Yes	Yes	Yes	Yes	No
	Night	Yes	Yes	Yes	Yes	No
Virginia Wesleyan College	Day	No	No	Yes	Yes	No
	Night	No	No	Yes	Yes	No
George Washington University	Day	No	No	No	No	No
	Night/Weekend	No	No	No	No	Yes
Southern Illinois University	Day	No	No	No	No	No
	Weekend	No	No	No	Yes	No
St. Leo's College	Day	No	No	Yes	Yes	No
	Night	No	No	Yes	Yes	No

Data provided by Norfolk Naval Shipyard.

**26. Regional Educational Opportunities, continued**

26.3 List the educational institutions which offer programs on-base available to service members and their adult dependents. Indicate the extent of their programs by placing a "Yes" or "No" in all applicable boxes.

Table 26.3: **On-Base Educational Programs<sup>1</sup>**

Institution	Type Classes	Program Type				
		Adult High School	Vocational/ Technical	Undergraduate		Graduate
				Courses only	Degree Program	
Central Michigan University	Day	No	No	No	No	No
	Night/ Weekend	No	No	No	No	Yes
	Correspondence	No	No	No	No	No
Old Dominion University	Day	No	No	No	No	No
	Night	No	No	No	No	Yes
	Correspondence	No	No	No	No	No
Tidewater Community College	Day	No	No	No	No	No
	Night	No	No	Yes	Yes	No
	Correspondence	No	No	No	No	No
	Day					
	Night					
	Correspondence					

<sup>1</sup>Data provided by Norfolk Naval Shipyard.

## Quality of Life

**27. Spousal Employment Opportunities**

27.1 Provide the following data on spousal employment opportunities.

**Table 27.1: Spouse Employment<sup>4</sup>**

Skill Level	# Military Spouses Serviced by FSC Spouse Employment Assistance <sup>1</sup>			Local Community Unemployment Rate (%) <sup>2</sup>
	1991	1992	1993	
Professional	8	7	0	Not available
Manufacturing	1	3	0	Not available
Clerical	10	8	0	Not available
Service	0	0	0	Not available
Other	1 <sup>3</sup>	0	0	Not available

<sup>1</sup>The host activity, Norfolk Naval Shipyard, does not perform this service through a Family Service Center. The item shows the number of individuals assisted for registration or placement by the Human Resources Office, Norfolk Naval Shipyard, during the reporting period.

The Spousal Employment Opportunities function is administered as the DOD Military Spouse Preference Program (Program S), which is a part of the DPD Priority Placement Program (PPP). The Spouse Preference Program is covered by Appendix I of DOD 1400.20-1-M, DOD Program for Stability of Civilian Employment Policies, Procedures and Programs Manual.

Eligible spouses may be registered by either an A-coded activity in the "losing" or an A-coded activity in the "gaining" area. An "A-coded" activity is a servicing Human Resources Office responsible for effective administration of the Priority Placement Program. The Family Services Center does not administer the Spouse Preference Program in this area.

Program S registrants are offered spousal priority for appropriate vacancies at DOD activities within the commuting area of the duty station of the military sponsor. The job offers also are made by an A-coded Activity.

<sup>2</sup>Not available by categories listed. Feb 94 by community:

5.7 Chesapeake

6.7 Hampton

6.8 Norfolk

9.3 Portsmouth

7.5 Suffolk

4.8 Virginia Beach

<sup>3</sup>Supply Technician

<sup>4</sup>Data provided by Norfolk Naval Shipyard.

**28. Medical / Dental Care**

28.1 Do your active duty personnel have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.<sup>1,2</sup>

Medical: No. The Branch Medical Clinic located inside the Norfolk Naval Shipyard provides a "same day" appointment system for our active duty personnel. Should medical care be beyond the capabilities of the Branch Medical Clinic, active duty personnel are referred to the Naval Medical Center Portsmouth (located within five minutes of the shipyard) for further specialty evaluation. Medical treatment for active duty personnel within the civilian health care system is customarily only required on an emergency basis, with no difficulty with access.

Dental: Yes, there is a continuing disparity between the number of appointment slots available, due to manpower constraints and the number of requests for dental appointments. In addition, administrative directives requiring the examination of healthy personnel who do not require care, i.e., routine physical examinations, further reduces the availability of dentists to care for people who require treatment. The forecasted realignment in homeporting of ships and other activities to the Norfolk area may increase the disparity in appointment availability. There is an abundance of civilian dentists in the Tidewater area, however, most active duty seek military care due to the high cost of civilian dental care. Emergency dental care is available 24 hours a day 7 days a week at the Naval Base Norfolk Branch Dental Clinic.

<sup>1</sup>Data provided by Norfolk Naval Shipyard.

<sup>2</sup>Limited parking at primary care site, Norfolk Naval Shipyard Medical/Dental Clinics, hinders physical access.

28.2 Do your military dependents have any difficulty with access to medical or dental care, in either the military or civilian health care system? Develop the why of your response.<sup>1</sup>

MEDICAL: No. Within the past 24 months accessibility to local Military Treatment Facilities (Naval Medical Center Portsmouth, Fort Eustis, and Langley AFB) has dramatically improved. A military dependent needs only to call one phone number for an appointment at one of the three major Medical Treatment Facilities. If an appointment is not available, the dependent is offered an appointment with a civilian "preferred provider" where their cost share is less than the standard CHAMPUS cost share. Dependents have full access to all local civilian health care facilities, but they are strongly encouraged to seek a CHAMPUS participating facility.

DENTAL: Yes, in the military system dental care to dependents is on a space available basis only. The Delta Dental Insurance Program provides dependents with an alternative choice for dental care, on a cost share basis. Dependents presenting themselves at military dental treatment facilities for emergency treatment during normal working hours are screened via the DEERS system for Delta Dental enrollment. If enrolled, they are referred to a civilian provider. If not enrolled, they are treated for their emergency condition. After normal working hours, dependents presenting emergency problems are treated at the Branch Dental Clinic, Naval Base Norfolk. There is an abundance of civilian dentists located in the area with no difficulty to access.

<sup>1</sup>Data provided by Norfolk Naval Shipyard.

## Quality of Life

**29. Crime Rate**

29.1 Complete the table below to indicate the crime rate for your activity for the last three fiscal years. The source for case category definitions to be used in responding to this question are found in the NCIS Manual, dated 23 February 1989, at Appendix A, entitled "Case Category Definitions." Note: the crimes reported in this table should *include* (a) all reported criminal activity which occurred on base regardless of whether the subject or the victim of that activity was assigned to or worked at the base; *and* (b) all reported criminal activity off base.

Table 29.1.a: Local Crime Rate

Crime Definitions	FY 1991	FY 1992	FY 1993
1. Arson (6A)	4	4	3
Base Personnel - military	2	3	3
Base Personnel - civilian	2	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	1	0
2. Blackmarket (6C)	0	0	0
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
3. Counterfeiting (6G)	0	0	0
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
4. Postal (6L)	0	0	0
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0

## 29. Crime Rate, continued

Table 29.1.b: Local Crime Rate

Crime Definitions	FY 1991	FY 1992	FY 1993
5. Customs (6M)	0	0	0
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
6. Burglary (6N)	20	10	12
Base Personnel - military	14	5	10
Base Personnel - civilian	1	5	2
Off Base Personnel - military	2	0	0
Off Base Personnel - civilian	3	0	0
7. Larceny - Ordnance (6R)	0	0	0
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
8. Larceny - Government (6S)	144	165	219
Base Personnel - military	5	20	17
Base Personnel - civilian	128	142	200
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	11	3	2

## 29. Crime Rate, continued

Table 29.1.bc: Local Crime Rate

Crime Definitions	FY 1991	FY 1992	FY 1993
9. Larceny - Personal (6T)	215	335	200
Base Personnel - military	103	199	110
Base Personnel - civilian	104	114	70
Off Base Personnel - military	6	16	18
Off Base Personnel - civilian	2	6	2
10. Wrongful Destruction (6U)	165	201	152
Base Personnel - military	75	105	75
Base Personnel - civilian	78	77	60
Off Base Personnel - military	4	17	12
Off Base Personnel - civilian	7	2	5
11. Larceny - Vehicle (6V)	38	38	31
Base Personnel - military	19	22	21
Base Personnel - civilian	15	9	5
Off Base Personnel - military	0	4	4
Off Base Personnel - civilian	4	3	1
12. Bomb Threat (7B)	12	13	8
Base Personnel - military	4	7	4
Base Personnel - civilian	7	6	4
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	1	0	0

## 29. Crime Rate, continued

Table 29.1.d: Local Crime Rate

Crime Definitions	FY 1991	FY 1992	FY 1993
13. Extortion (7E)	0	0	0
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
14. Assault (7G)	26	28	25
Base Personnel - military	15	19	14
Base Personnel - civilian	10	7	5
Off Base Personnel - military	1	2	4
Off Base Personnel - civilian	0	0	2
15. Death (7H)	4	3	0
Base Personnel - military	0	1	0
Base Personnel - civilian	1	1	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	3	1	0
16. Kidnapping (7K)	1	0	0
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	1	0	0
Off Base Personnel - civilian	0	0	0

## 29. Crime Rate, continued

Table 29.1.e: Local Crime Rate

Crime Definitions	FY 1991	FY 1992	FY 1993
18. Narcotics (7N)	3	3	0
Base Personnel - military	2	1	0
Base Personnel - civilian	1	2	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
19. Perjury (7P)	0	0	0
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
20. Robbery (7R)	3	3	2
Base Personnel - military	0	1	2
Base Personnel - civilian	0	0	0
Off Base Personnel - military	3	1	0
Off Base Personnel - civilian	0	1	0
21. Traffic Accident (7T)	164	182	194
Base Personnel - military	47	59	61
Base Personnel - civilian	107	120	122
Off Base Personnel - military	5	0	5
Off Base Personnel - civilian	5	3	6

## 29. Crime Rate, continued

Table 29.1.f: Local Crime Rate

Crime Definitions	FY 1991	FY 1992	FY 1993
22. Sex Abuse - Child (8B)	0	0	1
Base Personnel - military	0	0	1
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
23. Indecent Assault (8D)	1	1	0
Base Personnel - military	0	1	0
Base Personnel - civilian	1	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0
24. Rape (8F)	2	0	2
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	2	0	1
Off Base Personnel - civilian	0	0	1
25. Sodomy (8G)	0	0	0
Base Personnel - military	0	0	0
Base Personnel - civilian	0	0	0
Off Base Personnel - military	0	0	0
Off Base Personnel - civilian	0	0	0

SIMA PORTSMOUTH UIC 33341  
DATA CALL FORTY-FIVE

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

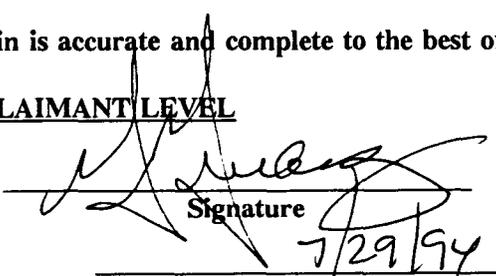
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Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

H. H. MAUZ, JR.

\_\_\_\_\_  
NAME (Please type or print)

  
\_\_\_\_\_  
Signature

Admiral

\_\_\_\_\_  
Title Commander in Chief

U.S. Atlantic Fleet

\_\_\_\_\_  
Date

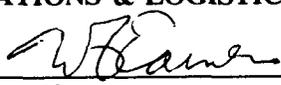
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Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

W. A. EARNER

\_\_\_\_\_  
NAME (Please type or print)

  
\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

CAPT L.P. LALLI

NAME (Please type or print)

ACTING

Title

NAVAL AIR FORCE

Activity U.S. ATLANTIC FLEET

*L.P. Lalli*  
Signature

6/7/94  
Date

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

NEXT ECHELON LEVEL (if applicable)

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

MAJOR CLAIMANT LEVEL

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Activity

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

**BRAC-95 CERTIFICATION**

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel of the Department of the Navy, uniformed and civilian, who provide information for use in the BRAC-95 process are required to provide a signed certification that states "I certify that the information contained herein is accurate and complete to the best of my knowledge and belief."

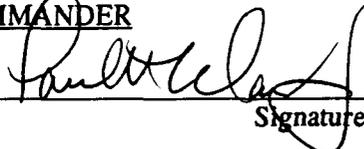
The signing of this certification constitutes a representation that the certifying official has reviewed the information and either (1) personally vouches for its accuracy and completeness or (2) has possession of, and is relying upon, a certification executed by a competent subordinate.

Each individual in your activity generating information for the BRAC-95 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin the certification process and each reporting senior in the Chain of Command reviewing the information will also sign this certification sheet. This sheet must remain attached to this package and be forwarded up the Chain of Command. Copies must be retained by each level in the Chain of Command for audit purposes.

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

**ACTIVITY COMMANDER**

PAUL K. CLAUSEN, JR.  
NAME (Please type or print)

  
Signature

COMMANDING OFFICER  
Title  
Shore Intermediate Maintenance  
Activity, Portsmouth

6 June 1994  
Date

Activity

R

BRAC 95 DATA CALL CERTIFICATION

- SIMA EARLE, DATA CALL 45, QUESTION 6.1 (REVISED 27 DEC 94)
- SIMA PASCAGOULA, DATA CALL 45, QUESTION 6.1 (REVISED 27 DEC 94)
- SIMA MAYPORT, DATA CALL 45, QUESTION 6.1 (REVISED 27 DEC 94)
- TRF KINGS BAY, DATA CALL 45, QUESTION 6.1 (REVISED 27 DEC 94)
- SIMA INGLESIDE, DATA CALL 45, QUESTION 6.1 (REVISED 27 DEC 94)
- NSSF NEW LONDON, DATA CALL 45, QUESTION 6.1 (REVISED 27 DEC 94)
- SIMA LITTLE CREEK, DATA CALL 45, QUESTION 6.1 (REVISED 27 DEC 94)
- SIMA PORTSMOUTH, DATA CALL 45, QUESTION 6.1 (REVISED 27 DEC 94)
- SIMA NORFOLK, DATA CALL 45, QUESTION 6.1 (REVISED 27 DEC 94)

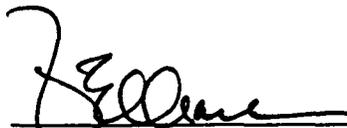
MAJOR CLAIMANT LEVEL

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

V. E. CLARK  
NAME (Please type or print)

Rear Admiral  
Title

Acting  
Commander in Chief, U. S. Atlantic Fleet  
Activity

  
Signature

27 DEC 1994  
Date

DEPUTY CHIEF OF NAVAL OPERATIONS (LOGISTICS)  
DEPUTY CHIEF OF STAFF (INSTALLATIONS & LOGISTICS)

I certify that the information contained herein is accurate and complete to the best of my knowledge and belief.

\_\_\_\_\_  
NAME (Please type or print)

\_\_\_\_\_  
Title

  
Signature

1/5/95  
Date