DCN 360

Puget Sound

Primary UIC: 00251

DATA CALL FOR CAPACITY ANALYSES
Naval Shipyards and Naval Ship Repair Facilities

Mission Area

1. Shipwork (Nuclear - CVN COH)

1.1. Given the current configuration of the shipyard, provide the thousands of Direct Labor Man Years (KDLMYs) for the CVN Complex Overhauls (COH) by ship hull number that were realized or are projected for this type of work through the period requested in the Tables.

Table 1.1a **Historic / Predicted Work - CVN COH**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
70					.068	1.608	1.565	.439
Total					.068	1.608	1.565	.439

Table 1.1b **Historic / Predicted Work - CVN COH**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE								
Total								

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1. Shipwork (Nuclear - CVN COH), continued

Answer the remaining CVN COH questions (Section 1.) only if your shipyard has some CVN workload scheduled, as reflected in Table 1.1.

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 CVN COH capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to CVN COHs without a significant increase in overhead costs and/or rates, assuming that you also have to execute the above workload and meet that cost schedule commitment to your customers.

Table 1.2 **Maximum Potential Workload - CVN COH**

CVN COH	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE							
Total							

1.3. What plant modifications, infrastructure, IPE and/or other facility improvements could be performed that would significantly open up additional CVN COH capability at this shipyard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period and return on investment?

N/A

1.4 Are there any environmental, legal, or otherwise limiting factors that inhibit this shipyard's CVN COH present operations and/or development (encroachments, pollutant discharge, etc.)?

N/A

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2. Shipwork (Nuclear - CVN RCOH)

2.1. Given the current configuration of the shipyard, provide the KDLMYs for the CVN Refuelling Complex Overhauls (RCOH) by ship hull number that were realized or are projected for this type of work through the period requested in the Tables.

Table 2.1a **Historic / Predicted Work - CVN RCOH**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
NONE								
Total								

Table 2.1b: **Historic / Predicted Work - CVN RCOH**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE								
Total								

Primary UIC: 00251

2. Shipwork (Nuclear - CVN RCOH), continued

Answer the remaining CVN RCOH questions (Section 2.) only if your Shipyard has some CVN workload scheduled, as reflected in Table 2.1.

2.2. 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 CVN RCOH capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to CVN RCOHs without a significant increase in overhead costs and/or rates, assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 2.2 **Maximum Potential Workload - CVN RCOH**

CVN RCOH	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE							
Total							

2.3. What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional CVN RCOH capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

N/A

2.4. Are there any environmental, legal, or otherwise limiting factors that inhibit your CVN RCOH present operations and/or development (encroachments, pollutant discharge, etc.)?

N/A

Primary UIC: 00251

3. Shipwork (Nuclear - CVN DSRA)

3.1. Given the current configuration of the yard, provide KDLMYs for the CVN Docking Selected Restricted Availability (DSRA) that were realized or are projected for this type of work through the period requested in the Tables. Report Engineered Docking Selected Restricted Availability (EDSR) and Docking Phased Incremental Availability (DPIA) in the following section.

Table 3.1.a **Historic / Predicted Work - CVN DSRA**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
68				.130	.674			
65							.117	
Total				.130	.674		.117	

Table 3.1.b **Historic / Predicted Work - CVN DSRA**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
72	.016	.085	1.303	.214				
Total	.016	.085	1.303	.214				

Primary UIC: 00251

3. Shipwork (Nuclear - CVN DSRA), continued

Answer the remaining CVN DSRA questions (Section 3.) only if your shipyard has some CVN workload scheduled, as reflected in Tables 3.1, 4.1 or 5.1.

3.2. 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 CVN DSRA capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to CVN docking availabilities without a significant increase in overhead cost/rates, assuming that you also have to execute the above workload and meet your cost schedule commitment to your customer.

Table 3.2 **Maximum Potential Workload - CVN DSRA**

CVN DSRA	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
From Table 3.1b	.085	1.303	.214				
Total	.085	1.303	.214				

3.3. What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional CVN DSRA capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

NONE

3.4. Are there any environmental, legal, or otherwise limiting factors that inhibit your CVN DSRA present operations and/or development (encroachments, pollutant discharge, etc.)?

NONE

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4. Shipwork (Nuclear - CVN EDSR)

4.1. Given the current configuration of the yard, provide KDLMYs for the CVN Engineered Docking Selected Restricted Availability (EDSR) that were realized or are projected for this type of work through the period requested in the Tables. Report Docking Selected Restricted Availability (DSRA) in the section previous; report Docking Phased Incremental Availability (DPIA) in the section following.

Table 4.1.a **Historic / Predicted Work - CVN EDSR**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
68							.008	.108
Total							.008	.108

Table 4.1.b **Historic / Predicted Work - CVN EDSR**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
68	1.240	.219						
Total	1.240	.219						

Primary UIC: 00251

4. Shipwork (Nuclear - CVN EDSR), continued

Answer the remaining CVN EDSR questions (Section 4.) only if your shipyard has some CVN workload scheduled, as reflected in Tables 3.1, 4.1 or 5.1.

4.2. 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 CVN EDSR capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to CVN docking availabilities without a significant increase in overhead cost/rates, assuming that you also have to execute the above workload and meet your cost schedule commitment to your customer.

Table 4.2 **Maximum Potential Workload - CVN EDSR**

CVN EDSR	**FY 1995**	**FY 1996**	**FY 1997**	**FY 1998**	**FY 1999**	**FY 2000**	**FY 2001**
From Table 4.1b	.219						
Total	.219						

4.3. What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional CVN EDSR capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

NONE

4.4. Are there any environmental, legal, or otherwise limiting factors that inhibit your CVN EDSR present operations and/or development (encroachments, pollutant discharge, etc.)?

NONE

Primary UIC: 00251

5. Shipwork (Nuclear - CVN DPIA)

5.1. Given the current configuration of the yard, provide KDLMYs for the CVN Docking Phased Incremental Availability (DPIA) that were realized or are projected for this type of work through the period requested in the Tables. Report Docking Selected Restricted Availability (DSRA) and Engineered Docking Selected Restricted Availability (EDSR) in the previous sections.

Table 5.1.a **Historic / Predicted Work - CVN DPIA**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
NONE								
Total								

Table 5.1.b **Historic / Predicted Work - CVN DPIA**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
70					.001	1.219	.280	
Total					.001	1.219	.280	

Primary UIC: 00251

5. Shipwork (Nuclear - CVN DPIA), continued

Answer the remaining CVN DPIA questions (Section 5.) only if your shipyard has some CVN workload scheduled, as reflected in Tables 3.1, 4.1 or 5.1.

5.2. 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 CVN DPIA capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to CVN docking availabilities without a significant increase in overhead cost/rates, assuming that you also have to execute the above workload and meet your cost schedule commitment to your customer.

Table 5.2 **Maximum Potential Workload - CVN DPIA**

CVN DPIA	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
From Table 5.1b				.001	1.219	.280	
Total				.001	1.219	.280	

5.3. What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional CVN DPIA capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

NONE

5.4. Are there any environmental, legal, or otherwise limiting factors that inhibit your CVN DPIA present operations and/or development (encroachments, pollutant discharge, etc.)?

NONE

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6. Shipwork (Nuclear - CVN SRA)

6.1 Given the current configuration of the shipyard, provide by ship hull number the KDLMYs for the CVN Selected Restricted Availability (SRA) that were realized or are projected for this type of work through the period requested in the Tables. Report Engineered Selected Restricted Availabilities (ESRA) and Phased Incremental Availabilities (PIA) in the sections following.

Table 6.1.a: **Historic / Predicted Work - CVN SRA**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
65	.009	.047	.016	.068				
72							.064	
68	.002	.176	.196			.019	.563	
Total	.011	.223	.212	.068		.019	.627	

Table 6.1.b: **Historic / Predicted Work - CVN SRA**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
70	.047	.115						
68			.348	.156				
Total	.047	.115	.348	.156				

Primary UIC: 00251

6. Shipwork (Nuclear - CVN SRA), continued

Answer the remaining CVN SRA questions (Section 6.) only if your shipyard has some CVN workload scheduled, as reflected in Tables 6.1, 7.1 or 8.1.

6.2 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 CVN SRA capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to CVN non-docking availabilities without a significant increase in overhead cost/rates, assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 6.2 **Maximum Potential Workload - CVN SRA**

CVN SRA	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
From Table 6.1b	.115	.348	.156				
Total	.115	.348	.156				

6.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional CVN SRA capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

NONE

6.4. Are there any environmental, legal, or otherwise limiting factors that inhibit your CVN SRA present operations and/or development (encroachments, pollutant discharge, etc.)?

NONE

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7. Shipwork (Nuclear - CVN ESRA)

7.1 Given the current configuration of the shipyard, provide by ship hull number the KDLMYs for the CVN Engineered Selected Restricted Availability (ESRA) that were realized or are projected for this type of work through the period requested in the Tables. Report Selected Restricted Availability (SRA) in the previous section; report Phased Incremental Availability (PIA) in the following section.

Table 7.1.a: **Historic / Predicted Work - CVN ESRA**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
NONE								
Total								

Table 7.1.b: **Historic / Predicted Work - CVN ESRA**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE								
Total								

Primary UIC: 00251

7. Shipwork (Nuclear - CVN ESRA), continued

Answer the remaining CVN ESRA questions (Section 7.) only if your shipyard has some CVN workload scheduled, as reflected in Tables 6.1, 7.1 or 8.1.

7.2 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 CVN ESRA capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to CVN non-docking availabilities without a significant increase in overhead cost/rates, assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 7.2 **Maximum Potential Workload - CVN ESRA**

CVN SRA	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE							
Total							

7.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional CVN ESRA capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

N/A

7.4. Are there any environmental, legal, or otherwise limiting factors that inhibit your CVN ESRA present operations and/or development (encroachments, pollutant discharge, etc.)?

N/A

Primary UIC: 00251

8. Shipwork (Nuclear - CVN PIA)

8.1 Given the current configuration of the shipyard, provide by ship hull number the KDLMYs for the CVN Phased Incremental Availability (PIA) that were realized or are projected for this type of work through the period requested in the Tables. Report Selected Restricted Availabilities (SRA) and Engineered Selected Restricted Availabilities (ESRA) in the previous sections.

Table 8.1.a: **Historic / Predicted Work - CVN PIA**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
NONE								
Total								

Table 8.1.b: **Historic / Predicted Work - CVN PIA**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
70				.893	.059			.148
72					.109	.587	.108	.588
74						.265	.103	.295
Total				.893	.168	.852	.211	1.031

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8. Shipwork (Nuclear - CVN PIA), continued

Answer the remaining CVN PIA questions (Section 8.) only if your shipyard has some CVN workload scheduled, as reflected in Tables 6.1, 7.1 or 8.1.

8.2 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 CVN PIA capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to CVN non-docking availabilities without a significant increase in overhead cost/rates, assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 8.2 **Maximum Potential Workload - CVN PIA**

CVN SRA	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
From Table 8.1b			.893	.168	.852	.211	1.031
Total			.893	.168	.852	.211	1.031

8.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional CVN PIA capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

NONE

8.4. Are there any environmental, legal, or otherwise limiting factors that inhibit your CVN PIA present operations and/or development (encroachments, pollutant discharge, etc.)?

NONE

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9. Shipwork (Nuclear - SSBN Inactivation)

9.1 Given the current configuration of the yard, provide by ship's hull number KDLMYs for the SSBN inactivations that were realized or are projected for this type of work through the period requested in the Tables.

Table 9.1.a: **Historic/ Predicted Work - SSBN Inactivations**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
617							.006	.246
628								.140
629								.009
630								.005
631							.132	.191
633								.005
654							.080	.209
655							.005	.103
656							.004	.235
659							.003	.092
620			.004	.149	.049			
622					.150	.075		
623					.001	.052		
616						.151	.106	.014
Total			.004	.149	.200	.278	.336	1.249

NOTE: After the missile compartment has been removed from a ship, subsequent availabilities for that hull will be listed in Table 13, SSN inactivations.

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Table 9.1.b: **Historic/ Predicted Work - SSBN Inactivations**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
XXX					.015	.168	.083	
XXX						.127	.140	
XXX						.130	.024	
XXX			.001	.149				
XXX							.001	.121
XXX	.002	.093	.055					
XXX				.115	.027			
XXX	.004	.007	.145	.028				
XXX	.002	.093	.055					
617	.033							
628	.141							
XXX	.186	.020						
XXX	.182	.050						
631	.005							
XXX	.175	.038						
XXX	.024	.228	.018					
XXX	.024	.228	.018					
654	.020							
655	.151							
656	.038							
XXX	.024	.228	.019					
659	.160							
XXX							.001	.132
XXX				.113	.029			
XXX								.002
Total	1.171	.985	.311	.405	.071	.425	.249	.255

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9. Shipwork (Nuclear - SSBN Inactivation), continued

Answer the remaining SSBN Inactivation questions (Section 9.) only if your shipyard has some SSBN workload scheduled, as reflected in Table 9.1.

9.2 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 SSBN inactivation capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to SSBN inactivations without a significant increase in overhead costs and/or rates, assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 9.2: **Maximum Potential Workload - SSBN Inactivations**

SSBN HULL#	**FY 1995**	**FY 1996**	**FY 1997**	**FY 1998**	**FY 1999**	**FY 2000**	**FY 2001**
From Table 9.1b	.985	.311	.405	.071	.425	.249	.255
Total	.985	.311	.405	.071	.425	.249	.255

9.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional SSBN inactivation capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

NONE

9.4. Are there any environmental, legal, or otherwise limiting factors that inhibit your SSBN inactivation present operations and/or development (encroachments, pollutant discharge, etc.)?

NONE

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10. Shipwork (Nuclear - SSBN ERP)

10.1 Given the current configuration of the yard, provide by ship's hull number KDLMYs for the SSBN Extended Refit Period (ERP) that were realized or are projected for this type of work for SSBN 726 class (TRIDENT) through the period requested in the Tables.

Table 10.1.a: **Historic/ Predicted Work - SSBN ERP**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
NONE								
Total								

Table 10.1.b: **Historic/ Predicted Work - SSBN ERP**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE								
Total								

Primary UIC: 00251

10. Shipwork (Nuclear - SSBN ERPs), continued

Answer the remaining SSBN ERP questions (Section 10.) only if your shipyard has some SSBN workload scheduled, as reflected in Table 10.1. Provide these answers in terms of additional SSBN 726 (TRIDENT) class workload only.

10.2 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 SSBN Extended Refit Period capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to SSBN refits without a significant increase in overhead cost/rates assuming that you also have to execute the above workload and meet your cost schedule commitment to your customer.

Table 10.2 **Maximum Potential Workload - SSBN ERPs**

SSBN	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE							
Total							

10.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional SSBN ERP capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

N/A

10.4. Are there any environmental, legal, or otherwise limiting factors that inhibit your SSBN ERP present operations and/or development (encroachments, pollutant discharge, etc.)?

N/A

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11. Shipwork (Nuclear - SSBN ROH/RFOH)

11.1 Given the current configuration of the yard, provide by ship's hull number KDLMYs for the SSBN Regular and Refuelling Overhauls (ROH/RFOH) that were realized or are projected for this type of work through the period requested in the Tables. Report SSBN Engineered and Engineered Refueling Overhauls (EOH/ERO) in the next section.

Table 11.1.a: **Historic/ Predicted Work - SSBN ROH/RFOH**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
617	.007	.684	.664	.243				
Total	.007	.684	.664	.243				

Table 11.1.b: **Historic/ Predicted Work - SSBN ROH/RFOH**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
726							.003	.082
727							.003	.025
TOTAL							.006	.107

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12. Shipwork (Nuclear - SSBN EOH / ERO)

12.1 Given the current configuration of the yard, provide by ship's hull number KDLMYs for the SSBN Engineered and Engineered Refuelling Overhauls (EOH/ERO) that were realized or are projected for this type of work through the period requested in the Tables. Report SSBN Regular and Refuelling Overhauls (ROH/RFOH) in the previous section.

Table 12.1.a: **Historic/ Predicted Work - SSBN EOH/ERO**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
726					.004	.025	.036	.434
727								.004
Total						.025	.036	.438

Table 12.1.b: **Historic/ Predicted Work - SSBN EOH/ERO**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
726	.672							
727	.087	.325						
728	.010	.099	.331					
729		.012	.082	.345				
730			.011	.083	.346			
731				.009	.084	.347		
732					.009	.086	.345	
733						.009	.097	.333
Total	.769	.436	.424	.437	.439	.442	.442	.333

Primary UIC: 00251

12. Shipwork (Nuclear - SSBN EOH / ERO), continued

Answer the remaining SSBN EOH/ERO questions (Section 12.) only if your shipyard has some SSBN workload scheduled, as reflected in Tables 11.1 or 12.1. Provide answers in terms of additional SSBN 726 (TRIDENT) class workload only.

12.2 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 SSBN overhaul capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to SSBN overhauls without a significant increase in overhead costs and/or rates, assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 12.2: **Maximum Potential Workload - SSBN EOH/ERO**

SSBN	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
From Table 12.1b	.436	.424	.437	.439	.442	.442	.333
Total	.436	.424	.437	.439	.442	.442	.333

12.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional SSBN EOH/ERO capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

NONE

12.4. Are there any environmental, legal, or otherwise limiting factors that inhibit your SSBN EOH/ERO present operations and/or development (encroachments, pollutant discharge, etc.)?

NONE

Primary UIC: 00251

13. Shipwork (Nuclear - SSN Inactivations)

13.1 Given the current configuration of the yard, provide by ship's hull number KDLMYs for the SSN inactivations that were realized or are projected for this type of work through the period requested in the Tables.

Table 13.1.a: **Historic/ Predicted Work - SSN Inactivations**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
612						.037	.139	.015
614								.006
508	.002	.074	.219		.004	.039		
592	.054	.126						
596				.063	.111			
607		.003	.094	.093	.008			
609					.001	.130	.089	.011
685				.002	.112	.052		
578								
585						.054		
587								.025
591					.001	.053		
600				.047	.014		.001	.018
601			.003	.050		.044	.013	
602				.001	.057	.001	.008	.090
603					.044	.005		.024
604						.005	.097	.011
608				.002	.056			
610				.002	.059			
613							.002	.100
651							.080	.045

Primary UIC: 00251

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
665							.002	.099
594							.068	.044
595					.003	.046		
598		.002	.052					
599	.064							
618			.004	.047				
620							.001	.002
623						.003	.012	.103
685				.002	.112	.052		
605						.018	.101	.015
611						.002	.140	.135
Total	.120	.205	.372	.309	.582	.541	.753	.743

Table 13.1.b: **Historic/ Predicted Work - SSN Inactivations**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
XXX	.170	.053						
XXX		.008	.202	.039				
XXX	.047	.113	.073	.012				
XXX		.011	.196	.042				
XXX				.019	.215	.014		
XXX					.005	.218	.027	
XXX			.003	.217	.029			
XXX	.002	.120	.108	.016				
XXX		.010	.204	.036				
XXX					.114	.135		
XXX	.002	.120	.107	.016				

Primary UIC: 00251

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
XXX	.003	.217	.026					
XXX						.012	.199	.042
XXX		.010	.194	.046				
XXX			.022	.213	.014			
XXX		.056	.143	.050				
XXX			.004	.235	.010			
XXX		.001	.002	.002	.219	.027		
XXX		.010	.194	.046				
XXX						.105	.144	
XXX					.005	.220	.027	
XXX				.005	.227	.017		
XXX					.005	.218	.027	
XXX				.007	.226	.027		
XXX						.091	.163	
XXX								.008
XXX							.001	.142
XXX							.018	.261
XXX	.004	.087						
XXX				.069	.020			
XXX					.061	.013		
XXX				.154				
XXX	.100	.050						
XXX	.001	.105	.044					
XXX	.098	.050						
XXX	.001	.105	.044					
XXX							.075	
XXX							.001	.115

Primary UIC: 00251

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
587	.139							
XXX								.060
XXX				.069	.020			
XXX		.010	.124	.014				
600	.058							
602	.027							
603	.051							
XXX					.061	.013		
XXX							.039	.026
613	.031							
XXX								.124
XXX								.004
665	.031							
XXX								.004
XXX								.004
XXX							.001	.119
XXX							.003	.146
XXX							.076	
XXX						.061	.004	
XXX	.004	.087						
XXX							.074	
XXX	.001	.077						
622	.096							
623	.019							
XXX						.064	.004	
XXX								.124
XXX								.002

Primary UIC: 00251

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
XXX								.002
Total	.885	1.300	1.690	1.307	1.231	1.235	.883	1.183

Primary UIC: 00251

13. Shipwork (Nuclear - SSN Inactivations), continued

Answer the remaining SSN Inactivation questions (Section 13.) only if your shipyard has some SSN workload scheduled, as reflected in Table 13.1.

13.2 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 SSN inactivation capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to SSN inactivations without a significant increase in overhead costs and/or rates assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 13.2: **Maximum Potential Workload - SSN Inactivations**

SSN	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Data from Table 13.1b	1.300	1.690	1.307	1.231	1.235	0.883	1.183
XXX	.005	.107	.001				
XXX	.005	.105	.003				
XXX		.003	.107	.002			
XXX			.084	.029			
Total	1.310	1.905	1.502	1.262	1.235	0.883	1.183

13.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional SSN inactivation capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

NONE

Primary UIC: 00251

13.4. Are there any environmental, legal, or otherwise limiting factors that inhibit your SSN inactivation present operations and/or development (encroachments, pollutant discharge, etc.)?

Mooring/Pier space, which is needed to store defueled hulls until RCD/Recycling can be accomplished, is near, at, or above capacity.

Pending the favorable outcome of the Idaho National Engineering Laboratory Environmental Study, COMNAVSEASYSCOM has programmed defueling work to match the total containers available. Containers are available for FY95 workload but not beyond. Additional FY95 defueling workload would require the transfer of the NAVSEA identified/reserved container to this shipyard. A negative EIS outcome would indefinitely suspend fuel shipments and <u>all</u> defueling work.

Primary UIC: 00251

14. Shipwork (Nuclear - SSN ROH / RFOH)

14.1 Given the current configuration of the shipyard, provide by ship's hull number the KDLMYs for the SSN Refueling and Regular Overhauls (RFOH/ROH) that were realized or are projected for this type of work through the period requested in the Tables. Report SSN Engineered Refueling and Engineered Overhauls (ERO/EOH) in the section following.

Table 14.1.a: **Historic / Predicted Work - SSN ROH/RFOH**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
638	.687	.515	.140					
639	.040	.725	.500	.141				
647				.063	.743	.337		
650	.588	.111						
652	.015	.435	.639	.114				
662	.639	.116						
669	.005	.421	.633	.226				
673	.344	.809	.284					
677	.806	.412	.014					
678			.052	.812	.456			
679	.306							
680			.007	.424	.734	.138		
682		.018	.393	.877	.308			
Total	3.430	3.562	2.662	2.657	2.241	.417		

Primary UIC: 00251

14. Shipwork (Nuclear - SSN ROH / RFOH), continued

Table 14.1.b: **Historic/ Predicted Work - SSN ROH/RFOH**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE								
Total								

Primary UIC: 00251

14. Shipwork (Nuclear - SSN ROH / RFOH), continued

Answer the remaining SSN ROH/RFOH questions (Section 14.) only if your shipyard has some SSN workload scheduled, as reflected in Tables 14.1 or 15.1. Please answer in terms of additional SSN 688 (LOS ANGELES) class workload only.

14.2 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 SSN ROH/RFOH capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to SSN ROH/RFOHs without a significant increase in overhead costs and/or rates assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 14.2: **Maximum Potential Workload - SSN ROH/RFOH**

SSN	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE							
Total							

Primary UIC: 00251

14. Shipwork (Nuclear - SSN ROH / RFOH), continued

14.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional SSN overhaul capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

N/A

14.4 Are there any environmental, legal, or otherwise limiting factors that inhibit your SSN overhaul present operations and/or development (encroachments, pollutant discharge, etc.)?

N/A

Primary UIC: 00251

15. Shipwork (Nuclear - SSN EOH / ERO)

15.1 Given the current configuration of the shipyard, provide by ship's hull number the KDLMYs for the SSN Engineered Refueling and Engineered Overhauls (ERO/EOH) that were realized or are projected for this type of work through the period requested in the Tables. Report Refuelling and Regular Overhauls (RFOH/ROH) in the previous section.

Table 15.1.a: **Historic/ Predicted Work - SSN EOH/ERO**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
NONE								
Total								

Primary UIC: 00251

15. Shipwork (Nuclear - SSN EOH / ERO), continued

Table 15.1.b: **Historic/ Predicted Work - SSN EOH/ERO**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE								
Total								

Primary UIC: 00251

15. Shipwork (Nuclear - SSN EOH / ERO), continued

Answer the remaining SSN EOH/ERO questions (Section 15.) only if your shipyard has some SSN workload scheduled, as reflected in Tables 14.1 or 15.1. Please answer in terms of additional SSN 688 (LOS ANGELES) class workload only.

15.2 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 SSN EOH/ERO capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to SSN EOH/EROs without a significant increase in overhead costs and/or rates assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 15.2: **Maximum Potential Workload - SSN EOH/ERO**

SSN	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE							
Total							

Primary UIC: 00251

15. Shipwork (Nuclear - SSN EOH / ERO), continued

15.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional SSN overhaul capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

N/A

15.4 Are there any environmental, legal, or otherwise limiting factors that inhibit your SSN overhaul present operations and/or development (encroachments, pollutant discharge, etc.)?

N/A

Primary UIC: 00251

16. Shipwork (Nuclear - SSN DSRA)

16.1 Given the current configuration of the shipyard, provide the KDLMYs by ship's hull number for the SSN Docking Selected Restricted Availabilities (DSRA) that were realized or are projected for this type of work through the period requested in the Tables.

Table 16.1.a: **Historic/ Predicted Work - SSN DSRA**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
701								.121
724					.065			
716				.064				
707	.081		.075					
613	.007	.040						
652						.032		
592				.007				
721						.068		
677							.003	.064
Total	.088	.040	.075	.071	.065	.100	.003	.185

Primary UIC: 00251

16. Shipwork (Nuclear - SSN DSRA), continued

Table 16.1.b: **Historic/ Predicted Work - SSN DSRA**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
721	.045	.021						
683	.016	.086	.092	.110	.107	.107	.108	.100
707	.010	.096						
Total	.071	.203	.092	.110	.107	.107	.108	.100

Primary UIC: 00251

16. Shipwork (Nuclear - SSN DSRA), continued

Answer the remaining SSN DSRA questions (Section 16.) only if your shipyard has some SSN workload scheduled, as reflected in Table 16.1. Please answer in terms of additional SSN 688 (LOS ANGELES) class workload only.

16.2 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 SSN DSRA capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to SSN availabilities without a significant increase in overhead costs and/or rates assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 16.2: **Maximum Potential Workload - SSN DSRA**

SSN	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Data from 16.1b	.203	.092	.110	.107	.107	.108	.100
758			.005	.100		.096	
716	.060			.097		.005	.091
759	.058	.002		.004	.095	.004	.092
752	.005	.118		.096			
721		.072					
754		.093		.002	.094		
647		.080					
713		.002	.102				
707			.005	.120		.096	
Total	0.326	.459	.222	.526	.296	.309	.283

Primary UIC: 00251

16. Shipwork (Nuclear - SSN DSRA), continued

16.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional SSN availability capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

NONE

16.4 Are there any environmental, legal, or otherwise limiting factors that inhibit your SSN DSRA present operations and/or development (encroachments, pollutant discharge, etc.)?

NONE

Primary UIC: 00251

17. Shipwork (Nuclear - SSN DMP)

17.1 Given the current configuration of the shipyard, provide by ship's hull number the KDLMYs for the SSN Depot Modernization Periods (DMP) that were realized or are projected for this type of work through the period requested in the Tables.

Table 17.1.a: **Historic/ Predicted Work - SSN DMP**
(1986-1992: prior to costing change)

Ship Hull #	**FY 1986**	**FY 1987**	**FY 1988**	**FY 1989**	**FY 1990**	**FY 1991**	**FY 1992**	**FY 1993**
NONE								
Total								

Primary UIC: 00251

17. Shipwork (Nuclear - SSN DMP), continued

Table 17.1.b: **Historic/ Predicted Work - SSN DMP**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE								
Total								

Primary UIC: 00251

17. Shipwork (Nuclear - SSN DMP), continued

Answer the remaining SSN DMP questions (Section 17.) only if your shipyard has some SSN workload scheduled, as reflected in Table 17.1. Please answer in terms of additional SSN 688 (LOS ANGELES) class workload only.

17.2 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 SSN DMP capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to SSN DMPs without a significant increase in overhead costs and/or rates assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 17.2: **Maximum Potential Workload - SSN DMP**

SSN	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE							
Total							

17.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional SSN DMP capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

N/A

17.4. Are there any environmental, legal, or otherwise limiting factors that inhibit your SSN DMP present operations and/or development (encroachments, pollutant discharge, etc.)?

N/A

Primary UIC: 00251

18. Shipwork (Nuclear - CGN Inactivations)

18.1 Given the current configuration of the shipyard, provide by ship's hull number the KDLMYs for the CGN inactivations that were realized or are projected for this type of work through the period requested in the Tables.

Table 18.1.a: **Historic/ Predicted Work - CGN Inactivations**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
39					.029	.047	.508	1.226
35						.013	.026	.015
Total					.029	.060	.534	1.241

Table 18.1.b: **Historic/ Predicted Work - CGN Inactivations**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
35	.067	1.052	.104	.363	.164			
41	.005	.027	.045	.094	1.338	.248		
40								.357
39	.051					.024	.590	.150
25				.006	.558	.192		
38						.020	.583	.149
9								.028
Total	.123	1.079	.149	.463	2.060	.484	1.173	.684

Primary UIC: 00251

18. Shipwork (Nuclear - CGN Inactivations), continued

Answer the remaining CGN Inactivation questions (Section 18.) only if your shipyard has some CGN workload scheduled, as reflected in Table 18.1.

18.2 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 CGN inactivation capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to CGN inactivations without a significant increase in overhead costs and/or rates assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 18.2: **Maximum Potential Workload - CGN Inactivations**

CGN	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
From Table 18.1b	1.079	.149	.463	2.060	.484	1.173	.684
Total	1.079	.149	.463	2.060	.484	1.173	.684

18.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional CGN inactivation capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

NONE

18.4 Are there any environmental, legal, or otherwise limiting factors that inhibit your CGN inactivation present operations and/or development (encroachments, pollutant discharge, etc.)?

The EIS must be completed to allow storage of RC's at Hanford site.

Primary UIC: 00251

19. Shipwork (Nuclear - CGN COH / RCOH)

19.1 Given the current configuration of the yard, provide by ship's hull number KDLMYs for the CGN Complex Overhauls (COH) and Refuelling Complex Overhauls (RCOH) that were realized or are projected for this type of work through the period requested in the Tables.

Table 19.1.a: **Historic/ Predicted Work - CGN COH / RCOH**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
36					1.043	1.031	.478	.131
41	.002	.032	.999	.137				
39	1.201	.237						
Total	1.203	.269	.999	.137	1.043	1.031	.478	.131

Table 19.1.b: **Historic/ Predicted Work - CGN COH / RCOH**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE								
Total								

Primary UIC: 00251

19. Shipwork (Nuclear - CGN COH / RCOH), continued

Answer the remaining CGN COH/RCOH questions (Section 19.) only if your shipyard has some CGN workload scheduled, as reflected in Table 19.1.

19.2 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 CGN COH/RCOH capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to CGN overhauls without a significant increase in overhead costs and/or rates assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 19.2: **Maximum Potential Workload - CGN COH / RCOH**

CGN	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE							
Total							

19.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional CGN COH/RCOH capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

N/A

19.4. Are there any environmental, legal, or otherwise limiting factors that inhibit your CGN COH/RCOH present operations and/or development (encroachments, pollutant discharge, etc.)?

N/A

Primary UIC: 00251

20. Shipwork (Nuclear - CGN DSRA / SRA)

20.1 Given the current configuration of the shipyard, provide by ship's hull number the KDLMYs for the CGN Docking Selected Restricted Availabilities (DSRA) and Selected Restricted Availabilities (SRA) that were realized or are projected for this type of work through the period requested in the Tables.

Table 20.1.a: **Historic/ Predicted Work - CGN DSRA / SRA**
(prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
9	.007			.023	.027		.296	
35		.011		.236		.054	.058	
39	1.119	.181		.101				
41		.011						
Total	1.126	.203		.360	.027	.054	.354	

Table 20.1.b: **Historic/ Predicted Work - CGN DSRA / SRA**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
36	.001	.094	.084	.212	.027	.106	053	.041
41	.012	.220						
Total	.013	.314	.084	.212	.027	.106	.053	.041

Primary UIC: 00251

20. Shipwork (Nuclear - CGN DSRA / SRA), continued

Answer the remaining CGN DSRA/SRA questions (Section 20.) only if your shipyard has some CGN workload scheduled, as reflected in Table 20.1.

20.2 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 CGN DSRA/SRA capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to CGN availabilities without a significant increase in overhead costs and/or rates assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 20.2: **Maximum Potential Workload - CGN DSRA / SRA**

CGN	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
From Table 20.1b	.314	.084	.212	.027	.106	.053	.041
37						.103	.069
Total	.314	.084	.212	.027	.106	.156	.110

20.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional CGN DSRA/SRA capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

NONE

20.4 Are there any environmental, legal, or otherwise limiting factors that inhibit your CGN DSRA/SRA present operations and/or development (encroachments, pollutant discharge, etc.)?

NONE

Primary UIC: 00251

21. Shipwork (NonNuclear - ROH)

21.1 Given the current configuration of the shipyard, provide by ship's hull number the KDLMYs for the Regular Overhauls (ROH) of nonnuclear ships that were realized or are projected for this type of work through the period requested in the Tables.

Table 21.1.a: **Historic/ Predicted Work - NonNuclear ROH**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
LHA 3	.170							
Total	.170							

Primary UIC: 00251

21. Shipwork (NonNuclear ROH), continued

Table 21.1.b: **Historic/ Predicted Work - NonNuclear ROH**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AGSS 555			.007	.168	.076			.072
Total			.007	.168	.076			.072

Primary UIC: 00251

21. Shipwork (NonNuclear - ROH), continued

21.2 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 to overhaul non-nuclear ships at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to non-nuclear ROHs without a significant increase in overhead costs and/or rates assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 21.2: **Maximum Potential Workload - NonNuclear ROH**

Ship Hull #	**FY 1995**	**FY 1996**	**FY 1997**	**FY 1998**	**FY 1999**	**FY 2000**	**FY 2001**
From Table 21.1b		.007	.168	.076			.072
CG-49						.264	.029
Total		.007	.168	.076		.264	.101

21.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional overhaul capability for nonnuclear ships at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

N/A

21.4. Are there any environmental, legal, or otherwise limiting factors that inhibit non-nuclear ship ROH present operations and/or development (encroachments, pollutant discharge, etc.)?

N/A

Primary UIC: 00251

22. Shipwork (NonNuclear - COH)

22.1 Given the current configuration of the shipyard, provide by ship's hull number the KDLMYs for the Complex Overhauls (COH) of nonnuclear ships that were realized or are projected for this type of work through the period requested in the Tables.

Table 22.1.a: **Historic / Predicted Work - NonNuclear COH**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
NONE								
Total								

Primary UIC: 00251

22. Shipwork (NonNuclear - COH), continued

Table 22.1.b: Historic / Predicted Work - NonNuclear COH

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE								
Total								

Primary UIC: 00251

22. Shipwork (NonNuclear - COH), continued

22.2 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 to overhaul nonnuclear ships at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to nonnuclear COHs without a significant increase in overhead costs and/or rates assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 22.2: **Maximum Potential Workload - NonNuclear COH**

Ship Hull #	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE							
Total							

22.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional overhaul capability for nonnuclear ships at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

N/A

22.4. Are there any environmental, legal, or otherwise limiting factors that inhibit non-nuclear ship COH present operations and/or development (encroachments, pollutant discharge, etc.)?

N/A

Primary UIC: 00251

23. Shipwork (NonNuclear - DPMA)

23.1 Given the current configuration of the shipyard, provide by ship's hull number the KDLMYs for the Docking Phased Maintenance Availability (DPMA) of nonnuclear ships that were realized or are projected for this type of work through the period requested in the Tables.

Table 23.1.a: **Historic / Predicted Work - NonNuclear DPMA**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
NONE								
Total								

Primary UIC: 00251

23. Shipwork (NonNuclear - DPMA), continued

Table 23.1.b: **Historic / Predicted Work - NonNuclear DPMA**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE								
Total								

Primary UIC: 00251

23. Shipwork (NonNuclear - DPMA), continued

23.2 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 to provide docking PMAs for nonnuclear ships at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to nonnuclear DPMAs without a significant increase in overhead costs and/or rates assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 23.2: **Maximum Potential Workload - NonNuclear DPMA**

Ship Hull #	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AO-177				.053	.002		
Total				.053	.002		

23.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional docking PMA capability for nonnuclear ships at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

NONE

23.4. Are there any environmental, legal, or otherwise limiting factors that inhibit non-nuclear ship DPMA present operations and/or development (encroachments, pollutant discharge, etc.)?

NONE

Primary UIC: 00251

24. Shipwork (NonNuclear - PMA)

24.1 Given the current configuration of the shipyard, provide by ship's hull number the KDLMYs for the Phased Maintenance Availability (PMA) of nonnuclear ships that were realized or are projected for this type of work through the period requested in the Tables.

Table 24.1.a: **Historic/ Predicted Work - NonNuclear PMA**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
NONE								
Total								

Primary UIC: 00251

24. Shipwork (NonNuclear - PMA), continued

Table 24.1.b: **Historic/ Predicted Work - NonNuclear PMA**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE								
Total								

Primary UIC: 00251

24. Shipwork (NonNuclear - PMA), continued

24.2 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 to provide PMAs for nonnuclear ships at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to non-nuclear PMAs without a significant increase in overhead costs and/or rates assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 24.2: **Maximum Potential Workload - NonNuclear PMA**

Ship Hull #	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AOE 1	.004	.138	.004	.121		.102	.018
AOE 2	.001	.127	.004	.121			
AOE 7		.001	.109	.017	.039		.016
AOE 9		.003	.052	.053			
AOE 10				.001	.055	.018	.037
AOE 11				.003	.052	.053	
AD 37	.001	.046	.057	.001	.046		
LPD 6			.004	.077	.077		
LPD 10				.025	.059	.081	
Total	.006	.315	.230	.419	.328	.254	.071

24.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional PMA capability for nonnuclear ships at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

N/A

Primary UIC: 00251

24.4. Are there any environmental, legal, or otherwise limiting factors that inhibit non-nuclear ship PMA present operations and/or development (encroachments, pollutant discharge, etc.)?

N/A

Primary UIC: 00251

25. Shipwork (NonNuclear - DSRA)

25.1 Given the current configuration of the shipyard, provide by ship's hull number the KDLMYs for the Docking Selected Restricted Availability (DSRA) of non-nuclear ships that were realized or are projected for this type of work through the period requested in the Tables.

Table 25.1.a: **Historic/ Predicted Work - NonNuclear DSRA**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
TAG 195						.037	.061	
AS 17						.028		
DDG 31							.060	.011
Total						.065	121	.011

Primary UIC: 00251

25. **Shipwork (NonNuclear - DSRA), continued**

Table 25.1.b: **Historic/ Predicted Work - NonNuclear DSRA**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE								
Total								

Primary UIC: 00251

25. Shipwork (NonNuclear - DSRA), continued

25.2 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 to provide DSRAs for nonnuclear ships at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to non-nuclear DSRAs without a significant increase in overhead costs and/or rates assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 25.2: **Maximum Potential Workload - NonNuclear DSRA**

Ship Hull #	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE							
Total							

25.3. What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional DSRA capability for nonnuclear ships at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

N/A

25.4. Are there any environmental, legal, or otherwise limiting factors that inhibit non-nuclear ship DSRA present operations and/or development (encroachments, pollutant discharge, etc.)?

N/A

Primary UIC: 00251

26. Shipwork (NonNuclear - SRA)

26.1 Given the current configuration of the shipyard, provide by ship's hull number the KDLMYs for the Selected Restricted Availability (SRA) of nonnuclear ships that were realized or are projected for this type of work through the period requested in the Tables.

Table 26.1.a: **Historic/ Predicted Work - NonNuclear SRAs** prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
NONE								
Total								

Primary UIC: 00251

26. Shipwork (NonNuclear - SRA), continued

Table 26.1.b: **Historic/ Predicted Work - NonNuclear SRA**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
NONE								
Total								

Primary UIC: 00251

26. Shipwork (NonNuclear - SRA), continued

26.2 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 to provide SRAs for nonnuclear ships at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to nonnuclear SRAs without a significant increase in overhead costs and/or rates assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 26.2: **Maximum Potential Workload - NonNuclear SRA**

Ship Hull #	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
LHD-2	.142		.116			.003	.094
CV-63					.006	.194	
CG-57							.064
LHA-1	.008	.150	.008	.149			
LHA-5	.002	.156			.001	.090	
LHD-4		.002	.162	.004	.121		
Total	.152	.308	.286	.153	.128	.287	.158

26.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional SRA capability for nonnuclear ships at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

NONE

26.4. Are there any environmental, legal, or otherwise limiting factors that inhibit non-nuclear ship SRA present operations and/or development (encroachments, pollutant discharge, etc.)?

NONE

Primary UIC: 00251

27. Shipwork (NonNuclear - SCOs)

27.1 Given the current configuration of the shipyard, provide by ship's hull number the KDLMYs for the depot maintenance of floating dry-docks Service Craft Overhauls (SCO) that were realized or are projected for this type of work through the period requested in the Tables.

Table 27.1.a: **Historic / Predicted Work - SCOs**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
NONE								
Total								

Table 27.1.b: **Historic / Predicted Work - SCOs**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
ABT 210	.035	.032						
Total	.035	.032						

Primary UIC: 00251

27. Shipwork (NonNuclear - SCOs), continued

27.2 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 SCO capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to SCOs without a significant increase in overhead costs and/or rates assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 27.2: **Maximum Potential Workload - SCOs**

SHIP Hull#	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
From Table 27.1b	.032						
Total	.032						

27.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional SCO capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

NONE

27.4. Are there any environmental, legal, or otherwise limiting factors that inhibit your SCO present operations and/or development (encroachments, pollutant discharge, etc.)?

NONE

Primary UIC: 00251

28. Shipwork (NonNuclear - Inactivations)

28.1 Given the current configuration of the shipyard, provide by ship's hull number the KDLMYs for the inactivation of nonnuclear ships (including conversion to RRF or RRT status) that were realized or are projected for this type of work through the period requested in the Tables.

Table 28.1.a: **Historic/ Predicted Work - NonNuclear Inactivations**
(1986-1992: prior to costing change)

Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
AS 19							.001	.091
BB 63							.044	
CV 41							.049	.036
AS 12						.001	.024	.016
Total						.001	.118	.143

Primary UIC: 00251

28. Shipwork (NonNuclear - Inactivations), continued

Table 28.1.b: **Historic/ Predicted Work - NonNuclear Inactivations**

Ship Hull #	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
AS 32			.006	.032	.034			
CV 62				.005	.274	.005		
AS 19	.011							
AS 37						.004	.064	
Total	.011		.006	.037	.308	.009	.064	

Primary UIC: 00251

28. Shipwork (NonNuclear - Inactivations), continued

28.2 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 inactivation assistance capability for nonnuclear ships, at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to inactivations without a significant increase in overhead costs and/or rates assuming that you also have to execute the above workload and meet your cost schedule commitment to your customers.

Table 28.2: **Maximum Potential Workload - NonNuclear Inactivations**

Ship Hull #	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
From Table 28.1b		.006	.037	.308	.009	.064	
Total		.006	.037	.308	.009	.064	

28.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional inactivation assistance capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

NONE

28.4. Are there any environmental, legal, or otherwise limiting factors that inhibit inactivation assistance present operations and/or development (encroachments, pollutant discharge, etc.)?

NONE

Primary UIC: 00251

29. Other Productive Work

29.1 Given the current configuration of the yard, provide the KDLMYs for the production work, other than shipwork, that were realized or are projected for this type of work through the period requested in the Tables. Provide separate entries for Nuclear and NonNuclear OPW.

Table 29.1.a: **Historic/ Predicted Work - Other Productive Work**
(1986-1992: prior to costing change)

OPW	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
Nuclear							.243	.189
NonNuclear	1.296	1.104	.792	.852	.924	.780	.413	.611
Total	1.296	1.104	.792	.852	.924	.780	.656	.800

NOTE: Prior to FY92, data for Nuclear OPW workload was not maintained.

Table 29.1.b: **Historic/ Predicted Work - Other Productive Work**

OPW	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Nuclear	.340	.313	.312	.312	.312	.312	.312	.312
NonNuclear	1.234	1.559	1.524	1.467	1.479	1.475	1.475	1.475
Total	1.574	1.872	1.836	1.779	1.791	1.787	1.787	1.787

Primary UIC: 00251

29. Shipwork (Other Productive Work), continued

29.2 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 production work other than shipwork capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to other production work without a significant increase in overhead costs and/or rates assuming that you also have to execute the above shipwork and other workload and meet your cost schedule commitment to your customers. Enter separate line items for Nuclear and NonNuclear OPW.

Table 29.2: **Maximum Potential Workload - Other Productive Work**

OPW	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
From Table 29.1b	1.872	1.836	1.779	1.791	1.787	1.787	1.787
Total	1.872	1.836	1.779	1.791	1.787	1.787	1.787

29.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional other production work capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

NONE

29.4. Are there any environmental, legal, or otherwise limiting factors that inhibit development of productive work capability other than shipwork (encroachments, pollutant discharge, etc.)?

NONE

Primary UIC: 00251

29. Shipwork (Other Productive Work), continued

29.5 Break out the total KDLMYs reported in Table 29.1.b into the following functional categories. Using the Commodity Groups listing provided in the Notes at the beginning of this Data Call, identify other applicable workload performed, if necessary.

Table 29.5: **Historic & Predicted OPW Functional Workload**

All OPW		FY 1993	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Ground & Shipboard Comm & Electronic Eqmt	Radar									
	Radio Comm	.001	.001	.001	.001	.001	.002	.002	.002	.002
	Wire Comm									
	EW									
	NAVAIDs	.004	.004	.004	.004	.004	.004	.004	.004	.004
	E-O/NV	.005	.005	.005	.005	.005	.005	.005	.005	.005
	SC / SS									
Software	Tactical Systems									
	Support Eqmt									
Calibration Type I										
Calibration Type II&III		.025	.025	.025	.025	.025	.025	.025	.025	.025
Electroplating										
Casting Mfrg		.001	.001	.002	.003	.003	.004	.004	.005	.005
Other Machining / Manufacturing		.070	.075	.083	.093	.100	.110	.123	.138	.150
All Other OPW		.694	1.463	1.752	1.705	1.671	1.641	1.624	1.608	1.596
Total		.800	1.574	1.872	1.836	1.779	1.791	1.787	1.787	1.787

NOTE: Prior to FY92 data for Nuclear OPW workload was not maintained.

Primary UIC: 00251

30. Restricted Availability/Technical Availability

30.1 Given the current configuration of the yard, provide KDLMYs for Restricted Availabilities and Technical Availabilities (RATA), other than shipwork reported above, that were realized for or are projected for this type of work through the period requested in the Tables. Provide separate entries for Nuclear and NonNuclear RATA.

Table 30.1.a: **Historic/ Predicted Work - RATA**
(1986-1992: prior to costing change)

RATA	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
Nuclear							.073	.102
NonNuclear							.171	.238
Total							.244	.340

Table 30.1.b: **Historic/ Predicted Work - RATA**

RATA	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Nuclear	.037	.028	.018	.035	.035	.035	.035	.035
NonNuclear	.087	.065	.042	.082	.082	.082	.082	.082
Total	.124	.093	.060	.117	.117	.117	.117	.117

Primary UIC: 00251

30. RATA, continued

30.2 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 production work other than shipwork capability at this NSYD could be expanded? Please provide the response in absolute number of KDLMYs that could be applied to RATA without a significant increase in overhead costs and/or rates assuming that you also have to execute the above shipwork and other workload and meet your cost schedule commitment to your customers. Enter separate line items for Nuclear and NonNuclear RATA.

Table 30.2: **Maximum Potential Workload - RATA**

RATA	**FY 1995**	**FY 1996**	**FY 1997**	**FY 1998**	**FY 1999**	**FY 2000**	**FY 2001**
From Table 30.1b	.093	.060	.117	.117	.117	.117	.117
Total	.093	.060	.117	.117	.117	.117	.117

Total is for Nuclear and NonNuclear. Separate costs are not available for RATA.

30.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional RATA capability at this yard? Assume an environment unconstrained by funds or manning, but do not assume major MILCON on the order of additional drydocks. Please provide description, cost, and additional capability that would be realized. What would be the payback period or return on investment?

NONE

30.4. Are there any environmental, legal, or otherwise limiting factors that inhibit development of RATA capability other than shipwork (encroachments, pollutant discharge, etc.)?

NONE

Primary UIC: 00251

31. Mission Area Workload Summary

In the following tables bring the information from the tables in Section 1-30 forward into the tables that follow and calculate workload variance for FY 1995-2001.

The total values for Maximum Potential Workload shown on the prior tables (those labeled #.2 in the preceding 30 sections) 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 KDLMYs 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 schedule commitments to your customer.

Remember that Potential Workload for these latter tables should be predicted within the framework of the total Navy corporate mix of depot events at durations/intervals consistent with: OPNAVNOTE 4700 (latest) (subj: "Notional Durations, Intervals, and Repair Mandays for Depot Level Availabilities of United States Navy Ships") and OPNAVINST 4700.7 (series) (subj: "Policies and Procedures for Maintenance of Ships").

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

Primary UIC: 00251

31. Mission Area Workload Summary, continued

Table 31.1.a: **PREDICTED WORKLOAD VARIANCE OF NSYD FOR *FY 1995***
(Normal Shift Structure)

EVENT *FY 1995*	**Predicted Work**	**Potential Workload**	**Variance**
CVN COH			
CVN RCOH			
CVN DSRA	.085	.085	
CVN EDSR	.219	.219	
CVN DPIA			
CVN SRA	.115	.115	
CVN ESRA			
CVN PIA			
SSBN INACT	.985	.985	
SSBN ERP			
SSBN ROH/RFOH			
SSBN EOH/ERO	.436	.436	
SSN INACT	1.300	1.310	.010
SSN ROH/RFOH			
SSN EOH/ERO			
SSN DSRA	.203	.326	.123
SSN DMP			
CGN INACT	1.079	1.079	
CGN COH/RCOH			
CGN DSRA/SRA	.314	.314	
Table 31.1.a Total	4.736	4.869	.133

Primary UIC: 00251

31. Mission Area Workload Summary, continued

Table 31.1.b: **PREDICTED WORKLOAD VARIANCE OF NSYD FOR *FY 1995***
(Normal Shift Structure)

EVENT		***FY 1995***	**Predicted Work**	**Potential Workload**	**Variance**
Non Nuclear ROH					
Non Nuclear COH					
Non Nuclear DPMA					
Non Nuclear PMA					
Non Nuclear DSRA				.006	.006
Non Nuclear SRA				.152	.152
Non Nuclear SCO			.032	.032	
Other INACTs					
OPW:	Nuclear		.313	.313	
	NonNuclear		1.559	1.559	
RATA:	Nuclear		.028	.028	
	NonNuclear		.065	.065	
Table 31.1.b Total			1.997	2.155	.158
Table 31.1.a Total			4.736	4.869	.133
FY 1995 Total			6.733	7.024	.291

Primary UIC: 00251

31. Mission Area Workload Summary, continued

Table 31.1.c: **PREDICTED WORKLOAD VARIANCE OF NSYD FOR *FY 1996***
(Normal Shift Structure)

EVENT *FY 1996*	**Predicted Work**	**Potential Workload**	**Variance**
CVN COH			
CVN RCOH			
CVN DSRA	1.303	1.303	
CVN EDSR			
CVN DPIA			
CVN SRA	.348	.348	
CVN ESRA			
CVN PIA			
SSBN INACT	.311	.311	
SSBN ERP			
SSBN ROH/RFOH			
SSBN EOH/ERO	.424	.424	
SSN INACT	1.690	1.905	.215
SSN ROH/RFOH			
SSN EOH/ERO			
SSN DSRA	.092	.459	.367
SSN DMP			
CGN INACT	.149	.149	
CGN COH/RCOH			
CGN DSRA/SRA	.084	.084	
Table 31.1.c Total	4.401	4.983	.582

Primary UIC: 00251

31. Mission Area Workload Summary, continued

Table 31.1.d: **PREDICTED WORKLOAD VARIANCE OF NSYD FOR *FY 1996***
(Normal Shift Structure)

EVENT *FY 1996*		**Predicted Work**	**Potential Workload**	**Variance**
Non Nuclear ROH		.007	.007	
Non Nuclear COH				
Non Nuclear DPMA				
Non Nuclear PMA			.315	.315
Non Nuclear DSRA				
Non Nuclear SRA			.308	.308
Non Nuclear SCO				
Other INACTs		.006	.006	
OPW:	Nuclear	.312	.312	
	NonNuclear	1.524	1.524	
RATA:	Nuclear	.018	.018	
	NonNuclear	.042	.042	
Table 31.1.d Total		1.909	2.532	.623
Table 31.1.c Total		4.401	4.983	.582
FY 1996 Total		6.310	7.515	1.205

Primary UIC: 00251

31. Mission Area Workload Summary, continued

Table 31.1.e: **PREDICTED WORKLOAD VARIANCE OF NSYD FOR *FY 1997***
(Normal Shift Structure)

EVENT *FY 1997*	**Predicted Work**	**Potential Workload**	**Variance**
CVN COH			
CVN RCOH			
CVN DSRA	.214	.214	
CVN EDSR			
CVN DPIA			
CVN SRA	.156	.156	
CVN ESRA			
CVN PIA	.893	.893	
SSBN INACT	.405	.405	
SSBN ERP			
SSBN ROH/RFOH			
SSBN EOH/ERO	.437	.437	
SSN INACT	1.307	1.502	.195
SSN ROH/RFOH			
SSN EOH/ERO			
SSN DSRA	.110	.222	.112
SSN DMP			
CGN INACT	.463	.463	
CGN COH/RCOH			
CGN DSRA/SRA	.212	.212	
Table 31.1.e Total	4.197	4.504	.307

Primary UIC: 00251

31. Mission Area Workload Summary, continued

Table 31.1.f: **PREDICTED WORKLOAD VARIANCE OF NSYD FOR *FY 1997***
(Normal Shift Structure)

EVENT *FY 1997*		**Predicted Work**	**Potential Workload**	**Variance**
Non Nuclear ROH		.168	.168	
Non Nuclear COH				
Non Nuclear DPMA				
Non Nuclear PMA			.230	.230
Non Nuclear DSRA				
Non Nuclear SRA			.286	.286
Non Nuclear SCO				
Other INACTs		.037	.037	
OPW:	Nuclear	.312	.312	
	NonNuclear	1.467	1.467	
RATA:	Nuclear	.035	.035	
	NonNuclear	.082	.082	
Table 31.1.f Total		2.101	2.617	.516
Table 31.1.e Total		4.197	4.504	.307
FY 1997 Total		6.298	7.121	.823

Primary UIC: 00251

31. Mission Area Workload Summary, continued

Table 31.1.g: **PREDICTED WORKLOAD VARIANCE OF NSYD FOR *FY 1998* (Normal Shift Structure)**

EVENT *FY 1998*	**Predicted Work**	**Potential Workload**	**Variance**
CVN COH			
CVN RCOH			
CVN DSRA			
CVN EDSR			
CVN DPIA	.001	.001	
CVN SRA			
CVN ESRA			
CVN PIA	.168	.168	
SSBN INACT	.071	.071	
SSBN ERP			
SSBN ROH/RFOH			
SSBN EOH/ERO	.439	.439	
SSN INACT	1.231	1.262	.031
SSN ROH/RFOH			
SSN EOH/ERO			
SSN DSRA	.107	.526	.419
SSN DMP			
CGN INACT	2.060	2.060	
CGN COH/RCOH			
CGN DSRA/SRA	.027	.027	
Table 31.1.g Total	4.104	4.554	.450

Primary UIC: 00251

31. Mission Area Workload Summary, continued

Table 31.1.h: **PREDICTED WORKLOAD VARIANCE OF NSYD FOR *FY 1998***
(Normal Shift Structure)

EVENT		***FY 1998***	**Predicted Work**	**Potential Workload**	**Variance**
Non Nuclear ROH			.076	.076	
Non Nuclear COH					
Non Nuclear DPMA				.053	.053
Non Nuclear PMA				.419	.419
Non Nuclear DSRA					
Non Nuclear SRA				.153	.153
Non Nuclear SCO					
Other INACTs			.308	.308	
OPW:	Nuclear		.312	.312	
	NonNuclear		1.479	1.479	
RATA:	Nuclear		.035	.035	
	NonNuclear		.082	.082	
Table 31.1.h Total			2.292	2.917	.625
Table 31.1.g Total			4.104	4.554	.450
FY 1998 Total			6.396	7.471	1.075

Primary UIC: 00251

31. Mission Area Workload Summary, continued

Table 31.1.i: **PREDICTED WORKLOAD VARIANCE OF NSYD FOR *FY 1999***
(Normal Shift Structure)

EVENT *FY 1999*	**Predicted Work**	**Potential Workload**	**Variance**
CVN COH			
CVN RCOH			
CVN DSRA			
CVN EDSR			
CVN DPIA	1.219	1.219	
CVN SRA			
CVN ESRA			
CVN PIA	.852	.852	
SSBN INACT	.425	.425	
SSBN ERP			
SSBN ROH/RFOH			
SSBN EOH/ERO	.442	.442	
SSN INACT	1.235	1.235	
SSN ROH/RFOH			
SSN EOH/ERO			
SSN DSRA	.107	.296	.189
SSN DMP			
CGN INACT	.484	.484	
CGN COH/RCOH			
CGN DSRA/SRA	.106	.106	
Table 31.1.i Total	4.870	5.059	.189

Primary UIC: 00251

31. Mission Area Workload Summary, continued

Table 31.1.j: **PREDICTED WORKLOAD VARIANCE OF NSYD FOR *FY 1999* (Normal Shift Structure)**

EVENT		***FY 1999***	**Predicted Work**	**Potential Workload**	**Variance**
Non Nuclear ROH					
Non Nuclear COH					
Non Nuclear DPMA				.002	.002
Non Nuclear PMA				.328	.328
Non Nuclear DSRA					
Non Nuclear SRA				.128	.128
Non Nuclear SCO					
Other INACTs			.009	.009	
OPW:	Nuclear		.312	.312	
	NonNuclear		1.475	1.475	
RATA:	Nuclear		.035	.035	
	NonNuclear		.082	.082	
Table 31.1.j Total			1.913	2.371	.458
Table 31.1.i Total			4.870	5.059	.189
FY 1999 Total			6.783	7.430	.647

Primary UIC: 00251

31. Mission Area Workload Summary, continued

Table 31.1.k: **PREDICTED WORKLOAD VARIANCE OF NSYD FOR *FY 2000***
(Normal Shift Structure)

EVENT *FY 2000*	**Predicted Work**	**Potential Workload**	**Variance**
CVN COH			
CVN RCOH			
CVN DSRA			
CVN EDSR			
CVN DPIA	.280	.280	
CVN SRA			
CVN ESRA			
CVN PIA	.211	.211	
SSBN INACT	.249	.249	
SSBN ERP			
SSBN ROH/RFOH	.006	.006	
SSBN EOH/ERO	.442	.442	
SSN INACT	.883	.883	
SSN ROH/RFOH			
SSN EOH/ERO			
SSN DSRA	.108	.309	.201
SSN DMP			
CGN INACT	1.173	1.173	
CGN COH/RCOH			
CGN DSRA/SRA	.053	.156	.103
Table 31.1.k Total	3.405	3.709	.304

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Primary UIC: 00251

31. Mission Area Workload Summary, continued

Table 31.1.1: **PREDICTED WORKLOAD VARIANCE OF NSYD FOR *FY 2000***
(Normal Shift Structure)

EVENT		***FY 2000***	**Predicted Work**	**Potential Workload**	**Variance**
Non Nuclear ROH				.264	.264
Non Nuclear COH					
Non Nuclear DPMA					
Non Nuclear PMA				.254	.254
Non Nuclear DSRA					
Non Nuclear SRA				.287	.287
Non Nuclear SCO					
Other INACTs			.064	.064	
OPW:	Nuclear		.312	.312	
	NonNuclear		1.475	1.475	
RATA:	Nuclear		.035	.035	
	NonNuclear		.082	.082	
Table 31.1.1 Total			1.968	3.773	1.581
Table 31.1.k Total			3.405	3.709	.304
FY 2000 Total			5.373	6.482	1.885

R
R

Primary UIC: 00251

31. Mission Area Workload Summary, continued

Table 31.1.1: **PREDICTED WORKLOAD VARIANCE OF NSYD FOR *FY 2000***
(Normal Shift Structure)

EVENT		***FY 2000***	**Predicted Work**	**Potential Workload**	**Variance**
Non Nuclear ROH				.264	.264
Non Nuclear COH					
Non Nuclear DPMA					
Non Nuclear PMA				.254	.254
Non Nuclear DSRA					
Non Nuclear SRA				.287	.287
Non Nuclear SCO					
Other INACTs			.064	.064	
OPW:	Nuclear		.312	.312	.303
	NonNuclear		1.475	1.475	.473
RATA:	Nuclear		.035	.035	
	NonNuclear		.082	.082	
Table 31.1.1 Total			1.968	2.773	1.581
Table 31.1.k Total			3.405	3.709	.304
FY 2000 Total			5.373	6.482	1.885

Primary UIC: 00251

31. Mission Area Workload Summary, continued

Table 31.1.m: **PREDICTED WORKLOAD VARIANCE OF NSYD FOR *FY 2001***
(Normal Shift Structure)

EVENT *FY 2001*	**Predicted Work**	**Potential Workload**	**Variance**
CVN COH			
CVN RCOH			
CVN DSRA			
CVN EDSR			
CVN DPIA			
CVN SRA			
CVN ESRA			
CVN PIA	1.031	1.031	
SSBN INACT	.255	.255	
SSBN ERP			
SSBN ROH/RFOH	.107	.107	
SSBN EOH/ERO	.333	.333	
SSN INACT	1.183	1.183	
SSN ROH/RFOH			
SSN EOH/ERO			
SSN DSRA	.100	.283	.183
SSN DMP			
CGN INACT	.684	.684	
CGN COH/RCOH			
CGN DSRA/SRA	.041	.110	.069
Table 31.1.m Total	3.734	3.986	.252

Table 31.1.n: **PREDICTED WORKLOAD VARIANCE OF NSYD FOR *FY 2001***
(Normal Shift Structure)

EVENT *FY 2001*		**Predicted Work**	**Potential Workload**	**Variance**
Non Nuclear ROH		.072	.101	.029
Non Nuclear COH				
Non Nuclear DPMA				
Non Nuclear PMA			.071	.071
Non Nuclear DSRA				
Non Nuclear SRA			.158	.158
Non Nuclear SCO				
Other INACTs				
OPW:	Nuclear	.312	.312	
	NonNuclear	1.475	1.475	
RATA:	Nuclear	.035	.035	
	NonNuclear	.082	.082	
Table 31.1.n Total		1.976	2.234	.258
Table 31.1.m Total		3.374	3.986	.252
FY 2001 Total		5.710	6.220	1.229

R

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Primary UIC: 00251

31. **Mission Area Workload Summary, continued**

Table 31.1.n: **PREDICTED WORKLOAD VARIANCE OF NSYD FOR *FY 2001***
(Normal Shift Structure)

EVENT	***FY 2001***	**Predicted Work**	**Potential Workload**	**Variance**
Non Nuclear ROH		.072	.101	.029
Non Nuclear COH				
Non Nuclear DPMA				
Non Nuclear PMA			.071	.071
Non Nuclear DSRA				
Non Nuclear SRA			.158	.158
Non Nuclear SCO				
Other INACTs				
OPW:	Nuclear	.312	.312	
	NonNuclear	1.475	1.475	
RATA:	Nuclear	.035	.035	
	NonNuclear	.082	.082	
Table 31.1.n Total		1.976	2.234	.977
Table 31.1.m Total		3.734	3.986	.252
FY 2001 Total		5.710	6.220	1.229

R
R

Primary UIC: 00251

31. Mission Area Workload Summary, continued

Table 31.1.n: **PREDICTED WORKLOAD VARIANCE OF NSYD FOR *FY 2001***
(Normal Shift Structure)

EVENT *FY 2001*		**Predicted Work**	**Potential Workload**	**Variance**
Non Nuclear ROH		.072	.101	.029
Non Nuclear COH				
Non Nuclear DPMA				
Non Nuclear PMA			.071	.071
Non Nuclear DSRA				
Non Nuclear SRA			.158	.158
Non Nuclear SCO				
Other INACTs				
OPW:	Nuclear	.312	.312	.281
	NonNuclear	1.475	1.475	.438
RATA:	Nuclear	.035	.035	
	NonNuclear	.082	.082	
Table 31.1.n Total		1.976	2.234	.977
Table 31.1.m Total		3.734	3.986	.252
FY 2001 Total		5.710	6.220	1.229

Primary UIC: 00251

Features and Capabilities

32. Manpower Factors

32.1 For the following Shops provide your most current work force summary broken out in the categories below. Add other critical Shops or Work Stations and their workforce make-up as appropriate, in Table 32.2, following the listed facility types. Comment in the space following the Tables for any work effort not otherwise reported.

Table 32.1.a: **Manpower Factors**

Shop Type	Management	First Line Supervisors	Journeymen	Apprentices	Other Direct Labor
Central Tool Shop (06)	8	21	184	10	17
Shipfitting Shop (11)	8	44	317	17	28
Sheet Metal (17)	12	22	194	11	44
Forge and Heat Treatment (23)	0.3	1	16	0	0
Welding (26)	15	49	382	17	157
Q.A. Office	0	3	113	5	0
Optical Shop	0.5	0.5	5	0	0
Weapons Shop (36)	N/A Work Performed in S/38				
Inside Machine (31)	8	23	244	13	14
Marine Machine (38)	24	64	528	30	63
Boilermaker Shop (41)	6	13	101	7	19
Electrical Shop (51)	10	25	248	7	24
Pipefitter (56)	21	62	447	24	62
Woodworking (64)	8.5	40	59	11	161

Primary UIC: 00251

Shop Type	Management	First Line Supervisors	Journeymen	Apprentices	Other Direct Labor
Electronics Shop (67)	2.5	8.5	60	4	3
Boat Shop	0.5	1	6	0	9
Abrasive Blast Facility	0.5	2	38	3	3
Paint & Blasting (71)	5.5	23	132	4	51

Primary UIC: 00251

32. Manpower Factors, continued

Table 32.1.b: **Manpower Factors, continued**

Shop Type / Work Station	Management	First Line Supervisors	Journeymen	Apprentices	Other Direct Labor
Rigging Shop (72)	12.0	34.0	226.0	17.0	110.0
Sail Loft	1.0	5.0	37.0	5.0	91.0
Foundry (81)	0.4	3.0	13.0	1.0	4.0
Pattern Maker (94)	0.3	1.0	6.0	1.0	0.0
Nuclear Repair	2.0	4.0	22.0	0.0	0.0
Temporary Svcs (99)	9.0	28.0	164.0	20.0	68.0
Drydocks					
Drydock Pumphouse					
Divers Change House					
Ship Svcs Support	N/A Work Performed in S/99				
Ships/Spares Storage	MIL 1 CIV 1	CIV 2	MIL 10 CIV 7	0.0	0.0
Marine Railway					
Fixed Crane Structures					
Calibration (52)	0.5	2.5	44.0	0.0	0.0
Refit / Restoration (66)	0.5	1.0	67.0	0.0	0.0
Services (72)	N/A Work Performed in S/72				
Public Works (07)	1.0	12.0	154.0	3.0	

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Shop Type / Work Station	Management	First Line Supervisors	Journeymen	Apprentices	Other Direct Labor
Utilities (99)	N/A Work Performed in S/99				
Shipwright/Boatbuilder/ Fabricworker (64)	1.0	2.0	43.0	8.0	33.0
Insulator (57)	1.0	5.0	90.0	8.0	45.0
Nuclear Log Rm (950)	N/A PSNS Does Not Use				

* Fabric Worker are now in Shop 99 Sail Loft
** ILO Integrated Support NSC Puget

Primary UIC: 00251

32. Manpower Factors, continued

32.2 Enter all other critical Shops or Work Stations and their work force composition into the following table.

Table 32.2: **Other Manpower Factors**

Shop Type / Work Station	Management	First Line Supervisors	Journeymen	Apprentices	Other Direct Labor
GYRO Repair (67)	N/A	N/A	5	N/A	N/A
NIDS Restoration	N/A	2	25	N/A	N/A
Battery Shop	N/A	1	3	N/A	N/A
Project Target	N/A	1	11	N/A	N/A
SMARSE	N/A	1	9	N/A	N/A
RADCON	N/A	40	201	N/A	N/A
Planning & Engineering	38	117	N/A	N/A	1106
Environmental/ Safety	N/A	N/A	15	N/A	N/A
Nuclear Engineering & Plng	N/A	11.8	N/A	N/A	282.2

Primary UIC: 00251

33. Physical Space for Industrial Support

33.1 Identify the area in thousands of square feet (KSF) (or other appropriate unit) (specify) and the condition of each of the following work centers and shops.

Table 33.1.a: **Work Centers/Facilities Conditions**

CCN	Shop Type / Work Stations	Units	Condition			Comments
			Adequate	Inadequate	Substandard	
213-41	Central Tool (06)	SF	49911	0	104159	C45, C02, A27
213-42	Shipfitting Shop (11)	SF	830	0	348703	F26
213-43	Sheet Metal (17)	SF	85612	0	2356	C45, C02
213-44	Forge & Heat Treatment (23)	SF	0	0	40851	F03, F10
213-45	Welding (26)	SF	25271	812	5559	E45, C03, A30
213-48	Q.A.	SF	26345	44839	20732	A30, C45, F23
213-50	Optical Shop	SF	0	0	0	
213-51	Weapons Shop (36)	SF	0	0	0	
213-49	Inside Machine (31)	SF	0	0	270793	C45, A27
213-52	Marine Machine (38)	SF	0	0	131995	C45, A27
213-53	Boilermaker (41)	SF	820	0	50272	C45, A30
213-54	Electrical (51)	SF	0	0	89361	C45
213-55	Pipefitter (56)	SF	0	0	158996	C45, C02, C05
213-56	Woodworking (64)	SF	75144	960	1904	F30, C45
213-57	Electronics (67)	SF	8958	480	128806	F30, C45
213-58	Boat Shop	SF	0	0	0	

Primary UIC: 00251

CCN	Shop Type / Work Stations	Units	Condition			Comments
			Adequate	Inadequate	Substandard	
213-59 / 60	Abrasive Blast / Paint Facility (71)	SF	7478	3074	66473	D30, F30

* Deficiency codes follow

Primary UIC: 00251

33. Physical Space for Industrial Support , continued

Table 33.1.b: **Work Centers/Facilities Conditions**

CCN	Shop Type / Work Stations	Unit	Condition			Comments
			Adequate	Inadequate	Substandard	
213-61	Rigging Shop (72)	SF	18069	10212	61046	F30, E20, C45
213-62	Sail Loft	SF	0	0	0	
213-63	Foundry (81)	SF	425	0	76874	C45, A30
213-64	Pattern Maker (94)	SF	0	0	57790	A30, A45, E08
213-65	Nuclear Repair	SF	109951	0	0	
213-66	Temporary Svc (99)	SF	75445	0	0	C45
213-10	Drydocks	SF	713841	990	123639	F32, B30
213-67	Drydock Pumphouse	SF	8316	0	0	
213-68	Divers Change House	SF	0	0	0	
213-70	Ship Svc Support	SF	76811	5425	32692	A30, F30, F26
213-77	Ships/Spares Storage	SF	10667	0	102415	C45, C05
213-20	Marine Railway	LF	0	0	0	
213-40	Fixed Crane Structures	EA	3	0	0	
151-20	GP Berth Pier	FB	6320	0	3450	A30, B30, C20
151-50	GP Repair Pier	FB	7413	0	0	B30, B11
152-20	Berth Wharf	FB	0	0	0	
152-50	Repair Wharf	FB	0	0	0	

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CCN	Shop Type / Work Stations	Unit	Condition			Comments
			Adequate	Inadequate	Substandard	
154-20	Quaywalls	LF	2170	0	0	
155-10	Fleet Landing	FB	0	0	0	
155-20	Small Craft Berthing	FB	160	0	660	F25
860-10	Railroad Trackage	MI	13	0	0	

* Deficiency codes follow

Primary UIC: 00251

DEFICIENCY CODES
NFADB DATA ELEMENT NO. 526

DEFINITION:

1. First character, deficient because of:

   A. Physical Condition
   B. Functional or Space Criteria
   C. Design Criteria
   D. Location or citing Criteria
   E. Nonexistent
   F. Total Obsolescence or Deterioration
   G. Inadequate Capacity/Coverage

2. Second and third characters indicate area of deficiency as follows:

01. Heating System
02. Ventilation/Exhaust
03. Environmental Control Systems (Air Conditioning, etc.)
04. Plumbing/Piping/Fixtures
05. Fire Deterrent Systems
06. Fuel Systems/Piping
07. Refrigeration System
08. Elevators/Escalators/ Dumbwaiters
09. Sewage, etc.
10. Lighting/Fixtures
11. Power Capacity
12. Wiring/Feeder
13. Alarm Systems
14. Communications
* 15. Facility Location
16. Flood Plain Environmental Incompatibility
17. Hazardous Material
* 18. Site Characteristics
19. Accessibility
20. Foundation
21. Slab/Floor Decking
22. Columns
23. Walls
24. Roof/Ceiling/Trusses
25. Piling
26. Building Interior/Configuration
27. Roof
28. Soundproofing
29. Waterproofing
30. Building or Structure (total)
31. Fencing
32. Drainage
33. Landscaping
34. Stabilization
35. Paved Surfacing
36. Explosive Quantity Distance
37. Airfield Safety Clearance
38. Pollution Abatement
39. Excessive Noise
40. OSHA Deficiency
41. Toilets (Bachelor Housing)
42. Fender Systems
43. Rails/Tracks
44. Cold Iron
45. Seismic Design
46. Depth of Water
47. Facility Characteristics
48. Ceiling Height
49. Energy Efficiency
50. Facility Components
51. Ceiling
52. Doors
53. Interior Partitions
54. Stairs/Stairwell
55. Windows
56. Safety Standards
57. Explosive Hazard
58. Fire Codes
59. Hazardous Waste
60. Radiation Hazard
61. Lightning Protection
62. Environmental Systems
63. Electrical Systems
64. Standby Power Supply
65. Piping Systems
66. Support Systems
67. Energy Monitoring Control
68. Security/Interior
69. Telephone
70. Conveying Systems
71. Material Handling Systems
72. Physical Security

* Indicated generalized area of deficiency. Other codes are more specific.

NOTE: NAVY FACILITY ASSETS DATA BASE MANAGEMENT SYSTEM PROCEDURES MANUAL, NAVFAC P-78, AUG 92

Primary UIC: 00251

33. Physical Space for Industrial Support , continued

33.2 In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all shops and work centers in Tables 33.1.a and 33.1.b 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?

*** NOTE: In general, the inadequate facilities listed below comprise only a small percentage of the total assets within the functional category code. For example, only 812 SF of the 31,642 SF welding shop space is categorized as inadequate. This is attributed to 812 SF of storage space being classified as inadequate due to its location on a seismically deficient pier. Small percentage inadequacies such as this do not necessarily result in the basic facility rated C4 under the BASEREP.**

a. 213-45, Welding Shop, Building 100
b. Nonexistent seismic design, deficient environmental control systems, building or structure physical condition.
c. 7.5% is used for storage with minimal personnel occupancy. 92.5% is unused. Located on condemned Pier 8.
d. Not upgradable. Current plan is to demolish building and pier as an upgrade is not economically feasible.
e. None
f. None
g. No

a. 213-48, Quality Assurance, Buildings 78, 371 and 453.
b. 78 - Structure physical condition, deteriorated walls, seismic design
371 - Structure physical condition, structure design, seismic design
453 - Structure physical condition, seismic design
c. 78 - Administration and storage
371 - Metallurgical lab
453 - Chemical lab
d. 78 - $4M
371 - $1.5M
453 - No seismic study has been accomplished to project seismic upgrade costs.
NOTE: Modification in f, below, does not upgrade the facility to substandard.
e. None

Primary UIC: 00251

f. FY94 - modify lab fac. bldg 371
g. Yes

a. 213-56, Woodworking Shop, & 213-57, Electronics Shop, Building 697
b. Structural deterioration/obsolescence
c. Material shed
d. Not economically feasible to upgrade - old wooden structure
e. None
f. None
g. No

a. 213-59/60, Abrasive Blast/Paint Facility, Building 829
b. Building location or citing, structural deterioration
c. Paint and blasting shop
d. Building 829 houses a piece of equipment that has been replaced by equipment located elsewhere and the Shipyard does not intend to upgrade or convert the building. No estimate prepared.
e. None
f. None
g. No

a. 213-61, Rigging Shop, Buildings 579, 582, 586, and 796
b. 579, 582, 586 - Structural deterioration/obsolescence
796 - Structural condition, no foundation, structural deterioration
c. 579, 586 - Rigger's gear building
582 - Temporary services
796 - Material control shed
d. Not economically feasible to upgrade - old wooden structures
e. None
f. None
g. No

a. 213-10, Drydocks, Facility 787
b. Deterioration of drainage systems
c. Tunnel Drydock 1 to Pumpwell 1
d. $36,000
e. None
f. FY97 Repair tunnel
g. No

a. 213-70, Ship Service Support, Building 482, 585, 529
b. 482, 585 - Structure physical condition deteriorated, building interior/ configuration. 529 - Deficient design of fire deterrent systems, structure physical condition deteriorated, building interior/ configuration.
c. Waterfront offices
d. Not economically feasible to upgrade - old wooden buildings
e. None
f. None
g. No

Primary UIC: 00251

33. Physical Space for Industrial Support , continued

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

33.4 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?

33.5 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 33.3 : **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.	1450	1589	-139
Office space for command, management, & administrative, etc.	745	840	-95
Office space for drafting, work planning, & computer aided design, etc.	41	46	-5
Storage for technical manuals & drawings of equipment/components for life-cycle management, etc.	71	51	+20

Primary UIC: 00251

33. Physical Space for Industrial Support, continued

33.6 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 activity could reasonably expect to expand. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, etc. 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 for 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 33.6: **Real Estate Resources**

Site Location: Puget Sound Naval Shipyard

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational	211	211		
Training				
R & D				
Supply & Storage	57	57		
Admin	17	17		
Housing	29	29		
Recreational	13	13		
Navy Forestry Program				
Navy Agricultural Outlease Program				

Primary UIC: 00251

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Hunting/Fishing Programs				
Other	338 Submerged			
Total:	665	327		

NOTE: CURRENTLY PROCURING 17 ACRES (8 OF WHICH HAVE BEEN PURCHASED) TO SUPPORT EXPANSION FOR AOE6 HOMEPORTING.

Primary UIC: 00251

33. Physical Space for Industrial Support, continued

33.6 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 activity could reasonably expect to expand. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, etc. 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 for 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 33.6: **Real Estate Resources**

Site Location: Jackson Park

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational				
Training				
R & D				
Supply & Storage				
Admin				
Housing	139	79	17*	43**
Recreational	19	19	0	0
Navy Forestry Program				
Navy Agricultural Outlease Program				

Primary UIC: 00251

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Hunting/Fishing Programs				
Other				
Total:	158	98	17	43

* 4 Acres Wetlands
13 Installation Restoration Sites

** FY93 Construction of 170 Units

Primary UIC: 00251

33. Physical Space for Industrial Support, continued

33.6 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 activity could reasonably expect to expand. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, etc. 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 for 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 33.6: **Real Estate Resources**

Site Location: Eastpark

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational				
Training				
R & D				
Supply & Storage				
Admin				
Housing	46	33	0	13
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				

Primary UIC: 00251

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Hunting/Fishing Programs				
Other				
Total:	46	33	0	13

Primary UIC: 00251

33. Physical Space for Industrial Support, continued

33.6 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 activity could reasonably expect to expand. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, etc. 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 for 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 33.6: **Real Estate Resources**

Site Location: Olalla

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational				
Training				
R & D				
Supply & Storage				
Admin				
Housing	6	4	0	2
Recreational				
Navy Forestry Program				
Navy Agricultural Outlease Program				

Primary UIC: 00251

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Hunting/Fishing Programs				
Other				
Total:	6	4	0	2

Primary UIC: 00251

33. Physical Space for Industrial Support, continued

33.6 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 activity could reasonably expect to expand. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, etc. 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 for 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 33.6: **Real Estate Resources**

Site Location: Camp McKean

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational				
Training				
R & D				
Supply & Storage				
Admin				
Housing				
Recreational	21	7	0	14
Navy Forestry Program				
Navy Agricultural Outlease Program				

Primary UIC: 00251

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Hunting/Fishing Programs				
Other				
Total:	21	7	0	14

Primary UIC: 00251

33. Physical Space for Industrial Support, continued

33.6 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 activity could reasonably expect to expand. Complete a separate table for each individual site, i.e., main base, outlying airfields, special off-site areas, etc. 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 for 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 33.6: **Real Estate Resources**

Site Location: Shelton-Bangor Railroad Spur

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational				
Training				
R & D				
Supply & Storage				
Admin				
Housing				
Recreational				
Navy Forestry Program	638	213		
Navy Agricultural Outlease Program				

Primary UIC: 00251

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Hunting/Fishing Programs				
Other	17 Submerged			
Total:	655	213		

Primary UIC: 00251

34. Facility and Equipment Values

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

- Maintenance of Real Property (MRP) is the budgetary term gathering the expenses or budget requirements for facility work and includes 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 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) refer to incorporates Class 2 Real Property and is the hypothetical dollar amount required to replace a Class 2 facility in kind at today's dollars (e.g.: the cost today to replace an existing wood frame barracks with another barracks, also wood frame).

- Acquisition Cost of Equipment (ACE) reports the total cumulative acquisition cost of all "Personal Property" equipment which includes the cost of installed equipments directly related to mission execution (such as lab test equipment). Class 2 installed capital equipment which is integral to the facility should not be reported as ACE.

Table 34.1: **Expenditures and Equipment Values**

FY	MRP ($ K)	CPV ($ K)	ACE ($ K)
1986	8,327	1,619,000	119,004
1987	8,729	1,672,000	136,089
1988	9,012	1,747,000	149,948
1989	7,783	1,799,000	168,286
1990	12,784	1,862,000	179,232
1991	14,179	1,933,000	207,969
1992	19,151	1,980,000	217,743
1993	18,468	2,003,000	227,971
1994	14,608	2,278,000	268,463
1995	23,933	2,353,000	281,463
1996	14,658	2,430,000	316,192
1997	14,918	2,510,000	346,675

Primary UIC: 00251

35. Facility Limitations

35.1 Provide the maximum number of ship types and depot events that can be simultaneously worked under normal single shift operations in the present shipyard facilities (without improvements to the yard). Given the assumptions applied in the Mission Area portion of this Data Call (question #.2 of sections 1 through 30), provide the maximum number of ship types and depot events that could be simultaneously worked in the shipyard if it were expanded to maximum production capability (with the most reasonable set of practical improvements to the yard). As limiting factors, include any ship berthing, drydock, crane, shop space, assembly area, tools/equipment, technical documentation, replacement parts storage/issue, or pre-processing, etc., which physically restrict your industrial plant.

Table 35.1: **Facility Limitations**

Ship Type / Depot Event	Number of Depot Events that can be Simultaneously Worked		
	Present Configuration	Maximum Production	Limiting Factors
CVN COH	2	2	Drydock Availability & Pier Space
CVN SRA	1	2	Upgrade Pier 4
CGN RF	1	2	Drydock Availability & Refueling Equipment
CGN SRA	2	2	Pier Space
SSN/SSBN RF	2	4	Drydock Availability, RF Equip., Steam Barges
SSN DMP	2	2	Drydock Availability
SSBN EOH	2	2	Drydock Space
NonNuc PMA	2	4	Pier Upgrades
CV IA	1	1	Pier Space
RCD/SR	7	7	Drydock Space

Primary UIC: 00251

36. Productive Output Factors

36.1 For the following Shops provide your productive output estimates in DLMYs. Add other critical Shops or Work Stations as appropriate and their planned productive output below the listed facility types.

Table 36.1.a: **Productive Output Factors (DLMYs)**

Shop Type	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Central Tool Shop (06)	.038	.040	.038	.036	.030	.038	.027	.030
Shipfitter (11)	.274	.334	.312	.391	.341	.371	.308	.298
Sheetmetal (17)	.151	.199	.193	.201	.181	.220	.158	.150
Foundry/Forge/ Heat Trtmt (S/37)	.012	.024	.020	.020	.024	.027	.023	.022
Welding (26)	.521	.545	.550	.664	.573	.679	.556	.540
Inside Machine (31)	.072	.067	.097	.133	.064	.084	.050	.094
Outside Marine Machine (38)	.347	.443	.378	.370	.383	.420	.227	.328
Boilermaker (41)	.029	.013	.035	.019	.029	.013	.009	.009
Electrical (51)	.234	.209	.242	.214	.206	.268	.184	.247
Pipefitting (56)	.335	.459	.385	.397	.378	.428	.305	.342
Insulators (57)	.120	.157	.137	.146	.149	.146	.173	.163
Wood/Plastics (64)	.388	.452	.372	.416	.417	.518	.428	.378
Electronics (67)	.077	.082	.090	.095	.078	.104	.065	.100
Paint/Blasting (71)	.162	.109	.155	.157	.145	.109	.085	.107
Rigging (72)	.462	.572	.519	.587	.545	.593	.435	.474
Temporary Svc (99)	.118	.193	.128	.136	.183	.159	.121	.128

Primary UIC: 00251

Shop Type	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Fac. Manufacture (42)	.079	.078	.048	.049	.049	.049	.047	.048
Radiological Controls (105) *	.195	.247	.188	.181	.232	.210	.152	.158
Waste Material Process Shops	.064	.057	.057	.057	.058	.058	.058	.058
Total	3.678	4.280	3.944	4.269	4.065	4.494	3.411	3.674

* Monitoring only. Remainder of C/105 is in table 36.1.b.

Primary UIC: 00251

36. Productive Output Factors, continued

Table 36.1.b: **Productive Output Factors (DLMYs)**

Shop Type	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Occupational Health & Safety (106)	.005	.005	.006	.006	.006	.006	.006	.006
Environmental Affairs (106)	.009	.009	.011	.011	.011	.011	.011	.011
Ocean Engineering (120)	0.0	.131	.131	.131	.131	.131	.131	.131
Quality Assurance (130)	.089	.122	.093	.106	.104	.093	.085	.089
Engineering & Planning (200) **NOTE 1**	.482	.422	.449	.420	.424	.414	.328	.311
Operations Dept (300 & Project Mgrs)	.410	.381	.390	.406	.299	.342	.252	.266
Supply Dept (500)	.050	.040	.045	.043	.037	.036	.033	.033
Business & Strategic Planning (1200)	.036	.043	.033	.040	.030	.035	.035	.033
Nuc Quality Assurance (1300)	.085	.079	.096	.072	.114	.080	.053	.059
Nuc Engineering & Planning (2300) **NOTE 1**	.328	.339	.314	.302	.300	.318	.182	.246
RADCON (105) **NOTE 2**	.045	.056	.044	.051	.048	.049	.039	.047
Security	.019	.045	.029	.027	.037	.030	.026	.027

Primary UIC: 00251

Shop Type	FY 1994	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Crane Division (910)	.041	.055	.046	.055	.091	.053	.073	.044
Facilities Maintenance (910) **NOTE 3**	.072	.060	.054	.058	.067	.061	.062	.060
Planning Yard Detachments **NOTE 4**	.561	.572	.567	.571	.571	.571	.571	.570
Public Works Support (910)	.034	.034	.034	.034	.035	.034	.034	.034
Table 36.1.b Total:	2.266	2.393	2.342	2.333	2.305	2.264	1.868	1.967
Table 36.1.a Total:	3.678	4.280	3.944	4.269	4.065	4.494	3.411	3.674
Activity Total	5.944	6.673	6.286	6.602	6.370	6.758	5.279	5.641

NOTE 1: Waterfront engineering/estimating staff. Includes conventional engineering, combat systems, test, estimators, and equipment engineers, and support areas of Planning and Engineering Department.

NOTE 2: Engineering & Dosimetry.

NOTE 3: Transportation, utilities and facilities maintenance.

NOTE 4: Boston and Puget Planning Yards

Primary UIC: 00251

37. Berthing Capability

37.1 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 37.1: **Pier and Wharf Characteristics**

Pier or Wharf	Age	CCN	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
3	53	15150	2100 FB	E44 W39	E140 ** W300 *	120	Y	NOTE 1	0
4	72	15120	2540 FB	E39 W39	E100 ** W100 **	80	Y	NOTE 1	0
5	73	15120	1245 FB	E44 W39	E395 * W325 *	80	Y	NOTE 1	0
6	70	15150	2490 FB	E44 W44	E290 * W395 *	100	Y	NOTE 1	0
7	52	15150	1400 FB	E38 W44	E60 * W290 *	90	Y	NOTE 1	0
8 NOTE 2	79	15520	660 FB	E15 W40	E800 * W60 *	60	Y	NOTE 1	NOTE 2
B	48	15120	1150 FB	W40	W140 **	60	N	NOTE 1	22.5
C	53	15120	1260 FB	E34 W30	E500 * W525 *	120	N	NOTE 1	0
D NOTE 3	48	15120	2300 FB	E44 W49	E117 ** W193 **	60	N	NOTE 1	0

* Water distance to nearest pier or obstacle.

Primary UIC: 00251

** Width of dredged basin.

Additional comments: Identify any piers or wharves already serving as dedicated berths (e.g. in support of inactive ships).

E & W signify East and West side of pier.

No piers are used for inactive ships.

No piers provide certified steam.

NOTE 1: Authorized by CNO to handle up to 1,000 pounds NEW of Class 1.3 and/or an unlimited amount of Class 1.4 explosives.

NOTE 2 Pier 8 is condemned.

NOTE 3 Upon completion of MCON P-275, dredging.

37. Berthing Capability, continued

37.2 Identify all MILCON improvements executed in the period FY 1986-1994 for each pier or wharf identified in Table 37.1.

Table 37.2: **Pier and Wharf MILCON**

Pier or Wharf	Year MILCON Executed	Nature of Improvement
Pier D *	1993-present	MILCON P-275
Pier B	1986-1987	MILCON P-439 completed electrical upgrades, the rest was done by emergency construction.

* Utility upgrade completion: Aug 94
Dredging completion: Mar 95
Fendering upgrade completion: Jan 96

37.3 List all ESQD waivers currently in effect, with expiration dates, for all applicable piers and wharves identified in Table 37.1.

Table 37.3: **ESQD Waivers In Effect**

Pier or Wharf	Nature of Waiver	Date Waiver Expires
No "WAIVERS," however, authorized by CNO to handle up to 1,000 pounds NEW of Class 1.3 and/or an unlimited amount of Class 1.4 explosives.		

37. Berthing Capability, continued

37.4 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 37.4: **Pier and Wharf Access**

Pier or Wharf	RO/RO Access?	Aircraft Access?
	None.	None.

37.5 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.

4000 ft for Ancillary Craft
700 ft for EX-PROTEUS AS-12
700 ft for one EX CGN
500 ft for EX SSN/SSBN
Pier 7 (1400 ft) is uniquely suited to support ancillary craft.

37. Berthing Capability, continued

37.6 Identify the ship support characteristics for each Pier and Wharf under your activity's cognizance. Indicate if the pier or wharf is listed in OPNAVINST 3000.8. For Compressed Air and Oily Waste disposal, list only permanently installed facilities. For steam, indicate below the Table if any piers or wharves provide certified steam. If any permanent fendering arrangement limits apply, identify them in the space following the Table.

Table 37.6: **Pier and Wharf Ship Support Characteristics**

Pier/ Wharf	NPW Berth? (Y / N)	KVA		Comp. Air Pressure & Max Capability	Potable Water (KGPD)	CHT (KGPD)	Oily Waste (GPD)	Steam (LBM/HR & PSI)	Fendering Limits (Y / N)
		Shore Power	4160V						
3	Response is classified and provided separately.	12470	20000	9000 cfm @ 80#	792	1440	N/A	30000 @ 80#	N
4		3740	-	5000 cfm @ 80#	360	1440	N/A	12000 @ 80#	N
5		9480	-	5000 cfm @ 80#	1080	2218	N/A	15000 @ 80#	Y
6		9980	25200	12000 cfm @ 80#	792	2390	N/A	18000 @ 80#	Y
7		3990	-	9000 cfm @ 80#	648	1440	N/A	13000 @ 80#	Y
8 Note 1		170	-	300 cfm @ 80#	58	288	N/A	1200 @ 80#	Y
B		3000	20000	500 cfm @ 80#	4320	1440	N/A	30000 @ 150#	Y
C		1000	-	5000 cfm @ 80#	720	1008	N/A	15000 @ 80#	N
D Note 2		15000	20000	500 cfm @ 80#	4320	1440	N/A	30000 @ 150#	N

Note 1: Pier 8 is condemned.

Note 2: After completion of MCON P-275 improvements (in progress).

Primary UIC: 00251

Additional Comments:

Fendering Limits:

Pier 5 & 6 -- Limited to one CV between Pier 5 east and Pier 6 west.

Pier 7 -- Limited to small craft if a CV is moored on the east side of Pier 6. Only 60 feet between Pier 7 and 8.

Pier 8 -- Pier 8 is condemned.

Pier B -- Berthing on west side of pier only.

37. Berthing Capability, continued

37.7 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 37.7: **Pier and Wharf Normal Loading**

Pier or Wharf	Typical Steady State Loading	Maximum Ship Berthing	Ordnance Handling Pierside?	Perform Maintenance Pierside?
3	1 AOR or 1 CVN, SSN	1 CV/CVN + 1 CG	Note 1	Y NOTE 3
4	2 AOEs	2 AOEs	Note 1	Y NOTE 3
5	EX SSNs, misc. yard craft	1 CV + 1CG	Note 1	Y NOTE 3
6	CGN, SSN/SSBN in ovhl, misc. yard craft	1 CV/CVN + 1 CV	Note 1	Y NOTE 3
7	3 YTBs, misc. yard craft	1 DD + 1 CG	Note 1	Y NOTE 3
8	Condemned			
B	1 CVN	1 CV/CVN	Note 1	Y NOTE 3
C	2 CGNs	2 CGs	Note 1	Y NOTE 3
D (Note 2)	2 AOE6s	1 AOE6 + 1CV/CVN	Note 1	Y NOTE 3
Mooring A	36 SSN/SSBNs + 1 CGN	38 SSN/SSBNs or 36 SSN/SSBNs + 1 CGN	Note 1	N NOTE 4

NOTE 1: Authorized by CNO to handle up to 1,000 pounds NEW of Class 1.3 and/or an unlimited amount

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of Class 1.4 explosives

NOTE 2: With MCON P-275 dredging complete.

NOTE 3: Maintenance can be performed on all ships up to and including those listed under Maximum Ship Berthing.

NOTE 4: Vehicle access to Mooring A is limited to light vehicles only.

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37. Berthing Capability, continued

37.8 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.

4000 ft for Ancillary Craft
700 ft for Ex-PROTEUS AS-19
700 ft for EX CGN
500 ft for EX SSN/SSBN
Pier 7 (1400 ft) is uniquely suited to support ancillary craft.

37.9 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.

Four ships per day. November through January has a higher rate due to homeported ships in port for the holiday period.

37.10 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.

Widen Pier B - Widen to 100 feet and increase vertical and lateral loading capacity to improve truck and crane access. Cost: $20.9M

New Pier - Construct a new pier at the current site of Mooring E to provide homeport berthing for AOEs. Cost: $70.0M. This would enable moving AOE1 and AOE2 from berthing inside the CIA to outside the CIA.

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

Please refer to data and notes provided in 37.1-7.

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38. Quarters and Messing

38.1 Housing and Messing. Provide data on the BOQs and BEQs assigned to your current plant account. The unit of measure for this capability is number of people housed. Use CCN to differentiate between pay grades (i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above).

Table 38.1: **Current Housing Facilities**

Facility Type, Bldg. #, & CCN	Total # Beds	Total # Rooms	Adequate		Substandard		Inadequate	
			# Beds	SF	# Beds	SF	# Beds	SF
Bldg. 865 E1-E4 (72111)	172	86	172	41,385				
E5-E6 (72112)	4	4	4	1,948				
E7-E9 (72113)	62	62	62	30,187				
Bldg. 433 - Open Bay							60	24,568
Bldg. 847 W1-02 (72411)	65	65	65	35,818				
03-10 (72412)	56	56	56	2,008				
Bldg. 885 E1-E4 (72111)	387	129	387	66,323				
E5-E6 (72112)	46	23	46	11,917				
Bldg. 942 E1-E4 (72111)	387	129	387	66,323				
E5-E6 (72112)	46	23	46	11,917				

38.2 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?

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a. 721-11, BEQ E1-E4, Building 433 (Partial)
b. Ventilation/Exhaust Design, lighting/fixtures design, seismic design.
c. B.E.Q., E1-E4
d. Not Applicable
e. N/A
f. None
g. No

38. Quarters and Messing, continued

38.3 Provide data on the BOQs and BEQs projected to be assigned to your plant account in FY 1997. The desired unit of measure for this capacity is people housed. Use CCN to differentiate between pay grades, i.e., E1-E4, E5-E6, E7-E9, CWO-O2, O3 and above.

Table 38.3: **Projected Berthing Facilities**

Facility Type, Bldg. # & CCN	Total No. of Beds	Total No. of Rooms	Adequate		Substandard		Inadequate	
			Beds	SF	Beds	SF	Beds	SF
721-11, Bldg. 1000	212	106	212	45050				
721-12, Bldg. 1000	90	90	90	38250				
721-11, Bldg. 1001	336	168	336	81300				

38.4 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

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38. Housing and Messing, continued

38.5 Provide data on the messing facilities assigned to your current plant account.

Table 38.5: **Current Messing Facilities**

Facility Type, Bldg. #, & CCN	Total SF	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	SF	Seats	SF	Seats	SF	
722-10, Bldg. 866	6580	300	6580					270

38.6 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

38. Housing and Messing, continued

38.7 Provide data on the messing facilities projected to be assigned to your plant account in FY 1997.

Table 38.7: **Projected Messing Facilities**

Facility Type, Bldg. #, & CCN	Total SF	Adequate		Substandard		Inadequate		Avg # Noon Meals Served
		Seats	SF	Seats	SF	Seats	SF	
NONE								

38.8 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

38. Quarters and Messing, continued

38.9 Provide the following information on base infrastructure utility and support services.

Table 38.9: **Base Utilities and Support Services**

	On Base Capacity	Off Base Long Term Contract	Normal Steady State Load	Peak Demand
Electrical Supply	2.8 MVA	2.8 MVA	207000 KWH/MO	288500 KWH/MO
Natural Gas	0	NOTE 2	2670 MBTU/MO	3340 MBTU/MO
Sewage (GPD)	0	270 KGPD	NOTE 1	NOTE 1
Potable Water (GPD)	0	270 KGPD	NOTE 1	NOTE 1
Steam	1160 lbm/hr at 250#	0	37700 MBTU/MO	74200 MBTU/MO
Long Term Parking	4815	0	100%	9,000
Short Term Parking	0	0	0	

Utility capacities and loads calculated for Buildings 433, 847, 865, 866, 885, and 942.

NOTE 1: Sewage + pot. water are not metered at buildings.

NOTE 2: Buildings are supplied by 2 lines @ 3" dia. and 1 line @ 4" dia. Avg. line pressure is approx. 8 psig.

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39. Regional Maintenance Concept

39.1 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 base line 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.

Puget Sound Naval Shipyard is the Regional Repair Center for pumps (effective 9-1-94). R

The Shipyard is a member of the Pacific Northwest Regional Maintenance Executive Steering Committee, and is under consideration to be the regional repair center for circuit breakers.

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39. Regional Maintenance Concept

39.1 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 base line 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.

Shipyards are not in a position to respond to this item because a definitive shipyard role has not yet been identified. Naval Shipyards are a center point of the Regional Maintenance concept. However, no change in naval shipyard workload has been identified based on the Regional Maintenance concept. The concept has been approved in phases; phase 1 is primarily Intermediate level consolidations.

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40. Other Issues

40.1 What recruiting, staffing, hiring limits, apprenticeship training, industrial work standards, promotion policies, personnel support facilities, etc., constrain the productive output of the facility?

In a declining workload environment, loss of highly technically skilled personnel is not easily controllable. Whenever possible, the Shipyard seeks to retrain current personnel to fill critical vacancies. However, when retraining or reassignments are not possible the DoD civilian hiring freezes have limited the Shipyard's ability to fill vacancies with skilled personnel. Additionally, the hiring freeze has severely restrained apprenticeship training personnel. This year we hired temporary employees to satisfy a workload surge.

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DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

1.1 Calculate the capacity index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed in direct labor hours (DLHs) in Table 1.1.a by commodity groups for the Fiscal Years requested.

Table 1.1.a: **Capacity Index**

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7.2 Radio Communication	10276	10276	10276	10276	10276
7.5 Navigational Aids	41106	41106	41106	41106	41106
7.6 Electro-optics /Night Vision	51383	51383	51383	51383	51383
11.1 Ships	10439851	10439851	10439851	10439851	10439851
11.3 Ship/Shipboard Support	532023	532023	532023	532023	532023
11.4 Shipyard Support	513988	513988	513988	513988	513988
11.5 Design Services	1082080	1082080	1082080	1082080	1082080
13.3 TMDE	52301	52301	52301	52301	52301
15.0 Manufacturing	517054	517054	517054	517054	517054
TOTAL	13240062	13240062	13240062	13240062	13240062

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DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

1.1 Calculate the capacity index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed in direct labor hours (DLHs) in Table 1.1.a by commodity groups for the Fiscal Years requested.

Table 1.1.a: **Capacity Index**

COMMODITY GROUP	INDEX (DLHs)					
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	
7 Radio Communication	10276	10276	10276	10276	10276	R
7 Navigational Aids	41106	41106	41106	41106	41106	R
7 Electro-optics /Night Vision	51383	51383	51383	51383	51383	R
11 Ships	11521868	11521868	11521868	11521868	11521868	R
14 Other	1615429	1615429	1615429	1615429	1615429	R
TOTAL	**13240062**	**13240062**	**13240062**	**13240062**	**13240062**	R

Table 1.1.a data provided by NAVSEA Headquarters R

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DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

1.1 Calculate the capacity index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed in direct labor hours (DLHs) in Table 1.1.a by commodity groups for the Fiscal Years requested.

Table 1.1.a: **Capacity Index** R

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7. (Radio Comm.)	11,396	11,396	11,396	11,396	11,396
7. (Nav. Aids)	45,586	45,586	45,586	45,586	45,586
7. (E-O/ N.V.)	56,982	56,982	56,982	56,982	56,982
11. (Ships)	12,142,566	13,124,566	12,336,566	13,036,566	12,954,566
13. (Calibration)	56,449	56,449	56,449	56,449	56,449
14.	1,735,021	1,735,021	1,735,021	1,735,021	1,735,021
TOTAL	14,048,000	15,030,000	14,242,000	14,942,000	14,860,000

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DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

CAPACITY

1. Capacity Utilization

1.1 Calculate the capacity index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed in direct labor hours (DLHs) in Table 1.1.a by commodity groups for the Fiscal Years requested.

Table 1.1.a: **Capacity Index**

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7	113,964	113,964	113,964	113,964	113,964
11	12,250,966	12,250,966	12,250,966	12,250,966	12,250,966
13	56,449	56,449	56,449	56,449	56,449
14	1,735,021	1,735,021	1,735,021	1,735,021	1,735,021
TOTAL	14,156,400	14,156,400	14,156,400	14,156,400	14,156,400

1. Capacity Utilization, continued

1.2 Calculate the utilization index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed as a percentage (%) in Table 1.2.a by commodity groups for the Fiscal Years requested.

Table 1.2.a: **Utilization Index**

COMMODITY GROUP	INDEX (%)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7.2 Radio Communication	98	101	104	107	112
7.5 Navigational Aids	98	101	104	107	112
7.6 Electro-optics /Night Vision	98	101	104	107	112
11.1 Ships	99	85	81	71	84
11.3 Ship/Shipboard Support	109	102	103	106	107
11.4 Shipyard Support	104	104	105	106	107
11.5 Design Services	111	111	111	111	111
13.3 TMDE	105	105	105	105	105
15.0 Manufacturing	104	103	104	106	107
11 Ships (Drydock) (Total)	99	85	81	71	84
Total (all others)	107	106	107	108	109

1. Capacity Utilization, continued

1.2 Calculate the utilization index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed as a percentage (%) in Table 1.2.a by commodity groups for the Fiscal Years requested.

Table 1.2.a: **Utilization Index**

COMMODITY GROUP	INDEX (%)					
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	
7. Radio Comm,	98	101	105	107	112	
7. Nav Aids,	98	101	105	107	112	
7. Eo/nv	98	101	105	107	112	
11 Ships	99	85	81	71	84	
14. Other	106	103	104	106	107	
11 Ships (Drydock) (Total)	99	85	81	71	84	R
7, 13, 14 Total	105	103	104	106	107	R

1. Capacity Utilization, continued

1.2 Calculate the utilization index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed as a percentage (%) in **Table 1.2.a by commodity groups for the Fiscal Years requested.**

Table 1.2.a: **Utilization Index**

COMMODITY GROUP	INDEX (%)					
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	
7. Radio Comm,	98	101	105	107	112	R
7. Nav Aids,	98	101	105	107	112	R
7. Eo/nv	98	101	105	107	112	R
11 Ships	99	85	81	71	84	R
13. Calibration	98	102	104	106	108	R
14. Other	106	103	104	106	107	R

Table 1.2.a data provided by NAVSEA Headquarters. R

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1. Capacity Utilization, continued

1.2 Calculate the utilization index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed as a percentage (%) in Table 1.2.a by commodity groups for the Fiscal Years requested.

Table 1.2.a: **Utilization Index** R

COMMODITY GROUP	INDEX (%)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7. (Radio Comm.)	88.6%	91.3%	93.9%	96.5%	100.9%
7. (Nav. Aids)	88.6%	91.3%	93.9%	96.5%	100.9%
7. (E-O/ N.V.)	88.6%	91.3%	93.9%	96.5%	100.9%
11. (Ships)	95.9%	82.5%	87.5%	84.1%	90.4%
13. (Calibration)	88.6%	92.1%	93.9%	95.7%	97.4%
14.	95.6%	93.1%	93.9%	95.4%	96.3%
TOTAL	95.8%	83.9%	88.3%	85.5%	91.2%

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1. Capacity Utilization, continued

1.2 Calculate the utilization index for the commodity groups applicable to depot maintenance work at your activity. Provide your answers expressed as a percentage (%) in Table 1.2.a by commodity groups for the Fiscal Years requested.

Table 1.2.a: **Utilization Index**

COMMODITY GROUP	INDEX (%)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7	100.0%	100.0%	100.0%	100.0%	100.0%
11	99.1%	107.1%	100.7%	106.4%	105.7%
13	100.0%	100.0%	100.0%	100.0%	100.0%
14	100.0%	100.0%	100.6%	100.0%	100.0%
TOTAL	99.2%	106.2%	100.6%	105.5%	105.0%

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1. Capacity Utilization, continued

1.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, with no significant investment in capital equipment; and (c) no major Military Construction additional to that already approved and funded: what is the maximum extent to which operations, by commodity group, could be expanded for depot maintenance work at your activity, based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of direct labor hours (DLHs).

Table 1.3.a: **Maximum Potential Capacity** R

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7.0 Ground and Shipboard Communications and Electronic Equipment					
7.2 Radio Communications	11,396	11,396	11,396	11,396	11,396
7.5 Navigational Aids	45,586	45,586	45,586	45,586	45,586
7.6 Electro-Optics/Night Vision	56,982	56,982	56,982	56,982	56,982
11.0 Sea Systems					
11.1 Ships	10,998,828	11,984,756	11,193,504	11,896,404	11,814,076
11.3 Ship/Shipboard Support	590,000	590,000	590,000	590,000	590,000
11.4 Shipyard Support	570,000	570,000	570,000	570,000	570,000
11.5 Design Services	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
13.0 Special Interest Items					
13.3 TMDE	58,000	58,000	58,000	58,000	58,000
15. Manufacturing	573,400	573,400	573,400	573,400	573,400
TOTAL	14,104,192	15,090,120	14,298,968	15,001,768	14,919,440

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Primary UIC: **00251**

1. Capacity Utilization, continued

1.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, with no significant investment in capital equipment, and (c) no major Military Construction additional to that already approved and funded: what is the maximum extent to which operations, by commodity group, could be expanded for depot maintenance work at your activity, based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of direct labor hours (DLHs).

Table 1.3.a: **Maximum Potential Capacity**

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7. (Radio Comm.)	11,396	11,396	11,396	11,396	11,396
7. (Nav. Aids)	45,586	45,586	45,586	45,586	45,586
7. (E-O/ N.V.)	56,982	56,982	56,982	56,982	56,982
11. (Ships)	12,198,758	13,184,686	12,393,534	13,096,334	13,014,006
14. (Other)	1,791,470	1,791,470	1,791,470	1,791,470	1,791,470
TOTAL	14,104,192	15,090,120	14,298,968	15,001,768	14,919,440

rev

Primary UIC: **00251**

1. Capacity Utilization, continued

1.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, with no significant investment in capital equipment; and (c) no major Military Construction additional to that already approved and funded: what is the maximum extent to which operations, by commodity group, could be expanded for depot maintenance work at your activity, based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of direct labor hours (DLHs).

Table 1.3.a: **Maximum Potential Capacity**

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7. (Radio Comm.)	11,396	11,396	11,396	11,396	11,396
7. (Nav. Aids)	45,586	45,586	45,586	45,586	45,586
7. (E-O/ N.V.)	56,982	56,982	56,982	56,982	56,982
11. (Ships)	12,198,758	13,184,686	12,393,534	13,096,334	13,014,006
13 (Calibration)	56,449	56,449	56,449	56,449	56,449
14	1,735,021	1,735,021	1,735,021	1,735,021	1,735,021
TOTAL	14,104,192	15,090,120	14,298,968	15,001,768	14,919,440

1. Capacity Utilization, continued

1.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, with no significant investment in capital equipment; and (c) no major Military Construction additional to that already approved and funded: what is the maximum extent to which operations, by commodity group, could be expanded for depot maintenance work at your activity, based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of direct labor hours (DLHs).

Table 1.3.a: **Maximum Potential Capacity**

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7. (Radio Comm.)	11,396	11,396	11,396	11,396	11,396
7. (Nav. Aids)	45,586	45,586	45,586	45,586	45,586
7. (E-O/ N.V.)	56,982	56,982	56,982	56,982	56,982
11. (Ships)	12,142,566	13,124,566	12,336,566	13,036,566	12,954,566
13 (Calibration)	56,449	56,449	56,449	56,449	56,449
14	1,735,021	1,735,021	1,735,021	1,735,021	1,735,021
TOTAL	14,048,000	15,030,000	14,242,000	14,942,000	14,860,000

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1. Capacity Utilization, continued

1.3 Assuming (a) the current projected total workload remains as assigned; (b) that sufficient production demand is available to justify maximum hiring, with no significant investment in capital equipment; and (c) no major Military Construction additional to that already approved and funded: what is the maximum extent to which operations, by commodity group, could be expanded for depot maintenance work at your activity, based on the current and future planned workload mixes? Please provide your response in the absolute maximum number of direct labor hours (DLHs).

Table 1.3.a: **Maximum Potential Capacity**

COMMODITY GROUP	INDEX (DLHs)				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7	113,964	113,964	113,964	113,964	113,964
11	12,142,566	13,124,566	12,336,566	13,036,566	12,954,566
13	56,449	56,449	56,449	56,449	56,449
14	1,735,021	1,735,021	1,735,021	1,735,021	1,735,021
TOTAL	14,048,000	15,030,000	14,242,000	14,942,000	14,860,000

Primary UIC: 00251

CAPACITY

2. Plant Replacement Value

2.1 What is the estimated Plant Replacement Value (PRV) as of the end of each Fiscal Year of your depot maintenance activity expressed in thousands of dollars ($K) as a function of the facilities and equipment? Provide your answer in Table 2.1.

Table 2.1: **Expenditures and Equipment Values**

PRV	**$ K**				
	FY 1995	**FY 1996**	**FY 1997**	**FY 1998**	**FY 1999**
Facilities	1,947,880	2,006,324	2,066,524	2,128,507	2,192,351
Equipments	323,597	323,597	323,597	323,597	323,597
TOTAL	2,271,477	2,329,921	2,390,121	2,452,104	2,515,948

NOTE: PRV 1,892,967 NAVSEA data plus $99M MCM/MC for FY 94. Costs escalated 2.8% for 94, 2.9% to 95, and 3% for each successive year. Projected capital construction added to each year and escalated.

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CAPACITY

3. Programmed Workload

3.1 Given the current configuration and operation of your activity, provide the programmed depot level workload by commodity group in Tables 3.1.a and 3.1.b. Express your answer in both dollars ($K) and direct labor hours (DLH) for the Fiscal Years requested.

Table 3.1.a: **Programmed Workload**

COMMODITY GROUP	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7.0 Ground and Shipboard Communications and Electronic Equipment					
7.2 Radio Communications	524	535	561	588	630
7.5 Navigational Aids	2,095	2,138	2,244	2,353	2,521
7.6 Electro-Optic Night Vision	2,619	2,673	2,805	2,941	3,152
11.0 Sea Systems					
11.1 Ships	556,181	519,277	525,720	543,898	595,148
11.3 Ship/Shipboard Support	30,420	28,235	29,003	30,492	31,367
11.4 Shipyard Support	27,903	27,826	28,559	29,327	30,277
11.5 Design Services	63,502	64,250	65,324	66,442	67,500
13.0 Special Interest Items					
13.3 TMDE	2,875	2,852	2,908	2,967	3,041
15. Manufacturing	28,147	27,566	28,469	29,451	30,692
TOTAL	714,266	675,352	685,593	708,459	764,328

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Table 3.1.b: **Programmed Workload**

COMMODITY GROUP	DLHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7.0 Ground and Shipboard Communications and Electronic Equipment					
7.2 Radio Communications	10,100	10,400	10,700	11,000	11,500
7.5 Navigational Aids	40,400	41,600	42,800	44,000	46,000
7.6 Electro-Optics/Night Vision	50,500	52,000	53,500	55,000	57,500
11.0 Sea Systems					
11.1 Ships	10,509,864	9,698,480	9,657,384	9,823,168	10,580,264
11.3 Ship/Shipboard Support	581,870	544,600	548,500	565,300	567,300
11.4 Shipyard Support	533,730	536,700	540,100	543,700	547,600
11.5 Design Services	1,200,000	1,200,000	1,200,000	1,200,000	1,200,000
13.0 Special Interest Items					
13.3 TMDE	55,000	55,000	55,000	55,000	55,000
15. Manufacturing	538,400	531,700	538,400	546,000	555,100
TOTAL	13,519,864	12,670,480	12,646,384	12,843,168	13,620,264

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CAPACITY

3. Programmed Workload

3.1 Given the current configuration and operation of your activity, provide the programmed depot level workload by commodity grcup in Tables 3.1.a and 3.1.b. Express your answer in both dollars ($K) and direct labor hours (DLH) for the Fiscal Years requested.

Table 3.1.a: **Programmed Workload**

COMMODITY GROUP	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7. (Radio Comm.)	524	535	561	588	630
7. (Nav. Aids)	2,095	2,138	2,244	2,353	2,521
7. (E-O/ N.V.)	2,619	2,673	2,805	2,941	3,152
11. (Ships)	619,682	583,527	591,045	610,341	662,648
14. (Other)	89,346	86,479	88,938	92,236	95,377
TOTAL	714,266	675,352	685,593	708,459	764,328

Table 3.1.b: **Programmed Workload**

COMMODITY GROUP	DLHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7. (Radio Comm.)	10,100	10,400	10,700	11,000	11,500
7. (Nav. Aids)	40,400	41,600	42,800	44,000	46,000
7. (E-O/ N.V.)	50,500	52,000	53,500	55,000	57,500
11. (Ships)	11,709,864	10,898,480	10,857,384	11,023,168	11,780,264
14. (Other)	1,709,000	1,668,000	1,682,000	1,710,000	1,725,000
TOTAL	13,519,864	12,670,480	12,646,384	12,843,168	13,620,264

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CAPACITY

3. Programmed Workload

3.1 Given the current configuration and operation of your activity, provide the programmed depot level workload by commodity group in Tables 3.1.a and 3.1.b. Express your answer in both dollars ($K) and direct labor hours (DLH) for the Fiscal Years requested.

Table 3.1.a: **Programmed Workload**

COMMODITY GROUP	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7. (Radio Comm.)	524	535	561	588	630
7. (Nav. Aids)	2,095	2,138	2,244	2,353	2,521
7. (E-O/ N.V.)	2,619	2,673	2,805	2,941	3,152
11. (Ships)	619,682	583,527	591,045	610,341	662,648
13. (Calibration)	3,308	3,410	3,545	3,685	3,846
14.	86,038	83,069	85,393	88,551	91,531
TOTAL	714,266	675,352	685,593	708,459	764,328

Table 3.1.b: **Programmed Workload**

COMMODITY GROUP	DLHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7. (Radio Comm.)	10,100	10,400	10,700	11,000	11,500
7. (Nav. Aids)	40,400	41,600	42,800	44,000	46,000
7. (E-O/ N.V.)	50,500	52,000	53,500	55,000	57,500
11. (Ships)	11,709,864	10,898,480	10,857,384	11,023,168	11,780,264
13. Calibration	50,000	52,000	53,000	54,000	55,000
14.	1,659,000	1,616,000	1,629,000	1,656,000	1,670,000
TOTAL	13,519,864	12,670,480	12,646,384	12,843,168	13,620,264

CAPACITY

3. **Programmed Workload**

3.1 Given the current configuration and operation of your activity, provide the programmed depot level workload by commodity group in Tables 3.1.a and 3.1.b. Express your answer in both dollars ($K) and direct labor hours (DLH) for the Fiscal Years requested.

Table 3.1.a: **Programmed Workload**

COMMODITY GROUP	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7. (Radio Comm.)	524	535	561	588	630
7. (Nav. Aids)	2,095	2,138	2,244	2,353	2,521
7. (E-O/ N.V.)	2,619	2,673	2,805	2,941	3,152
11. (Ships)	616,197	580,074	587,431	606,732	658,808
13. (Calibration)	3,308	3,410	3,545	3,685	3,846
14.	86,038	83,069	85,393	88,551	91,531
TOTAL	710,781	671,899	681,979	704,850	760,488

Table 3.1.b: **Programmed Workload**

COMMODITY GROUP	DLHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7. (Radio Comm.)	10,100	10,400	10,700	11,000	11,500
7. (Nav. Aids)	40,400	41,600	42,800	44,000	46,000
7. (E-O/ N.V.)	50,500	52,000	53,500	55,000	57,500
11. (Ships)	11,644,000	10,834,000	10,791,000	10,958,000	11,712,000
13. Calibration	50,000	52,000	53,000	54,000	55,000
14.	1,659,000	1,616,000	1,629,000	1,656,000	1,670,000
TOTAL	13,454,000	12,606,000	12,580,000	12,778,000	13,552,000

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CAPACITY

3. Programmed Workload

3.1 Given the current configuration and operation of your activity, provide the programmed depot level workload by commodity group in Tables 3.1.a and 3.1.b. Express your answer in both dollars ($K) and direct labor hours (DLH) for the Fiscal Years requested.

Table 3.1.a: **Programmed Workload**

COMMODITY GROUP	$ K				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7	5,238	5,346	5,609	5,882	6,303
11	616,197	580,074	587,431	606,732	658,808
13	3,308	3,410	3,545	3,685	3,846
14	86,038	83,069	85,393	88,551	91,531
TOTAL	710,781	671,899	681,978	704,850	760,488

Table 3.1.b: **Programmed Workload**

COMMODITY GROUP	DLHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
7	101,000	104,000	107,000	110,000	115,000
11	11,644,000	10,834,000	10,791,000	10,958,000	11,712,000
13	50,000	52,000	53,000	54,000	55,000
14	1,659,000	1,616,000	1,629,000	1,656,000	1,670,000
TOTAL	13,454,000	12,606,000	12,580,000	12,778,000	13,552,000

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CAPACITY

4. Service Centers of Excellence

4.1 If your activity has been designated as a Service Center of Excellence for any of the commodity groups, please identify them below.

Although we are not the Center of Excellence for any one commodity type group we are the Designated Overhaul Point (DOP) and/or Certified Overhaul Activity (COA) for the following commodity sub-groups:

COA	DOP
NTDS Equipment	Air Particle Detectors
WSN-1 and 3 Blower Boxes	TLD Readers
Type 2, 8, 15 & 18 Periscopes	

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DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

MEASURES OF MERIT

Geographic

1. Location

1.1 Specify any special strategic importance or military value consideration of your activity accruing from its geographical location.

Activity	Location
Puget Sound Naval Shipyard	Bremerton, Washington

Description of Strategic Importance/Military Value

Only fully-capable nuclear Naval Shipyard on the West Coast following the closure of Mare Island Naval Shipyard. Can provide all repair and alteration services to every class of naval shipyard craft.

This Shipyard is designing and will staff an Industrial Support and depot-maintenance facility for CVNs home ported at Naval Air Station North Island, San Diego, California.

Strategically located to meet maintenance and repair needs of military units in the Far East. Accomplish RAV/TAVs and SRAs using Tiger Teams on all classes of naval ships anywhere in the world. Support major dry docking SRAs of Los Angeles class submarines stationed in San Diego and Hawaii.

Strategically located with the available facilities to serve as home port for naval ships. Ships currently home ported are: USS SACRAMENTO (AOE 1), USS CAMDEN (AOE 2), USS NIMITZ (CVN 68), USS TRUXTUN (CGN 35), USS CALIFORNIA (CGN 36), AND USS ROANOKE (AOR 7). USS ARKANSAS (CGN 41) and USS RANIER (AOE 7) will be added in 1994. One additional AOE 6 class ship will be added in the mid-1990's.

Provide 1156 units of regional family housing for military members and their dependents and 525 rooms of regional Bachelor Housing. 165 new family units and new BEQ rooms under contract for construction.

Located in close geographic proximity to the Columbia River and thus have access to the U.S. Department of Energy's (DoE) Hanford Burial ground in eastern Washington; vital to the U.S. Navy's Reactor Compartment Disposal

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and Ship Recycling programs. Hanford is the only DoE approved burial site for Navy reactor compartments.

In close proximity to Naval Base Seattle and are able to supply tug and pilot services as assigned during times of peak activity.

Location allows this Shipyard to coordinate and perform depot-level maintenance EDRA off-yard on SSBN 726 class submarines at Trident Repair Facility, Bangor, Washington.

Provide maintenance support to other regional activities such as:

Fleet and Industrial Supply Center, Puget Sound

SUBASE Bangor and Trident Refit Facility, Bangor, Washington

Pacific Fleet Polaris Material Office

Pacific Fleet Integrated Logistics Overhaul Team

Naval Undersea Warfare Center, Keyport

Naval Telecommunications Center

13th Coast Guard District, Seattle, Washington

17th Coast Guard District, Juneau, Alaska

Defense Reutilization and Marketing Office

Headquarters I Corps and Fort Lewis

Defense Distribution Depot Puget Sound

Naval Base Seattle

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Geographic, continued

2. Environmental Compliance
Answers to the following questions need to reflect the particular workloads or processes affected by the environmental restrictions/compliance.

2.1 Is your activity in full compliance with all Federal, state, and local environmental regulations? If not in full compliance, provide a comprehensive list of individual regulations that require actions to be taken. What compliance waivers have been granted? When must the activity come into compliance?

Type	Regulation	Waiver (Date Expires)	Date Must be in Compliance

Puget Sound Naval Shipyard is in full compliance with all Federal, state, and local regulations.

2.2 Has any actual or programmed work at this installation been restricted or delayed because of environmental considerations, such as air or water quality? If so, provide the details of the impact of the restrictions or delays.

Programmed Work	Restriction/Delay	Describe Impact

No.

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Geographic, continued

3. Environmental Restrictions
Answers to the following questions need to reflect the particular workloads or processes affected by the environmental restrictions/compliance.

3.1 Are there any special programs relating to environmental or industrial waste considerations for your activity? If so, provide the details.

NONE

3.2 Within what provisions must the activity operate with regard to disposal of hazardous wastes and radioactive materials?

Type	Provisions	Describe
Federal	40 CFR 260-272	Federal hazardous waste storage and disposal regulations
State	WAC 173-303	Washington Administrative Code Dangerous Waste regulations
Local	NAVSHIPYDPUGETINST P5090.B	Puget Sound Naval Shipyard Hazardous Waste Management Plan
Radioactive Waste	Commercial disposal site at Hanford	Site is regulated by the State of Washington.
Mixed Waste (radioactive and hazardous)	No current disposal provisions	Waste is stored on base. Storage at D.O.E. site at Hanford, Richland, Washington is being arranged.

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Geographic, continued

4. Other Collocated Activities

4.1 Are there any collocated activities that directly benefit or relate to the depot maintenance activity? If yes, list and describe the impact of each. Include benefits derived from being collocated.

Collocated Activity	Benefit/Relationship	Describe Impact
Branch Clinic - PSNS	Provides medical surveillance and routine medical service to Shipyard civilian and military employees, and Tenant activity personnel. Provides emergency service for area personnel.	Immediate emergency care; nearest other facility is 5-7 minutes away. Having facility available reduces cost to gov't for these types of services.
COMSUBPAC/COMNAVSURFPAC/ COMNAVAIRPAC Shipyard Representatives	Provides Shipyard POCs for customer/Shipyard support of ships during in-yard availabilities.	Decreases response time for resolving conflicts with schedules, new work and other routine admin.
Navy Legal Service Office	Provides legal assistance to Shipyard military employees and military Tenant Activities; Navy JAG services.	Reduced legal costs to Government; speedy processing of military legal matters.
Personnel Support Activity Detachment	Provides admin, payroll and travel support for Shipyard military employees and Tenant activity military personnel.	Local, convenient, expeditious response to military personnel matters.
Defense Printing Service Detachment Office, and Defense Printing Service Detachment Branch	Provide wide-range of reproduction, litho-graphic and desktop publishing services to Shipyard and Tenant	Costs are substantially lower than private companies.

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Office	Activities.	Quick turn-around.
Naval Reactors Representative Office	Provides customer oversight of nuclear work conducted by the Shipyard, and POC for administrative and technical matters under the cognizance of SEA 08.	Accessibility; timely response.
Reactor Plant Contractor's Office	Provides technical oversight and resolution of reactor plant related issues for ships undergoing Shipyard availability.	Accessibility; timely response.
Naval Audit Office, Puget Sound	Provides full auditing services as requested by the Shipyard or as directed by higher authority.	Oversight of operations.
Naval Inactive Ship Maintenance Facility	Provides oversight of inactive ships, including maintenance, and preservation.	Maintains ability to reactivate ships.
Navy Crane Center - On Site Representative	Provides assistance and oversight in area of crane maintenance and operations.	Fast response to crane technical matters requiring Headquarters approval.
Supervisor of Shipbuilding, Conversion and Repair - NIMITZ Field Office	Provides customer oversight and assistance in the administration and logistics of CVN 68 Class carrier work.	Decreases response time for resolving conflicts with schedules, new work and routine admin.
Naval Criminal Investigative Service	Provides investigative services to supplement Base Police for Shipyard and Tenant Activities.	Immediate attention to matters requiring

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		criminal investigation.
Naval Reserve Center, Naval Reserve Maintenance Training Facility	Provide drill opportunity for Shipyard civilian employees and reservists in the local area; gives the Shipyard use of technical assistance.	Decreases and commute time to other areas; technical assistance at no cost to the Shipyard.
Naval Undersea Warfare Center Detachment, Norfolk, Puget Field Office	Provides assistance for various weapons and related electronic systems for ships undergoing Shipyard availability.	Quick response to resolve problems.
Navy Surface Warfare Center, Carderock Division	Provides operational support and management of the weapons ranges and ship acoustic research; ship testing at end of Shipyard availability.	Fleet readiness.
Navy Campus	Provides educational counseling and testing for Shipyard military employees and military Tenant activities.	Educational opportunities; increased professional development.
Naval Dental Clinic	Provides dental services for Shipyard military employees and military Tenant activities.	Immediate emergency care; reduces load at other local military dental facilities.
Resident Officer in Charge of Construction	Provides assistance to the Shipyard Facilities and Maintenance Officer for oversight of facilities construction projects.	Decreased costs; contracts planned and executed in timely fashion.
Naval Reserve Maintenance Training	Provides maintenance and training assistance	Fleet Readiness

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Facility	to home ported ships and those undergoing Shipyard availability.	
DECA Commissary Store	Provides groceries for eligible military and retired military patrons.	Convenience and increased quality of life for military personnel and their dependents.
Defense Finance and Accounting Service	Provides local payroll and cost accounting support for the Shipyard.	Increased response time in resolving problems with remote accounting sites.
United States Postal Service	Provides mail services for Shipyard and Tenant activities.	Quick processing of large volumes of incoming and outgoing mail; vital written communications.

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4.2 Do collocated activities support, or are they supported by, the depot maintenance activity?

Collocated Activity Describe Relationship

The activities listed in paragraph 4.1 provide support functions and enhance the Shipyard's mission as previously discussed.

In most cases, the Shipyard provides physical support to these collocated activities (Tenant and Satellite activities) in the form of buildings or other structures, including building/structure maintenance.

Collocated activities pay their share of costs as agreed via ISSA's and MOU's.

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Geographic, continued

4. Other Collocated Activities, continued

4.3 How would these activities and the depot maintenance activity function if they were not collocated?

Collocated Activity Describe Impact if not Collocated

The Shipyard is the major customer for most of the activities listed in paragraph 4.1. Therefore, these activities being not collocated within close proximity to the Shipyard's Controlled Industrial Area would severely impact their support of the Shipyard and would thus impair the Shipyard's mission. For those activities involved in engineering/technical support, even being located within a 20-30 minute commuting distance would delay support of critical evolutions involving technical or maintenance problem resolution. Not having timely resolution of technical problems, especially those involving naval nuclear work, would add substantially to the customer's cost of repair work.

The Shipyard is a large home port activity, therefore, for activities involved in personnel or administrative support, not being collocated would cause personnel to travel to the activity to receive the necessary service, which would not be beneficial to either the customer or the service provider. Or, the provider of the service would have to commute to the Shipyard, thus reducing that organization's effectiveness.

This discussion assumes the presently collocated activities stay within commuting distance from the Shipyard. The impact is obviously different if the services presently provided by the collocated activities become totally unavailable.

The above discussion applies to all the listed collocated activities which are re-listed for clarity:

Branch Clinic - PSNS

COMSUBPAC/COMNAVSURFPAC/COMNAVAIRPAC Shipyard Representatives

Navy Legal Service Office

Personnel Support Activity Detachment

Defense Printing Service Detachment Office, and Defense Printing Service Detachment Branch Office

Naval Reactors Representative Office

Reactor Plant Contractor's Office

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Naval Audit Office, Puget Sound

Naval Inactive Ship Maintenance Facility

Navy Crane Center - On Site Representative

Supervisor of Shipbuilding, Conversion and Repair - NIMITZ Field Office

Naval Criminal Investigative Service

Naval Reserve Center, and Naval Reserve Maintenance Training Facility

Naval Undersea Warfare Center Detachment, Norfolk, Puget Field Office

Navy Surface Warfare Center, Carderock Division

Navy Campus

Naval Dental Clinic

Resident Officer in Charge of Construction

Naval Reserve Maintenance Training Facility

DECA Commissary Store

Defense Finance and Accounting Service

United States Postal Service

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Geographic, continued

5. Encroachment

5.1 Have operations at this activity been at all constrained to accommodate requests of the local communities?

Type of Encroachment	Operation Impacted	Describe
Federal, State, & Local Regulatory Requirements and oversight	Projects which require in-water construction to support mooring inactive and home-ported ship.	Claim by Suquamish Tribe that a new mooring would impact their fishing area resulted in cancellation of plan for a mooring buoy. This has also delayed, via permitting process, dredging and pier upgrades for AOE6 homeporting and mooring upgrades for inactive submarine mooring.

5.2 Indicate any encroachment constraints on current or future operations that would restrict future expansion.

Type of Encroachment	Constraint on Expansion	Describe
Federal, State, & Local Regulatory Requirements and oversight	Projects would be altered or delayed which require in-water construction to support mooring inactive and homeported ships.	Tribal claims of impact from, or jurisdication over, in-water projects contain risks as experienced above.

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MEASURES OF MERIT

Facilities and Equipage

6. Unique or Peculiar Facilities

6.1 List unique or peculiar testing facilities, excluding equipment (e.g. runways, railheads, ports, tracks, ponds, etc.).

Test Facility	Describe Uniqueness/Peculiarity
Louis Allis Power System (LAPS) Test Stand	LAPS Generator (7,200 RPM) provides high frequency pulse signals to SQS26 Sonar. Only test facility in existence. Test conducted in a noise damping, run-out proof enclosure.
NTDS - Land Based Test Site	Designated west coast site for Land Based Naval Tactical Data System. Equipment is unique to the government and designed especially for use in Combat Direction Systems on navy ships. Simulates complete ship configurations.
Periscope Test Tower	Only West Coast facility depot certified to optically, electrically, mechanically test Type 2,8,15,18 Periscopes. Can conduct complete operational system test for Type 18 Periscopes. (Periscope, Eye Box, E&E Adapter).
Pump Valve Test Facility	In 1992 a new Pump Valve Test Facility was completed at a cost of 10.1 million dollars. This facility is considered "state of the art" having the capability to support the overhaul and testing of virtually any pump or valve, including Nimitz Class carrier systems.

6.2 Indicate the reasons that these facilities are required by the depot maintenance function.

Test Facility	Reasons Required for Maintenance
Louis Allis Power System (LAPS) Test Stand	Test required to insure generator provides correct output. Test requirements specified by NAVSEA Systems.
NTDS - Land Based Test Site	The facility provides a ready resource of operational components and assemblies to support any NTDS system in overhaul and/or any voyage repair to maintain a ships Combat Direction System. Components and assemblies are available to any Navy facility in the Navy system. The

	refurbishment facility is essential to all surface combatants, carriers, and support ships to provide operational CDS capabilities and to provide a depot pool of equipment assets to support the active fleet.
Periscope Test Tower	Maintenance, overhaul and test procedures conducted on Type 2, 8, 15, and 18 periscopes, outlined in the component technical manuals, require this test equipment.
Pump Valve Test Facility	This facility is used to test ships pumps and valves following shop overhaul and repair with the in shop capability to full performance shop test nearly all steam or electrically driven pumps and valves with the following test mediums: fuel oil, lube oil, hot water, cold water, steam, electricity. This facility reduces the risks and costs of installing components that may not pass Shipboard testing and later be required to be sent back to the Inside Shops for further repairs. Shipwork schedule delays are therefore avoided by minimizing fluid system operational testing failures, where one component failure can delay certification of the whole system. Moreover, thorough testing and data collection provides feedback to the repair shop, ultimately reducing the likelihood of component failures in test and Shipboard operation.

6.3 How could the depot maintenance functions be performed without these specialized facilities?

Test Facility	Describe Testing Alternatives
Louis Allis Power Power System (LAPS) Test Stand	None.
NTDS - Land Based Test Site	The alternative to this test facility is the NTDS Land Based Test Site at Philadelphia Naval Shipyard.
Periscope Test Tower	None.
Pump Valve Test Facility	The only testing alternative would be to test pumps and valves aboard ship during system operational certification and assume the risks and costs associated.

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Facilities and Equipage, continued

7. Buildings and Their Condition

7.1 List the buildings used to perform the depot maintenance functions by category code numbers (five or six digit CCNs), identifying their current condition (adequate, substandard, and inadequate) in Table 7.1 in thousands of square feet (KSF).

Table 7.1: **Facility Conditions**

CCN	Facility Type	Condition/Area (#KSF)			Comments Deficiency Codes *
		Adequate	Inadequate	Substandard	
213-41	Central Tool (06)	49,911	0	104,159	C45, C02, A27
213-42	Shipfitting Shop (11)	830	0	348,703	F26
213-43	Sheet Metal (17)	85,612	0	2,366	C45, C02
213-44	Forge & Heat Treatment (23)	0	0	40,851	F03, F10
213-45	Welding (26)	25,271	812	5,559	E45, C03, A30
213-48	Q.A.	26,345	44,839	20,782	A30, C45, F23
213-50	Optical Shop	0	0	0	
213-51	Weapons Shop (36)	0	0	0	
213-49	Inside Machine (31)	0	0	270,793	C45, A27
213-52	Marine Machine (38)	0	0	131,995	C45, A27
213-53	Boilermaker (41)	820	0	50,272	C45, A30
213-54	Electrical (51)	0	0	89,361	C45
213-55	Pipefitter (56)	0	0	158,996	C45, C02, C05
213-56	Woodworking (64)	75,144	960	1,904	F30, C45

Primary UIC: 00251

Facilities and Equipage, continued

7. Buildings and Their Condition

7.1 List the buildings used to perform the depot maintenance functions by category code numbers (five or six digit CCNs), identifying their current condition (adequate, substandard, and inadequate) in Table 7.1 in thousands of square feet (KSF).

Table 7.1: **Facility Conditions**

CCN	Facility Type	Condition/Area (#KSF)			Comments Deficiency Codes *
		Adequate	Inadequate	Substandard	
213-41	Central Tool (06)	49911	0	104159	C45, C02, A27
213-42	Shipfitting Shop (11)	830	3000	345703	F26
213-43	Sheet Metal (17)	85612	0	2366	C45, C02
213-44	Forge & Heat Treatment (23)	0	0	40851	F03, F10
213-45	Welding (26)	25271	812	5559	E45, C03, A30
213-48	Q.A.	26345	45557	20064	A30, C45, F23
213-50	Optical Shop	0	0	0	
213-51	Weapons Shop (36)	0	0	0	
213-49	Inside Machine (31)	0	0	270793	C45, A27
213-52	Marine Machine (38)	0	0	131995	C45, A27
213-53	Boilermaker (41)	820	0	50272	C45, A30
213-54	Electrical (51)	0	0	89361	C45
213-55	Pipefitter (56)	0	0	158996	C45, C02, C05
213-56	Woodworking (64)	75144	960	1904	F30, C45

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CCN	Facility Type	Condition/Area (#KSF)			Comments Deficiency Codes *
		Adequate	Inadequate	Substandard	
213-57	Electronics (67)	8958	480	128806	F30, C45
213-58	Boat Shop	0	0	0	
213-59/60	Abrasive Blast/ Paint Facility (71)	7478	3074	66473	D30, F30
213-61	Rigging Shop (72)	18069	10212	61046	F30, E20, C45
213-62	Sail Loft	0	0	0	
213-63	Foundry (81)	425	0	76874	C45, A30
213-64	Pattern Maker (94)	0	0	57790	A30, A45, E08
213-65	Nuclear Repair	109951	0	0	
213-66	Temporary Svc (99)	75445	0	0	C45
213-10	Drydocks	713841	990	123689	F32, B30
213-67	Drydock Pumphouse	8316	0	0	
213-68	Divers Change House	0	0	0	
213-70	Ship Svc Support	76811	5425	32692	A30, F30, F26
213-77	Ships/Spares Storage	10667	0	102415	C45, C05
213-20	Marine Railway	0	0	0	
213-40	Fixed Crane Structures	3	0	0	
151-20	GP Berth Pier	6320	0	3450	A30, B30, C20
151-50	GP Repair Pier	7413	0	0	
152-20	Berth Wharf	0	0	0	
152-50	Repair Wharf	0	0	0	
154-20	Quaywalls	2170	0	0	

Primary UIC: 00251

CCN	Facility Type	Condition/Area (#KSF)			Comments Deficiency Codes *
		Adequate	Inadequate	Substandard	
155-10	Fleet Landing	0	0	0	
155-20	Small Craft Berthing	160	0	660	F25
860-10	Railroad Trackage	13	0	0	

* Deficiency codes follow

Primary UIC: 00251

DEFICIENCY CODES
NFADB DATA ELEMENT NO. 526

DEFINITION:

1. First character, deficient because of:

   A. Physical Condition
   B. Functional or Space Criteria
   C. Design Criteria
   D. Location or citing Criteria
   E. Nonexistent
   F. Total Obsolescence or Deterioration
   G. Inadequate Capacity/Coverage

2. Second and third characters indicate area of deficiency as follows:

01. Heating System
02. Ventilation/Exhaust
03. Environmental Control Systems (Air Conditioning, etc.)
04. Plumbing/Piping/Fixtures
05. Fire Deterrent Systems
06. Fuel Systems/Piping
07. Refrigeration System
08. Elevators/Escalators/ Dumbwaiters
09. Sewage, etc.
10. Lighting/Fixtures
11. Power Capacity
12. Wiring/Feeder
13. Alarm Systems
14. Communications
* 15. Facility Location
16. Flood Plain Environmental Incompatibility
17. Hazardous Material
* 18. Site Characteristics
19. Accessibility
20. Foundation
21. Slab/Floor Decking
22. Columns
23. Walls
24. Roof/Ceiling/Trusses
25. Piling
26. Building Interior/Configuration
27. Roof
28. Soundproofing
29. Waterproofing
30. Building or Structure (total)
31. Fencing
32. Drainage
33. Landscaping
34. Stabilization
35. Paved Surfacing
36. Explosive Quantity Distance
37. Airfield Safety Clearance
38. Pollution Abatement
39. Excessive Noise
40. OSHA Deficiency
41. Toilets (Bachelor Housing)
42. Fender Systems
43. Rails/Tracks
44. Cold Iron
45. Seismic Design
46. Depth of Water
47. Facility Characteristics
48. Ceiling Height
49. Energy Efficiency
50. Facility Components
51. Ceiling
52. Doors
53. Interior Partitions
54. Stairs/Stairwell
55. Windows
* 56. Safety Standards
57. Explosive Hazard
58. Fire Codes
59. Hazardous Waste
60. Radiation Hazard
61. Lightning Protection
* 62. Environmental Systems
63. Electrical Systems
64. Standby Power Supply
65. Piping Systems
* 66. Support Systems
67. Energy Monitoring Control
68. Security/Interior
69. Telephone
70. Conveying Systems
* 71. Material Handling Systems
72. Physical Security

* Indicated generalized area of deficiency. Other codes are more specific.
NOTE: NAVY FACILITY ASSETS DATA BASE MANAGEMENT SYSTEM PROCEDURES MANUAL, NAVFAC P-78, AUG 92

Primary UIC: 00251

Facilities and Equipage, continued

7.2 In Table 7.2.a, identify space available for expansion by building type for those facility category code numbers (five or six digit CCNs) that are most important to your mission. An activity's expansion capability is a function of its ability to reconfigure/rehabilitate existing underutilized facilities to accept new or increased requirements.

Table 7.2.a: **Space Available for Expansion**

Building ID / Type	CCN	Installation Space (KSF)			Total
		Adequate	Substandard	Inadequate	
NONE					
TOTAL:					

Facilities in the Shipyard are utilized for ship maintenance and repair including work classified as depot maintenance. Other facilities are utilized by tenants such as the Fleet and Industrial Supply Center or by the Military Support portion of the Shipyard and are not available for other use.

Primary UIC: 00251

Facilities and Equipage, continued

8. Unique and/or Peculiar Capabilities and Capacities

8.1 What unique and/or peculiar capabilities and capacities does the depot maintenance activity possess?

Depot Maintenance Capability/Capacity Describe Why Unique/Peculiar

1. Ocean Engineering. The mission of the Ocean Engineering Department is to provide concept development, engineering design, installation, testing, and maintenance support for specialized deep submergence systems and equipment on selected submarines. In addition, they perform planning yard functions for two deep submergence submersibles. These functions have been ongoing since the mid-1960's and no other Navy or private industrial activity has the qualifications, skills, or security clearances to perform this vital work. If the Ocean Engineering activity were disestablished, this vital national project would be terminated or restructured at another activity. It would take approximately five to seven years to develop the necessary skills (technical/production) to duplicate. It is for this reason that vital Ocean Engineering functions (including personnel) will be reassigned to Puget Sound Naval Shipyard commencing in early 1994.

2. Reactor Compartment Disposal

a. Puget Sound Naval Shipyard is the only Naval Shipyard responsible for the accomplishment of reactor compartment disposals. Reactor compartment disposal consists of decommissioning of the reactor plant, removal of the reactor compartment from the ship, and safe shipment of the packaged reactor compartments to Hanford, Washington for ultimate disposal.

b. It is mission essential for the Navy to safely dispose of nuclear powered submarines and surface ships once these ships have reached the end of their useful service lives. It is required that this work be performed in a nuclear capable shipyard with reactor servicing facilities. The need to remove hazardous material such as asbestos, lead, and PCBs, makes ship dismantlement in compliance with all applicable environmental regulations a challenging task.

c. After a lengthy Environmental Impact Statement process, the Hanford site in Washington State was selected as the disposal site for naval reactor compartments because it was close to a navigable river, and in a desert. A major consideration in this decision was the Hanford site's close proximity to a nuclear capable shipyard where the existing dry docks, reactor servicing and other necessary infrastructure existed to safely defuel and remove the reactor compartments. Other Federal disposal sites did not have these combined features.

d. Since that time a 50-foot deep disposal trench with room for about 120 reactor compartments has been constructed at the Hanford site and 36 reactor compartments have been delivered to the trench. Lands adjacent to the existing trench have been set aside for additional reactor compartments.

e. The necessary site specific facilities and infrastructure to efficiently accomplish this work already exist here at Puget Sound Naval Shipyard. Relocating the site specific facilities is not feasible. Duplicating this infrastructure would be cost prohibitive. Even if the infrastructure was duplicated, uncertainties concerning the Panama Canal and the transportation logistics of towing reactor compartment disposal packages such a long distance would unnecessarily increase risk and make it impractical to accomplish this work on the east coast.

3. S3G, D2G, S6G, & S8G Reactor Servicing

a. Puget Sound Naval Shipyard is responsible for performing Reactor Servicing operations (i.e., refueling, deactivation, or maintenance operations) on S3G, D2G, S6G, and S8G reactor plants. The facilities at the Shipyard are extensive and capable of docking several ships of any of these plant type at the same time, and the Shipyard has refueling complexes either established or available at 4 of the 5 dry docks available for servicing these ships as well as the Waterpit Facility, which is capable of housing a wide variety of servicing operations. The Shipyard has also recently completed a new A4W training facility which can be used to support servicing operations (i.e. training) for either plant type, and will be completing a new Controlled Industrial Repair Facility later this year which will significantly enhance the Shipyard's ability to perform a large number of different types of radiological repairs.

b. The Shipyard has the Government Furnished Equipment for reactor servicing operations for D2G and S6G plant types in yard, and also has highly qualified, trained, and experienced personnel available to perform any required servicing operation. The Shipyard has recently completed servicing operations on the USS CALIFORNIA (CGN 36) and EX-USS TEXAS (CGN 39) and will be deactivating the USS TRUXTUN (CGN 35) shortly, thus maintaining an extremely strong base of experienced personnel.

c. As an additional note, the Shipyard also has in yard the Government Furnished Equipment and Shipyard Furnished Equipment to performing servicing operations on the S8G reactor plant. The S8G lead refueling yard is cited here, and has performed a significant amount of design, review and checkout work for the future servicing operations on the D2W and A4W reactor plants. Thus demonstrating the exceptionally wide and varied knowledge, experience and facility base available, enabling the Shipyard to perform any required servicing operation on most of the existing Naval Nuclear reactor types.

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8.2 Separately list the depot maintenance facilities and equipment which are one of a kind within the Service and/or DoD.

Facility/Equipment	Describe Why It is One of a Kind
Ship Recycling Facility	Puget Sound Naval Shipyard is the only activity within DoD which recycles ships and disposes of reactor compartments.
Circuit Breaker Repair/ Test Facility 5 KV	The circuit breaker repair/testing program within Naval shipyards is being consolidated at Puget Sound Naval Shipyard for these types of circuit breakers; result of BRAC action.
Waterpit Facility	Puget Sound Naval Shipyard is the only Naval shipyard with this type of facility.
250 Ton Hammer-head Crane	This crane is unique to the Navy refueling program in that it is the only 250 ton crane of its type nuclear certified for the movement of refueling containers.
Navy Tactical Data System Refurb Facility	Puget Sound Naval Shipyard will be the only Naval shipyard with this capability following the closure of Philadelphia Naval Shipyard.

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Primary UIC: **00251**

Facilities and Equipage, continued

9. Acreage Available for Building

9.1 What acreage on the installation does the government own in the proximity of the depot maintenance area that could be used for future expansion? 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 activity could reasonably expect to expand. Developed area is defined as land currently with buildings, roads, and utilities where further development is not possible without demolition of existing improvements. Report in "Restricted" areas that are restricted for 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.

Table 9.1: **Real Estate Resources**

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational	211	211		
Training	0	0		
R & D				
Supply & Storage	57	57		
Admin	17	17		
Housing	29	29		
Recreational	13	13		
Forestry Program				
Agricultural Outlease Program				

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Primary UIC: 00251

Facilities and Equipage, continued

9. Acreage Available for Building

9.1 What acreage on the installation does the government own in the proximity of the depot maintenance area that could be used for future expansion? 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 activity could reasonably expect to expand. Developed area is defined as land currently with buildings, roads, and utilities where further development is not possible without demolition of existing improvements. Report in "Restricted" areas that are restricted for 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.

Table 9.1: **Real Estate Resources**

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance				
Operational	211	211		
Training	0	0		
R & D				
Supply & Storage	57	27		
Admin	17	17		
Housing	29	29		
Recreational	13	13		
Forestry Program				
Agricultural Outlease Program				

Primary UIC: 00251

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Hunting/Fishing Programs				
Other (submerged)	338			
Total:	665	327		

NOTE: CURRENTLY PROCURING 17 ACRES (8 OF WHICH HAVE BEEN PROCURED) TO SUPPORT EXPANSION TO SUPPORT AOE 6 CLASS HOMEPORTING.

Primary UIC: 00251

Facilities and Equipage, continued

10. Administrative Space

10.1 What amount in square feet of administrative space could be made available to the depot maintenance function?

Current Use	Square Feet	Potential Use (Be Specific)

NONE. The Shipyard has a deficit of Administrative Space. However, additional space in adjacent properties in downtown Bremerton could be leased to accommodate displaced functions.

11. Industrial Waste

11.1 Are there any inhibiting factors that would limit future expansion on the base? Provide the details if applicable.

Inhibiting Factor	Provide Detailed Description

There are no inhibiting factors that would limit future expansion.

MEASURES OF MERIT

Workload and Capabilities Primary UIC: 00251

Answers to the following questions are to reflect programmed amounts by commodity group, by activity in direct labor hours by Fiscal Year for FY 1996 through FY 1999.

12. Core Capabilities (DoD)

12.1 What is the amount of core capability required to support your own Service? Provide your answers in Table 12.1.a by commodity group for the Fiscal Years requested.

Table 12.1.a:**Service Required Core**

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7.2 Radio Comm	9008	9008	9008	9008
7.5 Nav Aids	36034	36034	36034	36034
7.6 Electro-Optics	45042	45042	45042	45042
11.1 Ships	8214896	8214896	8214896	8214896
11.3 Ship/S.board Sup	459865	459865	459865	459865
11.4 Shipyard Support	447964	447964	447964	447964
11.5 Design Services	991756	991756	991756	991756
13.3 TMDE	45455	45455	45455	45455
15.0 Manufacturing	448604	448604	448604	448604
TOTAL	10698624	10698624	10698624	10698624

NOTE: Table 12.1.a:**Service Required Core**
Provided by NAVSEA Headquarters

MEASURES OF MERIT

Workload and Capabilities Primary UIC: 00251

Answers to the following questions are to reflect programmed amounts by commodity group, by activity in direct labor hours by Fiscal Year for FY 1996 through FY 1999.

12. Core Capabilities (DoD)

12.1 What is the amount of core capability required to support your own Service? Provide your answers in Table 12.1.a by commodity group for the Fiscal Years requested.

Table 12.1.a:**Service Required Core**

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7.2 Radio Comm	6851	6851	685	6851
7.5 Nav Aids	27404	27404	27404	27404
7.6 Electro-Optics	34254	34254	34254	34254
11.1 Ships	7046740	7046740	7046740	7046740
11.3 Ship/S.board Sup	354675	354675	354675	354675
11.4 Shipyard Support	342652	342652	342652	342652
11.5 Design Services	721373	721373	721373	721373
13.3 TMDE	34866	34866	34866	34866
15.0 Manufacturing	344696	344696	344696	344696
TOTAL	8913511	8913511	8913511	8913511

NOTE: Table 12.1.a:**Service Required Core**
Provided by NAVSEA Headquarters

MEASURES OF MERIT

Workload and Capabilities Primary UIC: 00251

Answers to the following questions are to reflect programmed amounts by commodity group, by activity in direct labor hours by Fiscal Year for FY 1996 through FY 1999.

12. Core Capabilities (DoD)

12.1 What is the amount of core capability required to support your own Service? Provide your answers in Table 12.1.a by commodity group for the Fiscal Years requested.

Table 12.1.a:**Service Required Core**

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7	68509	68509	68509	68509
Radio Comm	6851	6851	6851	6851
Navigational Aids	27404	27404	27404	27404
Electro-Optics	34254	34254	34254	34254
11 Ships	7768074	7768074	7768074	7768074
14	1076928	1076928	1076928	1076928
TOTAL	8913511	8913511	8913511	8913511

NOTE: Table 12.1.a:**Service Required Core**
Provided by NAVSEA Headquarters

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MEASURES OF MERIT

Workload and Capabilities Primary UIC: 00251

Answers to the following questions are to reflect programmed amounts by commodity group, by activity in direct labor hours by Fiscal Year for FY 1996 through FY 1999.

12. Core Capabilities (DoD)

12.1 What is the amount of core capability required to support your own Service? Provide your answers in Table 12.1.a by commodity group for the Fiscal Years requested.

Table 12.1.a:**Service Required Core**

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7	68359	68359	68359	68359
Radio Comm	6835	6835	6835	6835
Navigational Aids	27345	27345	27345	27345
Electro-Optics	34179	34179	34179	34179
11 Ships	7770571	7770571	7770571	7770571
13	33860	33860	33860	33860
Calibration	33860	33860	33860	33860
14	1040722	1040722	1040722	1040722
TOTAL	8913512	8913512	8913512	8913512

NOTE: Table 12.1.a:**Service Required Core**
Provided by NAVSEA Headquarters

Primary UIC: 00251

MEASURES OF MERIT
Workload and Capabilities
Answers to the following questions are to reflect programmed amounts by commodity group, by activity in direct labor hours by Fiscal Year for FY 1996 through FY 1999.

12. Core Capabilities (DoD)

12.1 What is the amount of core capability required to support your own Service? Provide your answers in Table 12.1.a by commodity group for the Fiscal Years requested.

Table 12.1.a:**Service Required Core**

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
TOTAL				

12. Core Capabilities (DoD), continued

12.2 What is the amount of capability retained for the performance of other Services core? Provide your answers in Table 12.2.a by commodity group for the Fiscal Years requested.

Table 12.2.a: **Core Capability Retained for Other Services**

COMMODITY TYPE	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
NONE				
TOTAL				

NOTE: Table 12.2.a: **Core Capability Retained for Other Services**
Provided by NAVSEA Headquarters

12. Core Capabilities (DoD), continued

12.2 What is the amount of capability retained for the performance of other Services core? Provide your answers in Table 12.2.a by commodity group for the Fiscal Years requested.

Table 12.2.a: **Core Capability Retained for Other Services**

COMMODITY TYPE	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
NONE				
TOTAL				

NOTE: Table 12.2.a: **Core Capability Retained for Other Services**
Provided by NAVSEA Headquarters

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12. Core Capabilities (DoD), continued

12.2 What is the amount of capability retained for the performance of other Services core? Provide your answers in Table 12.2.a by commodity group for the Fiscal Years requested.

Table 12.2.a: **Core Capability Retained for Other Services**

COMMODITY TYPE	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
NONE				
TOTAL				

NOTE: Table 12.2.a: **Core Capability Retained for Other Services**
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12. Core Capabilities (DoD), continued

12.2 What is the amount of capability retained for the performance of other Services core? Provide your answers in Table 12.2.a by commodity group for the Fiscal Years requested.

Table 12.2.a: **Core Capability Retained for Other Services**

COMMODITY TYPE	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
NONE				
TOTAL				

NOTE: Table 12.2.a: **Core Capability Retained for Other Services**
Provided by NAVSEA Headquarters

Primary UIC: 00251

Workload and Capabilities, continued

12. Core Capabilities (DoD), continued

12.2 What is the amount of capability retained for the performance of other Services core? Provide your answers in Table 12.2.a by commodity group for the Fiscal Years requested.

Table 12.2.a: **Core Capability Retained for Other Services**

COMMODITY TYPE	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
TOTAL				

12. Core Capabilities (DoD), continued

12.3 What portion of the Service Core capability identified in the 12.1a above is identified as Service-Controlled Core (Title 10 responsibility)? Provide your answer in Table 12.3.a by commodity group for the Fiscal Years requested.

Table 12.3.a: **Service-Controlled Core (Title 10)**

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7.2 Radio Comm	9008	9008	9008	9008
7.5 Nav Aids	36034	36034	36034	36034
7.6 Electro-Optics	45042	45042	45042	45042
11.1 Ships	8214896	8214896	8214896	8214896
11.3 Ship/S.board Sup	459865	459865	459865	459865
11.4 Shipyard Support	447964	447964	447964	447964
11.5 Design Services	991756	991756	991756	991756
13.3 TMDE	45455	45455	45455	45455
15.0 Manufacturing	448604	448604	448604	448604
TOTAL	10698624	10698624	10698624	10698624

8913512NOTE: Table 12.3.a: **Service-Controlled Core (Title 10)**
Provided by NAVSEA Headquarters

12. Core Capabilities (DoD), continued

12.3 What portion of the Service Core capability identified in the 12.1a above is identified as Service-Controlled Core (Title 10 responsibility)? Provide your answer in Table 12.3.a by commodity group for the Fiscal Years requested.

Table 12.3.a: **Service-Controlled Core (Title 10)**

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7.2 Radio Comm	6851	6851	6851	6851
7.5 Nav Aids	27404	27404	27404	27404
7.6 Electro-Optics	34254	34254	34254	34254
11.1 Ships	7046740	7046740	7046740	7046740
11.3 Ship/S.board Sup	354675	354675	354675	354675
11.4 Shipyard Support	342652	342652	342652	342652
11.5 Design Services	721373	721373	721373	721373
13.3 TMDE	34866	34866	34866	34866
15.0 Manufacturing	344696	344696	344696	344696
TOTAL	8913511	8913511	8913511	8913511

8913512NOTE: Table 12.3.a: **Service-Controlled Core (Title 10)**
Provided by NAVSEA Headquarters

12. Core Capabilities (DoD), continued

12.3 What portion of the Service Core capability identified in the 12.1a above is identified as Service-Controlled Core (Title 10 responsibility)? Provide your answer in Table 12.3.a by commodity group for the Fiscal Years requested.

Table 12.3.a: **Service-Controlled Core (Title 10)**

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7	68509	68509	68509	68509
Radio Comm	6851	6851	6851	6851
Navigational Aids	27404	27404	27404	27404
Electro-Optics	34254	34254	34254	34254
11 Ships	7768074	7768074	7768074	7768074
14	1076928	1076928	1076928	1076928
TOTAL	8913511	8913511	8913511	8913511

8913512NOTE: Table 12.3.a: **Service-Controlled Core (Title 10)**
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12. Core Capabilities (DoD), continued

12.3 What portion of the Service Core capability identified in the 12.1a above is identified as Service-Controlled Core (Title 10 responsibility)? Provide your answer in Table 12.3.a by commodity group for the Fiscal Years requested.

Table 12.3.a: **Service-Controlled Core (Title 10)**

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7	68359	68359	68359	68359
Radio Comm	6835	6835	6835	6835
Navigational Aids	27345	27345	27345	27345
Electro-Optics	34179	34179	34179	34179
11 Ships	7770571	7770571	7770571	7770571
13	33860	33860	33860	33860
Calibration	33860	33860	33860	33860
14	1040722	1040722	1040722	1040722
TOTAL	8913512	8913512	8913512	8913512

8913512NOTE: Table 12.3.a: **Service-Controlled Core (Title 10)**

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Primary UIC: 00251

Workload and Capabilities, continued

12. Core Capabilities (DoD), continued

12.3 What portion of the Service Core capability identified in the 12.1a above is identified as Service-Controlled Core (Title 10 responsibility)? Provide your answer in Table 12.3.a by commodity group for the Fiscal Years requested.

Table 12.3.a: **Service-Controlled Core (Title 10)**

COMMODITY GROUP	Capability (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
TOTAL				

13. Core Workloads

13.1 What are your total Core Workloads to be applied against capabilities identified in Tables 12.1a and 12.2a)? Provide your answer (DLH) in Table 13.1.a by commodity group for the Fiscal Year requested.

Table 13.1a: **Total Core Workloads**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7.2 Radio Comm	9008	9008	9008	9008
7.5 Nav Aids	36034	36034	36034	36034
7.6 Electro-Optics	45042	45042	45042	45042
11.1 Ships	8214896	8214896	8214896	8214896
11.3 Ship/S.board Sup	459865	459865	459865	459865
11.4 Shipyard Support	447964	447964	447964	447964
11.5 Design Services	991756	991756	991756	991756
13.3 TMDE	45455	45455	45455	45455
15.0 Manufacturing	448604	448604	448604	448604
TOTAL	10698624	10698624	10698624	10698624

NOTE: Table 13.1a: **Total Core Workloads**
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13. Core Workloads

13.1 What are your total Core Workloads to be applied against capabilities identified in Tables 12.1a and 12.2a)? Provide your answer (DLH) in Table 13.1.a by commodity group for the Fiscal Year requested.

Table 13.1a: **Total Core Workloads**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7.2 Radio Comm	6851	6851	6851	6851
7.5 Nav Aids	27404	27404	27404	27404
7.6 Electro-Optics	34254	34254	34254	34254
11.1 Ships	7046740	7046740	7046740	7046740
11.3 Ship/S.board Sup	354675	354675	354675	354675
11.4 Shipyard Support	342652	342652	342652	342652
11.5 Design Services	721373	721373	721373	721373
13.3 TMDE	34866	34866	34866	34866
15.0 Manufacturing	344696	344696	344696	344696
TOTAL	8913511	8913511	8913511	8913511

NOTE: Table 13.1a: **Total Core Workloads**
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13. Core Workloads

13.1 What are your total Core Workloads to be applied against capabilities identified in Tables 12.1a and 12.2a)? Provide your answer (DLH) in Table 13.1.a by commodity group for the Fiscal Year requested.

Table 13.1a: **Total Core Workloads**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7	68509	68509	68509	68509
Radio Comm	6851	6851	6851	6851
Navigational Aids	27404	27404	27404	27404
Electro-Optics	34254	34254	34254	34254
11 Ships	7768074	7768074	7768074	7768074
14	1076928	1076928	1076928	1076928
TOTAL	8913511	8913511	8913511	8913511

NOTE: Table 13.1a: **Total Core Workloads**
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Workload and Capacities, continued Primary UIC: 00251

13. Core Workloads

13.1 What are your total Core Workloads to be applied against capabilities identified in Tables 12.1a and 12.2a)? Provide your answer (DLH) in Table 13.1.a by commodity group for the Fiscal Year requested.

Table 13.1a: **Total Core Workloads**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7	68359	68359	68359	68359
Radio Comm	6835	6835	6835	6835
Navigational Aids	27345	27345	27345	27345
Electro-Optics	34179	34179	34179	34179
11 Ships	7770571	7770571	7770571	7770571
13	33860	33860	33860	33860
Calibration	33860	33860	33860	33860
14	1040722	1040722	1040722	1040722
TOTAL	8913512	8913512	8913512	8913512

NOTE: Table 13.1a: **Total Core Workloads**

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Workload and Capacities, continued

13. Core Workloads

13.1 What are your total Core Workloads to be applied against capabilities identified in Tables 12.1a and 12.2a)? Provide your answer (DLH) in Table 13.1.a by commodity group for the Fiscal Year requested.

Table 13.1a: **Total Core Workloads**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
TOTAL				

14. Other Workloads (Above Core)

14.1 What above core workloads do you perform by these source categories? Use the most appropriate category, but do not duplicate workload on more than one table. Provide answers in Tables 14.1.a through 14.1.g by commodity group for the Fiscal Years requested.

Table 14.1.a: **FMS Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
TOTAL				

Note: The amount of workload in the below listed categories is negligible in the Naval Shipyards, and therefore is not listed in the following tables:

14.1.a: FMS Above Core Workload
14.1.b: Interservice Above Core Workload
14.1.c: Other Agency Above Core Workload
14.1.e: Within Service Above Core Workload
14.1.f: Low Quantity Above Core Workload
14.1.g: All Other Workload (Above Core)

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14. Other Workloads (Above Core)

14.1 What above core workloads do you perform by these source categories? Use the most appropriate category, but do not duplicate workload on more than one table. Provide answers in Tables 14.1.a through 14.1.g by commodity group for the Fiscal Years requested.

Table 14.1.a: **FMS Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
TOTAL				

Note: The amount of workload in the below listed categories is negligible in the Naval Shipyards, and therefore is not listed in the following tables:

14.1.a: FMS Above Core Workload
14.1.b: Interservice Above Core Workload
14.1.c: Other Agency Above Core Workload
14.1.f: Low Quantity Above Core Workload
14.1.g: All Other Workload (Above Core)

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14. Other Workloads (Above Core)

14.1 What above core workloads do you perform by these source categories? Use the most appropriate category, but do not duplicate workload on more than one table. Provide answers in Tables 14.1.a through 14.1.g by commodity group for the Fiscal Years requested.

Table 14.1.a: **FMS Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
TOTAL				

Note: The amount of workload in the below listed categories is negligible in the Naval Shipyards, and therefore is not listed in the following tables:

14.1.a: FMS Above Core Workload
14.1.b: Interservice Above Core Workload
14.1.c: Other Agency Above Core Workload
14.1.f: Low Quantity Above Core Workload
14.1.g: All Other Workload (Above Core)
15.1: Unique and/Peculiar Total Core Workload
15.2: Non-Core Unique and/or Peculiar Workload

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14. Other Workloads (Above Core)

14.1 What above core workloads do you perform by these source categories? Use the most appropriate category, but do not duplicate workload on more than one table. Provide answers in Tables 14.1.a through 14.1.g by commodity group for the Fiscal Years requested.

Table 14.1.a: **FMS Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
TOTAL				

Note: The amount of workload in the below listed categories is negligible in the Naval Shipyards, and therefore is not listed in the following tables:

14.1.a: FMS Above Core Workload
14.1.b: Interservice Above Core Workload
14.1.c: Other Agency Above Core Workload
14.1.f: Low Quantity Above Core Workload
14.1.g: All Other Workload (Above Core)
15.1: Unique and/Peculiar Total Core Workload
15.2: Non-Core Unique and/or Peculiar Workload

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Workload and Capabilities, continued

14. Other Workloads (Above Core)

14.1 What above core workloads do you perform by these source categories? Use the most appropriate category, but do not duplicate workload on more than one table. Provide answers in Tables 14.1.a through 14.1.g by commodity group for the Fiscal Years requested.

Table 14.1.a: **FMS Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
TOTAL				

14. Other Workloads (Above Core), continued

Table 14.1.b: **Interservice Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

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Table 14.1.c: **Other Agency Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

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14. Other Workloads (Above Core), continued

Table 14.1.b: **Interservice Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

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Table 14.1.c: **Other Agency Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

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14. Other Workloads (Above Core), continued

Table 14.1.b: **Interservice Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

Table 14.1.c: **Other Agency Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

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14. Other Workloads (Above Core), continued

Table 14.1.b: **Interservice Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

Table 14.1.c: **Other Agency Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

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Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

Table 14.1.b: **Interservice Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
TOTAL				

Table 14.1.c: **Other Agency Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
TOTAL				

14. Other Workloads (Above Core), continued

Table 14.1.d: **Last Source of Repair Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7.2 Radio Comm	1660	1640	1806	2460
7.5 Nav Aids	6641	6560	7223	9840
7.6 Electro-Optics	8302	8200	9028	12301
11.1 Ships	1514082	1495580	1646680	2243370
11.3 Ship/S.board Sup	84757	83722	92180	125582
11.4 Shipyard Support	82564	81555	89795	122332
11.5 Design Services	182790	180556	196797	270835
13.3 TMDE	8378	8275	9112	12413
15.0 Manufacturing	82682	81672	89923	122507
TOTAL	1971856	1947760	2144544	2921640

NOTE: Table 14.1.d: **Last Source of Repair Workload**
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14. Other Workloads (Above Core), continued

Table 14.1.d: **Last Source of Repair Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7.2 Radio Comm	4025	4025	4025	4025
7.5 Nav Aids	16100	16100	16100	16100
7.6 Electro-Optics	20124	20124	20124	20124
11.1 Ships	4140099	4140099	4140099	4140099
11.3 Ship/S.board Sup	208379	208379	208379	208379
11.4 Shipyard Support	201315	201315	201315	201315
11.5 Design Services	423821	423821	423821	423821
13.3 TMDE	20485	20485	20485	20485
15.0 Manufacturing	202516	202516	202516	202516
TOTAL	5236864	5236864	5236864	5236864

NOTE: Table 14.1.d: **Last Source of Repair Workload**
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14. Other Workloads (Above Core), continued

Table 14.1.d: **Last Source of Repair Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7	40250	40250	40250	40250
Radio Comm	4025	4025	4025	4025
Navigational Aids	16100	16100	16100	16100
Electro-Optics	20125	20125	20125	20125
11 Ships	4563896	4563896	4563896	4563896
14	632716	632716	632716	632716
TOTAL	5236862	5236862	5236862	5236862

NOTE: Table 14.1.d: **Last Source of Repair Workload**
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Workload and Capabilities, continued Primary UIC: 00251

14. Other Workloads (Above Core), continued

Table 14.1.d: **Last Source of Repair Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7	40162	40162	40162	40162
Radio Comm	4016	4016	4016	4016
Navigational Aids	16065	16065	16065	16065
Electro-Optics	20081	20081	20081	20081
11 Ships	4565363	4565363	4565363	4565363
13	19893	19893	19893	19893
Calibration	19893	19893	19893	19893
14	611445	611445	611445	611445
TOTAL	5236863	5236863	5236863	5236863

NOTE: Table 14.1.d: **Last Source of Repair Workload**
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Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

Table 14.1.d: **Last Source of Repair Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
TOTAL				

14. Other Workloads (Above Core), continued

Table 14.1.e: **Within Service Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note Table 14.1.a				

NOTE: Table 14.1.e: **Within Service Above Core Workload**
Provided by NAVSEA Headquarters

14. Other Workloads (Above Core), continued

Table 14.1.e: **Within Service Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7.2 Radio Comm	520	520	520	520
7.5 Nav Aids	2082	2082	2082	2082
7.6 Electro-Optics	2604	2604	2604	2604
11.1 Ships	797917	6765	709565	627237
11.3 Ship/S.board Sup	26946	26946	26946	26946
11.4 Shipyard Support	26033	26033	26033	26033
11.5 Design Services	54806	54806	54806	54806
13.3 TMDE	2649	2649	2649	2649
15.0 Manufacturing	26188	26188	26188	26188
TOTAL	939745	148593	851393	769065

NOTE: Table 14.1.e: **Within Service Above Core Workload**
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14. Other Workloads (Above Core), continued

Table 14.1.e: **Within Service Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7	5205	5205	5205	5205
Radio Comm	520	520	520	520
Navigational Aids	2083	2083	2083	2083
Electro-Optics	2602	2602	2602	2602
11 Ships	852716	61564	764364	682036
14	81826	81826	81826	81826
TOTAL	939747	148595	851395	769067

NOTE: Table 14.1.e: **Within Service Above Core Workload**
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14. Other Workloads (Above Core), continued

Table 14.1.e: **Within Service Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7	5442	5442	5442	5442
Radio Comm	543	543	543	543
Navigational Aids	2177	2177	2177	2177
Electro-Optics	2722	2722	2722	2722
11 Ships	788632	632	700632	618632
13	2696	2696	2696	2696
Calibration	2696	2696	2696	2696
14	82854	82854	82854	82854
TOTAL	879624	91624	791624	709624

NOTE: Table 14.1.e: **Within Service Above Core Workload**
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Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

Table 14.1.e: **Within Service Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
TOTAL				

14. Other Workloads (Above Core), continued

Table 14.1.f: **Low Quantity Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

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14. Other Workloads (Above Core), continued

Table 14.1.f: **Low Quantity Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

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14. Other Workloads (Above Core), continued

Table 14.1.f: **Low Quantity Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

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14. Other Workloads (Above Core), continued

Table 14.1.f: **Low Quantity Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

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Workload and Capabilities, continued

14. Other Workloads (Above Core), continued

Table 14.1.f: **Low Quantity Above Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
TOTAL				

14. All Other Workloads (Above Core), continued

Table 14.1.g: **All Other Workload (Above Core)**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

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14. All Other Workloads (Above Core), continued

Table 14.1.g: **All Other Workload (Above Core)**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

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14. All Other Workloads (Above Core), continued

Table 14.1.g: **All Other Workload (Above Core)**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

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14. All Other Workloads (Above Core), continued

Table 14.1.g: **All Other Workload (Above Core)**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

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Workload and Capabilities, continued

14. All Other Workloads (Above Core), continued

Table 14.1.g: **All Other Workload (Above Core)**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
TOTAL				

14. Other Workloads (Above Core), continued

Table 14.1.h: **Total Above Core Workload (Sum of Tables 14.1.a through 14.1.g)**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7.2 Radio Comm	1660	1640	1806	2460
7.5 Nav Aids	6641	6560	7223	9840
7.6 Electro-Optics	8302	8200	9028	12301
11.1 Ships	1514082	1495580	1646680	2243370
11.3 Ship/S.board Sup	84757	83722	92180	125582
11.4 Shipyard Support	82564	81555	89795	122332
11.5 Design Services	182790	180556	196797	270835
13.3 TMDE	8378	8275	9112	12413
15.0 Manufacturing	82682	81672	89923	122507
TOTAL	1971856	1947760	2144544	2921640

NOTE: Table 14.1.h: **Total Above Core Workload**
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14. Other Workloads (Above Core), continued

Table 14.1.h: **Total Above Core Workload (Sum of Tables 14.1.a through 14.1.g)**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7.2 Radio Comm	4545	4545	4545	4545
7.5 Nav Aids	18182	18182	18182	18182
7.6 Electro-Optics	22728	22728	22728	22728
11.1 Ships	4938016	4146864	4849664	4767336
11.3 Ship/S.board Sup	235325	235325	235325	235325
11.4 Shipyard Support	227348	227348	227348	227348
11.5 Design Services	478627	478627	478627	478627
13.3 TMDE	23134	23134	23134	23134
15.0 Manufacturing	228704	228704	228704	228704
TOTAL	6176609	5385457	6088257	6005929

NOTE: Table 14.1.h: **Total Above Core Workload**
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14. Other Workloads (Above Core), continued

Table 14.1.h: **Total Above Core Workload (Sum of Tables 14.1.a through 14.1.g)**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7	45455	45455	45455	45455
Radio Comm	4545	4545	4545	4545
Navigational Aids	18182	18182	18182	18182
Electro-Optics	22728	22728	22728	22728
11 Ships	5416612	4625460	5328260	5245932
14	714542	714542	714542	714542
TOTAL	6176609	5385457	6088257	6005929

NOTE: Table 14.1.h: **Total Above Core Workload**
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14. Other Workloads (Above Core), continued

Table 14.1.h: **Total Above Core Workload (Sum of Tables 14.1.a through 14.1.g)**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7	45605	45605	45605	45605
Radio Comm	4561	4561	4561	4561
Navigational Aids	18241	18241	18241	18241
Electro-Optics	22803	22803	22803	22803
11 Ships	5353995	4565995	5265995	5183995
13	22589	22589	22589	22589
Calibration	22589	22589	22589	22589
14	694299	694299	694299	694299
TOTAL	6116488	5328488	6028488	5946488

NOTE: Table 14.1.h: **Total Above Core Workload**
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Workloads and Capabilities, continued

14. Other Workloads (Above Core), continued

Table 14.1.h: **Total Above Core Workload (Sum of Tables 14.1.a through 14.1.g)**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
TOTAL				

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15. Unique and/or Peculiar Workloads (Refer to Question 8.1)

15.1 What amount of the workload reported in question 8.1 is Core? Provide your answer in Table 15.1 by commodity groups for the Fiscal Years requested.

Table 15.1: **Unique and/or Peculiar Total Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7.2 Radio Comm	9008	9008	9008	9008
7.5 Nav Aids	36034	36034	36034	36034
7.6 Electro-Optics	45042	45042	45042	45042
11.1 Ships	8214896	8214896	8214896	8214896
11.3 Ship/S.board Sup	459865	459865	459865	459865
11.4 Shipyard Support	447964	447964	447964	447964
11.5 Design Services	991756	991756	991756	991756
13.3 TMDE	45455	45455	45455	45455
15.0 Manufacturing	448604	448604	448604	448604
TOTAL	10698624	10698624	10698624	10698624

NOTE: All designated CORE ship work is unique to NSYs

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15. Unique and/or Peculiar Workloads (Refer to Question 8.1)

15.1 What amount of the workload reported in question 8.1 is Core? Provide your answer in Table 15.1 by commodity groups for the Fiscal Years requested.

Table 15.1: **Unique and/or Peculiar Total Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7.2 Radio Comm	6851	6851	6851	6851
7.5 Nav Aids	27404	27404	27404	27404
7.6 Electro-Optics	34254	34254	34254	34254
11.1 Ships	7046740	7046740	7046740	7046740
11.3 Ship/S.board Sup	354675	354675	354675	354675
11.4 Shipyard Support	342652	342652	342652	342652
11.5 Design Services	721373	721373	721373	721373
13.3 TMDE	34866	34866	34866	34866
15.0 Manufacturing	344696	344696	344696	344696
TOTAL	8913511	8913511	8913511	8913511

NOTE: All designated CORE ship work is unique to NSYs

Provided by NAVSEA Headquarters

rev

15. Unique and/or Peculiar Workloads (Refer to Question 8.1)

15.1 What amount of the workload reported in question 8.1 is Core? Provide your answer in Table 15.1 by commodity groups for the Fiscal Years requested.

Table 15.1: **Unique and/or Peculiar Total Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

Revised pg

15. Unique and/or Peculiar Workloads (Refer to Question 8.1)

15.1 What amount of the workload reported in question 8.1 is Core? Provide your answer in Table 15.1 by commodity groups for the Fiscal Years requested.

Table 15.1: **Unique and/or Peculiar Total Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

Primary UIC: 00251

Workload and Capabilities, continued

15. Unique and/or Peculiar Workloads (Refer to Question 8.1)

15.1 What amount of the workload reported in question 8.1 is Core? Provide your answer in Table 15.1 by commodity groups for the Fiscal Years requested.

Table 15.1: **Unique and/or Peculiar Total Core Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
TOTAL				

15. Unique and/or Peculiar Workloads (Refer to Question 8.1), continued

15.2 What amount of the workload reported in question 8.1 is non-Core? Provide your answer in table 15.2 by commodity group for the Fiscal Years requested.

Table 15.2: **Non-Core Unique and/or Peculiar Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7.2 Radio Comm	1660	1640	1806	2460
7.5 Nav Aids	6641	6560	7223	9840
7.6 Electro-Optics	8302	8200	9028	12301
11.1 Ships	1514082	1495580	1646680	2243370
11.3 Ship/S.board Sup	84757	83722	92180	125582
11.4 Shipyard Support	82564	81555	89795	122332
11.5 Design Services	182790	180556	196797	270835
13.3 TMDE	8378	8275	9112	12413
15.0 Manufacturing	82682	81672	89923	122507
TOTAL	1971856	1947760	2144544	2921640

NOTE: All non-CORE ship work is unique to NSYs

Provided by NAVSEA Headquarters

R

15. Unique and/or Peculiar Workloads (Refer to Question 8.1), continued

15.2 What amount of the workload reported in question 8.1 is non-Core? Provide your answer in table 15.2 by commodity group for the Fiscal Years requested.

Table 15.2: **Non-Core Unique and/or Peculiar Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
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11.1 Ships	1514082	1495580	1646680	2243370
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13.3 TMDE	8378	8275	9112	12413
15.0 Manufacturing	82682	81672	89923	122507
TOTAL	1971856	1947760	2144544	2921640

NOTE: All non-CORE ship work is unique to NSYs

Provided by NAVSEA Headquarters

Rev.

15. Unique and/or Peculiar Workloads (Refer to Question 8.1), continued

15.2 What amount of the workload reported in question 8.1 is non-Core? Provide your answer in table 15.2 by commodity group for the Fiscal Years requested.

Table 15.2: **Non-Core Unique and/or Peculiar Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7.2 Radio Comm	4545	4545	4545	4545
7.5 Nav Aids	18182	18182	18182	18182
7.6 Electro-Optics	22728	22728	22728	22728
11.1 Ships	4938016	4146864	4849664	4767336
11.3 Ship/S.board Sup	235325	235325	235325	235325
11.4 Shipyard Support	227348	227348	227348	227348
11.5 Design Services	478627	478627	478627	478627
13.3 TMDE	23134	23134	23134	23134
15.0 Manufacturing	228704	228704	228704	228704
TOTAL	6176609	5385457	6088257	6005929

NOTE: All non-CORE ship work is unique to NSYs

Provided by NAVSEA Headquarters

new

15. Unique and/or Peculiar Workloads (Refer to Question 8.1), continued

15.2 What amount of the workload reported in question 8.1 is non-Core? Provide your answer in table 15.2 by commodity group for the Fiscal Years requested.

Table 15.2: **Non-Core Unique and/or Peculiar Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

Revised pg

15. Unique and/or Peculiar Workloads (Refer to Question 8.1), continued

15.2 What amount of the workload reported in question 8.1 is non-Core? Provide your answer in table 15.2 by commodity group for the Fiscal Years requested.

Table 15.2: **Non-Core Unique and/or Peculiar Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
See Note, Table 14.1.a				
TOTAL				

Primary UIC: 00251

Workload and Capabilities, continued

15. Unique and/or Peculiar Workloads (Refer to Question 8.1), continued

15.2 What amount of the workload reported in question 8.1 is non-Core? Provide your answer in table 15.2 by commodity group for the Fiscal Years requested.

Table 15.2: **Non-Core Unique and/or Peculiar Workload**

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
TOTAL				

Primary UIC: 00251

Workload and Capabilities, continued

16. Scope of Work Performed

16.1 Indicate the services/functions performed at this activity that are associated with depot maintenance, but not generally classified or considered as integral to the depot maintenance functions.

Service/Function	Description
Medical Clinic	Provide emergency/medical treatment in support of Shipyard mission.
Base Support	Provide support and services for military personnel and their dependents assigned to the Shipyard, tenant commands, homeported ships, and ships in overhaul, repair, or conversion.

16.2 Describe how these services/functions are related to accomplishment of the depot maintenance mission, and the benefits of these relationships.

Service/Function	Describe Relationship and Benefit to Maintenance Mission
Medical Clinic	Provide emergency medical care as required. Performs routine physical check-ups on Shipyard employees in support of quality health standards.
Base Support	Provide services in the areas of morale, welfare, recreation, berthing, messing, and administrative matters in support of quality of life issues for military personnel and their dependents.

Primary UIC: 00251

Workload and Capabilities, continued

17. Interface with Customers

17.1 Indicate any special functions that the depot maintenance function performs that require close interface with customers, such as on-site workloads (e.g. technical assistance, crash/battle damage repairs, modification/upgrade installations).

Service/Function	Describe Required Interface/Relationship/Benefit
Fleet Support	Puget Sound Naval Shipyard exists to support the fleet. Work done in support of this mission requires constant and close interface and coordination with customers. The complex and varied nature of Shipyard work demands close ties with customers to ensure successful completion of work undertaken. Minimal down time is realized and quality products delivered to support military requirements.
Planning Yard	Puget Sound Naval Shipyard provides design services for modernization of a sizable portion of the surface fleet through two Planning Yard detachments, at Boston and Bremerton. Using current CAD technology, we provide customers with not only design and engineering services, but bills of material, execution instructions and on-site technical support. The end result is quality modernization installations at reasonable costs.
RATA	Puget Sound Naval Shipyard provides RATA services throughout the Pacific Basin and on both coasts. The Shipyard is the primary source for complex RATA work in all West Coast homeports. The Shipyard, in conjunction with COMNAVAIRPAC, is developing facilities to support carrier maintenance at North Island, and is supporting work in the Bay area until closure of Alemeda Naval Air Station. The Shipyard has committed to provide fleet customers on the West Coast with on-site presence within 48 hours of the type commander authorizing work.
Regular Overhauls	The Shipyard has established technical and project management teams to assure timely and accurate completion of regular depot assignments. The project management staffs and other organizations work closely with customers during the planning phases to ensure the work is carefully defined for the best use of customer funds. During the execution phase, close coordination with Ship's Force is maintained, including integrated schedules. Implementation of BAIM will further enhance all aspects of execution to meet military needs.

Primary UIC: 00251

MEASURES OF MERIT

Costs[1]

18. Real Property Maintenance (RPM)

18.1 What is your activity's backlog of real property maintenance for facilities performing depot maintenance as of 30 September 1993 (express in $K)? **$105,433**

18.2 What were your activity's annual RPM expenses (in $K) for Fiscal Years 1990-1993? Provide your answers in Table 18.2.

Table 18.2: **Real Property Maintenance Expenses**

	FY 1990	FY 1991	FY 1992	FY 1993
RPM Expenses ($K)	12,784	14,179	19,151	18,468

19. Annual Operating Costs (Excludes Materials used in Depot Maintenance Workloads)

19.1 What were the total depot maintenance actual annual operating costs for your activity (AOC/$K), excluding materials, used in depot maintenance workloads for Fiscal Years 1990-1993? What was the cost per direct labor hour ($DLH) for actual executed hours reported in the DBOF? Provide your answers in Table 19.1.a.

Table 19.1: **Annual Operating Costs**

	FY 1990	FY 1991	FY 1992	FY 1993
AOC ($K)	576,899	631,851	694,351	674,017
$ / DLH	46.84	52.68	46.51	50.69

[1]There are inherent differences in organizational structure and accounting systems across the Services. Consequently, cost accumulations vary considerably. This severely limits the comparability of the cost per direct labor hour ($/DLH) rates across Service lines.

Primary UIC: 00251

Costs, continued

20. Environmental Compliance

20.1 What were your total depot maintenance actual and programmed environmental compliance costs (expressed in $K) for Fiscal Years 1990-1997? Provide your answers in Table 20.1.

Table 20.1: **Environmental Compliance Costs**

COST($K)	FY 1990	FY 1991	FY 1992	FY 1993	FY 1994	FY 1995	FY 1996	FY 1997
Actual	* 18,147	* Not Avail.	* Est. 10,538	Est. 31,680				
Programmed	* 1,661	* 21,349	* 10,539	* 26,327	28,922	31,106	28,531	24,672

Only Env. Compliance portion of the Env. Bud.

* Included Process Shop data. Without Process Shop, the amount was approx. $23,585.

Increase in FY95 is primarily due to the following:

Replacement of Foundry Baghouses	2200K
Close HW Tanks	560K
Misc. Repair to Bldg. 871	500K
Design for Above Projects	391K

20.2 If spending is accomplished as programmed above, what will be the remaining costs (backlog at the end of Fiscal Year 1997 expressed in $K) to bring existing facilities/equipment into environmental compliance?

NONE

21. Local Wage Rate

21.1 What were your Department of Labor local wage rates for a WG-11, step 3 for Fiscal Years 1991 through 1994?

Table 21.1: **Wage Rate**

Wage Rate	FY 1991	FY 1992	FY 1993	FY 1994
WG-11 / Step3	14.99	15.61	16.18	16.82

Primary UIC: 00251

Costs, continued

22. Programmed Capital Investments

22.1 How much is programmed for new mission equipment for Fiscal Years 1996 through 1999? Provide your answer (in $K) in Table 22.1.

22.2 How much is programmed for replacement equipment for Fiscal Years 1996 through 1999? Provide your answer (in $K) in Table 22.1.

Table 22.1: **Programmed Capital Investments**

TYPE	FY 1996	FY 1997	FY 1998	FY 1999
NEW MISSION ($K)	26,267	22,842	2,777	2,531
REPLACEMENT ($K)	13,561	18,572	21,870	19,085u
TOTAL	39,828	41,414	24,647	21,616

UIC N00251

Data Being Certified: BRAC 95 Data Call Number 9, Puget Sound Naval Shipyard

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

NEXT ECHELON LEVEL (if applicable)

Edward L. Shelton

NAME (Please type or print) Signature

Deputy Commander for Naval Shipyard and SUPSHIP Management and Field Activity Support Directorate (Acting)

Title Date 9/8/94

Naval Sea Systems Command

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

G. R. STERNER
Commander
Naval Sea Systems Command

Title Date 9/8/94

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 9/9/94

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel at 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.

Data Being Certified: BRAC 95, Data Call 9 and Supplement, Joint Cross Service Group - Depot Maintenance

ACTIVITY COMMANDER

G. R. YOUNT, Captain, U.S. Navy
NAME (Please type of print)

Signature

Shipyard Commander
Title

9/7/94
Date

Puget Sound Naval Shipyard
Activity

BRAC-95 CERTIFICATION

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Data Being Certified: BRAC 95, Supplement, Joint Cross Service Group

ACTIVITY COMMANDER

G. R. YOUNT, Captain, U.S. Navy
NAME (Please type of print)

Signature

Shipyard Commander
Title

9 SEPT 94
Date

Puget Sound Naval Shipyard
Activity

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

Data Being Certified: BRAC 95, Data Call Supplement, Joint Cross Service Group - Depot Maintenance, #1.1.a & 1.2.a (Revised)

ACTIVITY COMMANDER

G. R. YOUNT, Captain, U.S. Navy
NAME (Please type of print)

Signature

Shipyard Commander
Title

9/12/94
Date

Puget Sound Naval Shipyard
Activity

UIC N00251

Data Being Certified: BRAC 95 Data Call Number 9, Puget Sound Naval Shipyard, Revisions

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

NEXT ECHELON LEVEL (if applicable)

William H. Ryzewic

NAME (Please type or print)

W. H. Ryzewic

Signature

Executive Director for Naval Shipyard and SUPSHIP Management and Field Activity Support Directorate

Title

9/13/94

Date

Naval Sea Systems Command

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)

G. R. STERNER
Commander
Naval Sea Systems Command

Signature

Title

9/13/94

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)

J. B. GREENE, JR.

NAME (Please type or print)

Signature

ACTING

Title

14 SEP 1994

Date

118

Data Being Certified: BRAC 95 Data Call Number 9, Supplemenal, Joint Cross Service Group - Depot Maintenance Tables 12-15, Puget Sound Naval Shipyard.

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

G. R. STERNER

Title Commander Naval Sea Systems Command Date 9/12/94

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)

J. B. GREENE, JR.
NAME (Please type or print) Signature

ACTING

Title Date 14 SEP 1994

118

UIC N00251

Data Being Certified: BRAC 95 Data Call Number 9, Revision, Puget Sound Naval Shipyard

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

NEXT ECHELON LEVEL (if applicable)

RADM T. J. Porter, USN

NAME (Please type or print) Signature 9/21/94

Deputy Commander for Naval Shipyard
and SUPSHIP Management and Field
Activity Support Directorate

Title Date

Naval Sea Systems Command

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

G. R. STERNER
Commander
Naval Sea Systems Command

9/21/94

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

10/5/94

Title Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

Data Being Certified: BRAC 95, Joint Cross Service Group Supplement - Depot Maintenance, Items ~~1.1~~, 1.3, 3.1, 7.1, & 9.1

TO BE PROVIDED BY NAVSEA →

ACTIVITY COMMANDER

9/21/94

G. R. YOUNT, Captain, U.S. Navy
NAME (Please type of print)

Signature

Shipyard Commander
Title

20 September 1994
Date

Puget Sound Naval Shipyard
Activity

UIC N00251

Data Being Certified: BRAC 95 Data Call Number 9, Supplemenal, Joint Cross Service Group - Depot Maintenance Tables 12-15, Puget Sound Naval Shipyard.

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)
G. R. STERNER
Commander
Naval Sea Systems Command
Title

Signature

Date 9/29/94

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 30 SEP 1994

UIC N00251

Data Being Certified: BRAC 95 Data Call Number 9, Supplemental, Joint Cross Service Group - Depot Maintenance Tables 1.1a and 1.2a, Puget Sound Naval Shipyard.

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

G. R. STERNER
Commander
Title Naval Sea Systems Command — Date 9/29/94

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

30 SEP 1994

Title — Date

118

UIC N00251

Data Being Certified: BRAC 95 Data Call Number 9, Revisions, Puget Sound Naval Shipyard

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

NEXT ECHELON LEVEL (if applicable)

Robert S. Johnson

NAME (Please type or print)

Signature

Director, Field Activity Support Group
Naval Shipyard and SUPSHIP Management
and Field Activity Support Directorate

Title

10/2/94

Date

Naval Sea Systems Command

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)

G. R. STERNER
Commander
Naval Sea Systems Command

Title

Signature

10/3/94

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)

NAME (Please type or print)

Signature

Title

10/4/94

Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

Data Being Certified: BRAC 95, Data Call 9 #12.1.a, 31.1.l, 31.1.n, and Supplement, Joint Cross Service Group - Depot Maintenance #1.1a, 1.2a, 1.3a, 3.1a, 3.1b (Revised)

ACTIVITY COMMANDER

G. R. YOUNT, Captain, U.S. Navy	
NAME (Please type of print)	Signature
Shipyard Commander	9/23/94
Title	Date
Puget Sound Naval Shipyard	
Activity	

118

UIC N00251

Data Being Certified: BRAC 95 Data Call Number 9, Supplemenal, Joint Cross Service Group - Depot Maintenance Table 1.2a, Puget Sound Naval Shipyard, Revision.

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)
G. R. STERNER
Commander
Naval Sea Systems Command
Title

Signature G. R. Sterner

Date 10/4/94

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 10/5/94

UIC N00251

R

Data Being Certified: BRAC 95 Data Call Number 9, Supplemental Joint Cross Service Group - Depot Maintenance, Revised Table 1.3.a, Table 3.1.a, and Table 3.1.b, Puget Sound Naval Shipyard

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) G. R. STERNER

Signature

Title Commander Naval Sea Systems Command

Date 10/7/94

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) W. A. EARNER

Signature

Title

Date 10/7/94

BRAC-95 CERTIFICATION

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

Data Being Certified: BRAC 95, Data Call Supplement for Joint Cross Service Group #1.3a, 3.1a, 3.1b (Revised)

ACTIVITY COMMANDER

V. T. WILLIAMS, Captain, US Navy
NAME (Please type of print)

V T Williams
Signature

Shipyard Commander (Acting)
Title

6 Oct 94
Date

Puget Sound Naval Shipyard
Activity

UIC N00251

R.

Data Being Certified: BRAC 95 Data Call Number 9, Supplemental Joint Cross Service Group - Depot Maintenance, Revised Table 1.1.a, Table 1.2.a, and Tables 12-15 provided by NAVSEA, Puget Sound Naval Shipyard

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)
G. R. STERNER
Commander
Naval Sea Systems Command
Title

Signature

10/7/94
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)

Signature

Title

10/7/94
Date

118

UIC N00251

Data Being Certified: BRAC 95 Data Call Number 9, Puget Sound Naval Shipyard, Question 39.1, Revision.

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

NEXT ECHELON LEVEL (if applicable)

William H. Ryzewic

NAME (Please type or print)

W. H. Ryzewic

Signature

Executive Director for Naval Shipyard and SUPSHIP Management and Field Activity Support Directorate

Title

10/13/94

Date

Naval Sea Systems Command

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)

G. R. Sterner

Signature

G. R. STERNER

Title

Commander Naval Sea Systems Command

10/13/94

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)

J. B. GREENE, JR.

NAME (Please type or print)

J. B. Greene Jr.

Signature

ACTING

Title

14 OCT 1994

Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel at 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."

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

Data Being Certified: BRAC 95, Data Call 9, #39.1 (Revised)

ACTIVITY COMMANDER

V. T. WILLIAMS, Captain, US Navy
NAME (Please type of print)

V T Williams
Signature

Shipyard Commander (Acting)
Title

10/5/94
Date

Puget Sound Naval Shipyard
Activity

118

UIC N00251

Data Being Certified: **BRAC 95 Data Call Number 9, Supplemental Joint Cross Service Group - Depot Maintenance, Revised Tables 12-15 provided by NAVSEA, Puget Sound Naval Shipyard.**

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

MAJOR CLAIMANT LEVEL

E. S. MCGINLEY, II
NAME (Please type or print)

Signature

Acting Commander
Title

10/19/94
Date

Naval Sea Systems Command
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

10/19/94
Date

118

Data Being Certified: BRAC 95, Data Call Number 9, Revised Page 97R, Table 31.1.n
Puget Sound Naval Shipyard, Revision

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

William H. Ryzewic
NAME (Please type or print)

W. H. Ryzewic
Signature

Executive Director for Naval Shipyard and SUPSHIP Management and Field Activity Support Directorate
Title

2/17/95
Date

Naval Sea Systems Command
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)

G. R. Sterner
Signature

G. R. STERNER
Commander
Naval Sea Systems Command
Title

2/17/95
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)

C.G. Geiger
NAME (Please type or print)

C. Geiger
Signature

Acting
Title

2-23-95
Date

R

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

Data Being Certified: BRAC 95, Data Call 9, #31.1n (Revised)

ACTIVITY COMMANDER

G. R. Yount, Captain, US Navy
NAME (Please type of print)

Signature

Shipyard Commander
Title

2/6/95
Date

Puget Sound Naval Shipyard
Activity

112

Puget Sound Naval Shipyard
Primary UIC: 00251

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Activity Identification: Please complete the following table, identifying the activity for which this response is being submitted.

Activity Name:	Puget Sound Naval Shipyard
UIC:	00251
Major Claimant:	Naval Sea Systems Command

General Instructions/Background:

Information requested in this data call is required for use by the Base Structure Evaluation Committee (BSEC), in concert with information from other data calls, to analyze both the impact that potential closure or realignment actions would have on a local community and the impact that relocations of personnel would have on communities surrounding receiving activities. In addition to Cost of Base Realignment Actions (COBRA) analyses which incorporate standard Department of the Navy (DON) average cost factors, the BSEC will also be conducting more sophisticated economic and community infrastructure analyses requiring more precise, activity-specific data. For example, activity-specific salary rates are required to reflect differences in salary costs for activities with large concentrations of scientists and engineers and to address geographic differences in wage grade salary rates.
Questions relating to "Community Infrastructure" are required to assist the BSEC in evaluating the ability of a community to absorb additional employees and functions as the result of relocation from a closing or realigning DON activity.

Due to the varied nature of potential sources which could be used to respond to the questions contained in this data call, a block appears after each question, requesting the identification of the source of data used to respond to the question. To complete this block, identify the source of the data provided, including the appropriate references for source documents, names and organizational titles of individuals providing information, etc. Completion of this "Source of Data" block is critical since some of the information requested may be available from a non-DoD source such as a published document from the local chamber of commerce, school board, etc. Certification of data obtained from a non-DoD source is then limited to certifying that the information contained in the data call response is an accurate and complete representation of the information obtained from the source.

Puget Sound Naval Shipyard
Primary UIC: 00251

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Records must be retained by the certifying official to clearly document the source of any non-DoD information submitted for this data call.
General Instructions/Background (Continued):

The following notes are provided to further define terms and methodologies used in this data call. Please ensure that responses consistently follow this guidance:

Note 1: Throughout this data call, the term **"activity"** is used to refer to the DON installation that is the addressee for the data call.

Note 2: Periodically throughout this data call, questions will include the statement that the response should refer to the **"area defined in response to question 1.b., (page 3)"**. Recognizing that in some large metropolitan areas employee residences may be scattered among many counties or states, **the scope of the "area defined" may be limited to the sum of:**

- **those counties that contain government (DoD) housing units (as identified in 1.b.2)), and,**
- **those counties closest to the activity which, in the aggregate, include the residences of 80% or more of the activity's employees.**

Note 3: Responses to questions referring to "civilians" in this data call should reflect **federal civil service appropriated fund employees**.

1. Workforce Data

a. Average Federal Civilian Salary Rate. Provide the projected FY 1996 average gross annual appropriated fund civil service salary rate for the activity identified as the addressee in this data call. This rate should include all cash payments to employees, and exclude non-cash personnel benefits such as employer retirement contributions, payments to former employees, etc.

Average Appropriated Fund Civilian Salary Rate:	43,663

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Source of Data (1.a. Salary Rate): FY96/97 AFMB Submittal Exhibit CP-2

b. Location of Residence. Complete the following table to identify where employees live. Data should reflect current workforce.

1) Residency Table. Identify residency data, by county, for both military and civilian (civil service) employees working at the installation (including, for example, operational units that are homeported or stationed at the installation). For each county listed, also provide the estimated average distance from the activity, in miles, of employee residences and the estimated average length of time to commute one-way to work. For the purposes of displaying data in the table, any county(s) in which 1% or fewer of the activity's employees reside may be consolidated as a single line entry in the table, titled "Other".

County of Residence	State	No. of Employees Residing in County		Percentage of Total Employees	Average Distance From Base (Miles)	Average Duration of Commute (Minutes)
		Military	Civilian			
Jefferson	WA	32	37	.43	70	80
King	WA	149	257	2.52	75	100
Kitsap	WA	5,196	8,132	82.79	15	25
Mason	WA	146	816	5.98	50	60
Pierce	WA	99	1,067	7.24	45	60
Snohomish	WA	12	23	.22	100	120
Thurston	WA	2	50	.32	75	90
Other (*)	WA	70	11	.50	113	137

* Clallam, Grays Harbor, Island, Clark, Skagit, Lewis = 100%

As discussed in Note 2 on Page 2, subsequent questions in the data call refer to the "area defined in response to question 1.b., (page 3)". In responding to these questions, the scope of the "area defined" may be limited to the sum of: a) those counties that contain government (DoD) housing units (as identified below), and, b) those counties closest to the activity which,

in the aggregate, include the residences of 80% or more of the activity's employees.

2) Location of Government (DoD) Housing. If some employees of the base live in government housing, identify the county(s) where government housing is located:

Kitsap County

Source of Data (1.b. 1) & 2) Residence Data): NCPDS and area map

c. Nearest Metropolitan Area(s). Identify all major metropolitan area(s) (i.e., population concentrations of 100,000 or more people) which are within 50 miles of the installation. If no major metropolitan area is within 50 miles of the base, then identify the nearest major metropolitan area(s) (100,000 or more people) and its distance(s) from the base.

City	County	Distance from base (miles)
Seattle	King	16 nautical miles 66 road miles
Tacoma	Pierce	31 road miles

Source of Data (1.c. Metro Areas): NAVSUPINST 4600.70, and 1992 Road Atlas

d. Age of Civilian Workforce. Complete the following table, identifying the age of the activity's **civil service** workforce.

Age Category	Number of Employees	Percentage of Employees
16 - 19 Years	36	.35
20 - 24 Years	215	2.07
25 - 34 Years	1,818	17.49
35 - 44 Years	4,159	40.02
45 - 54 Years	3,508	33.75
55 - 64 Years	635	6.11
65 or Older	22	.21
TOTAL	10,393	100 %

Source of Data (1.d.) Age Data): Defense Civilian Personnel Data System (DCPDS)

e. Education Level of Civilian Workforce

1) Education Level Table. Complete the following table, identifying the education level of the activity's **civil service** workforce.

Last School Year Completed	Number of Employees	Percentage of Employees
8th Grade or less	9	.09
9th through 11th Grade	348	3.35
12th Grade or High School Equivalency	6,170	59.43
1-3 Years of College	2,119	20.39
4 Years of College (Bachelors Degree)	1,507	14.43
5 or More Years of College (Graduate Work)	240	2.31
TOTAL	10,393	100 %

2) Degrees Achieved. Complete the following table for the activity's **civil service** workforce. Identify the number of employees with each of the following degrees, etc. To avoid double counting, only identify the highest degree obtained by a worker (e.g., if an employee has both a Master's Degree and a Doctorate, only include the employee under the category "Doctorate").

Degree	Number of Civilian Employees
Terminal Occupation Program - Certificate of Completion, Diploma or Equivalent (for areas such as technicians, craftsmen, artisans, skilled operators, etc.)	1,797
Associate Degree	749
Bachelor Degree	1,507

Degree	Number of Civilian Employees
Masters Degree	129
Doctorate	9

Source of Data (1.e.1) and 2) Education Level Data): Defense Civilian Personnel Data System (DCPDS)

f. Civilian Employment By Industry. Complete the following table to identify by "industry" the type of work performed by **civil service** employees at the activity. The intent of this table is to attempt to stratify the activity civilian workforce using the same categories of industries used to identify private sector employment. Employees should be categorized based on their primary duties. Additional information on categorization of private sector employment by industry can be found in the Office of Management and Budget Standard Industrial Classification (SIC) Manual. However, you do not need to obtain a copy of this publication to provide the data requested in this table.

Note the following specific guidance regarding the "Industry Type" codes in the first column of the table: Even though categories listed may not perfectly match the type of work performed by civilian employees, please attempt to assign each civilian employee to one of the "Industry Types" identified in the table. However, only use the Category 6, "Public Administration" sub-categories when none of the other categories apply. Retain supporting data used to construct this table at the activity-level, in case questions arise or additional information is required at some future time. **Leave shaded areas blank.**

Industry	SIC Codes	No. of Civilians	% of Civilians
1. Agriculture, Forestry & Fishing	01-09	0	0
2. Construction (includes facility maintenance and repair)	15-17	272	2.62
3. Manufacturing (includes Intermediate and Depot level maintenance)	20-39		

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Industry	SIC Codes	No. of Civilians	% of Civilians
3a. Fabricated Metal Products (include ordnance, ammo, etc.)	34	15	.14
3b. Aircraft (includes engines and missiles)	3721 et al	0	0.0
3c. Ships	3731	5,582	53.71
3d. Other Transportation (includes ground vehicles)	various	0	0
3e. Other Manufacturing not included in 3a through 3d	various	216	2.08
Sub-Total 3a. through 3e.	20-39	5,798	55.79
4. Transportation/Communications/ Utilities	40-49		
4a. Railroad Transportation	40	7	.07
4b. Motor Freight Transportation & Warehousing (includes supply services)	42	214	2.07
4c. Water Transportation (includes organizational level maintenance)	44	8	.08
4d. Air Transportation (includes organizational level maintenance)	45	0	0
4e. Other Transportation Services (includes organizational level maintenance)	47	110	1.06
4f. Communications	48	16	.15
4g. Utilities	49	128	1.23
Sub-Total 4a. through 4g.	40-49	483	4.65
5. Services	70-89		
5a. Lodging Services	70	0	0

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Industry	SIC Codes	No. of Civilians	% of Civilians
5b. Personal Services (includes laundry and funeral services)	72	1	.01
5c. Business Services (includes mail, security guards, pest control, photography, janitorial and ADP services)	73	778	7.49
5d. Automotive Repair and Services	75	20	.19
5e. Other Misc. Repair Services	76	92	.89
5f. Motion Pictures	78	0	0
5g. Amusement and Recreation Services	79	27	.26
5h. Health Services	80	386	3.72
5i. Legal Services	81	8	.08
5j. Educational Services	82	61	.59
5k. Social Services	83	16	.15
5l. Museums	84	0	0
5m. Engineering, Accounting, Research & Related Services (includes RDT&E, ISE, etc.)	87	1,621	15.60
5n. Other Misc. Services	89	587	5.65
Sub-Total 5a. through 5n.:	70-89	3,596	34.60
6. Public Administration	91-97		
6a. Executive and General Government, Except Finance	91	148	1.42
6b. Justice, Public Order & Safety (includes police, firefighting and emergency management)	92	0	0.0
6c. Public Finance	93	65	.63
6d. Environmental Quality and Housing Programs	95	15	.14

Industry	SIC Codes	No. of Civilians	% of Civilians
Sub-Total 6a. through 6d.		228	2.19
TOTAL		10,393	100 %

Source of Data (1.f.) Classification By Industry Data): Defense Civilian Personnel Data System (DCPDS) and Staffing Specialist Judgement

g. Civilian Employment by Occupation. Complete the following table to identify the types of "occupations" performed by **civil service** employees at the activity. Employees should be categorized based on their primary duties. Additional information on categorization of employment by occupation can be found in the Department of Labor Occupational Outlook Handbook. However, you do not need to obtain a copy of this publication to provide the data requested in this table.

Note the following specific guidance regarding the "Occupation Type" codes in the first column of the table: Even though categories listed may not perfectly match the type of work performed by civilian employees, please attempt to assign each civilian employee to one of the "Occupation Types" identified in the table. Refer to the descriptions immediately following this table for more information on the various occupational categories. Retain supporting data used to construct this table at the activity-level, in case questions arise or additional information is required at some future time. **Leave shaded areas blank.**

Occupation	Number of Civilian Employees	Percent of Civilian Employees
1. Executive, Administrative and Management	889	8.55
2. Professional Specialty		
2a. Engineers	1,065	10.25
2b. Architects and Surveyors	4	.04
2c. Computer, Mathematical & Operations Research	77	.74

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Occupation	Number of Civilian Employees	Percent of Civilian Employees
2d. Life Scientists	0	0.0
2e. Physical Scientists	25	.24
2f. Lawyers and Judges	3	.03
2g. Social Scientists & Urban Planners	8	.08
2h. Social & Recreation Workers	33	.32
2i. Religious Workers	0	0
2j. Teachers, Librarians & Counselors	17	.16
2k. Health Diagnosing Practitioners (Doctors)	0	0
2l. Health Assessment & Treating(Nurses, Therapists, Pharmacists, Nutritionists, etc.)	0	0
2m. Communications	0	0
2n. Visual Arts	10	.10
Sub-Total 2a. through 2n.:	1,242	11.95
3. Technicians and Related Support		
3a. Health Technologists and Technicians	67	.64
3b. Other Technologists	1,010	9.72
Sub-Total 3a. and 3b.:	1,077	10.36
4. Administrative Support & Clerical	553	5.32
5. Services		
5a. Protective Services (includes guards, firefighters, police)	157	1.51
5b. Food Preparation & Service	0	0
5c. Dental/Medical Assistants/Aides	0	0

Occupation	Number of Civilian Employees	Percent of Civilian Employees
5d. Personal Service & Building & Grounds Services (includes janitorial, grounds maintenance, child care workers)	47	.45
Sub-Total 5a. through 5d.	204	1.96
6. Agricultural, Forestry & Fishing	0	0
7. Mechanics, Installers and Repairers	1,661	15.98
8. Construction Trades	155	1.49
9. Production Occupations	3,774	36.31
10. Transportation & Material Moving	589	5.67
11. Handlers, Equipment Cleaners, Helpers and Laborers (not included elsewhere)	249	2.40
TOTAL	10,393	100 %

Source of Data (1.g.) Classification By Occupation Data): Defense Civilian Personnel Data System (DCPDS)

Description of Occupational Categories used in Table 1.g. The following list identifies public and private sector occupations included in each of the major occupational categories used in the table. Refer to these examples as a guide in determining where to allocate **appropriated fund civil service jobs** at the activity.

1. Executive, Administrative and Management. Accountants and auditors; administrative services managers; budget analysts; construction and building inspectors; construction contractors and managers; cost estimators; education administrators; employment interviewers; engineering, science and data processing managers; financial managers; general managers and top executives; chief executives and legislators; health services managers; hotel managers and assistants; industrial production managers; inspectors and compliance officers, except construction; management analysts and consultants; marketing, advertising and public relations managers; personnel, training and labor relations specialists and managers; property and real estate managers; purchasing agents and managers; restaurant and food service managers; underwriters; wholesale and retail buyers and merchandise managers.

2. Professional Specialty. Use sub-headings provided.

3. Technicians and Related Support. Health Technologists and Technicians sub-category - self-explanatory. Other Technologists sub-category includes aircraft pilots; air traffic controllers; broadcast technicians; computer programmers; drafters; engineering technicians; library technicians; paralegals; science technicians; numerical control tool programmers.

4. Administrative Support & Clerical. Adjusters, investigators and collectors; bank tellers; clerical supervisors and managers; computer and peripheral equipment operators; credit clerks and authorizers; general office clerks; information clerks; mail clerks and messengers; material recording, scheduling, dispatching and distributing; postal clerks and mail carriers; records clerks; secretaries; stenographers and court reporters; teacher aides; telephone, telegraph and teletype operators; typists, word processors and data entry keyers.

5. Services. Use sub-headings provided.

6. Agricultural, Forestry & Fishing. Self explanatory.

7. Mechanics, Installers and Repairers. Aircraft mechanics and engine specialists; automotive body repairers; automotive mechanics; diesel mechanics; electronic equipment repairers; elevator installers and repairers; farm equipment mechanics; general maintenance mechanics; heating, air conditioning and refrigeration technicians; home appliance and power tool repairers, industrial machinery repairers; line installers and cable splicers; millwrights; mobile heavy equipment mechanics; motorcycle, boat and small engine mechanics; musical instrument repairers and tuners; vending machine servicers and repairers.

8. Construction Trades. Bricklayers and stonemasons; carpenters; carpet installers; concrete masons and terrazzo workers; drywall workers and lathers; electricians; glaziers; highway maintenance; insulation workers; painters and paperhangers; plasterers; plumbers and pipefitters; roofers; sheet metal workers; structural and reinforcing ironworkers; tilesetters.

9. Production Occupations. Assemblers; food processing occupations; inspectors, testers and graders; metalworking and plastics-working occupations; plant and systems operators, printing occupations; textile, apparel and furnishings occupations; woodworking occupations; miscellaneous production operations.

10. Transportation & Material Moving. Bus drivers; material moving equipment operators; rail transportation occupations; truck drivers; water transportation occupations.

11. Handlers, Equipment Cleaners, Helpers and Laborers (not included elsewhere). Entry level jobs not requiring significant training.

h. Employment of Military Spouses. Complete the following table to provide estimated information concerning **military spouses** who are also employed in the area defined in response to question 1.b., above. **Do not fill in shaded area.**

1. Percentage of Military Employees Who Are Married:	46 %
2. Percentage of Military Spouses Who Work Outside of the Home:	54 %
3. Break out of Spouses' Location of Employment (Total of rows 3a. through 3d. should equal 100% and reflect the number of spouses used in the calculation of the "Percentage of Spouses Who Work Outside of the Home".	
3a. Employed "On-Base" - Appropriated Fund:	10 %
3b. Employed "On-Base" - Non-Appropriated Fund:	30 %
3c. Employed "Off-Base" - Federal Employment:	22 %
3d. Employed "Off-Base" - Other Than Federal Employment	38 %

Source of Data (1.h.) Spouse Employment Data): Survey of Military Personnel.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

2. Infrastructure Data. For each element of community infrastructure identified in the two tables below, rate the community's ability to accommodate the relocation of additional functions and personnel to your activity. Please complete each of the three columns listed in the table, reflecting the impact of various levels of increase (20%, 50% and 100%) in the number of personnel working at the activity (and their associated families). In ranking each category, use one of the following three ratings:

A - Growth can be accommodated with little or no adverse impact to existing community infrastructure and at little or no additional expense.

B - Growth can be accommodated, but will require some investment to improve and/or expand existing community infrastructure.

C - Growth either cannot be accommodated due to physical/environmental limitations or would require substantial investment in community infrastructure improvements.

Table 2.a., "Local Communities": This first table refers to the local community (i.e., the community in which the base is located) and its ability to meet the increased requirements of the installation.

Table 2.b., "Economic Region": This second table asks for an assessment of the infrastructure of the economic region (those counties identified in response to question 1.b., (page 3) - taken in the aggregate) and its ability to meet the needs of additional employees and their families moving into the area.

For both tables, annotate with an asterisk (*) any categories which are wholly supported on-base, i.e., are not provided by the local community. These categories should also receive an A-B-C rating. Answers for these "wholly supported on-base" categories should refer to base infrastructure rather than community infrastructure.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

a. Table A: Ability of the local community to meet the expanded needs of the base.

1) Using the **A - B - C** rating system described above, complete the table below.

Category	20% Increase	50% Increase	100% Increase
Off-Base Housing	B	C	C
Schools - Public	A	C	C
Schools - Private	A	B	B
Public Transportation - Roadways	B	C	C
Public Transportation - Buses/Subways	A	B	B
Public Transportation - Rail	A	A	B
Fire Protection	A	A	B
Police	B	C	C
Health Care Facilities	A	B	B
Utilities:			
Water Supply	A	A	B
Water Distribution	A	B	B
Energy Supply	A	B	B
Energy Distribution	A	B	B
Wastewater Collection	B	B	C
Wastewater Treatment	B	B	C
Storm Water Collection	B	B	C
Solid Waste Collection and Disposal	A	B	B
Hazardous/Toxic Waste Disposal	N/A	N/A	N/A
Recreational Activities	A	B	C

Remember to mark with an asterisk any categories which are wholly supported on-base.

2) For each rating of **"C"** identified in the table on the preceding page, attach a brief narrative explanation of the types and magnitude of improvements required and/or the nature of any barriers that preclude expansion.

BACKGROUND: Kitsap County is a small largely rural and wooded county occupying the northern two thirds of the Kitsap Peninsula. The county's orientation is to the outdoors and water. (Mason and Pierce Counties occupy the remainder of the peninsula.)

The City of Bremerton is centrally in the County on Sinclair Inlet. Although the impacts in this study are divided into **community** (City) and **region** (County), there is a strong crossover for many.

In order to determine the total population increase in the community and region , multiplier factors for retail and other support, persons per household and other factors were extrapolated from a report prepared by the Office of Economic Adjustment, ODS, in February 1976 titled The Trident Impact on Kitsap County. The forecast in this report for 1985 (166,000) was close to actuals for that year (168,000).

For the requested scenarios, the population increase is estimated at:

Percent Increase		Population Increase		
In Yard Staff	City	County	Other	Total
20 Percent	3,609	7,049	2,066	12,724
50 Percent	5,984	20,660	5,165	31,809
100 Percent	8,929	44,358	10,330	63,617

Appendix (A) provides the backup calculations for the above projections. (The percent of Shipyard population living in the City is for Bremerton Zip Codes 98310 and 98312, which includes unincorporated areas adjacent to the City and Zip Code 98314 for the Shipyard. Effective 1 July 1994, additional zip codes for the City will be 98311 and 98337.)

Population: The region's population has been increasing rapidly for the last few years. From 1990 to 1994, the County's population grew 12 percent. Kitsap County was the eighth fastest growing county in the state. Growth in the county has been in the central and northern area, surrounding the retail center at Silverdale and the Bangor base; and in South Kitsap, due to migration from Tacoma and North Pierce County.

During the same period, Bremerton's population increased only 3.0 percent to a current total

of 39,292 in the City. Growth in the City has been primarily in border neighborhoods.

County growth for the next 20 years is projected at 91,000 or 23 percent more than the population increase derived from a Shipyard scenario of 100 percent. This growth is projected for the City and regions adjacent to the City in South and Central Kitsap.

The City projects an increase for the next **six** years of about 2,000 or 45 percent of the population increase for the twenty percent scenario. Bremerton is constrained for space to build single family dwellings.

City growth for the next twenty years is projected at 19,000, nearly 200 percent more than the 100 percent scenario. The increase after six years assumes changing market conditions which will demand and allow significant construction of multi-family dwellings.

City of Bremerton planning allows for plus or minus ten percent shift in total Shipyard (military and civilian), due to Shipyard workload changes and the types of ships traditionally in overhaul or in port.

The retail core has shifted from downtown Bremerton to Silverdale, substantially impacting city revenues. With completion of a downtown overwater park and marinas, including collocation of the EX-USS TURNER JOY, alternatives to normal retail trade, such as art galleries, are locating in the central core. Sizeable retail areas exist in both East Bremerton, around Ridell Road, and West at Auto Center Way.

Off-base Housing:

Increase in Demand	Dwelling Units Required to meet Demand
20 Percent	5,510
50 Percent	13,770
100 Percent	27,560

According to the 1990 U.S. Census, there are 74,000 housing units of all types in the County or a 29 percent increase (16,700) in ten years. Housing demand is projected at 3,100 units average per year County wide for the next three years. Vacancy rates are generally low, ranging from 0.7 percent in South Kitsap to 1.9 percent in Central Kitsap.

An increase in Shipyard population of 20 percent will be more than double housing demand. With the upgrades to Highway 3 West being accomplished in Mason County, a higher portion of the Yard's population may reside in North Mason County.

For home sales, demand is high:

Single family homes are affordable (compared to other markets) in the local market with the average new home sale price in 1993 at $143,000 and used at $124,388. Home sales are healthy with annual average of 3,000 sales recorded in the Multiple Listing Service in the last two years. Housing demand is generated by urban buyers seeking a more rural environment, a strong move-up market, a strong retiree market, growth restrictions in surrounding Puget Sound counties, and business start-ups.

The supply of single-family and mobile home lots is falling short of consumption. Over the past four years 1.33 lots were used to every lot created.

Demand has decreased for apartment units:

Multiple-dwelling vacancy rates were 7.7 percent in March 1994. (Vacancy rates were under 2.0 percent for three years, increasing to above five percent in December 1992). Bremerton vacancy rates were about 9.2 percent in the same month. Factors contributing to the higher vacancy rates are: Loss of tenants to home purchase; new properties drawing tenants out of older properties; and those due to completion of VINSON and CALIFORNIA overhauls in early 1993.

Per the report, *Demand for Private Sector housing, NC Bangor/Bremerton* of February 1991, prepared for WestDiv NavFac, a critical housing shortage currently exists in both navy and civilian families in Kitsap County today. Nearly 950 local Navy families are unsuitably housed in the private sector. Therefore, the Navy is building 400 housing units at Jackson Park and Bangor.

New private sector units currently under construction or in lease-up total 931.

364 BEQ rooms are approved for construction, totaling 1,448 beds.

Public Schools: Using the criteria established in the Trident Impact study and verified by the Bremerton School District, a new school will be required for every 500 new students:

Percent Increase in

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Shipyard Staff	New Students	Schools
20 percent	3,180	6
50 percent	7,950	16
100 percent	15,900	32

The school districts primarily impacted will be Bremerton and the districts bordering Bremerton School District: South Kitsap, Central Kitsap, and North Mason (Mason County). (Other districts include North Kitsap, Bainbridge Island, Peninsula {Pierce County}, and Chimicum and Port Townsend in Jefferson County.)

Sufficient new construction has occurred in all districts to allow meeting demand at the 20 percent scenario.

The demand for additional school facilities at the higher scenarios will be very difficult to meet. Generally, the school districts impacted are not meeting current demand due to: (1) Normal growth pressures. (2) Reluctance by voters and state government to fund additional facilities, i.e., the most substantial barrier to meeting school demand and to increase other infrastructures is availability of public funds.

Substantial infusion of funds would be required to meet the 50 and 100 percent scenarios. In today's financial climate at all levels of government, such infusion is unlikely. (Kitsap County has adopted a "development impact fee", where new development is assessed a share for the increased costs of schools, parks, and streets. Other infrastructure, such as fire protection, is not included. Incorporated areas have not adopted the fee.)

Private Schools: Demand will adapt to market conditions and public school overflow.

There are many small private schools in the region. Most are church related. However, they are not a major infrastructure impact in either the City or County. For example, there is only one school with a full 12 grades, and it's enrollment is only about 200 students. Demand appears to be driven by overcrowded public schools.

Public Transportation - Roadways: The main arterials through the region are in the county. State Highways 16 and 3 are currently receiving major upgrades: Highway 16 South between the Pierce/Kitsap County line and Gorst, eliminating cross traffic; Highway 16 North from the Hood Canal bridge to Silverdale is being upgraded to four lanes; Highway 3 From Shelton to the Kitsap/Mason County line is being upgraded, including a bypass around Belfair.

As the host for Shipyard jobs, the major impact on roads will be for the City of Bremerton. All arterials to the Shipyard traverse the City.

For the 50 and 100 percent scenarios, substantial added upgrade will be required for all main routes: South Kitsap via Gorst, Central and North Kitsap via highway 3 and Kitsap Way, and Central Kitsap and East Bremerton via Wheaton Way. A major limited access arterial through the City will be required.

For a 100 percent increase, one or two additional major roadways similar to Highway 3 will be required. In addition, the Wagga Way/Wheaton Way arterial from Silverdale to Bremerton will require limited access to the Shipyard. Total construction in the County would be similar to Trident impact.

The City is upgrading it's Western egress in conjunction with the Shipyard opening a new gate into the community area retail core.

Public Transportation - Buses/Subways: (Includes Ferry systems.)
(There are no subway systems in the region.)

In both the City and County, bus transportation is provided by Kitsap Transit of two basic types: Regular bus services and worker/driver buses for Shipyard commuters (including vans.) Both types are expected to meet market demand.

The County is serviced by three cross-Sound Washington State Ferry routes. The City is serviced by one cross-Sound route, a small privately owned passenger ferry to Port Orchard, and small privately owned commuter routes for Shipyard workers. Except for the cross-Sound route from Bremerton, all routes are expected to meet market demand if sufficient notice is given.

Public Transportation - Rail (includes air): The sole rail service in the region is the Shelton-Bangor railway owned by the Navy. At the 100 percent scenario, commuter service along this line may be feasible.

The County does not currently have passenger air service from Bremerton national Airport. These population increases will support renewed service from this airport to SeaTac International Airport.

Fire protection: Fire protection services have improved with construction of three new stations and major mergers of districts.

In the County, the increased population and resultant housing will require additional fire stations. The availability of public funds will inhibit construction.

Police: Due to an inadequate revenue base to support City services, City police are currently underfunded. The lack of public funds will be a greater barrier at the higher population projections.

Health Care Facilities: Civilian health care is provided by Harrison Memorial Hospital, a private non-profit corporation and a major HMO (Group Health). The Hospital is currently building a new out-patient facility in South Kitsap, expanding the main hospital and has purchased land for a new facility at Silverdale.

The HMO has completed a major facility in Port Orchard and a private multi-care facility is being constructed at Silverdale.

Demand will generally be met by market conditions. There may be a temporary shortage of care-providers if the demand occurs rapidly.

(Military care is provided by the 148 bed Bremerton Naval Hospital, located in the City.)

Utilities - Water Supply: The City of Bremerton has an excellent water supply. County supplies (mostly well water) should be adequate for the increases noted. However, coupled with other projected population increases, water levels will become a concern.

In the County, the higher demands will require extensive new wells or connection to the City's supply sources.

Utilities - Water Distribution: Coordinated water plans and allocation of all County areas to water suppliers will significantly improve development of public water systems.

In the County, the higher demands will require extensive new wells or connection to the City's supply sources.

Utilities - Energy Supply and Distribution: Electrical power is supplied by Puget Power, a public utility. The utility is making major system upgrades in the North end of the County. Demand will be met by market conditions. For the 100 percent scenario, lead-time for new distribution systems would be the major barrier.

Wastewater Collection: Wastewater collection in the city at the higher population levels will require substantial investment in upgrading and enlarging existing wastewater lines.

In the County, additional systems must be built to support the concentration of housing expected for the 50 and 100 percent scenarios.

Wastewater Treatment: The plant currently treats a maximum of 18.7M gallons per day; maximum designed capacity is 30.0M gallons per day.

Substantial investment in upgrading treatment plants would be required at the higher population levels.

Storm Water Collection: There are new Storm Water laws restricting run-off into harbors and other waters. The City has started execution of a new collection system. The impact from these scenarios would likely follow, requiring additional major bonding authority and construction.

In the County, additional systems must be built to support the concentration of housing expected for the 50 and 100 percent scenarios.

Solid Waste Collection and Disposal: Solid Waste Collection for both the City and County is provided by a private contractor. The contractor has began a very aggressive recycling program to alleviate land fill requirements. Collection will meet market demand. Long-haul trucking of waste to landfill sites outside of the County will likely be required.

Hazardous/Toxic Waste Disposal: There is very little manufacturing accomplished in the County. (Total manufacturing employment is 1,830, a drop since 1990.) The only significant hazardous waste generation occurs in the Naval installations. Therefore, neither the City or County have assessed hazardous waste disposal requirements.

Recreation Activities: The general Puget Sound area and Western Washington abound in recreational opportunities. Kitsap county has six state parks, eight major County Parks and numerous marinas along its 228 miles of shoreline. Three major performing arts centers exist in the County and City, and a fourth is being developed.

The City has recently completed a major waterfront park, home of the Shipyard Centennial Plaza and Turner Joy. Construction is under way for a major sports complex in West Bremerton.

The City's availability to provide recreational services and parks to meet the higher population scenarios is bound by the availability of public funding.

For the 100 percent scenario, county park and recreation assets will have to increase by 75 to 100 percent.

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Source of Data (2.a. 1) & 2) - Local Community Table): Community Infrastructure and other Socio Economic Impacts data provided in this call were developed through consultation with the City of Bremerton and Kitsap County Community Development Departments, the Economic Development Council of Kitsap County, school administrators, and others in the community.

b. Table B: Ability of the region described in the response to question 1.b. (page 3) (taken in the aggregate) to meet the needs of additional employees and their families relocating into the area.

1) Using the **A - B - C** rating system described above, complete the table below.

Category	20% Increase	50% Increase	100% Increase
Off-Base Housing	B	C	C
Schools - Public	A	C	C
Schools - Private	A	B	C
Public Transportation - Roadways	A	B	C
Public Transportation - Buses/Subways	A	B	B
Public Transportation - Rail	A	A	B
Fire Protection	A	B	C
Police	A	B	B
Health Care Facilities	A	B	B
Utilities:			
Water Supply	A	B	B
Water Distribution	A	B	C
Energy Supply	A	B	C
Energy Distribution	A	B	C
Wastewater Collection	B	C	C
Wastewater Treatment	B	C	C
Storm Water Collection	B	C	C
Solid Waste Collection and Disposal	A	B	B
Hazardous/Toxic Waste Disposal	N/A	N/A	N/A
Recreation Facilities	A	A	C

Remember to mark with an asterisk any categories which are wholly supported on-base.

2) For each rating of **"C"** identified in the table on the preceding page, attach a brief narrative explanation of the types and magnitude of improvements required and/or the nature of any barriers that preclude expansion.

NOTE: The following responses to "C" ratings, page 25, are repeated (from pages 17 through 24). The city is small and the effects on the city and county are interrelated.

BACKGROUND: Kitsap County is a small largely rural and wooded county occupying the northern two thirds of the Kitsap Peninsula. The county's orientation is to the outdoors and water. (Mason and Pierce Counties occupy the remainder of the peninsula.)

The City of Bremerton is centrally in the County on Sinclair Inlet. Although the impacts in this study are divided into **community** (City) and **region** (County), there is a strong crossover for many.

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During the same period, Bremerton's population increased only 3.0 percent to a current total of 39,292 in the City. Growth in the City has been primarily in border neighborhoods.

County growth for the next 20 years is projected at 91,000 or 28 percent more than the population increase derived from a Shipyard scenario of 100 percent. This growth is projected for the City and regions adjacent to the City in South and Central Kitsap.

The City projects an increase for the next **six** years of about 2,000 or 45 percent of the population increase for the twenty percent scenario. Bremerton is constrained for space to build single family dwellings.

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of the Yard's population may reside in North Mason County.

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Sufficient new construction has occurred in all districts to allow meeting demand at the 20 percent scenario.

The demand for additional school facilities at the higher scenarios will be very difficult to meet. Generally, the school districts impacted are not meeting current demand due to: (1) Normal growth pressures. (2) Reluctance by voters and state government to fund additional facilities, i.e., the most substantial barrier to meeting school demand and to increase other infrastructures is availability of public funds.

Substantial infusion of funds would be required to meet the 50 and 100 percent scenarios. In today's financial climate at all levels of government, such infusion is unlikely. (Kitsap County has adopted a "development impact fee", where new development is assessed a share for the increased costs of schools, parks, and streets. Other infrastructure, such as fire protection is not included. Incorporated areas have not adopted the fee.)

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For a 100 percent increase, one or two additional major roadways similar to Highway 3 will be required. In addition, the Wagga Way/Wheaton Way arterial from Silverdale to Bremerton will require limited access to the Shipyard. Total construction in the County would be similar to Trident impact.

In conjunction with the Shipyard, the City is upgrading it's Western egress in conjunction with the Shipyard opening a new gate into the community area retail core.

Public Transportation - Buses/Subways: (Includes Ferry systems.)
(There are no subway systems in the region.)

In both the City and County, bus transportation is provided by Kitsap Transit of two basic types: Regular bus services and worker/driver buses for Shipyard commuters (including vans.) Both types are expected to meet market demand.

The County is serviced by three cross-Sound Washington State Ferry routes. The City is serviced by one cross-Sound route, a small privately owned passenger ferry to Port Orchard, and small privately owned commuter routes for Shipyard workers. Except for the cross-Sound route from Bremerton, all routes are expected to meet market demand if sufficient notice is given.

Public Transportation - Rail (includes air): The sole rail service in the region is the Shelton-Bangor railway owned by the Navy. At the 100 percent scenario, commuter service along this line may be feasible.

The County does not currently have passenger air service from Bremerton national Airport. These population increases will support renewed service from this airport to SeaTac International Airport.

Fire protection: Fire protection services have improved with construction of three new stations and major mergers of districts.

In the County, the increased population and resultant housing will require additional fire stations. The availability of public funds will inhibit construction.

Police: Due to an inadequate revenue base to support City services, City police are currently underfunded. The lack of public funds will be a greater barrier at the higher population projections.

Health Care Facilities: Civilian health care is provided by Harrison Memorial Hospital, a private non-profit corporation and a major HMO (Group Health). The Hospital is currently building a new out-patient facility in South Kitsap, expanding the main hospital and has purchased land for a new facility at Silverdale.

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Demand will generally be met by market conditions. There may be a temporary shortage of care-providers if the demand occurs rapidly.

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Utilities - Water Supply: The City of Bremerton has an excellent water supply. County supplies (mostly well water) should be adequate for the increases noted. However, coupled with other projected population increases, water levels will become a concern.

In the County, the higher demands will require extensive new wells or connection to the City's supply sources.

Utilities - Water Distribution: Coordinated water plans and allocation of all County areas to water suppliers will significantly improve development of public water systems.

In the County, the higher demands will require extensive new wells or connection to the City's supply sources.

Utilities - Energy Supply and Distribution: Electrical power is supplied by Puget Power, a public utility. The utility is making major system upgrades in the North end of the County. Demand will be met by market conditions. For the 100 percent scenario, lead-time for new distribution systems would be the major barrier.

Wastewater Collection: Wastewater collection in the city at the higher population levels will require substantial investment in upgrading and enlarging existing wastewater lines.

In the County, additional systems must be built to support the concentration of housing expected for the 50 and 100 percent scenarios.

Wastewater Treatment: The plant currently treats a maximum of 18.7M gallons per day; maximum designed capacity is 30.0M gallons per day.

Substantial investment in upgrading treatment plants would be required at the higher population levels.

Storm Water Collection: There are new Storm Water laws restricting run-off into harbors and other waters. The City has started execution of a new collection system. The impact from these scenarios would likely follow, requiring additional major bonding authority and construction.

In the County, additional systems must be built to support the concentration of housing expected for the 50 and 100 percent scenarios.

Solid Waste Collection and Disposal: Solid Waste Collection for both the City and County is provided by a private contractor. The contractor has began a very aggressive recycling program to alleviate land fill requirements. Collection will meet market demand. Long-haul trucking of waste to landfill sites outside of the County will likely be required.

Hazardous/Toxic Waste Disposal: There is very little manufacturing accomplished in the County. (Total manufacturing employment is 1,830, a drop since 1990.) The only significant hazardous waste generation occurs in the Naval installations. Therefore, neither the City or County have assessed hazardous waste disposal requirements.

Recreation Activities: The general Puget Sound area and Western Washington abound in recreational opportunities. Kitsap county has six state parks, eight major County Parks and numerous marinas along its 228 miles of shoreline. Three major performing arts centers exist in the County and City, and a fourth is being developed.

The City has recently completed a major waterfront park, home of the Shipyard Centennial Plaza and Turner Joy. Construction is under way for a major sports complex in West Bremerton.

The City's availability to provide recreational services and parks to meet the higher population scenarios is bound by the availability of public funding.

For the 100 percent scenario, county park and recreation assets will have to increase by 75 to 100 percent.

Source of Data (2.b. 1) & 2) - Regional Table): Community Infrastructure and other Socio Economic Impacts data provided in this call were developed through consultation with the City of Bremerton and Kitsap County Community Development Departments, the Economic Development Council of Kitsap County, school administrators, and others in the community.

3. Public Facilities Data:

a. **Off-Base Housing Availability.** For the counties identified in the response to question 1.b. (page 3), in the aggregate, estimate the current average vacancy rate for community housing. Use current data or information identified on the latest family housing market analysis. For each of the categories listed (rental units and units for sale), combine single family homes, condominiums, townhouses, mobile homes, etc., into a single rate:

Rental Units: 6.5 - 7.0%

Units for Sale: 3%

Source of Data (3.a. Off-Base Housing): Sources of data used were the Navy Housing Vacancy Factor Report (a comprehensive vacancy report which calculates vacancy percentages on rental apartments in Kitsap County), market analysis, and multiple listings. Provided to PSNS by SUBASE Housing.

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

b. **Education**

1) Information is required on the current capacity and enrollment levels of school systems serving employees of the activity. Information should be keyed to the counties identified in the response to question 1.b. (page 3).

School District	County	Number of Schools			Enrollment		Pupil-to-Teacher Ratio NOTE 1		Does School District Serve Gov't Housing Units? *
		Elementary	Middle	High	Current NOTE 2	Max. Capacity NOTE 3	Curren	Max. Ratio	
Bremerton	Kitsap	7	1	1	6,133	6,620	19.1:1	28.6:1	YES
Central	Kitsap	14	3	2	12,845	11,596	25:1	28:1	YES
South	Kitsap	10	3	1	10,794	10,445	28:1	30:1	YES
North	Kitsap	7	2	1	5,980	6,100	26.8:1	27.3:1	YES
Peninsula	Pierce	8	4	3	8,769	8,385	26:1	30:1	NO
North Mason	Mason	2	1	1	2,152	2,146	26:1	30:1	NO
Bainbridge Island	Kitsap	3	1	1	3,167	2,800	26.3:1	25.3:1	YES

* Answer "Yes" in this column if the school district in question enrolls students who reside in government housing.

NOTE 1: Pupil to teacher ratios vary from one grade level to another. Data reflects the average ratios for all grades per school district. Maximum ratio based on teacher association contracts.
NOTE 2: Includes students in alternative schools and the Kitsap Peninsula Vocational Skills Center neither of which is included in the "number of schools" column.
NOTE 3: Based on permanent facilities only. Does not include portable classroom facilities. Space is available to locate additional portables to accommodate increased demand due to expansion.

Source of Data (3.b.1) Education Table): School Districts - Administrators

2) Are there any on-base "Section 6" Schools? If so, identify number of schools and current enrollment.

Source of Data (3.b.2) On-Base Schools): None

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

3) For the counties identified in the response to question 1.b. (page 3), in the aggregate, list the names of undergraduate and graduate colleges and universities which offer certificates, Associate, Bachelor or Graduate degrees:

Central Texas College (Puget Sound Naval Shipyard)
Chapman College
City University
Columbia College (Puget Sound Naval Shipyard)
Lesley College
Northwest College of Arts
Olympic College
Pacific Lutheran University
Pierce College
Seattle Pacific University
Southern Illinois University (Bangor)
Tacoma Community College
University of Puget Sound
University of Puget Sound Law School
University of Washington/Tacoma

Other major colleges and universities outside the immediate area of activity employees, but within commuting distance include:

Seattle Pacific University
Seattle University
University of Washington

Source of Data (3.b.3) Colleges): Telephone Books

4) For the counties identified in the response to question 1.b. (page 3), in the aggregate, list the names and major curriculums of vocational/technical training schools:

Business Computer Training Institute
Clover Park Technical College - Variety
Eton Technical Institute - Health Careers, Medical, Dental, Word Processing
Griffin College - Business courses
Kitsap Peninsula Vocational Skills Center - Food Services, Auto Mechanics, etc.
L.H. Bates Technical College - Barbering, Upholstery, Beautician, etc.
Office training Center - Telephone Skills, Typing, Word Processing

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Puget Sound Naval Shipyard Apprentice School - Electronics/electrical, structural, machinist, and service
utilities related trades.
Trans Union Truck Driving School - Semi-truck driving instruction
Western Truck School - Semi-truck driving instruction

Source of Data (3.b.4) Vo-tech Training): Telephone Books

c. **Transportation.**

1) Is the activity served by public transportation?

	Yes	No
Bus:	X	
Rail:		X
Subway:		X
Ferry:	X	

Source of Data (3.c.1) Transportation): Bremerton Chamber of Commerce

2) Identify the location of the nearest passenger railroad station (long distance rail service, not commuter service within a city) and the distance from the activity to the station.

Seattle - 16 nautical miles, 66 road miles (King Street Station); Tacoma - 34 road miles (AMTRAK Station).

Source of Data (3.c.2) Transportation): AMTRACK Travel Company

3) Identify the name and location of the nearest commercial airport (with public carriers, e.g., USAIR, United, etc.) and the distance from the activity to the airport.

SEATAC Airport, SEATAC WA - 60 road miles, Highway 16 to Interstate 5, exit 52.

Source of Data (3.c.3) Transportation): Shipyard Travel Office

4) How many carriers are available at this airport?

24 Scheduled Carriers
9 Charter
15 Cargo Only

Source of Data (3.c.4) Transportation): Port of Seattle, Planning Section, Teri Grosvenor, (206) 431-4909.

5) What is the Interstate route number and distance, in miles, from the activity to the nearest Interstate highway?

34 road miles to Interstate 5 using Highway 16.

Source of Data (3.c.5) Transportation): Transportation Shop, C/910

6) Access to Base:

a) Describe the quality and capacity of the road systems providing access to the base, specifically during peak periods. (Include both information on the area surrounding the base and information on access to the base, e.g., numbers of gates, congestion problems, etc.)

The major state routes serving the local area are State Highways 3 and 16. State Highway 16 links Bremerton to Tacoma by 29 miles of four lane highway tieing to Interstate 5. Highways 3 and 16 are being upgraded to limit cross traffic and lights. Highway 16 North of Silverdale to the Hood Canal Bridge is being upgraded to four lanes. Highway 3 from Shelton to the Kitsap/Mason County line is being improved, including a bypass around Belfair. In addition, the City of Bremerton is upgrading it's western egress.

Regional service to the Shipyard is provided by four lane Highway 303 (which branches from Highway 3 about 4 miles SW of the Shipyard) and by a 4 lane street called Kitsap Way that branches from Highway 3 about 4 miles NW of the Shipyard.

Traffic load on major access roads to the Shipyard are as follows:

Kitsap Way (4 lane)	37,000 cars per day
Farragut Ave. (4 lane)	24,000 cars per day
Warren Ave. (4 lane)	48,000 cars per day
Manette (2 lane)	14,000 cars per day

b) Do access roads transit residential neighborhoods?

Kitsap Way and Farragut Ave. transit commercial corridors that are immediately adjacent to residential areas. Warren Ave. and Manette transit residential areas.

c) Are there any easements that preclude expansion of the access road system?

There are no easements that preclude expansion of the access road system.

d) Are there any man-made barriers that inhibit traffic flow (e.g., draw bridges, etc.)?

No man made barriers exist that inhibit traffic flow. Bridges exist on Warren Ave. and Manette.

Source of Data (3.c.6) Transportation): BRAC 93 Data Call 38. Traffic volumes updated per Washington State Department of Transportation data from 1992.

d. **Fire Protection/Hazardous Materials Incidents.** Does the activity have an agreement with the local community for fire protection or hazardous materials incidents? Explain the nature of the agreement and identify the provider of the service.

Puget Sound Naval Shipyard has mutual aid fire fighting assistance agreements with the City of Bremerton, Washington, the City of Port Orchard, Washington, Kitsap County Fire Protection District #1, and Kitsap County Fire Protection District #7. There are no agreements with the local community for hazardous materials incidents.

Source of Data (3.d. Fire/Hazmat): Mutual Aid Fire Fighting Assistance Agreements

e. **Police Protection.**

1) What is the level of legislative jurisdiction held by the installation?

Levels of federal legislative jurisdiction held by Puget Sound Naval Shipyard include proprietorial, concurrent, and exclusive.

2) If there is more than one level of legislative jurisdiction for installation property, provide a brief narrative description of the areas covered by each level of legislative jurisdiction and whether there are separate agreements for local law enforcement protection.

Proprietorial - Areas under this level of jurisdiction include; 34 miles of railroad bed from Puget Sound Naval Shipyard to Shelton, Washington; leased buildings in the City of Bremerton, Washington and at the Industrial Park nearby the Bremerton International Airport; and land parcels that have been purchased that will make up the land acquisition along the west boundary of Puget Sound Naval Shipyard (once all land parcels are purchased concurrent jurisdictional authority will be negotiated). There are no written agreements for local law enforcement protection.

Concurrent - Areas under this level of jurisdiction include; the waterfront area of the Shipyard (approximately the southern half of the Shipyard); Camp McKean recreational area at Kitsap Lake, Washington; Olalla Navy Housing; Eastpark Navy Housing; Manchester Navy Housing; and Jackson Park Navy Housing. There are no written agreements for local law enforcement protection.

Exclusive - The community area (includes morale, welfare, and recreational facilities, social clubs, military family housing, military retail sales facilities, etc.) of the Shipyard

(approximately the north-western half of the Shipyard) is under this level of jurisdiction. There are no written agreements for local law enforcement protection.

3) Does the activity have a specific written agreement with local law enforcement concerning the provision of local police protection?

There are no written agreements with local law enforcement concerning the provisions of local police protection in any area under the legislative jurisdiction of the Shipyard Commander.

4) If agreements exist with more than one local law enforcement entity, provide a brief narrative description of whom the agreement is with and what services are covered.

There are no written agreements with local law enforcement concerning the provisions of local police protection in any area under the legislative jurisdiction of the Shipyard Commander.

5) If military law enforcement officials are routinely augmented by officials of other federal agencies (BLM, Forest Service, etc.), identify any written agreements covering such services and briefly describe the level of support received.

There are no written agreements whereby other federal agencies routinely augment Shipyard law enforcement officials.

Source of Data (3.e. 1) - 5) - Police): Legislative jurisdiction is established by property deeds held by Naval Facilities Engineering Command.

f. **Utilities.**

1) Does the activity have an agreement with the local community for water, refuse disposal, power or any other utility requirements? Explain the nature of the agreement and identify the provider of the service.

YES

Service	Provider	Type of Agreement
Water	City of Bremerton	Contract
Sewer	City of Bremerton	Contract
Refuse	BREMAIR Disposal	Contract (coal ash)
	Kitsap Sanitary Landfill	Contract
Power	Bonneville Power Administration	Contract (main service)
	Puget Power	Contract (minor & backup service)
Gas	Cascade Natural Gas	Contract
Rail	Burlington Northern RR	Transportation Agreement

2) Has the activity been subject to water rationing or interruption of delivery during the last five years? If so, identify time period during which rationing existed and the restrictions imposed. Were activity operations affected by these situations? If so, explain extent of impact.

NO

3) Has the activity been subject to any other significant disruptions in utility service, e.g., electrical "brown outs", "rolling black outs", etc., during the last five years? If so, identify time period(s) covered and extent/nature of restrictions/disruption. Were activity operations affected by these situations? If so, explain extent of impact.

NO

Source of Data (3.f. 1) - 3) Utilities): Existing contracts and transportation agreements.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

4. Business Profile. List the top ten employers in the geographic area defined by your response to question 1.b. (page 3), taken in the aggregate, (include your activity, if appropriate):

Employer	Product/Service	No. of Employees
1. Puget Sound Naval Shipyard	Government	10,615
2. Naval Submarine Base Bangor	Government	4,557
3. Naval Undersea Warfare Center	Government	2,836
4. State Agencies (DSHS, WSP, DOT, Etc.)	Government	1,752
5. Central Kitsap School District	Education	1,350
6. Harrison Memorial Hospital	Medical Care	1,335
7. South Kitsap School District	Education	1,100
8. Kitsap County	Government	879
9. Johnson Controls World Service	Security	850
10. VITRO	Engineering	844

Source of Data (4. Business Profile): Economic Development Council of Kitsap County

5. Other Socio-Economic Impacts. For each of the following areas, describe other recent (past 5 years), on-going or projected economic impacts (both positive and negative) on the geographic region defined by your response to question 1.b. (page 3), in the aggregate:

a. Loss of major Employers: There has been no loss of major employers during the last five years.

A major effort is underway to diversify employment in the County. Government employment has decreased from 57 percent of the civilian employment of the total in 1980 to 44 percent in 1990 and 41 percent in 1993.

b. Introduction of New Business/Technologies: New businesses have been largely retail trade and services. The initial boost came from Trident impact in the late 70's. This boost resulted in a major retail center being established in Silverdale, Washington, an unincorporated community about five miles north of Bremerton. The impact of this center was underestimated: (2) It is a major shopping area for residences of Clallam and Jefferson counties to the west of Kitsap County. (2) Kitsap residents are far less inclined to trade in the major metropolitan areas of Seattle and Tacoma.

New large retail outlets continue to locate in the Region: Construction is underway for a 105,000 sq. ft. mall at Silverdale. Announced are two 50,0000 complexes for food and home furnishings and a new major discount store.

Of the three major industrial parks in the region, only 4,000 sq. ft. of space is available or 0.75 percent.

c. Natural Disasters: There have been no significant natural disasters. Climate is relatively mild and due to a lack of major rivers, the County is not subject to flooding.

d. Overall Economic Trends: As noted above, the dependence on Government employment continues to decline. The largest recent economic event in the Region was Voluntary Early Retirement Authority in 1993.

Over the last five years, the unemployment rate has averaged 5.6 percent, or one percent lower than the state average. January 1994 rates were 5.9 percent for the Region and 6.8 percent for the State.

Source of Data (5. Other Socio/Econ): Other Socio Economic Impacts data provided in this call were developed through consultation with the City of Bremerton and Kitsap County Community Development Departments, and Economic Development Council of Kitsap County, school administrators, and others in the community.

6. Other. Identify any contributions of your activity to the local community not discussed elsewhere in this response.

The Shipyard's contributions to the local community include environmental improvements, social services, volunteer programs, and beautification projects which include:

• Shipyard military and civilian volunteers to semi-annual cleanups of shorelines.
• Shipyard police and security forces have combined with local law enforcement agencies to successfully combat drug and gang activity.
• Exceeding our Combined Federal Campaign goal.
• Support of Western Washington's community blood program (average 200 volunteer blood donors for each drive).
• Sailors regularly engage in civic projects including Personal Excellence through Cooperative Education (PECE) serving 20 public schools and one state school for the developmentally disabled.
• Recognition for contribution to Kitsap Community Action Program and Christmas Angel Program.
• Public acknowledgement by Washington State for more than 60% of the work force that using public transportation systems or car/van pools to commute to work.

Source of Data (6. Other): Personal knowledge (issued in Puget Sound Naval Shipyard Commander-in-Chief's Installation Excellence Award, 1993 Nomination Package)

FACTORS FOR CALCULATING POPULATION INCREASE FOR INCREASE IN YARD STAFF

Shipyard Population:

Civilian	10,393
Military	5,706
Total	16,099

Population Distribution:

City of Bremerton	Varies from 15% to 25%
County (excluding Bremerton)	Varies
All Other	17%

Employment Multiplier:	Civilian	.8
	Military	.5

Persons per Household:	3
Percent Military Single:	50%
Civilian Single:	20%
Percent Dual Wage Earners:	50%
Percent Working Military Wives:	40%
Household Multiplier:	35%
New Student Multiplier:	25%
Students per School:	500

(Except as noted below, percentages extrapolated from February 1976 Trident Impact Study):

Percent Military Single is an estimate for homeported ships. The Trident study used 30 percent.)

Appendix (A)

POPULATION INCREASE FOR 100% CHANGE

	Yard	Other Support	Total	Population
Military				
Single	2,853	1,427	4,280	4,280
Married	2,853	1,427	4,280	10,699
Civilian	10,393	8,314	18,707	48,639
Total	16,099	11,167	27,266	63,617

Population Distribution	City	8,929
	County	44,358
	Other	10,330

Other Support is the predicted added jobs in the community for retail and other services.

Number of Households	22,266
Number of new students	15,904
Number of new schools	32

POPULATION INCREASE FOR 50% CHANGE

Total Population	31,809
City	5,984
County	20,660
Other	5,165
Number of Households	11,133
Number of new students	7,952
Number of new schools	16

POPULATION INCREASE FOR 20% CHANGE

Total Population	12,724
City	3,609
County	7,049
Other	2,066
Number of Households	4,453
Number of new students	3,181
Number of new schools	6

UIC N00251

Data Being Certified: BRAC 95 Data Call Number 65, Puget Sound Naval Shipyard

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

NEXT ECHELON LEVEL (if applicable)

William H. Ryzewic

NAME (Please type or print)

W. H. Ryzewic

Signature

Executive Director for Naval Shipyard and SUPSHIP Management and Field Activity Support Directorate

Title

8/3/94

Date

Naval Sea Systems Command

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)

S. R. Stumm

Signature

Title

8-5-94

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)

J. B. GREENE, JR.

NAME (Please type or print)

J B Greene Jr

Signature

ACTING

Title

17 AUG 1994

Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel at 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.

Data Being Certified: DATA CALL 65

ACTIVITY COMMANDER

G. R. YOUNT, Captain, U.S. Navy
NAME (Please type of print)

Signature

Shipyard Commander
Title

7/29/94
Date

Puget Sound Naval Shipyard
Activity

DATA CALL 66
INSTALLATION RESOURCES

Activity Information:

Activity Name:	DBO Bremerton
UIC:	62703
Host Activity Name (if response is for a tenant activity):	Puget Sound Naval Shipyard
Host Activity UIC:	00251

DATA CALL 66
INSTALLATION RESOURCES

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: Defense Printing Service		UIC: ~~AH~~ 62703	
Category	FY 1996 BOS Costs ($000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair			
1b. Minor Construction			
1c. Sub-total 1a. and 1b.			
2. Other Base Operating Support Costs:			
2a. Utilities			
2b. Transportation			
2c. Environmental			
2d. Facility Leases			
2e. Morale, Welfare & Recreation			
2f. Bachelor Quarters			
2g. Child Care Centers			
2h. Family Service Centers			
2i. Administration			
2j. Other (Specify)			
2k. Sub-total 2a. through 2j:			
3. Grand Total (sum of 1c. and 2k.):			

N/A (DPS is DBOF)

UIC: 62703

DATA CALL 66
INSTALLATION RESOURCES

b. Funding Source. If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation:

Appropriation	Amount ($000)
N/A	

c. Table 1B - Base Operating Support Costs (DBOF Overhead). This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B..

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: DO Bremerton		UIC: 62703	
Category	FY 1996 Net Cost From UC/FUND-4 ($000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (>$15K)			
1b. Real Property Maintenance (<$15K)			
1c. Minor Construction (Expensed)			
1d. Minor Construction (Capital Budget)			
1c. Sub-total 1a. through 1d.			
2. Other Base Operating Support Costs:			
2a. Command Office			
2b. ADP Support			
2c. Equipment Maintenance			
2d. Civilian Personnel Services			
2e. Accounting/Finance			
2f. Utilities	$29		$29
2g. Environmental Compliance			
2h. Police and Fire			
2i. Safety			
2j. Supply and Storage Operations			
2k. Major Range Test Facility Base Costs			
2l. Other (Specify)			
2m. Sub-total 2a. through 2l:	$29		$29
3. Depreciation			
4. Grand Total (sum of 1c., 2m., and 3.) :	$29		$29

DATA CALL 66
INSTALLATION RESOURCES

Table 2 - Services/Supplies Cost Data	
Activity Name: DO Bremerton	**UIC: 62703**
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	$1
Material and Supplies (including equipment):	$599
Industrial Fund Purchases (other DBOF purchases):	$0
Transportation:	$9
Other Purchases (Contract support, etc.):	$2,906
Total:	$3,515

DATA CALL 66
INSTALLATION RESOURCES

Table 3 - Contract Workyears	
Activity Name: Defense Printing Service	**UIC:** ~~AH~~ 62703
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	
Facilities Support:	
Mission Support:	
Procurement:	
Other:*	
Total Workyears:	

N/A (DPS has tenants only; do not support installations)

UIC: 62703

DATA CALL 66
INSTALLATION RESOURCES

b. Potential Disposition of On-Base Contract Workyears. If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the **on-base contract workyears** identified in Table 3.?

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)):

N/A

2) Estimated number of workyears which would be eliminated:

N/A

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area):

N/A

UIC: 62703

DATA CALL 66
INSTALLATION RESOURCES

c. **"Off-Base" Contract Workyear Data.** Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information **(ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above):**

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
N/A	N/A

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
N/A	N/A

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

R. M. MOORE, RADM, SC, USN
NAME (Please type or print)

R M Moore
Signature

COMMANDER
Title

AUG 24 1994
Date

NAVAL SUPPLY SYSTEMS COMMAND
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

8/30/94
Date

BRAC-95 CERTIFICATION

EFFECTED LOCATION(S):

DPS-Wide

DATA CALL BEING CERTIFIED:

BRAC-95 Data Call #66

Per SECNAV NOTE 11000 dtd 8 Dec 93

"I certify that the information contained herein for the following location(s) is accurate and complete to the best of my knowledge and belief."

WILLIAM J. PORTER
NAME (Please type or print)

W J Porter
Signature

Acting Director
Title

8/15/94
Date

DPS Headquarters
Activity

Enclosure (1)

DATA CALL 66
INSTALLATION RESOURCES

Activity Information:

Activity Name:	DBO Puget Sound
UIC:	43644
Host Activity Name (if response is for a tenant activity):	Puget Sound Naval Shipyard
Host Activity UIC:	00251

DATA CALL 66
INSTALLATION RESOURCES

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: Defense Printing Service		UIC: AK 43644	
Category	FY 1996 EOS Costs ($000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair			
1b. Minor Construction			
1c. Sub-total 1a. and 1b.			
2. Other Base Operating Support Costs:			
2a. Utilities			
2b. Transportation			
2c. Environmental			
2d. Facility Leases			
2e. Morale, Welfare & Recreation			
2f. Bachelor Quarters			
2g. Child Care Centers			
2h. Family Service Centers			
2i. Administration			
2j. Other (Specify)			
2k. Sub-total 2a. through 2j:			
3. Grand Total (sum of 1c. and 2k.):			

N/A (DPS is DBOF)

UIC: 43644

DATA CALL 66
INSTALLATION RESOURCES

b. Funding Source. If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation:

Appropriation	Amount ($000)
N/A	

c. Table 1B - Base Operating Support Costs (DBOF Overhead). This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B..

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: DBO Puget Sound		UIC: 43644	
Category	FY 1996 Net Cost From UC/FUND-4 ($000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (>$15K)			
1b. Real Property Maintenance (<$15K)			
1c. Minor Construction (Expensed)			
1d. Minor Construction (Capital Budget)			
1c. Sub-total 1a. through 1d.			
2. Other Base Operating Support Costs:			
2a. Command Office			
2b. ADP Support			
2c. Equipment Maintenance			
2d. Civilian Personnel Services			
2e. Accounting/Finance			
2f. Utilities	$112		$112
2g. Environmental Compliance			
2h. Police and Fire			
2i. Safety			
2j. Supply and Storage Operations			
2k. Major Range Test Facility Base Costs			
2l. Other (Specify)			
2m. Sub-total 2a. through 2l:	$112		$112
3. Depreciation			
4. Grand Total (sum of 1c., 2m., and 3.) :	$112		$112

DATA CALL 66
INSTALLATION RESOURCES

Table 2 - Services/Supplies Cost Data	
Activity Name: DBO Puget Sound	UIC: 43644
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	$2
Material and Supplies (including equipment):	$443
Industrial Fund Purchases (other DBOF purchases):	$0
Transportation:	$22
Other Purchases (Contract support, etc.):	$927
Total:	$1,394

DATA CALL 66
INSTALLATION RESOURCES

Table 3 - Contract Workyears	
Activity Name: Defense Printing Service	**UIC:** ~~AT~~ 43644
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	
Facilities Support:	
Mission Support:	
Procurement:	
Other:*	
Total Workyears:	

N/A (DPS has tenants only; do not support installations)

UIC: 43644

DATA CALL 66
INSTALLATION RESOURCES

b. Potential Disposition of On-Base Contract Workyears. If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the on-base contract workyears identified in Table 3.?

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)):

N/A

2) Estimated number of workyears which would be eliminated:

N/A

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area):

N/A

UIC: 43644

DATA CALL 66
INSTALLATION RESOURCES

c. "Off-Base" Contract Workyear Data. Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information **(ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above):**

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
N/A	N/A

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
N/A	N/A

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

R. M. MOORE, RADM, SC, USN
NAME (Please type or print)

R M Moore
Signature

COMMANDER
Title

AUG 24 1994
Date

NAVAL SUPPLY SYSTEMS COMMAND
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

8/30/94
Date

BRAC-95 CERTIFICATION

EFFECTED LOCATION(S):

DPS-Wide

DATA CALL BEING CERTIFIED:

BRAC-95 Data Call #66

Per SECNAV NOTE 11000 dtd 8 Dec 93

"I certify that the information contained herein for the following location(s) is accurate and complete to the best of my knowledge and belief."

WILLIAM J. PORTER
NAME (Please type or print)

W J Porter
Signature

Acting Director
Title

8/15/94
Date

DPS Headquarters
Activity

Enclosure (1)

Document Separator

118

DATA CALL 63
FAMILY HOUSING DATA

Information on Family Housing is required for use in BRAC-95 return on investment calculations.

Installation Name:	NSYD PUGET SOUND
Unit Identification Code (UIC):	N00251
Major Claimant:	NAVSEA

Percentage of Military Families Living On-Base:	20 20.3% CW
Number of Vacant Officer Housing Units:	0
Number of Vacant Enlisted Housing Units:	0
FY 1996 Family Housing Budget ($000):	~~108.7~~ 103.0 CW
Total Number of Officer Housing Units:	~~7~~ 8 CW
Total Number of Enlisted Housing Units:	~~10~~ 10 CW

Line 4, Percentage of Military Families Living on Base, is taken from DD Form 1377.
Lines 7-9, represents the activitys' "fair share" of the complex total of the family housing budget and inventory of officer and enlisted units. This data was provided by COMNAVFACENGCOM.
This UIC contains 94 personnel entitled to BAQ W/Dependents out of a complex total of 8287 personnel entitled to BAQ W/Dependents.

There are 121 activities identified within this complex.

Note: All data should reflect figures as of the beginning of FY 1996. If major DON installations share a family housing complex, figures should reflect an estimate of the installation's prorated share of the family housing complex.

Enclosure (1)

CW 7/13
Chris Ward
7/13/94
NAVFAC 52JCW

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

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Signature

COMMANDER
Title

7/20/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
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

7/25/94
Date

BRAC-95 CERTIFICATION

Reference: SECNAV NOTE 11000 of 8 Dec 93

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. Your 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 the information contained herein is accurate and complete to the best of my knowledge and belief.

SOUTHWESTNAVFACENGCOM

THOMAS E. GUNN
Name (Please type or print)

Signature

COMMANDING OFFICER
Title

7/13/94
Date

Document Separator

118 R

DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:	**BREMERTON PUGETSND WA NSY**
Unit Identification Code (UIC):	**N00251**
Major Claimant:	**NAVSEA**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1993	297	BACHELOR ENLISTED QUARTERS *	MCON	3,304
		Sub-Total - 1993		**3,304**
1995	240	OILY WASTE TREATMENT FACILITY	MCON	3,200
1995	295	UTILITIES & SITE IMPROVEMENTS	MCON	7,840
1995	305T	PLAYING FIELDS	BRAC	1,950
		Sub-Total - 1995		**12,990**
1996	262	METAL PREP FAC IMPROVES	MCON	2,600
1996	279	FLEET SUPPORT FACILITIES	MCON	6,870
1996	300T	PARKING GARAGE	BRAC	14,400
		Sub-Total - 1996		**23,870**
2000	311	FUEL OIL STORAGE TANK	MCON	3,120
2000	612	INTEGRATED LOGISTICS FAC	MCON	15,000
		Sub-Total - 2000		**18,120**
2001	277	SPORTS COMPLEX	MCON	9,100
2001	317	CHILD DEVELOPMENT CENTER	MCON	4,000
2001	614	SEISMIC STRENGTHENING	MCON	16,400

118 R

DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:	**BREMERTON PUGETSND WA NSY**
Unit Identification Code (UIC):	**N00251**
Major Claimant:	**NAVSEA**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
		Sub-Total - 2001		29,500
		Grand Total		87,784

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

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Signature

COMMANDER
Title

12/9/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
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

12/7/94
Date

BRAC-95 CERTIFICATION

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

MICHAEL D. THORNTON
NAME (Please type or print)

MDThornton
Signature

CDR, CEC, USN
Title

9 Dec 94
Date

MILCON PROGRAMMING DIVISION
Division

NAVAL FACILITIES ENGINEERING COMMAND
Activity

Document Separator

DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:	**BREMERTON PUGETSND WA NSY**
Unit Identification Code (UIC):	**N00251** #118
Major Claimant:	**NAVSEA**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1993	297	BEQ	MCON	2,114
		Sub-Total - 1993		**2,114**
1995	240	OILY WASTE TREATMENT FACILITY	MCON	1,334
1995	295	UTILITIES & SITE IMPROVEMENTS	MCON	3,505
1995	300T	PARKING GARAGE	BRAC	3,758
1995	305T	PLAYING FIELDS	BRAC	492
		Sub-Total - 1995		**9,089**
1996	262	METAL PREP FAC IMPROVES	MCON	2,600
1996	279	FLEET SUPPORT FACILITIES	MCON	7,060
		Sub-Total - 1996		**9,660**
1999	277	SPORTS COMPLEX	MCON	9,140
1999	303	PIER UPGRADE	MCON	22,000
		Sub-Total - 1999		**31,140**
2000	226	APPLIED INSTRUCTION BLDG	MCON	5,100
2000	311	FUEL OIL STORAGE TANK	MCON	3,120
2000	323	CHAPEL & FAM SVCS CTR	MCON	6,200

DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:	**BREMERTON PUGETSND WA NSY**
Unit Identification Code (UIC):	**N00251** #118
Major Claimant:	**NAVSEA**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
2000	506	PROCESS MATERIAL STORAGE	MCON	1,000
2000	612	INTEGRATED LOGISTICS FAC	MCON	15,000
		Sub-Total - 2000		**30,420**
2001	317	CHILD DEVELOPMENT CENTER	MCON	4,000
2001	614	SEISMIC STRENGTHENING	MCON	16,400
		Sub-Total - 2001		**20,400**
		Grand Total		**102,823**

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

MAJOR CLAIMANT LEVEL

J. E. BUFFINGTON, RADM, CEC, USN
NAME (Please type or print)

Signature

COMMANDER
Title

7/13/94
Date

NAVAL FACILITIES ENGINEERING COMMAND
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

7/18/94
Date

BRAC-95 CERTIFICATION

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

MARK E. DONALDSON
NAME (Please type or print)

Signature

CDR, CEC, USN
Title

12 July 1994
Date

MILCON PROGRAMMING DIVISION
Division

FACILITIES PROGRAMMING AND CONSTRUCTION DIRECTORATE
Department

NAVAL FACILITIES ENGINEERING COMMAND
Activity

Enclosure (1)

BRAC DATA CALL NUMBER 64
CONSTRUCTION COST AVOIDANCE

Information on cost avoidance which could be realized as the result of cancellation of on-going or programmed construction projects is provided in Tables 1 (MILCON) and 2 (FAMILY HOUSING). These tables list MILCON/FAMILY HOUSING projects which fall within the following categories:

1. all programmed construction projects included in the FY1996 - 2001 MILCON/FAMILY HOUSING Project List,

2. all programmed projects from FY1995 or earlier for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995, and,

3. all programmed BRAC MILCON/FAMILY HOUSING projects for which cost avoidance could still be obtained if the project were to be canceled by 1 OCT 1995.

Projects listed in Tables 1 and 2 with potential cost avoidance were determined as meeting any one of the following criteria:

Projects with projected Work in Place (WIP) less than 75% of the Current Working Estimate (CWE) as of 1 OCT 1995 .

Projects with projected completion dates or Beneficial Occupancy Dates subsequent to 31 March 1996.

Projects with projected CWE amount greater than $15M.

The estimated cost avoidance for projects terminated after construction award would be approximately one-half of the CWE for the remaining work. Close-out, claims and other termination costs can consume the other half.

Document Separator

DATA CALL 66
INSTALLATION RESOURCES

Activity Information:

Activity Name:	NRMTF TACOMA, WA
UIC:	68707
Host Activity Name (if response is for a tenant activity):	PUGET SOUND NAVAL SHIPYARD, BREMERTON
Host Activity UIC:	00251

General Instructions/Background. A separate response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separately budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

1. Base Operating Support (BOS) Cost Data. Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table 1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separately budget BOS costs (regardless of appropriation), and, are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B to ensure that all BOS costs, including those incurred by the activity in support of tenants, are identified. If both table 1A and 1B are submitted for a single DON activity, please ensure that no data is double counted (that is, included on both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

a. Table 1A - Base Operating Support Costs (Other Than DBOF Overhead). This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budgeted for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activities should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional

lines to the table (following line 2j., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: NRMTF TACOMA, WA		**UIC:** 68707	
Category	**FY 1996 BOS Costs ($000)**		
	Non-Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair			
1b. Minor Construction			
1c. Sub-total 1a. and 1b.			
2. Other Base Operating Support Costs:			
2a. Utilities	34		34
2b. Transportation			
2c. Environmental			
2d. Facility Leases			
2e. Morale, Welfare & Recreation			
2f. Bachelor Quarters			
2g. Child Care Centers			
2h. Family Service Centers			
2i. Administration	77		77
2j. Other (Specify) - Basecomm	6		6
2k. Sub-total 2a. through 2j:	117		117
3. Grand Total (sum of 1c. and 2k.):	117		117

b. Funding Source. If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation:

Appropriation	Amount ($000)
N/A	

c. Table 1B - Base Operating Support Costs (DBOF Overhead). This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B.. N/A

DATA CALL 66
INSTALLATION RESOURCES

N/A

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: NRMTF TACOMA, WA		**UIC:** 68707	
Category	**FY 1996 Net Cost From UC/FUND-4 ($000)**		
	Non-Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (>$15K)			
1b. Real Property Maintenance (<$15K)			
1c. Minor Construction (Expensed)			
1d. Minor Construction (Capital Budget)			
1c. Sub-total 1a. through 1d.			
2. Other Base Operating Support Costs:			
2a. Command Office			
2b. ADP Support			
2c. Equipment Maintenance			
2d. Civilian Personnel Services			
2e. Accounting/Finance			
2f. Utilities			
2g. Environmental Compliance			
2h. Police and Fire			
2i. Safety			
2j. Supply and Storage Operations			
2k. Major Range Test Facility Base Costs			
2l. Other (Specify)			
2m. Sub-total 2a. through 2l:			
3. Depreciation			
4. Grand Total (sum of 1c., 2m., and 3.) :			

DATA CALL 66
INSTALLATION RESOURCES

2. Services/Supplies Cost Data. The purpose of Table 2 is to provide information about projected **FY 1996** costs for the purchase of services and supplies by the activity. **(Note: Unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.)** The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-headings identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Refer to NAVCOMPTINST 7102.2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identified. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

Table 2 - Services/Supplies Cost Data

Activity Name: NRMTF TACOMA, WA	**UIC:** 68707
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	1
Material and Supplies (including equipment):	51
Industrial Fund Purchases (other DBOF purchases):	9
Transportation:	
Other Purchases (Contract support, etc.):	56
Total:	117

DATA CALL 66
INSTALLATION RESOURCES

3. Contractor Workyears.

a. **On-Base Contract Workyear Table.** Provide a projected estimate of the number of contract workyears expected to be **performed "on base"** in support of the installation during FY 1996. Information should represent an annual estimate on a full-time equivalency basis. Several categories of contract support have been identified in the table below. While some of the categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc.

Table 3 - Contract Workyears	
Activity Name: NRMTF TACOMA, WA	**UIC:** 68707
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	
Facilities Support:	
Mission Support:	.1
Procurement:	
Other:*	
Total Workyears:	.1

* **Note:** Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

DATA CALL 66
INSTALLATION RESOURCES

b. Potential Disposition of On-Base Contract Workyears. If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the **on-base contract workyears** identified in Table 3.?

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)): .1

2) Estimated number of workyears which would be eliminated: 0

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area): 0

DATA CALL 66
INSTALLATION RESOURCES

c. "Off-Base" Contract Workyear Data. Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information **(ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above)**:

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
0	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
0	

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

T. F. HALL, RADM, USN

NAME (Please type or print)

Signature: TF Hall

COMMANDER NAVAL RESERVE FORCE

Title

Date: 7/14/94

COMNAVRESFOR, WASHINGTON, D.C.

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

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

P. M. NIGH

NAME (Please type or print)

Signature

DEPUTY CHIEF OF STAFF

Title

7/13/94

Date

CODE 06

Division

FINANCIAL MANAGEMENT

Department

COMMANDER NAVAL RESERVE FORCE

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.

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

T. F. HALL, RADM, USN

NAME (Please type or print)

Signature: TF Hall

COMMANDER NAVAL RESERVE FORCE

Title

Date: 7/14/94

COMNAVRESFOR, WASHINGTON, D.C.

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: W A Earner

Title

Date: 8/8/94

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DATA CALL 66
INSTALLATION RESOURCES

Activity Information:

Activity Name:	Naval Legal Service Office Northwest
UIC:	35969
Host Activity Name (if response is for a tenant activity):	Puget Sound Naval Shipyard
Host Activity UIC:	00251

General Instructions/Background. A separate response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separately budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

1. **Base Operating Support (BOS) Cost Data.** Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table 1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separately budget BOS costs (regardless of appropriation), and, are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B to ensure that all BOS costs, including those incurred by the activity in support of tenants, are identified. If both table 1A and 1B are submitted for a single DON activity, please ensure that no data is double counted (that is, included on both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

a. **Table 1A – Base Operating Support Costs (Other Than DBOF Overhead).** This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budgeted for BOS services. O&M cost data must be consistent with data provided on the BS–1 exhibit. Report only direct funding for the activity. Host activities should not include reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional lines to the table (following line 2j., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

DATA CALL 66
INSTALLATION RESOURCES

Table 1A – Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: Naval Legal Service Office Northwest		**UIC:** 35969	
Category	**FY 1996 BOS Costs ($000)**		
	Non-Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair			
1b. Minor Construction			
1c. Sub-total 1a. and 1b.			
2. Other Base Operating Support Costs:			
2a. Utilities	16.8		16.8
2b. Transportation			
2c. Environmental			
2d. Facility Leases			
2e. Morale, Welfare & Recreation			
2f. Bachelor Quarters			
2g. Child Care Centers			
2h. Family Service Centers			
2i. Administration			
2j. Other (Specify) Oth Eng Supp/Comm	30.2		30.2
2k. Sub-total 2a. through 2j:	47		47
3. Grand Total (sum of 1c. and 2k.):	47		47

b. Funding Source. If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation:

Appropriation	Amount ($000)
O&M,N	47.0

c. Table 1B – Base Operating Support Costs (DBOF Overhead). This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B..

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INSTALLATION RESOURCES

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: Naval Legal Service Office Northwest		**UIC: 35969**	
Category	**FY 1996 Net Cost From UC/FUND-4 ($000)**		
	Non-Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (>$15K)	0	0	0
1b. Real Property Maintenance (<$15K)	0	0	0
1c. Minor Construction (Expensed)	0	0	0
1d. Minor Construction (Capital Budget)	0	0	0
1c. Sub-total 1a. through 1d.	0	0	0
2. Other Base Operating Support Costs:			
2a. Command Office	0	0	0
2b. ADP Support	0	0	0
2c. Equipment Maintenance	0	0	0
2d. Civilian Personnel Services	0	0	0
2e. Accounting/Finance	0	0	0
2f. Utilities	0	0	0
2g. Environmental Compliance	0	0	0
2h. Police and Fire	0	0	0
2i. Safety	0	0	0
2j. Supply and Storage Operations	0	0	0
2k. Major Range Test Facility Base Costs	0	0	0
2l. Other (Specify)	0	0	0
2m. Sub-total 2a. through 2l:	0	0	0
3. Depreciation	0	0	0
4. Grand Total (sum of 1c., 2m., and 3.) :	0	0	0

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INSTALLATION RESOURCES

2. Services/Supplies Cost Data. The purpose of Table 2 is to provide information about projected **FY 1996** costs for the purchase of services and supplies by the activity. **(Note: Unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.)** The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-headings identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Refer to NAVCOMPTINST 7102.2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identified. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

Table 2 - Services/Supplies Cost Data

Activity Name: Naval Legal Service Office Northwest	**UIC:** 35969
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	0.4
Material and Supplies (including equipment):	14.7
Industrial Fund Purchases (other DBOF purchases):	47
Transportation:	6.8
Other Purchases (Contract support, etc.):	23.8
Total:	92.7

DATA CALL 66
INSTALLATION RESOURCES

3. Contractor Workyears.

a. **On-Base Contract Workyear Table.** Provide a projected estimate of the number of contract workyears expected to be performed "on base" in support of the installation during FY 1996. Information should represent an annual estimate on a full-time equivalency basis. Several categories of contract support have been identified in the table below. While some of the categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc.

Table 3 - Contract Workyears	
Activity Name: Naval Legal Service Office Northwest	**UIC: 35969**
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	0
Facilities Support:	0
Mission Support:	0
Procurement:	0
Other:*	0
Total Workyears:	0

* Note: Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

DATA CALL 66
INSTALLATION RESOURCES

b. Potential Disposition of On-Base Contract Workyears. If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the **on-base contract workyears** identified in Table 3.?

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)):

N/A

2) Estimated number of workyears which would be eliminated:

N/A

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area):

N/A

DATA CALL 66
INSTALLATION RESOURCES

c. **"Off-Base" Contract Workyear Data.** Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information **(ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above):**

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
N/A	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
N/A	

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

C. M. Legrand, RADM, JAGC
NAME (Please type or print)

Signature

Commander, NAVLEGSVCCOM
Title

18 Oct 94
Date

Naval Legal Service Command
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.

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

Mr. Robert W. Thornett
NAME (Please type or print)

Signature

Director
Title

8/2/94
Date

Field Support Activity
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)

J. B. GREENE, JR.
NAME (Please type or print)

Signature

ACTING
Title

22 AUG 1994
Date

Primary UIC: 00251

ENVIRONMENTAL DATA CALL 33

1. ENDANGERED/THREATENED SPECIES AND BIOLOGICAL HABITAT

1a. For federal or state listed endangered, threatened, or category 1 plant and/or animal species on your base, complete the following table. Critical/sensitive habitats for these species are designated by the U. S. Fish and Wildlife Service (USFWS). A species is present on your base if some part of its life-cycle occurs on Navy controlled property (e.g., nesting, feeding, loafing). Important Habitat refers to that number of acres of habitat that is important to some life cycle stage of the threatened/endangered species that is not formally designated.

SPECIES (plant or animal)	Designation (Threatened/ Endangered)	Federal/ State	Critical / Designated Habitat (Acres)	Important Habitat (acres)
example: Haliaeetus leucocephalus - bald eagle	*threatened*	*Federal*	*25*	*0*
NONE				

Source Citation: Natural Resources Management Plan (NRMP), 1994

1b.

Have your base operations or development plans been constrained due to: - USFWS or National Marine Fisheries Service (NMFS)? - State required modifications or constraints? If so, identify below the impact of the constraints including any restrictions on land use.	**YES**
Are there any requirements resulting from species not residing on base, but which migrate or are present nearby? If so, summarize the impact of such constraints.	**YES**

In-water work is generally not permitted from March 15 through June 14 for the protection of migrating juvenile salmonids. (State Dept. of Fisheries.)

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1c. If the area of the habitat and the associated species have not been identified on base maps provided in Data Call 1, submit this information on an updated version of Data Call 1 map.

N/A

1d.

Have any efforts been made to relocate any species and/or conduct any mitigation with regards to critical habitats or endangered/threatened species? Explain what has been done and why.	**NO**

1e.

Will any state or local laws and/or regulations applying to endangered/threatened species which have been enacted or promulgated but not yet effected, constrain base operations or development plans beyond those already identified? Explain.	**NO**

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2. WETLANDS

Note: Jurisdictional wetlands are those areas that meet the wetland definitional criteria detailed in the Corps of Engineers (COE) Wetland Delineation Manual, 1987, Technical Report Y-87-1, U.S. Army Engineer Waterway Experiment Station, Vicksburg, MS or officially adapted state definitions.

2a.

Does your base possess federal jurisdictional wetlands? NOTE 1	**YES**
Has a wetlands survey in accordance with established standards been conducted for your base?	**NO**
When was the survey conducted or when will it be conducted? In process - expected completion Aug 95	**In process - Expected completion Aug95**
What percent of the base has been surveyed?	**0**
What is the total acreage of jurisdictional wetlands present on your base?	**TBD NOTE 1**

Source Citation: NRMP

NOTE 1: Navy wetlands survey in progress. Existing NRMP lists wetlands but does not classify them per the C.O.E. requirements.

2b. If the area of the wetlands has not been identified on base maps provided in Data Call 1, submit this on an updated version of Data Call 1 map.

Map provided previously from the NRMP.

2c. Has the EPA, COE or a state wetland regulatory agency required you to modify or constrain base operations or development plans in any way in order to accommodate a jurisdictional wetland? **NO** If YES, summarize the results of such modifications or constraints.

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3. CULTURAL RESOURCES

3a.

Has a survey been conducted to determine historic sites, structures, districts or archaeological resources which are listed, or determined eligible for listing, on the National Register of Historic Places? If so, list the sites below.	**YES**

1. **National Historic Landmark District - The Shipyard Industrial Area**
2. **National Historic Register Districts**
   a. **Marine Reservation**
   b. **Hospital Reservation**
   c. **Puget Sound Radio Station**
   d. **Officer's Row**

3b.

Has the President's Advisory Council on Historic Preservation or the cognizant State Historic Preservation Officer required you to mitigate or constrain base operations or development plans in any way in order to accommodate a National Register cultural resource? If YES, list the results of such modifications or constraints below.	**YES**

An MOA was developed with the state HPO, the Council, and the National park Service requiring that a Historic American Engineering Record (per Section 106 of the National Historic Preservation Act) be developed prior to starting a modification/repair project on Drydock 3. Consultation is in progress for demolition of seismically unsound Pattern Shop and Marine Machinery Office and storage space.

3c.

Are there any on base areas identified as sacred areas or burial sites by Native Americans or others? List below.	**NO**

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4. ENVIRONMENTAL FACILITIES

Notes: If your facility is permitted for less than maximum capacity, state the maximum capacity and explain below the associated table why it is not permitted for maximum capacity. Under "Permit Status" state when the permit expires, and whether the facility is operating under a waiver. For permit violations, limit the list to the last 5 years.

4a.

Does your base have an operating landfill?					NO
ID/Location of Landfill	Permitted Capacity (CYD)		Maximum Capacity (CYD)	Contents[1]	Permit Status
	TOTAL	Remaining			
NONE					

[1] Contents (e.g. building demolition, asbestos, sanitary debris, etc)

Are there any current or programmed projects to correct deficiencies or improve the facility.

N/A

4b. If there are any non-Navy users of the landfill, describe the user and conditions/agreements.

N/A

4c.

Does your base have any disposal, recycling, or incineration facilities for solid waste?					YES
Facility/Type of Operation	Permitted Capacity	Ave Daily Throughput	Maximum Capacity	Permit Status	Comments
MWR Recycling	N/A	1.8 Tons	NOTE 1	N/A	NOTE 2

List any permit violations and projects to correct deficiencies or improve the facility.

NOTE 1: Depends primarily on assigned manpower.

NOTE 2: Includes aluminum, glass, tin, plastic, and paper.

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4d.

Does your base own/operate a Domestic Wastewater Treatment Plant (WWTP) ?					NO
ID/Location of WWTP	Permitted Capacity	Ave Daily Discharge Rate	Maximum Capacity	Permit Status	Level of Treatment/Year Built

List permit violations and discuss any projects to correct deficiencies.

Not applicable

4e. If you do not have a domestic WWTP, describe the average discharge rate of your base to the local sanitary sewer authority, discharge limits set by the sanitary sewer authority (flow and pollutants) and whether the base is in compliance with their permit. Discuss recurring discharge violations.

1. Average discharge rate = 900,000 gal/day. This discharge represents approximately 15% of the total capacity of the Bremerton Sanitary Sewer Authority.

2. Discharge flow limit = (1) 1 million gal/day (above this limit requires notification of city treatment plant); (2) 2.3 million gal/day maximum flow per sewage service contract No. N62474-83-C-9720.

3. Pollutant discharge limits = Discharges must contain less than 100 parts per million oil and grease. No other pollutant discharge limits currently apply.

4. PSNS has no recurring discharge violations.

5. PSNS has submitted a sewer discharge permit application to the state. Current status: Pending.

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4d.

Does your base own/operate a Domestic Wastewater Treatment Plant (WWTP) ?					NO
ID/Location of WWTP	Permitted Capacity	Ave Daily Discharge Rate	Maximum Capacity	Permit Status	Level of Treatment/Year Built

List permit violations and discuss any projects to correct deficiencies.

Not applicable

4e. If you do not have a domestic WWTP, describe the average discharge rate of your base to the local sanitary sewer authority, discharge limits set by the sanitary sewer authority (flow and pollutants) and whether the base is in compliance with their permit. Discuss recurring discharge violations.

1. Average discharge rate = 900,000 gal/day. This discharge represents approximately 15% of the total capacity of the Bremerton Sanitary Sewer Authority.

2. Discharge flow limit = 1,000,000 gal/day (above this limit requires notification of city treatment plant).

3. Pollutant discharge limits = Discharges must contain less than 100 parts per million oil and grease. No other pollutant discharge limits currently apply.

4. PSNS has no recurring discharge violations.

5. PSNS has submitted a sewer discharge permit application to the state. Current status: Pending.

Primary UIC: 00251

4f.

Does your base operate an Industrial Waste Treatment Plant (IWTP)?					YES
ID/Location of IWTP	Type of Treatment	Permitted Capacity	Avg Daily Discharge Rate	Maximum Capacity	Permit Status
Bldg. 871 Puget Sound Naval Shipyard	Oxidation reduction and metal precipitation	N/A	3,000 gal/day	80,000 gal/day	Pending

List any permit violations and projects to correct deficiencies or improve the facility.

N/A

4g. Are there other waste treatment flows not accounted for in the previous tables? Estimate capacity and describe the system. R

Building 912 Wastewater Treatment Plant
- Estimated Maximum Capacity = 400,000 gal/day
- Plant performs PH adjustments and particulate removal via a sand filter.
- The outfall from this plant is permitted in our general NPDES permit which was renewed on 1 April 1994 and will be in effect through 1 April 1999.
- Discharge limits include: Flow; 0.17 MGD average, Oil and grease; 10mg/1 average, 15mg/1 daily max, TSS; 30mg/1 average, 100mg/1 daily max., Free available Chlorine; 0.2mg/1 average, 0.5mg/1 daily max., Chromium; 0.2mg/1 average, 0.2mg/1 daily max., Zinc; 1.0mg/1 average, 1.0mg/1 daily max.

4h.

Does your base operate drinking Water Treatment Plants (WTP)?					NO
ID/Location of WTP	Operating (GPD)		Method of Treatment	Maximum Capacity	Permit Status
	Permitted Capacity	Daily Rate			

Primary UIC: 00251

4f.

Does your base operate an Industrial Waste Treatment Plant (IWTP)?					YES
ID/Location of IWTP	Type of Treatment	Permitted Capacity	Avg Daily Discharge Rate	Maximum Capacity	Permit Status
Bldg. 871 Puget Sound Naval Shipyard	Oxidation reduction and metal precipitation	N/A	3,000 gal/day	80,000 gal/day	Pending

List any permit violations and projects to correct deficiencies or improve the facility.

N/A

4g. Are there other waste treatment flows not accounted for in the previous tables? Estimate capacity and describe the system.

Building 912 Wastewater Treatment Plant
- Maximum Capacity = 109,000 gal/day
- Plant performs PH adjustments and particulate removal via a sand filter.
- The outfall from this plant is permitted in our general NPDES permit which was renewed on 1 April 1994 and will be in effect through 1 April 1999.
- Discharge limits include: Flow; 0.17 MGD average, Oil and grease; 10mg/1 average, 15mg/1 daily max, TSS; 30mg/1 average, 100mg/1 daily max., Free available Chlorine; 0.2mg/1 average, 0.5mg/1 daily max., Chromium; 0.2mg/1 average, 0.2mg/1 daily max., Zinc; 1.0mg/1 average, 1.0mg/1 daily max.

4h.

Does your base operate drinking Water Treatment Plants (WTP)?					NO
ID/Location of WTP	Operating (GPD)		Method of Treatment	Maximum Capacity	Permit Status
	Permitted Capacity	Daily Rate			

List permit violations and projects/actions to correct deficiencies or improve the facility.

Not applicable

Primary UIC: 00251

4i. If you do not operate a WTP, what is the source of the base potable water supply. State terms and limits on capacity in the agreement/contract, if applicable.

1. **Source = City of Bremerton**

2. **Terms = City of Bremerton is responsible for all treatment and source water quality. The Shipyard is responsible for operation and maintenance of the distribution system inside the yard and for monitoring water quality at outlets.**

3. **Limits = Not applicable**

4j.

Does the presence of contaminants or lack of supply of water constrain base operations. Explain.	**NO**

4k.

Other than those described above does your base hold any NPDES or stormwater permits? If YES, describe permit conditions.	**YES**
If NO, why not and provide explanation of plan to achieve permitted status.	

1. **Puget Sound Naval Shipyard is authorized to discharge via NPDES permit No. WA-000206-2.**

2. **The NPDES permit requires the Shipyard to:**

   - **Monitor drydock outfalls (18, 18a, 19, and 96) for Flow, Oil and Grease (10mg/1 average, 15mg/1 max.), Copper (.019mg/1 average, .033mg/1 max.), Lead, Mercury, Zinc, Temperature, PCBs, and Whole Effluent Toxicity.**

   - **Monitor power plant outfall, No. 21, for Flow, Temperature, Oil and Grease, Total Suspended Solids, Chlorine, Chromium, Zinc, and PH. See 4g for numerical limits.**

   - **Monitor 13 stormwater outfalls for Biological Oxygen Demand, Total Suspended Solids, Chemical Oxygen Demand, PH, Total Metals, Total Petroleum Hydrocarbons, Cyanide, and Semi-Volatile Organics. No numerical limits were placed on any of the above stormwater parameters.**

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41.

YES/NO

Does your base have bilge water discharge problem?	**NO**
Do you have a bilge water treatment facility?	**YES**

R

Explain: Puget Sound Naval Shipyard has five oily water treatment units with a total capacity of 360,000 gal/day. These units discharge into the sanitary sewer system and so are not permitted at this time. A permit for the Shipyards sanitary sewer discharges is currently pending with the state.

4m.

Will any state or local laws and/or regulations applying to Environmental Facilities, which have been enacted or promulgated but not yet effected, constrain base operations or development plans beyond those already identified? Explain.	**NO**

4n. What expansion capacity is possible with these Environmental Facilities? Will any expansions/upgrades as a result of BRACON or projects programmed through the Presidents budget through FY 97 result in additional capacity? Explain.

The Industrial Wastewater Treatment Plant is designed and permitted to treat Shipyard-generated metal finishing wastewater by neutralization and precipitation. The treatment plant primarily treats wastewater piped directly from the metal finishing shop, Building 873. It is currently operating below maximum capacity. Expanded use of the treatment plant would require additional permitting, extensive facility upgrades to treat non-metal finishing wastewater, and site improvements to allow increased truck traffic to the facility.

4o. Do capacity limitations on any of the facilities discussed in question 4 pose a present or future limitation on base operations? Explain.

NO

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4l.

YES/NO

Does your base have bilge water discharge problem?	**NO**
Do you have a bilge water treatment facility?	**YES**

Explain: Puget Sound Naval Shipyard has five oily water treatment units with a total capacity of 600,000 gal/day. These units discharge into the sanitary sewer system and so are not permitted at this time. A permit for the Shipyards sanitary sewer discharges is currently pending with the state.

4m.

Will any state or local laws and/or regulations applying to Environmental Facilities, which have been enacted or promulgated but not yet effected, constrain base operations or development plans beyond those already identified? Explain.	**NO**

4n. What expansion capacity is possible with these Environmental Facilities? Will any expansions/upgrades as a result of BRACON or projects programmed through the Presidents budget through FY 97 result in additional capacity? Explain.

The Industrial Wastewater Treatment Plant is designed and permitted to treat Shipyard-generated metal finishing wastewater by neutralization and precipitation. The treatment plant primarily treats wastewater piped directly from the metal finishing shop, Building 873. It is currently operating below maximum capacity. Expanded use of the treatment plant would require additional permitting, extensive facility upgrades to treat non-metal finishing wastewater, and site improvements to allow increased truck traffic to the facility.

4o. Do capacity limitations on any of the facilities discussed in question 4 pose a present or future limitation on base operations? Explain.

NO

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5. AIR POLLUTION

5a.

What is the name of the Air Quality Control Areas (AQCAs) in which the base is located? **Puget Sound Interstate**
Is the installation or any of its OLFs or non-contiguous base properties located in different AQCAs? **NO** . List site, location and name of AQCA.

5b. For each parcel in a separate AQCA fill in the following table. Identify with and "X" whether the status of each regulated pollutant is: attainment/non-attainment/maintenance. For those areas which are in non-attainment, state whether they are: Marginal, Moderate, Serious, Severe, or Extreme. State target attainment year.

Site: **Puget Sound Naval Shipyard** **AQCA:** **Puget Sound Interstate**

Pollutant	Attainment	Non-Attainment	Maintenance	Target Attainment Year[1]	Comments[2]
CO	X				
Ozone	X				
PM-10	X				
SO_2	X				
NO_2	X				
Pb	X				

[1] Based on national standard for Non-Attainment areas or SIP for Maintenance areas.

[2] Indicate if attainment is dependent upon BRACON, MILCON or Special Projects. Also indicate if the project is currently programmed within the Presidents FY 97 budget.

5c. For your base, identify the baseline level of emissions, established in accordance with the Clean Air Act. Baseline information is assumed to be 1990 data or other year as specified. Determine the total level of emissions (tons/yr) for CO, NOx, VOC, PM10 for the general sources listed. For all data provide a list of the sources and show your calculations. Use

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known emissions data, or emissions derived from use of state methodologies, or identify other sources used. "Other Mobile" sources include such items as ground support equipment.

	Emission Sources (Tons/Year)				
Pollutant	Permitted Stationary	Personal Automobiles	Aircraft Emissions	Other Mobile	Total
CO	36	*	*	*	36
NOx	177	*	*	*	177
VOC	86	*	*	*	86
PM10	8	*	*	*	8

Source Document: **Puget Sound Naval Shipyard Annual Air Emissions Inventory for 1990**

*** ONLY REQUIRED TO BE MEASURED IN NON-ATTAINMENT AREAS.**

Emission Sources:

1. **Fuel Combustion**
   - **Bituminous Coal**
   - **Natural Gas**
   - **Grade 1 and 3 Oil Distillate**
2. **Paints**
   - **Solvent based Epoxies**
   - **Lacquer, Vinyl and Varnish**
   - **Thinning Solvents**
   - **Adhesives**
3. **Solvent Degreasing**
   - **Trichlorenthane**
   - **Freon 113**
   - **Trichlorethylene**
4. **Transportation**
   - **Filling Gas Tanks**
5. **Cold Solvent Cleaning**
6. **Refrigerant Evaporation**

Calculations: The actual calculations for 1990 were not available. The following are example calculations pulled from our 1993 report.
Segment 01 Bituminous Coal
1990 Operating Rate = 37,492.2 tons of Coal
SCC 1-02-002-04 (3/90)

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Emission Inventory Calculations, 1993
US Navy Puget Sound Naval Shipyard
point 001, Segment 01 Bituminous Coal

EF		% CE	NEW EF	FP	EMISSIONS
CO	5.0	0	50. lbs/ton	0	= 187,461 lbs
NOx	14.00	0	14.0 lbs/ton	0	= 524,891 lbs
PM10		SEE PM 10 calculation below			= 26,769 lbs
SOx	39.00	85	5.85 lbs\ton	.53	= 116,245 lbs
VOC	0.07	0	0.07 lbs\ton	0	= 2,625 lbs
Lead	0.0133	0	0.0133 lbs/ton	0	= 498 lbs

Where
EF = Emission factors that were obtained from EPA's Source Classification Codes (3/90).
% CE = Control Efficiency in percentage
New EF = EF * (100 - & CE)/100
FP = Fuel Parameter in weight percent
Emissions = Total coal ton/yr * FP (if applicable) * new EF

Sample Calculation:

Sulfur Oxides:
New EF = 39.0 lbs/ton * (100-85)/100
= 5.85 lbs/ton
SOx: the weighted average of sulfur content in coal is 0.53%. This number is based on receipts of chemical analysis for all 1993 coal shipments.
Therefore FP = 0.53
Emissions = 37,492.2 tons/yr * 0.53 * 5.85 lbs/ton
= 116,245 lbs/yr of sulfur oxides

PM10 Calculation:

Average Heating Value (AHV) of coal received is 23.8 MBtu/ton coal. This value was determined from testings conducted by the US Army Petroleum Center Petroleum Testing Facility.

Emission = Total coal ton/yr * AVH * DEF

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Where
AVH = Average Heating Value of coal (23.8 MBtu/ton)
DEF = Design Emission Factor of 0.03 lb/MBtu. This factor was verified satisfactory during a PSD acceptance testing. The testing was conducted in August 1989 by the National Facility Engineering Service Center based in Port Hueneme of California.
thus,

PM10 Emission = 37,492.2 * 23.8 * .03 = 26,769 lbs

Emission Inventory Calculations
US Navy Puget Sound Naval Shipyard

Point 001, Segment 02 Natural Gas
1990 Operating Rate = 528,530 Therms
SCC 1-02-006-02 (3/9)

EF		NEW EF	EMISSIONS
CO	35 lbs/Mcf	3.4 lbs/1,000 therms	= 1,797 lbs
NOx	140 lbs/Mcf	13.6 lbs/1,000 therms	= 7,188 lbs
PM10	3 lbs/Mcf	0.29 lbs/1,000 therms	= 153 lbs
SOx	0.6 lbs/Mcf	0.058 lbs/1,000 therms	= 31 lbs
VOC	2.8 lbs/Mcf	0.27 lbs/1,000 therms	= 143 lbs

Where

EF = Emission factors that were obtained from EPA's Source Classification Code (3/90)

cf = a cubic foot

Mcf = a million cubic feet

$$\text{New EF} = \text{EF} * \frac{\text{cf}}{1030\ \text{Btu}} * \frac{10e5\ \text{Btu}}{\text{therm}} * \frac{1{,}000\ \text{therms}}{1{,}000\ \text{therms}}$$

CE = Control efficiency is assumed to be zero

Emission = Total therms/yr * New EF

Primary UIC: 00251

Sample Calculation:

Carbon Monoxide:

$$\text{New EF} = \frac{35\ \text{lbs}}{10e6\text{cf}} * \frac{\text{cf}}{1030\ \text{Btu}} * \frac{10e5\ \text{Btu}}{\text{therm}} * \frac{1{,}000\ \text{therms}}{1{,}000\ \text{therms}}$$

$$= 3.4\ \text{lbs}/1{,}000\ \text{therms}$$

$$\text{Emission} = 528{,}530\ \frac{\text{therms}}{\text{year}} * \frac{3.4\ \text{lbs}}{1{,}000\ \text{therms}}$$

$$= 1{,}797\ \text{lbs/yr for carbon monoxide}$$

US Navy Puget Sound Naval Shipyard Registration: 14082

Point 001, Segment 03 Distillate Oil, Grades 1 & 2
1990 Operating Rate = 359,605 gal/yr
SCC 1-02-005-01 (3/90)

EF (lbs/1000 gal)		% CE	FP	EMISSIONS
CO	5.0	0	0	= 1,798 lbs
NOx	20.0	0	0	= 7,192 lbs
PM10	1.0	0	0	= 360 lbs
SOx	143.6	0	0.5	= 25,820 lbs
VOC	0.2	0	0	= 72 lbs
LEAD	0.0004	0	0	= < 1 lbs
Octane	0.0094	0	0	= 3 lbs
N-Butane	0.0244	0	0	= 9 lbs
N-Pentane	0.0204	0	0	= 7 lbs
Hexane	0.042	0	0	= 15 lbs
Heptane	0.0058	0	0	= 2 lbs
Formaldehyde	0.0974	0	0	= 35 lbs
Propane	0.0024	0	0	= < 1 lbs
Iso-Butane	0.0082	0	0	= 3 lbs

Where

EF = Emission Factors. Emission factors for CO, NOx, PM10, SOx, VOC, and Lead were obtained from EPA's Source Classification Codes (3/90). Emission

Primary UIC: 00251

factors for Octane, N-butane, N-Pentane, Hexane, Heptane, Formaldehyde, Propane, and Iso-Butane came from EPA's Air Chief - Fire program (10/93).

% CE = Control Efficiency in percentage.

FP = Fuel Parameter in weight percent.

Emissions = Total oil gal/yr * FP (if applicable) * EF * (100 - %CE)/100

Sample Calculation:

Sulfur Oxides: Assume Wt% sulfur in oil is 0.5% (permit #2545). Therefore FP = 0.5

Emission = 359,605 gal/yr * 0.5 * 143.6 lbs/1,000 gal * (100 - 0)/100
= 25,820 lbs/yr of sulfur oxides

Point 003, Segments 1 - 3 Organic Solvent Evaporation Degreasing: Process quantity represents the amount of a given material used within the calendar year. Assumed all VOCs were emitted to the atmosphere. Pounds of TAC/VOC's were calculated by weight percentages and specific gravities found from the MSDS or HIMS.

Point 004, Segment 1 Transportation Petroleum Products
Process Quantity = 463,595 gallons
SCC 4-06-003-02 Gasoline Retail Operations - Submerged Filling w/o controls

EF Emissions

VOC7.3 lbs/1,000 gal = 3,384 lbs

where

EF = Emission factors that were obtained from EPA's Source Classification Codes (3/90)

Emission = Total throughput volume (gal/yr) * EF

VOC calculation

Emission = 463,595 * 7.3 lbs / 1,000 gal = 3,384.2 lbs

Point 005, Segments 1-9 Cold Solvent Cleaning: Process quantity represents the amount of a given material used within the calendar year. Assumed all VOCs were emitted to the atmosphere. Pounds of TAC/VOCs were calculated by weight percentages and specific gravities found from the MSDS or HIMS.

Primary UIC: 00251

Point 006, Segment 1 Organic Solvent Evaporation Misc. Process quantity represents the amount of a given material used within the calendar year. Assumed all VOCs were emitted to the atmosphere. Pounds of TAC/VOCs were calculated by weight percentages and specific gravities found from the MSDS or HIMS. This segment also includes 400 pound of R12 (Dichlorodifluoromethane) caused by a spill during 1993.

5d. For your base, determine the total FY 93 level of emissions (tons/yr) for CO, NOx, VOC, PM10 for the general sources listed. For all data provide a list of the sources and show your calculations. Use known emissions data, or emissions derived from use of state methodologies, or identify other sources used. "Other Mobile" sources include such items as ground support equipment.

	Emissions Sources (Tons/Year)				
Pollutant	Permitted Stationary	Personal Automobiles	Aircraft Emissions	Other Mobile	Total
CO	**96**	*	*	*	**96**
NOx	**270**	*	*	*	**270**
VOC	**79**	*	*	*	**79**
PM10	**14**	*	*	*	**14**

NOTE: The increases from baseline in CO, NOx, and PM10 levels are due to a shift from burning mostly oil at our steam plant in 1990 to burning mostly coal in 1993.

Source Document: Puget Sound Naval Shipyards Annual Air Emissions Inventory For 1993

*** THIS INFORMATION IS REQUIRED TO BE COLLECTED IN NON-ATTAINMENT AREAS ONLY.**

Emission Sources:

1. **Fuel Combustion**
   - **Bituminous Coal**
   - **Natural Gas**
   - **Grade 1 and 3 Oil Distillate**
2. **Paints**
   - **Solvent based Epoxies**
   - **Lacquer, Vinyl and Varnish**
   - **Thinning Solvents**
   - **Adhesives**

Primary UIC: 00251

3. Solvent Degreasing
   - Trichlorenthane
   - Freon 113
   - Trichlorethylene
4. Transportation
   - Filling Gas Tanks
5. Cold Solvent Cleaning
6. Refrigerant Evaporation

EF		% CE	NEW EF	FP	EMISSIONS
CO	5.0	0	50. lbs/ton	0	= 187,461 lbs
NOx	14.00	0	14.0 lbs/ton	0	= 524,891 lbs
PM10		SEE PM 10 calculation below			= 26,769 lbs
SOx	39.00	85	5.85 lbs\ton	.53	= 116,245 lbs
VOC	0.07	0	0.07 lbs\ton	0	= 2,625 lbs
Lead	0.0133	0	0.0133 lbs/ton	0	= 498 lbs

Where
EF = Emission factors that were obtained from EPA's Source Classification Codes (3/90).
% CE = Control Efficiency in percentage
New EF = EF * (100 - & CE)/100
FP = Fuel Parameter in weight percent
Emissions = Total coal ton/yr * FP (if applicable) * new EF

Sample Calculation:

Sulfur Oxides:
New EF = 39.0 lbs/ton * (100-85)/100
= 5.85 lbs/ton
SOx: the weighted average of sulfur content in coal is 0.53%. This number is based on receipts of chemical analysis for all 1993 coal shipments.
Therefore FP = 0.53
Emissions = 37,492.2 tons/yr * 0.53 * 5.85 lbs/ton
= 116,245 lbs/yr of sulfur oxides

Primary UIC: 00251

PM10 Calculation:

Average Heating Value (AHV) of coal received is 23.8 MBtu/ton coal. This value was determined from testings conducted by the US Army Petroleum Center Petroleum Testing Facility.

Emission = Total coal ton/yr * AVH * DEF
Where
AVH = Average Heating Value of coal (23.8 MBtu/ton)

DEF = Design Emission Factor of 0.03 lb/MBtu. This factor was verified satisfactory during a PSD acceptance testing. The testing was conducted in August 1989 by the National Facility Engineering Service Center based in Port Hueneme of California.
thus,
PM10 Emission = 37,492.2 * 23.8 * .03 = 26,769 lbs

Emission Inventory Calculations
US Navy Puget Sound Naval Shipyard

Point 001, Segment 02 Natural Gas
1990 Operating Rate = 528,530 Therms
SCC 1-02-006-02 (3/9)

EF		NEW EF	EMISSIONS
CO	35 lbs/Mcf	3.4 lbs/1,000 therms	= 1,797 lbs
NOx	140 lbs/Mcf	13.6 lbs/1,000 therms	= 7,188 lbs
PM10	3 lbs/Mcf	0.29 lbs/1,000 therms	= 153 lbs
SOx	0.6 lbs/Mcf	0.058 lbs/1,000 therms	= 31 lbs
VOC	2.8 lbs/Mcf	0.27 lbs/1,000 therms	= 143 lbs

Where

EF = Emission factors that were obtained from EPA's Source Classification Code (3/90)

cf = a cubic foot

Mcf = a million cubic feet

Primary UIC: 00251

$$\text{New EF} = \text{EF} * \frac{\text{cf}}{1030\ \text{Btu}} * \frac{10e5\ \text{Btu}}{\text{therm}} * \frac{1000\ \text{therms}}{1000\ \text{therms}}$$

CE = Control efficiency is assumed to be zero

Emission = Total therms/yr * New EF

Sample Calculation:

Carbon Monixide:

$$\text{New EF} = \frac{35\ \text{lbs}}{10e6\text{cf}} * \frac{\text{cf}}{1030\ \text{Btu}} * \frac{10e5\ \text{Btu}}{\text{therm}} * \frac{1{,}000\ \text{therms}}{1{,}000\ \text{therms}}$$

= 3.4 lbs/1,000 therms

$$\text{Emission} = 528{,}530\ \frac{\text{therms}}{\text{year}} * \frac{3.4\ \text{lbs}}{1{,}000\ \text{therms}}$$

= 1,797 lbs/yr for carbon monoxide

US Navy Puget Sound Naval Shipyard Registration: 14082

Point 001, Segment 03 Distillate Oil, Grades 1 & 2
1990 Operating Rate = 359,605 gal/yr
SCC 1-02-005-01 (3/90)

EF (lbs/1000 gal)		% CE	FP	EMISSIONS
CO	5.0	0	0	= 1,798 lbs
NOx	20.0	0	0	= 7,192 lbs
PM10	1.0	0	0	= 360 lbs
SOx	143.6	0	0.5	= 25,820 lbs
VOC	0.2	0	0	= 72 lbs
LEAD	0.0004	0	0	= < 1 lbs
Octane	0.0094	0	0	= 3 lbs
N-Butane	0.0244	0	0	= 9 lbs
N-Pentane	0.0204	0	0	= 7 lbs
Hexane	0.042	0	0	= 15 lbs
Heptane	0.0058	0	0	= 2 lbs
Formaldehyde	0.0974	0	0	= 35 lbs

Primary UIC: 00251

EF (lbs/1000 gal)		% CE	FP	EMISSIONS
Propane	0.0024	0	0	= < 1 lbs
Iso-Butane	0.0082	0	0	= 3 lbs

Where

EF = Emission Factors. Emission factors for CO, NOx, PM10, SOx, VOC, and Lead were obtained from EPA's Source Classification Codes (3/90). Emission factors for Octane, N-butane, N-Pentane, Hexane, Heptane, Formaldehyde, Propane, and Iso-Butane came from EPA's Air Chief - Fire program (10/93).

% CE = Control Efficiency in percentage.

FP = Fuel Parameter in weight percent.

Emissions = Total oil gal/yr * FP (if applicable) * EF * (100 - %CE)/100

Sample Calculation:

Sulfur Oxides: Assume Wt% sulfur in oil is 0.5% (permit #2545). Therefore FP = 0.5

Emission = 359,605 gal/yr * 0.5 * 143.6 lbs/1,000 gal * (100 - 0)/100

= 25,820 lbs/yr of sulfur oxides

Point 003, Segments 1 - 3 Organic Solvent Evaporation Degreasing: Process quantity represents the amount of a given material used within the calendar year. Assumed all VOCs were emitted to the atmosphere. Pounds of TAC/VOC's were calculated by weight percentages and specific gravities found from the MSDS or HIMS.

Point 004, Segment 1 Transportation Petroleum Products
Process Quantity = 463,595 gallons
SCC 4-06-003-02 Gasoline Retail Operations - Submerged Filling w/o controls

EF Emissions

VOC7.3 lbs/1,000 gal = 3,384 lbs

where

EF = Emission factors that were obtained from EPA's Source Classification Codes (3/90)

Emission = Total throughput volume (gal/yr) * EF

Primary UIC: **00251**

Facilities and Equipage, continued

7. Buildings and Their Condition

7.1 List the buildings used to perform the depot maintenance functions by category code numbers (five or six digit CCNs), identifying their current condition (adequate, substandard, and inadequate) in Table 7.1 in thousands of square feet (KSF).

Table 7.1: **Facility Conditions**

CCN	Facility Type	Condition/Area (#KSF)			Comments Deficiency Codes *
		Adequate	Inadequate	Substandard	
213-41	Central Tool (06)	49,911	0	104,159	C45, C02, A27
213-42	Shipfitting Shop (11)	830	0	348,703	F26
213-43	Sheet Metal (17)	85,612	0	2,366	C45, C02
213-44	Forge & Heat Treatment (23)	0	0	40,851	F03, F10
213-45	Welding (26)	25,271	812	5,559	E45, C03, A30
213-48	Q.A.	26,345	44,839	20,782	A30, C45, F23
213-50	Optical Shop	0	0	0	
213-51	Weapons Shop (36)	0	0	0	
213-49	Inside Machine (31)	0	0	270,793	C45, A27
213-52	Marine Machine (38)	0	0	131,995	C45, A27
213-53	Boilermaker (41)	820	0	50,272	C45, A30
213-54	Electrical (51)	0	0	89,361	C45
213-55	Pipefitter (56)	0	0	158,996	C45, C02, C05
213-56	Woodworking (64)	75,144	960	1,904	F30, C45

Primary UIC: 00251

VOC calculation

Emission = 463,595 *7.3 lbs = 3,384.2 lbs
1000 gal

Point 005, Segments 1-9 Cold Solvent Cleaning: Process quantity represents the amount of a given material used within the calendar year. Assumed all VOCs were emitted to the atmosphere. Pounds of TAC/VOCs were calculated by weight percentages and specific gravities found from the MSDS or HIMS.

Point 006, Segment 1 Organic Solvent Evaporation Misc. Process quantity represents the amount of a given material used within the calendar year. Assumed all VOCs were emitted to the atmosphere. Pounds of TAC/VOCs were calculated by weight percentages and specific gravities found from the MSDS or HIMS. This segment also includes 400 pound of R12 (Dichlorodifluoromethane) caused by a spill during 1993.

5e. Provide estimated increases/decreases in air emissions (Tons/Year of CO, NOx, VOC, PM10) expected within the next six years (1995-2001). Either from previous BRAC realignments and/or previously planned downsizing shown in the Presidents FY 97 budget. Explain.

The following are estimated decreases in air emissions primarily due to the planned conversion of the Shipyards steam plant from coal to natural gas in Jan 1996 (MILCON P314).

- **VOC reduction = 0.5 tons/year**
- **CO reduction = 77 tons/year**
- **NOx reduction = 218 tons/year**
- **PM10 reduction = 12 tons/year**

5f. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 miles of the base?

- **Olympic National Park**
- **Pierce County**
- **King County**

5g. Have any base operations/mission/functions (i.e.: training, R&D, ship movement, aircraft movement, military operations, support functions, vehicle trips per day, etc.) been restricted or delayed due to air quality considerations. Explain the reason for the restriction and the "fix" implemented or planned to correct.

No base operations, missions, or functions have been restricted.

Primary UIC: 00251

5h. Does your base have Emission Reduction Credits (ERCs) or is it subject to any emission offset requirements? If yes, provide details of the sources affected and conditions of the ERCs and offsets. Is there any potential for getting ERCs?

NO

Primary UIC: 00251

R

6. ENVIRONMENTAL COMPLIANCE

6a. Identify compliance costs, currently known or estimated that are required for permits or other actions required to bring existing practices into compliance with appropriate regulations. Do not include Installation Restoration costs that are covered in Section 7 or recurring costs included in question 6c. For the last two columns provide the two year totals for those FY's. R

Program	Survey Com-pleted?	Costs in $K to correct deficiencies					
		FY 94	FY 95	FY 96	FY1997	FY 98-99	FY 00-01
Air	YES	170	145	40	0	0	0
Hazardous Waste	*	0	0	0	0	0	0
Safe Drinking Water Act	YES	171	83	0	0	0	0
PCBs	YES	0	0	0	0	0	0
Other (non-PCB) Toxic Substance Control Act	*	0	0	0	0	0	0
Lead Based Paint	YES	0	0	0	0	0	0
Radon	YES	N/A	0	0	0	0	0
Clean Water Act	YES	140	100	50	50	0	0
Solid Waste	*	0	0	0	0	0	0
Oil Pollution Act	YES	0	0	0	0	0	0
USTs	YES	2,400	500	2	2	2	2
Other		0	0	0	0	0	0
Total		2,881	728	167	127	2	2

*** Formal surveys are not required for compliance/permitting in these programs.**

Primary UIC: 00251

6. ENVIRONMENTAL COMPLIANCE

6a. Identify compliance costs, currently known or estimated that are required for permits or other actions required to bring existing practices into compliance with appropriate regulations. Do not include Installation Restoration costs that are covered in Section 7 or recurring costs included in question 6c. For the last two columns provide the two year totals for those FY's.

Program	Survey Com-pleted?	Costs in $K to correct deficiencies					
		FY 94	FY 95	FY 96	FY1997	FY 98-99	FY 00-01
Air	YES	170	145	40	0	0	0
Hazardous Waste	*	0	0	0	0	0	0
Safe Drinking Water Act	YES	150	75	75	75	0	0
PCBs	YES	0	0	0	0	0	0
Other (non-PCB) Toxic Substance Control Act	*	0	0	0	0	0	0
Lead Based Paint	YES	0	0	0	0	0	0
Radon	YES	0	0	0	0	0	0
Clean Water Act	YES	140	100	50	50	0	0
Solid Waste	*	0	0	0	0	0	0
Oil Pollution Act	YES	0	0	0	0	0	0
USTs	YES	2,400	200	2	2	2	2
Other		0	0	0	0	0	0
Total		2,860	520	167	127	2	2

*** Formal surveys are not required for compliance/permitting in these programs.**

Primary UIC: 00251

Provide a separate list of compliance projects in progress or required, with associated cost and estimated start/completion date.

1. **Air emissions permitting process**
   - **$ 355,000**
   - **Started FY 93**
   - **Estimate completion, FY 96**

2. **Drinking water system upgrades**
   - **$ 375,000**
   - **Begun FY 94**
   - **Estimate completion, FY 97**

3. **Water pollution reduction initiatives**
   - **$ 340,000**
   - **Begun FY 94**
   - **Estimate completion, FY 97**

4. **UST removal**
   - **$2,600,000**
   - **Begun FY 93**
   - **Estimate completion, FY 96**

6b. Does your base have structures containing asbestos? **Yes** What % of your base has been surveyed for asbestos? **2%** Are additional surveys planned? **Yes** What is the estimated cost to remediate asbestos ($K) **21,000**. Are asbestos survey costs based on encapsulation, removal or a combination of both?

NOTE: Specific buildings have been/are being surveyed prior to demolition. Cost is a rough estimate based on removal prepared several years ago. No Shipyard survey has been completed. Percent surveyed refers to planning work complete prior to commencing a Shipyard survey starting with Building 460.

Primary UIC: 00251

R

6c. Provide detailed cost of recurring operational (environmental) compliance costs, with funding source.

Funding Source	FY 92	FY 93	FY 94	FY 95	FY 96	FY1997	FY 98-99	FY 00-01
O&MN								
HA	0	0	0	0	0	0	0	0
PA	0	0	0	0	0	0	0	0
BOS O&MN	50	0	242	150	915	0	0	0
OTHER O&MN	150	160	150	150	150	150	100	50
Other DBOF *	8,695	9,500	10,782	11,757	11,935	12,015	24,800	25,593
TOTAL:	8,895	9,660	11,174	12,057	13,000	12,165	24,900	25,643

* Estimated from FY93 AFMB env. exhibit.

6d. Are there any compliance issues/requirements that have impacted operations and/or development plans at your base.

NO

Primary UIC: 00251

R

6c. Provide detailed cost of recurring operational (environmental) compliance costs, with funding source.

R

Funding Source	FY 92	FY 93	FY 94	FY 95	FY 96	FY1997	FY 98-99	FY 00-01
O&MN								
HA	0	0	0	0	0	0	0	0
PA	0	0	0	0	0	0	0	0
BOS O&MN	50	0	242	150	915	0	0	0
OTHER O&MN	150	160	150	150	150	150	100	50
Other DBOF *	8,695	9,500	10,782	11,757	11,935	12,015	24,800	25,593
TOTAL:	8,895	9,660	11,174	12,907	13,000	12,165	24,900	25,643

* Estimated from FY93 AFMB env. exhibit.

6d. Are there any compliance issues/requirements that have impacted operations and/or development plans at your base.

NO

Primary UIC: 00251

6c. Provide detailed cost of recurring operational (environmental) compliance costs, with funding source.

Funding Source	FY 92	FY 93	FY 94	FY 95	FY 96	FY1997	FY 98-99	FY 00-01
O&MN								
HA	0	0	0	0	0	0	0	0
PA	0	0	0	0	0	0	0	0
BOS O&MN	50	303	292	150	915	0	0	0
Other O&MN (DERA)	150	160	150	150	150	150	100	50
Other DBOF *	8,695	9,500	10,782	11,757	11,935	12,015	24,800	25,593
TOTAL:	8,845	9,660	10,932	11,907	12,085	12,165	24,900	25,643

PA and DERA figures provided by EFA NW (NAVFAC)

*** These are estimates; accounting system did not fully support environmental cost collection in FY 92 and FY 93.**

6d. Are there any compliance issues/requirements that have impacted operations and/or development plans at your base.

NO

Primary UIC: 00251

R

7. INSTALLATION RESTORATION

7a.

Does your base have any sites that are contaminated with hazardous substances or petroleum products?	**YES**
Is your base an NPL site or proposed NPL site?	**YES**

7b. Provide the following information about your Installation Restoration (IR) program. Project list may be provided in separate table format. Note: List only projects eligible for funding under the Defense Environmental Restoration Account (DERA). Do not include UST compliance projects properly listed in section VI.

R

Site # or name	Type site	Groundwater Contaminated ?	Extends off base?	Drinking Water Source?	Cost to Complete ($M)/Est. Compl. Date	Status[2]/Comments
1	CERCLA	YES	NO	NO	$2.6 1999*	RI - PSNS **
2	CERCLA	YES	NO	NO	$2.6 1999*	RI - PSNS **
6	CERCLA	YES	YES	NO	$2.6 1999*	RI - PSNS **
7	CERCLA	YES	NO	NO	$2.6 1999*	RI - PSNS **
8	CERCLA	YES	NO	NO	$2.6 1999*	RI - PSNS **
9	CERCLA	YES	NO	NO	$2.6 1999*	RI - PSNS **
10 EAST	CERCLA	YES	NO	NO	$2.6 1999*	RI - PSNS **
10 CENTRAL	CERCLA	YES	NO	NO	$2.6 1999*	RI - PSNS **
10 WEST	CERCLA	YES	NO	NO	$2.6 1999*	RI - PSNS **
11	CERCLA	YES	NO	NO	$2.6 1999*	RI - PSNS **
3	CERCLA	YES	YES	NO	$2.6 1999*	RI - PSNS **

Primary UIC: 00251

7. INSTALLATION RESTORATION

7a.

Does your base have any sites that are contaminated with hazardous substances or petroleum products?	**YES**
Is your base an NPL site or proposed NPL site?	**YES**

7b. Provide the following information about your Installation Restoration (IR) program. Project list may be provided in separate table format. Note: List only projects eligible for funding under the Defense Environmental Restoration Account (DERA). Do not include UST compliance projects properly listed in section VI.

Site # or name	Type[1] site	Groundwater Contaminated?	Extends off base?	Drinking Water Source?	Cost to Complete ($M)/Est. Compl. Date	Status[2]/Comments
1	CERCLA	YES	NO	NO	$2.5 1999*	RI - PSNS **
2	CERCLA	YES	NO	NO	$2.5 1999*	RI - PSNS **
6	CERCLA	YES	YES	NO	$2.5 1999*	RI - PSNS **
7	CERCLA	YES	NO	NO	$2.5 1999*	RI - PSNS **
8	CERCLA	YES	NO	NO	$2.5 1999*	RI - PSNS **
9	CERCLA	YES	NO	NO	$2.5 1999*	RI - PSNS **
10 EAST	CERCLA	YES	NO	NO	$2.5 1999*	RI - PSNS **
10 CENTRAL	CERCLA	YES	NO	NO	$2.5 1999*	RI - PSNS **
10 WEST	CERCLA	YES	NO	NO	$2.5 1999*	RI - PSNS **
11	CERCLA	YES	NO	NO	$2.5 1999*	RI - PSNS **
12	CERCLA	YES	NO	NO	$2.5 1999*	RI - PSNS **

Primary UIC: 00251

R

Site # or name	Type[1] site	Groundwater Contaminated ?	Extends off base?	Drinking Water Source?	Cost to Complete ($M)/Est. Compl. Date	Status[2]/Comments
101	CERCLA	YES	YES	NO	$2.6 1997*	RI - JPHC ***
101-A	CERCLA	YES	YES	NO	$2.6 1997*	RI - JPHC ***
103	CERCLA	YES	YES	NO	$2.6 1997*	RI - JPHC ***
110	CERCLA	YES	NO	NO	$2.6 1997*	RI - JPHC ***

*** Estimated combined cost for completion of cleanup at PSNS and Jackson Park Housing complex is $39.0M**
**** Puget Sound Naval Shipyard**
***** Jackson Park Housing Complex**

[1] Type site: CERCLA, RCRA corrective action (CA), UST or other (explain)
[2] Status = PA, SI, RI, RD, RA, long term monitoring, etc.

7c. Have any contamination sites been identified for which there is no recognized/accepted remediation process available? List.

NO

7d.

Is there a groundwater treatment system in place?	**NO**
Is there a groundwater treatment system planned?	**YES**

State scope and expected length of pump and treat operation.

Water treatment will be conducted to remove petroleum products from site 11. Estimated length is two years.

7e.

Has a RCRA Facilities Assessment been performed for your base?	**YES**

Primary UIC: 00251

Site # or name	Type[1] site	Groundwater Contaminated?	Extends off base?	Drinking Water Source?	Cost to Complete ($M)/Est. Compl. Date	Status[2]/Comments
101	**CERCLA**	**YES**	**YES**	**NO**	**$2.5 1997***	**RI - JPHC *** **
101-A	**CERCLA**	**YES**	**YES**	**NO**	**$2.5 1997***	**RI - JPHC *** **
103	**CERCLA**	**YES**	**YES**	**NO**	**$2.5 1997***	**RI - JPHC *** **
110	**CERCLA**	**YES**	**NO**	**NO**	**$2.5 1997***	**RI - JPHC *** **

*** Estimated combined cost for completion of cleanup at PSNS and Jackson Park Housing complex is $39.0M**
**** Puget Sound Naval Shipyard**
***** Jackson park Housing Complex**

[1] Type site: CERCLA, RCRA corrective action (CA), UST or other (explain)
[2] Status = PA, SI, RI, RD, RA, long term monitoring, etc.

7c. Have any contamination sites been identified for which there is no recognized/accepted remediation process available? List.

NO

7d.

Is there a groundwater treatment system in place?	**NO**
Is there a groundwater treatment system planned?	**YES**

State scope and expected length of pump and treat operation.

Water treatment will be conducted to remove petroleum products from site 11. Estimated length is two years.

7e.

Has a RCRA Facilities Assessment been performed for your base?	**YES**

R

Primary UIC: 00251

7f. Does your base operate any conforming storage facilities for handling **hazardous materials**? If YES, describe facility, capacity, restrictions, and permit conditions.

NO. Our hazardous materials are stored in conforming lockers and portable haz/flam buildings. A haz/flam warehouse is under construction (MILCON P-233) with an estimated completion date of December of 1994.

7g. Does your base operate any conforming storage facilities for handling **hazardous waste**? If YES, describe facility, capacity, restrictions, and permit conditions.

1. Yes

FACILITY	CAPACITY	PERMIT STATUS
Building 944	2,880 Drums	Interim Part B
Building 368, Mixed Waste Storage	312 Drums	Interim Part B
Building 874, Tank Farm	4 13,500 Gal. Tanks	Interim Part B
Building 899, PCB Equipment Storage	500 Sq. Ft.	Interim Part B

R

7h. Is your base responsible for any non-appropriated fund facilities (exchange, gas station) that require cleanup? If so, describe facility/location and cleanup required/status.

YES

Jackson Park Exchange Gas Station
Engineering Service Request No. 106.32-93-002
Remove 2 UST's, Install 3 UST's, Soil Remediation
Contract In Negotiation

7i.

Do the results of any radiological surveys conducted indicate limitations on future land use? Explain below.	NO

Primary UIC: 00251

7f. Does your base operate any conforming storage facilities for handling **hazardous materials**? If YES, describe facility, capacity, restrictions, and permit conditions.

NO. Our hazardous materials are stored in conforming lockers and portable haz/flam buildings. A haz/flam warehouse is under construction (MILCON P-233) with an estimated completion date of December of 1994.

7g. Does your base operate any conforming storage facilities for handling **hazardous waste**? If YES, describe facility, capacity, restrictions, and permit conditions.

1. Yes

R

FACILITY	CAPACITY	PERMIT STATUS
Building 944	2,880 Drums	Interim Part B
Building 368, Mixed Waste Storage	312 Drums	Interim Part B
Building 874, Tank Farm	4 13,500 Gal. Tanks	Interim Part B
Building 899, PCB Equipment Storage	Unknown	Interim Part B

7h. Is your base responsible for any non-appropriated fund facilities (exchange, gas station) that require cleanup? If so, describe facility/location and cleanup required/status.

YES

Jackson Park Exchange Gas Station
Engineering Service Request No. 106.32-93-002
Remove 2 UST's, Install 3 UST's, Soil Remediation
Contract In Negotiation

7i.

Do the results of any radiological surveys conducted indicate limitations on future land use? Explain below.	NO

Primary UIC: 00251

7f. Does your base operate any conforming storage facilities for handling **hazardous materials**? If YES, describe facility, capacity, restrictions, and permit conditions.

NO. Our hazardous materials are stored in conforming lockers and portable haz/flam buildings. A haz/flam warehouse is under construction (MILCON P-233) with an estimated completion date of December of 1994.

7g. Does your base operate any conforming storage facilities for handling **hazardous waste**? If YES, describe facility, capacity, restrictions, and permit conditions.

1. **Yes**
2. **Building 944**
3. **2,800 drums**
4. **Currently in interim status for part B permit**

7h. Is your base responsible for any non-appropriated fund facilities (exchange, gas station) that require cleanup? If so, describe facility/location and cleanup required/status.

NO

7i.

Do the results of any radiological surveys conducted indicate limitations on future land use? Explain below.	**NO**

Primary UIC: 00251

7j. Have any base operations or development plans been restricted due to Installation Restoration considerations?

No

7k. List any other hazardous waste treatment or disposal facilities not included in question 7b. above. Include capacity, restrictions and permit conditions.

R

Not Applicable

Primary UIC: 00251

7j. Have any base operations or development plans been restricted due to Installation Restoration considerations?

No

7k. List any other hazardous waste treatment or disposal facilities not included in question 7b. above. Include capacity, restrictions and permit conditions.

- Building 944
- 2800 drums
- Currently in interim status for part B permit.

- A haz/flam warehouse is under construction with an estimated completion date of December of 1994.
- At completion this facility will have 69,376 square feet of storage.
- No permit required.

- The Mixed waste storage facility will have 2,268 square feet of storage space. This facility is scheduled for completion in June of 1995.
- Currently in interim status for part B permit.

Primary UIC: 00251

8. LAND / AIR / WATER USE

8a. List the acreage of each real estate component controlled or managed by your base (e.g., Main Base - 1,200 acres, Outlying Field - 200 acres, Remote Range - 1,000 acres, remote antenna site - 5 acres, Off-Base Housing Area - 25 acres).

Parcel Descriptor	Acres	Location
Shipyard	665 Note 1	Bremerton, WA
Off-Base Housing, Jackson Park	158	Bremerton, WA
Off-Base Housing, Eastpark	46	Bremerton, WA
Off-Base Housing, Ollala	6	Port Orchard, WA
Off-Base Rec. Area, Camp McKean Note 2	21	Bremerton, WA
Rail Spur	655	Shelton, WA to SUBASE Bangor

The Shipyard is procuring 17 acres (8 of which have been purchased) to support expansion for AOE 6 homeporting.

NOTE 1: 13 acres installation restoration sites, 355 acres submerged.
NOTE 2: CAMP McKean is controlled and managed by the Shipyard. However, this property was given in trust to the Navy and is currently leased by the Shipyard. Therefore, P-164 does not list Camp McKean acreage as part of the Shipyard's total acreage, but is included as part of the acreage controlled or managed by the Shipyard.

Primary UIC: 00251

8b. Provide the acreage of the land use categories listed in the table below:

LAND USE CATEGORY		ACRES
Total Developed: (administration, operational, housing, recreational, training, etc.)		**682**
Total Undeveloped (areas that are left in their natural state but are under specific environmental development constraints, i.e.: wetlands, endangered species, etc.)		**Wetlands: 4**
		All Others: 368 NOTE 1
Total Undeveloped land considered to be without development constraints, but which may have operational/man caused constraints (i.e.: HERO, HERF, HERP, ESQD, AICUZ, etc.) TOTAL		**425**
Total Undeveloped land considered to be without development constraints		**72 NOTE 2**
Total Off-base lands held for easements/lease for specific purposes		
Breakout of undeveloped, restricted areas. Some restricted areas may overlap:	ESQD	
	HERF	
	HERP	
	HERO	
	AICUZ	
	Airfield Safety Criteria	
	Other	**797 NOTE 3**

NOTE 1: 13 acres installation restoration sites, 355 acres submerged.
NOTE 2: FY 93 funded project will construct 170 units of housing on 43 acres.
NOTE 3: Breakdown of acreage: 4 acres wetlands, 13 acres installation restoration sites, 355 acres submerged, and 425 acres adjacent to railroad trackage on rail spur.

8c. How many acres on your base (includes off base sites) are dedicated for training purposes (e.g., vehicular, earth moving, mobilization)? This does not include buildings or interior small arms ranges used for training purposes. **NONE**

Primary UIC: 00251

8d. What is the date of your last AICUZ update? _____/_____/_____ Are any waivers of airfield safety criteria in effect on your base? Summarize the conditions of the waivers below.

N/A

8e. List the off-base land use *types* (e.g, residential, industrial, agricultural) and *acreage* within Noise Zones 2 & 3 generated by your flight operations and whether it is compatible/incompatible with AICUZ guidelines on land use.

N/A

Acreage/Location/ID	Zones 2 or 3	Land Use	Compatible/ Incompatible
NONE			

8f. List the navigational channels and berthing areas controlled by your base which require maintenance dredging? Include the frequency, volume, current project depth, and costs of the maintenance requirement.

Navigational Channels/ Berthing Areas	Location / Description	Maintenance Dredging Requirement			
		Frequency	Volume (MCY)	Current Project Depth (FT)	Cost ($M)
NONE					

8g. Summarize planned projects through FY 1997 requiring **new channel or berthing area** dredged depths, include location, volume and depth.

MILCON P-275 dredges berthing basins at Pier D, Oct 94 - Mar 95, for AOE 6 and CVN, 44.4' and 49.4' (MLLW), 105,000 CY.

Primary UIC: 00251

8h.

Are there available **designated dredge disposal areas** for maintenance dredging material? List location, remaining capacity, and future limitations.	**YES** **NOTE 1**
Are there available **designated dredge disposal areas** for new dredge material? List location, remaining capacity, and future limitations.	**YES** **NOTE 1**
Are the dredged materials considered contaminated? List known contaminants.	**YES** **NOTE 2**

NOTE 1: Elliott Bay disposal site. 15 miles east near Seattle. Estimated remaining capacity > 30 million CY. No known future limits. No differentiation between new and maint. dredged material. Contaminated dredge material is disposed of in approved landfills.

NOTE 2: Recent sampling for Pier D dredging indicated elevated levels of metals and DDT and its derivatives. Through the installation restoration process, sediment, water, and soil samples are being taken. Data from these samples will determine the proper clean-up alternatives needed to restore local sediments.

8.i. List any requirements or constraints resulting from consistency with **State Coastal Zone Management Plans**.

None of note for projects within the scope of present Navy activities.

8j. Describe any **non-point source pollution problems affecting water quality** ,e.g.: coastal erosion.
NONE

8k.

If the base has a cooperative agreement with the US Fish and Wildlife Service and/or the State Fish and Game Department for conducting a hunting and fishing program, does the agreement or these resources constrain either current or future operations or activities? Explain the nature and extent of restrictions.	**NO**

81. List any other areas on your base which are indicated as protected or preserved habitat other than threatened/endangered species that have been listed in Section 1. List the species, whether or not treated, and the acres protected/preserved.
NONE

Primary UIC: 00251

9. WRAPUP

9a. Are there **existing or potential environmental showstoppers** that have affected or will affect the accomplishment of the installation mission that have not been covered in the previous 8 questions? **No**

9b. Are there any **other environmental permits** required for base operations, include any relating to industrial operations.

PERMIT	NUMBER	STATUS
NPDES PERMIT	NO. WA-000206-2	IN EFFECT FROM 4/94 TO 4/99
HAZARDOUS WASTE STORAGE FACILITY PART B PERMIT	N/A	PENDING STATE APPROVAL
STATE SANITARY SEWER DISCHARGE PERMIT	N/A	PENDING STATE APPROVAL
STATE AIR EMISSIONS PERMIT	N/A	PSNS APPLICATION DUE; 5/95

9c. Describe any **other environmental or encroachment restrictions** on base property not covered in the previous 8 sections.

The permitting process for an in-water construction project drew protests from a local Native American Tribe on the grounds that it would negatively impact their treaty fishing area. Efforts to resolve differences led to cancellation of construction of an off-shore mooring and significantly delayed construction and dredging in support of additional ship homeporting.

9d. List **any future/proposed laws/regulations or any proposed laws/regulations** which will constrain base operations or development plans in any way. Explain.

NONE

Primary UIC: 00251

TENANT ACTIVITIES COVERED IN RESPONSE
TO BRAC-95 DATA CALL 33

UIC	ACTIVITY NAME
62703/ 43644	Defense Printing Service Detachment Office (DPSDO)
32587/ 68095	Branch Clinic, Naval Hospital, Bremerton
68095	Occupational Health/Preventive Medicine Division Naval Hospital, Bremerton
63058	Naval Criminal Investigative Service Resident Agency, Bremerton (NCIS)
33057/ 35944	COMSUBPAC/COMNAVSURFPAC/COMNAVAIRPAC Shipyard Rep Puget
43137	Personnel Support Activity Detachment (PSD)
55639	Naval Inactive Ship Maintenance Facility (NISMF)
35969	Naval Legal Service Office (NLSO)
45406	Naval Sea Systems Command Detachment Planning and Engineering (PERA CV) *
68711	Resident Officer In Charge Of Construction (ROICC)
00441	Pacific Fleet Polaris Material Office (PMOPAC) **
30492	Carderock Division, Naval Surface Warfare Center, Detachment Puget Sound
63015	Navy Campus
00406	Fleet and Industrial Supply Center, Puget Sound (FISC) **
46053	Naval Audit Office (NAO)
63533	Naval Reserve Center (NRC)
68106	Pacific Fleet Integrated Logistics Overhaul Team (ILOT) **
68443	Naval Dental Clinic (NDC)
47354	Personal Responsibility and Values and Education Training/ Counseling and Assistance Center (Prevent/CAAC)
68660 **	Naval Computer and Telecommunications Station (NAVCOMTELSTA)

Primary UIC: 00251

64281	Naval Undersea Warfare Center Detachment, Puget Field Office
62799	Supervisor of Shipbuilding, Conversion and Repair Field Office (SUPSHIP) **
68707/ 68856	Naval Reserve Maintenance Training Facility (NRMTF)
N/A	U.S. Post Office (USPS)
N/A	American Red Cross (ARC)
N/A	Kitsap Federal Credit Union (KFCU)
SB3200 (DoDAAC)	Defense Distribution Depot Puget Sound (DDPW) **
65540	Naval Ship Systems Engineering Station (NAVSSES)
N/A	Knolls Atomic Power Lab (General Electric)
N/A	BETTIS Resident Managers Office (Westinghouse)
44619	Naval Reactors Representative's Office (NRRO)
HQCWGN	Bremerton Commissary Store (DeCA)
SZG380	Defense Reutilization and Marketing Office (DRMO) **
62472	Navy Crane Center, On-Site Representative (NCC)
0103	Defense Finance and Accounting Service (DFAS)
03368	USS NIMITZ (CVN 68)
05832	USS SACRAMENTO (AOE 1)
05833	USS CAMDEN (AOE 2)
52712	USS TRUXTUN (CGN 35)
20541	USS CALIFORNIA (CGN 36)
20248	USS ROANOKE (AOR 7)

* Indicates activity is not physically located on Shipyard, but subject to Shipyard environmental conformity. DoDAAC - Department of Defense Activity Address Code.

** Indicates activity is physically located on FISC property, but subject to Shipyard environmental conformity.

UIC N00251

Data Being Certified: BRAC 95 Data Call Number 33, Puget Sound Naval Shipyard

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

NEXT ECHELON LEVEL (if applicable)

William H. Ryzewic

NAME (Please type or print)

W. H. Ryzewic

Signature

Executive Director for Naval Shipyard and SUPSHIP Management and Field Activity Support Directorate

Title

JUN 21 1994

Date

Naval Sea Systems Command

Activity

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

MAJOR CLAIMANT LEVEL

G. R. STERNER

NAME (Please type or print)

Signature

Commander

Title

6/27/94

Date

Naval Sea Systems Command

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)

R. R. SAREERAM

NAME (Please type or print)

Signature

ACTING

Title

01 JUL 1994

Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel at 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.

Data Being Certified: BRAC 95, Data Call 33

ACTIVITY COMMANDER

G. R. YOUNT, Captin, U.S. Navy
NAME (Please type of print)

Signature

Shipyard Commander
Title

17 June 1994
Date

Puget Sound Naval Shipyard
Activity

UIC N00251

Data Being Certified: BRAC 95 Data Call Number 33, Revisions, Puget Sound Naval Shipyard
Includes 8/27/94 and 9/23/94 Activity Revisions

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

NEXT ECHELON LEVEL (if applicable)

Robert S. Johnson
NAME (Please type or print)

Signature

Director, Field Activity Support Group
Naval Shipyard and SUPSHIP Management
and Field Activity Support Directorate
Title

10/2/94
Date

Naval Sea Systems Command
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

. R. STERNER
Title
ander
Sea Systems Command

10-4-94
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)

P.W. DRENNON
NAME (Please type or print)

Signature

Acting
Title

12 OCT 1994
Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel at 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.

Data Being Certified: BRAC 95, Data Call 33, #6c & 7g Revised

ACTIVITY COMMANDER

G. R. YOUNT, Captain, U.S. Navy
NAME (Please type of print)

Signature

Shipyard Commander
Title

9/23/94
Date

Puget Sound Naval Shipyard
Activity

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel at 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."

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

Data Being Certified: BRAC 95, Data Call 33, 4e, 4g, 4l, 6a, 6c, 7b, 7g, 7h, and 7k (Revised)

ACTIVITY COMMANDER

G. R. YOUNT, Captain, U.S. Navy	
NAME (Please type of print)	Signature
Shipyard Commander	August 27, 1994
Title	Date
Puget Sound Naval Shipyard	
Activity	

Puget Sound Naval Shipyard
Primary UIC: 00251

DATA CALL 66
INSTALLATION RESOURCES

Activity Information:

Activity Name:	**PUGET SOUND NAVAL SHIPYARD**
UIC:	**00251**
Host Activity Name (if response is for a tenant activity):	N/A
Host Activity UIC:	N/A

General Instructions/Background. A separate response to this data call must be completed for each Department of the Navy (DON) host, independent and tenant activity which separately budgets BOS costs (regardless of appropriation), and, is located in the United States, its territories or possessions.

1. Base Operating Support (BOS) Cost Data. Data is required which captures the total annual cost of operating and maintaining Department of the Navy (DON) shore installations. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Two tables are provided. Table 1A identifies "Other than DBOF Overhead" BOS costs and Table 1B identifies "DBOF Overhead" BOS costs. These tables must be completed, as appropriate, for all DON host, independent or tenant activities which separately budget BOS costs (regardless of appropriation), and, are located in the United States, its territories or possessions. Responses for DBOF activities may need to include both Table 1A and 1B to ensure that all BOS costs, including those incurred by the activity in support of tenants, are identified. If both table 1A and 1B are submitted for a single DON activity, please ensure that no data is double counted (that is, included on both Table 1A and 1B). The following tables are designed to collect all BOS costs currently budgeted, regardless of appropriation, e.g., Operations and Maintenance, Research and Development, Military Personnel, etc. Data must reflect FY 1996 and should be reported in thousands of dollars.

a. Table 1A - **Base Operating Support Costs (Other Than DBOF Overhead).** This Table should be completed to identify "Other Than DBOF Overhead" Costs. Display, in the format shown on the table, the O&M, R&D and MPN resources currently budgeted for BOS services. O&M cost data must be consistent with data provided on the BS-1 exhibit. Report only direct funding for the activity. Host activities should not include

reimbursable support provided to tenants, since tenants will be separately reporting these costs. Military personnel costs should be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Add additional lines to the table (following line 2j., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)

Activity Name: PUGET SOUND NAVAL SHIPYARD | **UIC:** 00251

Category	FY 1996 BOS Costs ($000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair	$1,192	$511	$1,703
1b. Minor Construction	71	11	82
1c. Sub-total 1a. and 1b.	$1,263	$522	$1,785
2. Other Base Operating Support Costs:			
2a. Utilities	$555	$0	$555
2b. Transportation	152	55	207
2c. Environmental	915	0	915
2d. Facility Leases	0	0	0
2e. Morale, Welfare & Recreation	63	235	298
2f. Bachelor Quarters	341	192	533
2g. Child Care Centers	64	1162	1,226
2h. Family Service Centers	103	480	583
2i. Administration	881	595	1,476
2j. Sub-Total	2,734	3,736	6,470
2j (1). Other: Engineering Support	344	865	1,209
2j (2). Other: Personnel Services	1,024	10	1,034

2j (3). Other: Other Base Services	1,351	2,861	4,212
2j (4). Other: Base Communications	15	0	15
2k. Sub-total 2a. through 2j:	$5,055	$7,208	$12,263
3. Grand Total (sum of 1c. and 2k.):	$6,318	$7,730	$14,048

b. Funding Source. If data shown on Table 1A reflects more than one appropriation, then please provide a break out of the total shown for the "3. Grand-Total" line, by appropriation:

Appropriation	Amount ($000)
NA	

c. Table 1B - Base Operating Support Costs (DBOF Overhead). This Table should be submitted for all current DBOF activities. Costs reported should reflect BOS costs supporting the DBOF activity itself (usually included in the G&A cost of the activity). For DBOF activities which are tenants on another installation, total cost of BOS incurred by the tenant activity for itself should be shown on this table. It is recognized that differences exist among DBOF activity groups regarding the costing of base operating support: some groups reflect all such costs only in general and administrative (G&A), while others spread them between G&A and production overhead. Regardless of the costing process, all such costs should be included on Table 1B. The Minor Construction portion of the FY 1996 capital budget should be included on the appropriate line. Military personnel costs (at civilian equivalency rates) should also be included on the appropriate lines of the table. Please ensure that individual lines of the table do not include duplicate costs. Also ensure that there is no duplication between data provided on Table 1A. and 1B. These two tables must be mutually exclusive, since in those cases where both tables are submitted for an activity, the two tables will be added together to estimate total BOS costs at the activity. Add additional lines to the table (following line 21., as necessary, to identify any additional cost elements not currently shown). **Leave shaded areas of table blank.**

Other Notes: All costs of operating the five Major Range Test Facility Bases at DBOF activities (even if direct RDT&E funded) should be included on Table 1B. Weapon Stations should include underutilized plant capacity costs as a DBOF overhead "BOS expense" on Table 1B..

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: PUGET SOUND NAVAL SHIPYARD		UIC: 00251	
Category	FY 1996 Net Cost From UC/FUND-4 ($000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (>$15K)	$7,409	$1,591	$9,000
1b. Real Property Maintenance (<$15K)	703	6,872	7,575
1c. Minor Construction (Expensed)	412	415	827
1d. Minor Construction (Capital Budget)	3,510	430	3,940
1c. Sub-total 1a. through 1d.	$12,034	$9,308	$21,342
2. Other Base Operating Support Costs:			
2a. Command Office	$472	$1,438	$1,910
2b. ADP Support	10,609	3,746	14,355
2c. Equipment Maintenance	4,488	2,703	7,191
2d. Civilian Personnel Services	764	6,925	7,689
2e. Accounting/Finance	462	2,455	2,917
2f. Utilities	2,720	3,946	6,666
2g. Environmental Compliance	670	1,621	2,291
2h. Police and Fire	693	5,906	6,599
2i. Safety	450	5,596	6,046
2j. Supply and Storage Operations	6,938	10,664	17,602
2k. Major Range Test Facility Base Costs	0	0	0
2l. Sub-Total	9,449	16,833	27,282
2l (1). Other: Military Labor	1,309	0	1,309
2l (2). Other: Administration	114	150	264
2l (3). Other: Other Engineering	2,826	1,943	4,769

2l (4). Other: Base Communication	1,295	63	1,358
2l (5). Other: FECA	2,517	0	2,517
2l (6). Other: Transportation	2,913	4,984	7,897
2l (7). Other: Cranes	5,197	9,612	15,809
2l (8). Other: Scrap--Income	(5,000)	0	(5,000)
2l (9). Other: Other--Income	(1,722)	81	(1,641)
2m. Sub-total 2a. through 2l:	$38,715	$61,833	$100,548
3. Depreciation	6,688	0	6,688
4. Grand Total (sum of 1c., 2m., and 3.) :	$57,437	$71,141	$128,578

2. Services/Supplies Cost Data. The purpose of Table 2 is to provide information about projected **FY 1996** costs for the purchase of services and supplies by the activity. **(Note: Unlike Question 1 and Tables 1A and 1B, above, this question is not limited to overhead costs.)** The source for this information, where possible, should be either the NAVCOMPT OP-32 Budget Exhibit for O&M activities or the NAVCOMPT UC/FUND-1/IF-4 exhibit for DBOF activities. Information must reflect FY 1996 budget data supporting the FY 1996 NAVCOMPT Budget Submit. Break out cost data by the major sub-headings identified on the OP-32 or UC/FUND-1/IF-4 exhibit, disregarding the sub-headings on the exhibit which apply to civilian and military salary costs and depreciation. Please note that while the OP-32 exhibit aggregates information by budget activity, this data call requests OP-32 data for the activity responding to the data call. Refer to NAVCOMPTINST 7102 2B of 23 April 1990, Subj: Guidance for the Preparation, Submission and Review of the Department of the Navy (DON) Budget Estimates (DON Budget Guidance Manual) with Changes 1 and 2 for more information on categories of costs identified. Any rows that do not apply to your activity may be left blank. However, totals reported should reflect all costs, exclusive of salary and depreciation.

Table 2 - Services/Supplies Cost Data

Activity Name: PUGET SOUND NAVAL SHIPYARD	**UIC:** 00251
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	$6,471
Material and Supplies (including equipment):	103,318
Industrial Fund Purchases (other DBOF purchases):	11,573
Transportation:	1,040
Other Purchases (Contract support, etc.):	95,485
Total:	$217,887

3. Contractor Workyears.

a. **On-Base Contract Workyear Table.** Provide a projected estimate of the number of contract workyears expected to be performed "on base" in support of the installation during FY 1996. Information should represent an annual estimate on a full-time equivalency basis. Several categories of contract support have been identified in the table below. While some of the categories are self-explanatory, please note that the category "mission support" entails management support, labor service and other mission support contracting efforts, e.g., aircraft maintenance, RDT&E support, technical services in support of aircraft and ships, etc.

Table 3 - Contract Workyears	
Activity Name: PUGET SOUND NAVAL SHIPYARD	**UIC:** 00251
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	36
Facilities Support:	116
Mission Support:	45
Procurement:	0
Other:*	0
Total Workyears:	197

* **Note:** Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

b. Potential Disposition of On-Base Contract Workyears. If the mission/functions of your activity were relocated to another site, what would be the anticipated disposition of the **on-base contract workyears** identified in Table 3.?

1) Estimated number of contract workyears which would be transferred to the receiving site (This number should reflect the number of jobs which would in the future be contracted for at the receiving site, not an estimate of the number of people who would move or an indication that work would necessarily be done by the same contractor(s)):

10

2) Estimated number of workyears which would be eliminated:

185

3) Estimated number of contract workyears which would remain in place (i.e., contract would remain in place in current location even if activity were relocated outside of the local area):

2 (For land-haul services to Richland, WA, assuming Fleet-Support work preserved.)

Assumes close & excess of Puget Sound Naval Shipyard. Does not include caretaker and environmental restoration cost to the Navy pending conveyance to subsequent land owners.

c. **"Off-Base" Contract Workyear Data.** Are there any contract workyears located in the local community, but not on-base, which would either be eliminated or relocated if your activity were to be closed or relocated? If so, then provide the following information **(ensure that numbers reported below do not double count numbers included in 3.a. and 3.b., above)**:

No. of Additional Contract Workyears Which Would Be Eliminated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
84	A&E Services (15), FSC (18), Laundry Services

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
1	Lens Coating Services

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel at 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.

Data Being Certified: BRAC 95, Data Call 66

ACTIVITY COMMANDER

V. T. WILLIAMS, CDR, U.S. Navy
NAME (Please type of print)

Vernon T. Williams
Signature

Shipyard Commander (acting)
Title

2 AUG 94
Date

Puget Sound Naval Shipyard
Activity

Certified True Original Copy

Roger R. Coleman, NAVSEA, 07I2

UIC N00251

Data Being Certified: BRAC 95 Data Call Number 66, Puget Sound Naval Shipyard

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

NEXT ECHELON LEVEL (if applicable)

William H. Ryzewic

NAME (Please type or print)

W. H. Ryzewic

Signature

Executive Director for Naval Shipyard and SUPSHIP Management and Field Activity Support Directorate

Title

8/4/94

Date

Naval Sea Systems Command

Activity

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

MAJOR CLAIMANT LEVEL

D. STERNER

NAME (Please type or print)

Signature

Title

8-15-94

Date

Systems Command

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

9/2/94

Date

Primary UIC: N00251

DATA CALL 1: GENERAL INSTALLATION INFORMATION

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	Puget Sound Naval Shipyard
Acronym(s) used in correspondence	NAVSHPYD Puget, PSNS
Commonly accepted short title(s)	PSNS, Puget Sound, Bremerton

- **Complete Mailing Address** Puget Sound Naval Shipyard
  1400 Farragut Avenue
  Bremerton. WA 98314-5001

- **PLAD** NAVSHIPYD PUGET SOUND WA

- **PRIMARY UIC: N00251** (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)** **PURPOSE:**

N48695	Boston Detachment
N31999	Service Craft
N47620	Bachelor Enlisted Quarters
N48622	Family Service Center
N43646	Limited Duty Transient Military
N44181	Enlisted Education Advancement Program (EEAP) Olympic College
N44180	EEAP Tacoma Community College
N49649	EEAP Pierce Community College
N35620	PSNS North Island Detachment (established January 1994 for MilCon budgeting and accounting.)

Primary UIC: N00251

2. PLANT ACCOUNT HOLDER:

- **Yes** X No _____ (check one)

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** X No _____ (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 _____ **No** X (check one)
  - Primary Host (current) UIC: _____
  - Primary Host (as of 01 Oct 1995) UIC: _____
  - Primary Host (as of 01 Oct 2001) UIC: _____

- 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)

Primary UIC: N00251

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
Jackson Park Housing	Bremerton, WA	N00251-AD
TFA (East Park) Housing	Bremerton, WA	N00251-JA
Olalla Family Housing	Olalla, WA	N00251-IA
Bremerton Railroad	Bremerton to Shelton, WA	N00251
Manchester Family Housing	Manchester Fuel Depot Manchester, WA	N00406
McKean Waterfront Park	Bremerton, WA	N00251
Boston Detachment	Boston, MA	N48695
Puget Sound Planning Yard Leased Space	Bremerton, WA	N00251
Leased Space for Storage and Training	Bremerton National Airport Kitsap County, WA	N00251
Montgomery/Callow	Bremerton, WA	N00251-SM

(Letters attached to the UIC are the area designators in the NAVFAC Data Base.)

The NAVFAC data base for property holdings shows three other special areas. SPECIAL AREA DA, CARR INLET/FOX ISLAND, shows two properties that are range markers. These properties were excessed in 1990. NAVFAC advises that excessed properties remain on the data base for 7 years. SPECIAL AREA GA, SINCLAIR INLET, is for one property, a range marker on piling, in Sinclair Inlet. SPECIAL AREAS RA, DUNGENESS WA, are excessed range markers.

Primary UIC: N00251

A property not designated a special area but which is a property under Shipyard control and heavily utilized is Camp McKean recreation area on Kitsap Lake. The property was obtained by the Navy in 1924 from a trust designated for the "use and benefit of enlisted personnel in the Bremerton area." The Shipyard manages the property as a lake-front recreational area under a lease from NAVFAC.

The Shipyard leases property in downtown Bremerton for office space. These properties are shown on the Shipyard maps.

The Shipyard leases property at the Industrial Park/Bremerton Airport for material storage. Maps of this area are provided.

The Boston Detachment is in government owned space managed by the Director of Public Works, U.S. Army Garrison, Fort Devens, MA. A location map is provided.

The Shipyard manages four units of Family Housing located at the Fleet Industrial Supply Center (FISC) at Manchester, WA, but the houses are on FISC plant account.

The area designated as SM is 17 acres of additional property being procured by the Shipyard. The Shipyard map indicates the location of this property.

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

Name	UIC	Location	Host name	Host UIC
Boston Detachment	N48695	Boston, MA	US ARMY Garrison, Fort Devens, Ma.	WOUGRA
North Island Detachment	N35620	San Diego, CA	NAS North Island	N00246

Boston Detachment serves as Planning Yard for several classes of Navy vessel. (About 235 people are involved.)

North Island Detachment will support propulsion plant and other complex work for nuclear ships homeported in the San Diego area. The UIC has been established to support MilCon budgeting. Completion of the proposed projects, P-701 and P-702, is expected for October 1998. P-703 is required by June 1999.

Primary UIC: N00251

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.

BRAC-88: Not Affected

BRAC-91: USS ROANOKE (AOR 7) homeport transferred from Long Beach Naval Shipyard to Puget Sound Naval Shipyard

BRAC-93:

TRANSFER OF OCEAN ENGINEERING FROM MARE ISLAND NAVAL SHIPYARD: Transfer will occur between March and December of 1994 with completion in time to support the maintenance of USS PARCHE (SSN 683) in January 1995. Transfer will involve approximately 235 civilians.

REMOTE SITE WORK: Effective May 1994 Mare Island Naval Shipyard will cease on-site ship work at Alameda and Ballast Point for nuclear carriers and submarines. Puget Sound Naval Shipyard will assume this responsibility.

NORTH ISLAND DETACHMENT: MilCon Projects 701, 702 and 703 have been requested to support propulsion plant work at NAS North Island due to transfer of CVN homeport from Alameda to San Diego, and implementation of the proposed Incremental Maintenance Plan. The detachment is scheduled to be fully operational in October 1998.

HOMEPORTING : USS ARKANSAS (CGN 41) homeport transferred from Alameda Naval Air Station to Puget Sound Naval Shipyard.

OTHER: Material storage supporting SMARSE and other nuclear work will be transferred to Puget Sound Naval Shipyard from Mare Island Naval Shipyard. Planning Yard responsibility for several ships will be transferred from Charleston Naval Shipyard and Philadelphia Naval Shipyard to Puget Sound Naval Shipyard. Radiochemistry and X2 Chemical Testing will be transferred to Puget Sound Naval Shipyard from Mare Island Naval Shipyard.

Primary UIC: N00251

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).

Mission changes are listed in Item 6 response.

CURRENT MISSIONS

Puget Sound Naval Shipyard exists to support the fleet. Our primary mission is to repair, refuel, overhaul, drydock, convert and modernize ships, and to provide logistics service in support of fleet readiness. Puget Sound Naval Shipyard is chartered to produce quality products in a timely and cost effective manner while fulfilling current requirements. Puget Sound Naval Shipyard has the capability to drydock and service all classes of navy ships. Specifically, we are to:

- Provide a responsive, strike-free industrial capacity.

- Ensure a qualified, available work force whose priorities are controlled by the Navy.

- Execute highly complex and classified workloads.

- Maintain the immediate capability to repair battle damage on all ship classes.

The Shipyard is responsible to:

- Maintain, modernize, and provide emergency repair to Naval Ships as directed.

- Perform repairables work in connection with repair, restoration, refit, refurbishment and overhaul of systems, equipments, components and modules as scheduled.

- Accomplish inactivation, reactor-compartment disposal, and recycling of Nuclear Powered Vessels.

- Provide off-yard Fleet repair support.

- Conduct comprehensive Occupational Safety and Health Program for maintaining high quality industrial safety standards.

- Manage a permitted/licensed environmental protection program focusing on the reengineering, recycling, cleanup and minimimization administration of waste products and related processes.

- Operate as planning yard for the following classes of ships: AE-21, AE-26, AFS-1, AO-51, AO-105, AO-177, AO-187, AOE-1, AOE-6, AOR-1, CVN-65, CG-16, CG-26, MCM-

Primary UIC: N00251

1, MHC-51, YTT-9, AFS-8, AGF-3, APL-2, APL-17, APL-41, APL-53, ARC-2, ARC-7, IX-308, IX-502, IX-506, IX-507, IX-508, IX-509, IX-512, IX-514, IX-515, IX-516, LKA-113, LPD-1, LPD-4, LPD-7, LPD-14, LCAC'S-all, LSD-28, LSD-36, LSD-41; CV-62, CV-63, CV-64, the USS CONSTITUTION; also act as planning yard for various classes of yard craft.

- Serve as quality home port for naval vessels. Ships currently home ported are: USS SACRAMENTO (AOE 1), USS CAMDEN (AOE 2), USS NIMITZ (CVN 68), USS TRUXTUN (CGN 35), USS CALIFORNIA (CGN 36), and USS ROANOKE (AOR 7). USS ARKANSAS (CGN 41) will be added in 1994. Two AOE 6 class ships will be added in the mid-1990's.

- Perform duties of the Naval Sea Systems Command in marine ship salvage operations within the Naval Base Seattle area as directed.

- Perform design and development of ordnance equipment as assigned by the Commander, Naval Sea Systems Command.

- Serve as Ship System Test Development Director for ships assigned by the Commander, Naval Sea Systems Command.

- Perform radiac coordinator functions and provide radiac repair services for ships and activities on the West Coast.

- Serve as a primary inspection, refurbishment and stocking activity for designated nuclear support material controlled by the Naval Sea Systems Command.

- Perform manufacturing as assigned.

- Provide foundry support to other West Coast Naval Shipyards.

- Overhaul chronometers and chronometer watches for Pacific activities.

- Serve as restoration point for the AN/SQS-26 Sonar Power Supply.

- Serve as Periscope Repair Facility.

- Coordinate the functions of Outfit Supply Activity and Fitting Out Activity with the Naval Supply Center, Puget Sound, for ships constructed, activated or converted in the Naval Base Seattle Area, as assigned.

- Provide tug and pilot services to Naval Base Seattle Area activities as assigned.

- Perform work for other U.S. Government Departments, private parties and foreign governments, as directed by competent authority.

Primary UIC: N00251

- Accomplish RAV/TAV's and SRA's using Tiger Teams on all classes of naval ships anywhere in the world.

- Support major dry docking SRA's of Los Angeles class submarines stationed in San Diego and Hawaii.

- Nondocking SRAs of nuclear carriers and guided missile cruisers.

- Execute work for the Navy's Submarine Engineered Operating Cycle program.

- Provide technical and production resources to accomplish emergency repairs to operating ships.

- Perform research, development, tests and evaluation work as assigned.

- Provide facilities and services support for other activities.

Puget Sound Naval Shipyard provides up to depot-level maintenance for all classes of naval ships. In addition to restricted and technical availabilities, our ship work product lines are:

Ship/Class Type	Availability Type
AGSS	Regular Overhaul
AS	Inactivation
CGN	Defueling & Inactivation Reactor Compartment Disposal
CVN	Phased Incremental Availability Docking Phased Incremental Availability Refueling Overhaul
SSBN	Defueling & Inactivation Hull Recycling/Reactor Compartment Disposal Engineering Overhaul Refueling Overhaul
SSN	Defueling & Inactivation Hull Recycling/Reactor Compartment Disposal Depot Maintenance Period Refueling Overhaul

Primary UIC: N00251

Primary UIC: N00251

PROJECTED MISSIONS FOR FY 2001

It is anticipated that Puget Sound Naval Shipyard's mission will be virtually unchanged and that product lines and ship work delineated in "Current Missions," will continue with minor variation. FY 2001 projection adds the following work:

- Ocean Engineering - transferred from Mare Island Naval Shipyard.

- Industrial Support and depot-level maintenance for CVN's homeported at Naval Air Station North Island.

- Presence at Submarine Base San Diego - site teams for emergent repair and ship-upkeep.

- SSN 688 class submarine inactivation, reactor compartment disposal, and Hull recycling.

- CVN 68 class Phased Incremental Availabilities (PIA) and Docking PIA.

- SSBN 726 class refueling overhauls.

The following ship classes will be added to our Planning Yard assignment: ASR-22 from Charleston Naval Shipyard; ARS-50, ATS-1 from Pearl Harbor Naval Shipyard; LCC-19, MCS-12 (converted from LPH-12), LST-1179 from Philadelphia Naval Shipyard; FFG-7 from Long Beach Naval Shipyard.

Primary UIC: N00251

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

Puget Sound Naval Shipyard is the only:

* West Coast Shipyard capable of refueling NIMITZ-class carriers.
* Shipyard accomplishing reactor compartment disposals and submarine recycling.
* West Coast shipyard performing depot level maintenance on Trident Class submarines.
* West Coast full-service foundry.

The following unique functions are performed in accomplishing our mission (stated in Item 7 response):

Depot level maintenance on TRIDENT class submarines
Submarine Reactor Compartment Disposal
Submarine recycling
Ferrous and non-ferrous metal casting (Navy West Coast Amalgamated Foundry)
Repair/test/inspect remote video inspection equipment (only naval shipyard authorized)
Metallurgical process control for manufacture of submarine hatch locking rings
Manufacture metal joiner doors (catalog program)
Refurbishment of machinery components using Thermo Spray process (One of two naval shipyards certified)
Overhaul/repair of Trident submarine shafts
Automated propeller optical measuring
Type 18 periscope repair (only shipyard certified)

PROJECTED UNIQUE MISSIONS FOR FY 2001

* Refueling Overhaul SSBN 726 class submarines
* Overhaul Deep Submergence vessel (AGSS)
* Gas Turbine overhaul and repair
* CVN/CGN Fleet Support at San Diego and other off-station sites
* Homeporting AOE-6 Class Ships
* Industrial Support for Naval Station Puget Sound, Everett WA
* Reactor compartment disposal and recycling of surface ships and 688 class submarines
* Ocean Engineering and support for USS PARCHE

Primary UIC: N00251

Functions associated with Projected Unique Missions for FY 2001 include:
Laser welding and hardfacing
Titanium welding
Glass reinforced plastic manufacturing
Deep submergence vessel battery scanner module manufacture
Overhaul deep submergence vessel (AGSS)
Gas Turbine overhaul and repair
Radiochemistry analysis
X2 chemical testing

Primary UIC: N00251

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 Sea Systems Command	N00024
• Funding Source	UIC
Defense Business Operating Fund	Multiple

Primary UIC: N00251

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	47	199	10,051 per NCPDS
• Selected Reserve (Reporting Command is Gaining Command)	0	0	
• Tenants (Not including Selected Resrves that drill at Reporting Command)	471	5,981	347
• Tenants (Selected Reserves that drill at Reporting Command)	78	237	
• Tenants (total)	549	6,218	347

Authorized Positions as of 30 September 1994

	Officers	Enlisted	Civilian (Appropriated)
• Reporting Command	42	178	10,865 *
• Selected Reserve (Reporting Command is Gaining Command)	0	0	
• Tenants (Not including Selected Resrves that drill at Reporting Command)	406	5,882	347
• Tenants (Selected Reserves that drill at Reporting Command)	78	237	
• Tenants (total)	484	6,119	347

* Per FY 95 Congressional budget. Expected as of 30 September 1994 is 10,272.

Primary UIC: N00251

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.

Title/Name	Office	Fax	Home
• **CO/OIC**			
CAPT George R. Yount Shipyard Commander	206-439-3161 DSN 439-3161	206-476-874	*
• **Duty Officer**	206-439-3466 DSN 439-3466	206-476-6400	[N/A]
• **BRAC Data Call Coordinators**			
Gary D. Blankenship Deputy Comptroller	206-439-7550 DSN 439-7550	206-476-3677	*
Nell Fairbanks Corporate Plans and Programs Office	206-439-0834 DSN 439-0834	206-476-8621	*

* Provided by separate correspondence due to Privacy Act

Primary UIC: N00251

12. TENANT ACTIVITY LIST: This list must be all-inclusive. Tenant activities are to ensure that their host is aware of their existence and any "subleasing" of space. This list should include the name and UIC(s) of all organizations, shore commands and homeported units, active or reserve, DOD or non-DOD (include commercial entities). The tenant listing should be reported in the format provide below, listed in numerical order by UIC, separated into the categories listed below. Host activities are responsible for including authorized personnel numbers, on board as of **30 September 1994**, for all tenants, even if those tenants have also been asked to provide this information on a separate Data Call. (Civilian count shall include Appropriated Fund personnel only.)

- **Tenants residing on main complex (shore commands)**

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Naval Surface Warfare Center, Carderock Division	30492	0	0	75
Branch Clinic - PSNS	32587	1	3	34
COMSUBPACSHIPYARDREP	33057	2	2	0
COMNAVSURFPACREP	35944	3	4	0
Naval Legal Service Office	35969	12	11	4
Personnel Support Activity Detachment	43137	1	30	11
Defense Printing Service Detachment Branch Office	43644	0	0	36
Naval Reactors Representative Office	44619	16	0	5
Naval Audit Office, Puget Sound	46053	0	0	14
Personal Responsibility and Values and Education Training/Counseling and Assistance Center	47354	0	5	0
Naval Inactive Ship Maintenance Facility	55639	0	0	8
Navy Crane Center - On Site Representative	62472	0	0	1
Defense Printing Service Detachment Office	62703	0	0	33

Primary UIC: N00251

Tenant Command Name	UIC	Officer	Enlisted	Civilian
Supervisor of Shipbuilding, Conversion and Repair - NIMITZ Field Office	62799	0	0	12
Naval Criminal Investigative Service	63058	0	0	8
Naval Reserve Center *	63533	14	110	0
Naval Undersea Warfare Center Detachment Norfolk, Puget Field Office	64281	0	0	4
Naval Ship Systems Engineering Station - Puget Sound	65540	0	0	2
Branch Clinic - PSNS	68095	3	18	0
Occupational Health/Preventive Medicine	68095	7	7	18
Navy Campus	68322	0	0	4
Naval Dental Clinic	68443	10	27	5
Naval Reserve Maintenance Training Facility *	68707	68	182	0
Resident Officer In Charge of Construction	68711	4	0	12
Shore Intermediate Maintenance Activity	68856	9	106	0
Bremerton Commissary Store	HQCWGN	0	7	45
Defense Finance and Accounting Service	HQ0103	0	0	16
Madigan Army Medical Center Veterinarian Section	WOQ108	0	5	0

* Includes selected reserves of:	Officer	Enlisted
Naval Reserve Center	13	99
Naval Reserve Maintenance Training Facility	65	138

Primary UIC: N00251

- **Tenants residing on main complex (homeported units.)**

Tenant Command Name	UIC	Officer	Enlisted	Civilian
USS NIMITZ (CVN 68)	03368	170	2,920	0
USS SACRAMENTO (AOE 1)	05832	36	586	0
USS CAMDEN (AOE 2)	05833	32	605	0
USS ROANOKE (AOR 7)	20248	27	437	0
USS CALIFORNIA (CGN 36)	20541	39	524	0
USS TRUXTUN (CGN 35)	52712	30	530	0

- **Tenants residing in Special Areas (Special Areas are defined as real estate owned by host command not contiguous with main complex; e.g. outlying fields).**

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
None	N/A	N/A	N/A	N/A	N/A

- **Tenants (Other than those identified previously)**

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
United States Postal Service	N/A	NAVSHIPYD Puget	0	0	0
BETTIS Resident Manager's Office	N/A	NAVSHIPYD Puget	0	0	0
KAPL Resident Manager's Office	N/A	NAVSHIPYD Puget	0	0	0
American Red Cross	N/A	NAVSHIPYD Puget	0	0	0
Kitsap Federal Credit Union	N/A	NAVSHIPYD Puget	0	0	0

Primary UIC: N00251

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.)
Fleet and Industrial Supply Center, Puget Sound	FISC *	Provide programs and general support services such as: Maintenance of Real Property, Minor Construction Projects, Utilities, Communications, Custodial Services, Morale/Welfare/Recreation, General Mess, Police, Guards, Fire Protection, Transportation, and hazardous Waste Disposal - ISA
Naval Sea Systems Command Detachment, Planning and Engineering (Carriers)	Bremerton, WA	Provide programs and general support services - ISA
Pacific Fleet Polaris Material Office	FISC *	Provide programs and general support services - ISA
Strategic Weapons Facility Pacific	SUBASE, Bangor	Calibration, miscellaneous industrial support - ISA
Intra-Fleet Supply Support Operations Team	Bremerton Industrial Park	Provide programs and limited general support services - ISA
Trident Refit Facility	SUBASE Bangor	Provide surge capability to accomplish repair and alteration work on nuclear submarines which is beyond their capability/capacity - ISA
Pacific Fleet Integrated Logistics Overhaul Team	FISC *	Provide programs and general support services - ISA
Naval Undersea Warfare Center, Keyport	Keyport, WA	Miscellaneous industrial support, apprentice training - ISA

* Located on FISC property

Primary UIC: N00251

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
Naval Telecommunications Center	FISC *	Provide programs and general support services - ISA
13th Coast Guard District	Seattle, WA	Maintenance of aid-to-navigation structures - ISA
17th Coast Guard District	Juneau, AK	Cryptographic repair - ISA
Defense Reutilization and Marketing Office	FISC *	Provide programs and general support services - ISA
Defense Investigative Service	Bremerton, WA	Provide programs and general support services - ISA
Headquarters I Corps and Fort Lewis	Fort Lewis, WA	Provide ADP equipment maintenance - ISA
Defense Distribution Depot Puget Sound	FISC *	Provide programs and general support services - ISA
Naval Submarine Base, Bangor	SUBASE, Bangor	Communication support, housing, calibration, miscellaneous industrial support - ISA
Naval Base Seattle	Sand Point, WA	General Support Services
City of Bremerton	Bremerton, WA	Reciprocal Fire Protection - Mutual Aid Agreement
City of Port Orchard	Port Orchard, WA	Reciprocal Fire Protection - Mutual Aid Agreement
Navy Yard City	Bremerton, WA	Reciprocal Fire Protection - Mutual Aid Agreement
Fire District No. 1	Silverdale, WA	Reciprocal Fire Protection - Mutual Aid Agreement
Fire District No. 7	Port Orchard, WA	Reciprocal Fire Protection - Mutual Aid Agreement
Various	Various	Voyage repairs for all classes of Naval vessels entering Pacific Northwest waters - Mission

* Located on FISC property

Primary UIC: N00251

Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
Various	Various	Provide regional family housing (750 units at Jackson Park, 347 units at the Transient Family Accommodations, Eastpark, 12 units at Olalla, 43 units located at the Shipyard, and 4 units at the Manchester Fuel Depot) - Mission
Various	NAVSHIPYD Puget	Provide regional Bachelor Housing (75 rooms at the BOQ and 450 rooms at the BEQs) - Mission

* Located on FISC property

Primary UIC: N00251

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.)

Primary UIC: N00251

LIST OF MAPS

VICINITY MAP

25 mile radius of Bremerton Vicinity Map
Shows approximately 50 mile radius and all DOD facilities within that radius.
12 half size drawings provided.

PUGET SOUND NAVAL SHIPYARD

Puget Sound Naval Shipyard and Remote Sites Base Map
Shows general location of Puget Sound Naval Shipyard and remote sites.
12 half size drawings provided.

Puget Sound Naval Shipyard and Remote Sites Wetlands Map
Shows general location of wetlands in and around Puget Sound Naval Shipyard and remote sites.
12 half size drawings provided.

Installation Restoration Sites
Shows IR Sites at Puget Sound Naval Shipyard.
12 half size drawings provided.

National Register Historic Districts and National Historic Landmark District
Shows historic sites and structures within Puget Sound Naval Shipyard.
12 half size drawings provided.

Port of Bremerton Olympic View Industrial Park
Shows land and building currently leased by Puget Sound Naval Shipyard at Olympic View Industrial Park.
12 half size drawings provided.

Puget Sound Naval Shipyard Yard Map, Drawing #53,231
Shows Puget Sound Naval Shipyard, property currently being leased and property currently being purchased.
2 long print size drawings provided.

Primary UIC: N00251

Puget Sound Naval Shipyard Yard Map, Drawing #53,231
Shows Puget Sound Naval Shipyard, but not the property currently being leased nor the property currently being purchased.
12 long half size drawings provided.

CAMP MCKEAN

Hybrid of Drawings 34,007 & 47,853
Shows latest development at Camp McKean and property lines.
12 half size drawings provided.

Renovations - Camp McKean Site Plan, Drawing #47,853
Shows latest development at Camp McKean.
2 full size drawings provided.

Proposed Connection from City of Bremerton, Drawing #34,007
Shows property lines at Camp McKean.
2 full size drawings provided.

EAST PARK

East Park Family Housing Land Use, Drawing #43,952
Shows development at East Park.
2 full size drawings and 12 half size drawings provided.

JACKSON PARK

Master Plan Naval Hospital & Jackson Park Housing
Shows existing land use and historic structures at Jackson Park.
12 half size drawings provided.

Jackson Park Family Housing
Shows building numbers and streets within Jackson Park.
2 full size drawings provided.

OLALLA

Olalla Housing Site General Development Map, Drawing #53,541
Shows the development at Olalla.
2 full size drawings and 12 half size drawings provided.

Primary UIC: N00251

SHELTON RAILROAD

Operation of U.S. Navy Railroad between Shelton - Bremerton - Bangor
Shows railroad between Shelton, Bremerton, and Bangor.
2 full size drawings and 12 half size drawings provided.

Primary UIC: N00251

BOSTON

Leased space for Boston Detachment located at the Barnes Bldg., 495 Summer.
Shows location in the city of Boston.
12 half size drawings provided.

UIC N00251

JL
SEAOCX
2/14/94

Data Being Certified: BRAC 95 Data Call Number 1, Puget Sound Naval Shipyard

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

NEXT ECHELON LEVEL (if applicable)

William H. Ryzewic
NAME (Please type or print)

W. H. Ryzewic
Signature

Executive Director for Naval Shipyard and SUPSHIP Management and Field Activity Support Directorate
Title

FEB 10 1994
Date

Naval Sea Systems Command
Activity

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

MAJOR CLAIMANT LEVEL

G. R. STERNER
NAME (Please type or print)

S. R. Sterner
Signature

Title
Commander
Naval Sea Systems Command
Acting

2/10/94
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)

S. F. Loftus
NAME (Please type or print)

Signature

Vice Admiral, U.S. Navy
Deputy Chief of Naval Operations (Logistics)
Title

23 FEB 1994
Date

UIC N00251

JL
SEA 09X
2/14/94

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

In accordance with policy set forth by the Secretary of the Navy, personnel at 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.

Data Being Certified: BRAC 95, Data Call One

ACTIVITY COMMANDER

G. R. YOUNT, Captain, U.S. Navy
NAME (Please type of print)

G R Yount
Signature

Shipyard Commander
Title

9 Feb 1994
Date

Puget Sound Naval Shipyard
Activity