DCN 1259

N00181

NORFOLK NAVAL SHIPYARD

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	*NORFOLK NAVAL SHIPYARD, PORTSMOUTH, VA*
Acronym(s) used in correspondence	*NNSY, NAVSHIPYD NORVA, Norfolk NSY*
Commonly accepted short title(s)	*NNSY*

- Complete Mailing Address

  Commander, Norfolk Naval Shipyard
  Portsmouth, VA 23709-5000

- PLAD

  NAVSHIPYD NORFOLK VA

- PRIMARY UIC: N00181 (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:

N30028 Service Craft--tugboats, etc. move ships throughout the waterfront

N47622 Non-NIF--supports quality of life for military, includes galley, BEQ, Chaplain, Duty Office

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N48166 Security Detachment--Seagoing "distressed billets", e.g., boiler and hull technicians, have shore assignments to supplement civilian security forces

N60673 Navy Exchange

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)

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

Name	Location	UIC
Paradise Creek	Portsmouth, VA	N00181
South Gate Annex	Portsmouth, VA	N00181
St. Juliens Creek Annex (Ball fields, Waverly Sykes Training Center ONLY)	Chesapeake, VA	N00181
St. Helena Annex	Norfolk, VA	N00181

NNSY has not included the following properties listed in the P-164:

SANDBRIDGE--The property was determined as excess for DoD requirements and was reported to GSA for disposal action (GSA Control # 3-N-VA-674). On 18 July 1984, the 2.37 acres of Sandbridge property was sold to a private investor. Action is being taken to correct the P-164.

ROBIN HOOD ROAD--This space of 22,290 sf is leased to Fleet Technical Support Center Atlantic (FTSCLANT), a current tenant of St. Juliens Creek Annex. FTSCLANT is not a tenant of NNSY properties.

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

Name	UIC	Location	Host name	Host UIC
Plant Equipment Support Office	N66156	Annapolis, MD 21402-5074	U. S. Naval Academy	N00161

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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.

As a result of BRAC 91, portions of the Philadelphia Naval Shipyard will remain open as a detachment of the Norfolk Naval Shipyard. At the Philadelphia site, NNSY will oversee the Foundry and the Propeller Shop. In addition, two dry docks will be certifiable; limited maintenance will be performed on two other dry docks; and the fifth will be used as a wet slip. Some buildings will remain in a reactivation state; the remainder in mothball state.

BRAC 93 actions also affected NNSY and the tenants of its class I property. Several unique engineering, manufacturing, repair and training functions were transferred to NNSY from Charleston Naval Shipyard. The functions of the Training Information Resources Office (TIRO) are to be transferred from the Mare Island Naval Shipyard to NNSY. The Naval Command Control & Ocean Surveillance Center, ISE East Coast Detachment Norfolk (formerly the Naval Electronic Systems Engineering Center, Portsmouth, VA) is to be relocated to Charleston, South Carolina and will vacate buildings at the Main Site of NNSY. Host functions will increase as the Planning, Engineering, Repair & Alterations (PERA) (Surface) Atlantic Office, a current tenant at the NNSY, is consolidated under the Supervisor of Shipbuilding, Portsmouth, Virginia, also a current tenant at the Main Site of the NNSY. Other PERA's Surface HQ Philadelphia UIC 68474 and Surface Pacific UIC 44976 will also be consolidated under SUPSHIP Portsmouth at NNSY's Main Site.

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

Current Missions

Norfolk 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. Norfolk Naval Shipyard is chartered to produce quality products in a timely and cost effective manner while fulfilling current requirements. Norfolk Naval

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Shipyard has the capability to drydock and service ALL classes of Navy ships. Specifically, Norfolk Naval Shipyard is to:

- Provide a responsive, strike-free, industrial capacity.
- Ensure a qualified, available workforce whose priorities are controlled by the Navy.
- Execute highly complex and classified workloads.
- Maintain the immediate capability to repair battle damage on all Navy ship classes.

The Norfolk Naval 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, equipment, components and modules as scheduled.
- Accomplish inactivation and tow preparation of nuclear power vessels.
- Operate as Planning Yard for all USS NIMITZ (CVN 68) Class and East Coast conventional aircraft carriers, all helicopter landing amphibious assault craft (LHAs), all dock landing amphibious assault craft (LHDs), and all nuclear cruisers (CGNs).
- Serve as Configuration Data Manager (CDM) for the above ships.
- Maintenance and publishing activity for the General Overhaul Specification for Surface Ships (GSO) and the Nuclear Cruiser Steam Plant Manual
- Provide engineering expertise used outside the Navy:
  - Coast Guard
  - National Oceanic and Atmospheric Administration (NOAA)
  - Military Sealift Command
- Full fleet engineering support and technical fleet support (LANT and PAC fleet) for aircraft carrier climate control investigations, heat stress surveys,

inclining experiments, Lead Planning Yard for entire surface fleet to implement Navy's Shipboard Solid and Plastics Waste Management Program

- Perform Submarine Extended Operating Cycle (SEOC) work and surface ship Alteration Installation Team (AIT) work and emergent repairs at forward sites using Tiger Teams

- Inspect (visual, magnetic particle, ultrasonic, eddy current, radiographic) ships system and certify to meet appropriate standards (including subsafe and nuclear)

- Provide an immediate industrial mobilization base including activating the Inactive Fleet; defensively equip commercial ships as assigned, etc.

- 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 calibration of radiac equipment.

- Serve as a primary inspection, refurbishment and stocking activity for designated nuclear support material controlled by the Naval Sea Systems Command.

- Serve as Restoration Point for aircraft carrier ACLS antennas (AN/SPN-42, AN/SPN-35, AN/SPN-41 and AN/SPN-43).

- Serve as Restoration Point for 3-D radar phased array antennas (AN/SPS-48C and AN/SPA-72).

- Serve as Restoration Point for various navigation equipments (MK-23 and MK-27 gyros)

- Serve as Restoration Point for various IFF antennas (AS-2188 and AS-2189).

- Serve as Module Repair Facility for various communications equipment electronic modules (AN/SRA-33 couplers, AN/SRC-16 modules, AN/SRC-23 modules).

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- Coordinate the functions of Outfit Supply Activity and Fitting Out Activity with the Naval Supply Center, Norfolk, for ships constructed, activated or converted in the Hampton Roads area, as assigned.

- Provide backup tug and pilot services to Naval Base Norfolk area activities as assigned.

- Perform work for other U.S. government departments, private parties and foreign governments, as directed by competent authority.

- Perform research, development, tests and evaluation work as assigned.

- Develop, execute, and manage a comprehensive shipyard wide and tenant activity Environmental Program to ensure conformance with all Federal, State and local environmental laws, standards, and regulations. Provide environmental staff support to the Naval Sea Systems Command and other higher authority as requested or directed.

- Develop, execute, and manage a comprehensive shipyard wide Occupational Safety and Health Program to ensure conformance with all applicable OSH laws, standards, and regulations, and the OSH policies established in naval operating instructions to minimize losses due to accidents involving personnel, equipment, and facilities. Provide OSH staff support to the Naval Sea Systems Command and other higher authority as requested or directed.

- Perform all east coast steam generator eddy current inspections

- For east coast SSBN's, perform resistance temperature detector (RTD) wells, steam generator water level control indicators, and primary plant instrument panel alterations.

- For CVN 68 class and east coast conventional aircraft carriers, CGNs, LHAs, and LHDs, the Engineering and Planning Department of NNSY maintains, publishes, and distributes steam plant manuals (CGNs) and ship class technical manuals (all); on-the-deck rapid response to casualty repairs (including overseas); technical resolution for urgent voyage repairs; proactive response to messages involving technical input; routine deck plate guidance in support of ship's force; instantaneous response resource to the fleet for technical information and guidance, drawings, specifications, technical manuals, etc.

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- For the forward deployed fleet, provide significant and rapid (within 36 hours) forward deployment planning and engineering support on-the-deck plates during critical fleet operations such as the USS STARK (FFG 31) missile attack, the USS SAMUEL B. ROBERTS' (FFG 58) mine explosion, and for various aircraft carriers during Desert Shield and Desert Storm.

- Repair/refurbish/fabricate parts, components, and specialized tool kits for ships afloat, ships under construction, and other industrial suppliers including Ships Parts Control Center and DLA activities

- Store radiologically and/or environmentally controlled ships parts for the private and public sectors

- Operate Mobile Ship Silencing Vibration Data Instrumentation Van to collect data regarding rotating machinery of submarines and surface ships

- Provide chemical/materials/metallurgical/welding engineering evaluations

- Operate Navy Calibration Laboratories

- Operate diving facility and equipment in order to support pre-docking, etc.

- Provide facility space in support of customers and 30+ tenants including the Supervisor of Shipbuilding, Portsmouth, Virginia and the Naval Inactive Ship Maintenance Facility

- Create, design, and execute audiovisual products in support of fleet and shipyard training and operations in the only Shipyard Instructional Design Center (SIDC)

- Provide extensive support for the quality of work life of the military, including extensive morale, welfare, and recreation of ship's forces and families on ships undergoing overhaul, those assigned to the Naval Hospital for duty/or treatment, as well as active duty personnel assigned to the Fifth Coast Guard District, NNSY, and NNSY's tenants, and residents

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- Maintain dry docks, industrial work spaces, and facilities with technologically advanced equipment and processes to repair, overhaul, dry dock, convert and modernize any ship in the fleet. Among specialized industrial capabilities are:
  - Shop tests which simulate systems' operational conditions for testing and inspection including steam, water, lube oil, fuel oil, hydraulic, high pressure air, dynamic balance, and static balance
  - Applying thermal spray, electric and plasma arc
  - Installing vortex freeze seals (nuclear)
  - Perform Westinghouse 300 KW rotor rewind (certified)
  - Accomplish General Electric 500 KW stator rewind (certified)
  - Operate NNSY's Automated Hazardous Waste Management System
  - Perform motor vacuum pressure impregnation with epoxy resin stator rewind (certified)
  - Maintain NNSY's Part B permit (storage of hazardous waste); includes limited off-site (St. Juliens Creek Annex) waste generation acceptance
  - Operate Radiological Chemistry Facility which certifies controlled pure water (CPW) and tests rad liquid waste.
  - NNSY has waterfront weight handling equipment to support overhauls of all Navy ships. Twelve dock cranes service dry docks 1, 2, 3, 4, 6, 7, and 8 (nine 60-ton Amclyde portal cranes and three 75 long ton Wellman cranes). Additionally, NNSY has a stiff leg derrick for refueling/defueling capable of 165-ton maximum capacity. A Hammerhead crane of 350-ton capacity is used to offload large nuclear components. Three yard floating derricks of 100-ton capacity provide support to local activities as well as NNSY. The 100-ton Special Purpose (SPS) floating derrick is unique to East Coast. Twenty-two mobile cranes range in capacity up to 100 tons. Presently, two 100-ton lattice boom truck cranes are maintained. Also, NNSY has numerous bridge cranes installed in production shops that provide shop waterfront activities.

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The Norfolk Naval Shipyard provides up to depot-level maintenance for all classes of naval ships. In addition to selected restricted availabilities (SRA's), restricted availabilities (RA's), and technical availabilities (TAV's), in-yard and worldwide, NNSY's ship work product lines are:

Ship/Class Type	Availability Type
AD	Docking Phased Maintenance Docking Inactivation
AE	Regular Overhaul
AF	Regular Overhaul
AGSS	Regular Overhaul
AR	Regular Overhaul
ARDM	Regular Overhaul
AS	Docking Inactivation
CC	Inactivation Regular Overhaul
CG	Regular Overhaul
CGN	Defueling Regular Overhaul Refueling/Regular Overhaul Inactivation
CVN	Phased Incremental Availability Docking Phased Incremental Availability
DD	Regular Overhaul

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Ship/Class Type	Availability Type
DDG	Docking Phased Maintenance Availability Post Maintenance Availability Post Shakedown Availability Regular Overhaul
DE	Post Shakedown Availability
LCC	Post Maintenance Availability
LHA	Fitting Out Post Shakedown Availability Regular Overhaul
LHD	Complex Overhaul Fitting Out Post Shakedown Availability Regular Overhaul
LPA	Inactivation
LPD	Post Shakedown Availability
LKA	Fitting Out Inactivation
LSD	Inactivation Regular Overhaul
MSO	Fitting Out
SSN	Defueling Depot Modernization Period Inactivation Refueling Regular Overhaul Tow Inactivation
SSBN	Conversion Tow

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Additional Projected Missions for FY 2001

It is anticipated that Norfolk Naval Shipyard's product lines and ship work delineated in "Current Missions," will continue. FY 2001 projection adds the following work.

The following ship classes will be added to our Planning Yard assignment:

- AD, AFDB, AFDL, AFDM, AR, ARD, ARDM, and AS from Charleston Naval Shipyard and
- LPH from Philadelphia Naval Shipyard.

As a result of BRAC 91, and the closure of the Philadelphia Naval Shipyard,

- Establish a detachment at Philadelphia and continue the operation of the Foundry and the Propeller Shop.
- Maintain Philadelphia dry docks and selected facilities in a preserved status for emergent requirements.
- Radar restoration
- Lifeboat certification

BRAC 93 actions also affected NNSY and the tenants of its class I property. Work transferred to NNSY from Charleston Naval Shipyard include:

- Nuclear Support Facilities Planning Yard
- Intermediate Maintenance Activity Nuclear Planning Yard,
- Submarine Resin Solidification Facility
- Circuit Breaker Overhaul Facility (DOP)
- Non-nuclear Tender Planning Yard

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- SX/HX inspection, refurbishment, storage and repair and HX (canopy seal ring inspection, certification and stocking

- Submarine rubber booted bow domes

Transferred from the Mare Island Naval Shipyard to NNSY,

- Training Information Resources Office (TIRO)

The Naval Command Control & Ocean Surveillance Center, ISE East Coast Detachment Norfolk (formerly the Naval Electronic Systems Engineering Center, Portsmouth, Virginia) is to be relocated to Charleston, South Carolina,

- Loss of tenant from administrative buildings at the Main Site of NNSY. Vacant space to be used to assume additional functions, e.g., PERAs.

The functions of the Planning, Engineering, Repair & Alterations (PERA) (Surface) Atlantic Office (UIC 45405), a current tenant at the NNSY, are to be consolidated under the Supervisor of Shipbuilding, Portsmouth, Virginia, also a current tenant at the Main Site of the NNSY. Other PERA's Surface HQ Philadelphia UIC 68474 and Surface Pacific UIC 44976 will also be consolidated under SUPSHIP Portsmouth at NNSY's Main Site.

- Additional host responsibilities for the consolidated PERA's under SUPSHIP Portsmouth at NNSY's Main Site.

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

The Norfolk Naval Shipyard has no National Command Authority.
The repair of cryptographic equipment is classified.

Current Unique Missions

- Due to proximity of largest fleet concentration at the Naval Station, Norfolk, Virginia, the Norfolk Naval Shipyard provides continuous fleet support response.
- Repair and alter any type of navy ship, nuclear or non-nuclear.
- Drydock any naval ship, including the largest nuclear-powered aircraft carriers.
- Manage and technically direct the Industrial (public and private) Electromagnetic Compatibility (IEMC) Program for entire East Coast fleet.
- Engineering and Planning Department of NNSY resolves departure from specification requests from operating fleet aircraft carriers (LANT and PAC).
- Handle disposition of radiological waste for ships homeported at Norfolk.
- Berth inactive nuclear vessels.
- As the Naval Shipyard Development and Integration Test Site (NSYDITS) test activities and functions associated with the Advanced Industrial Management (AIM) initiative to improve shipyard operations by providing fully tested and validated processes and products for implementation at all naval shipyards.
- Manufacture omega seal replacement tool kits for all shipyards (private and public).
- Gas tungsten arc welding (GTAW) with remote camera and apparatus.
- Wind bird repair facility.
- Crypto (East Coast full maintenance facility).

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- Manufacture SPQ-9 radome; refurbish SPN-55 radomes.
- Operate 31-acre East Coast Antenna Test Range and is appropriately certified to conduct antenna test patterns and conduct operational tests.
- Maintain special submarine hull treatment (SHT) enclosures for 637 and 688 class submarines.

Additional Projected Unique Missions for FY 2001

- Detachment at Philadelphia Naval Shipyard for Propeller Shop and Foundry.
- Nuclear Support Facilities Planning Yard.
- Intermediate Maintenance Activity Nuclear Planning Yard.
- SX/HX inspection, refurbishment, storage and repair and HX (canopy seal ring) inspection, certification and stocking.
- Submarine rubber booted bow domes.
- CGN/CVN fleet support at Mayport.

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
DBOF	Multiple

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

On Board Count as of 01 January 1994

	Officers	Enlisted	Civilian (Appropriated)
• Reporting Command	52	115	8,652 per NCPDS
• Selected Reserve (Reporting Command is Gaining Command)	73	0	
• Tenants (Not including Selected Reserves that drill at Reporting Command)	35	63	1,462
• Tenants (Selected Reserves that drill at Reporting Command)	12	0	
• Tenants (total)	47	63	1,462

Authorized Positions as of 30 September 1994

	Officers	Enlisted	Civilian (Appropriated)
• Reporting Command	49 *	83 *	6,523 **
• Selected Reservists (Reporting Command is Gaining Command)	73	0	
• Tenants (Not including Selected Reserves that drill at Reporting Command)	33	67	1,194
• Tenants (Selected Reserves that drill at Reporting Command)	12	0	
• Tenants (total)	45	67	1,194

* Per FYDP of October 1993

** Per FY 95 Congressional budget. Expected onboard as of 30 Sept 94 is 7,000.

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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			
Captain James L. Taylor Shipyard Commander	(804) 396-9333 (DSN) 961-9333	(804) 396-2947	*
• Duty Officer	(804) 396-8615 (DSN) 961-8615	(804) 396-3903	[N/A]
• Other KEY POC			
Captain George E. Sauer Business & Strategic Planning Officer	(804) 396-5717 (DSN) 961-5717	(804) 396-7847	*
W. A. Trueblood, Jr. Head, COSP & Special Programs Branch	(804) 396-8114 (DSN) 961-8114	(804) 396-2626	*

* Provided by separate correspondence due to Privacy Act.

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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, Underwater Explosions Research Department	N00167	0	0	51
Public Works Center, Portsmouth, VA	N00187	0	0	422
Branch Medical Clinic Norfolk Naval Shipyard	N32532	1	23	32
Naval Dental Clinic Branch NSYD Portsmouth VA	N35045	4	6	1
Naval Telecommunication Center, Portsmouth, VA	N39147	0	24	11
Naval Criminal Investigative Service Norfolk Detachment Naval Shipyard Portsmouth	N42928	1	0	6
U.S. DOE Naval Reactors Representatives' Office	44617	10	0	2
Naval Sea Systems Command Detachment Planning, Engineering, Repair & Alterations (Surface) Atlantic Office	N45405	0	0	68

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Tenant Command Name	UIC	Officer	Enlisted	Civilian
PWC Atlantic Division Contracts Division, Norfolk, VA	N45807	0	0	47
Naval Facilities Engineering Command Northern Division Home Office: Lester PA (Crane Engineering Center)	N62472	0	0	3
Supervisor of Shipbuilding, C&R, Portsmouth, VA	N62678	17	5	408
Naval Audit Service Site Detachment	N62761	0	0	7
Naval Command Control & Ocean Surveillance Center ISE East Coast Detachment Norfolk *Is scheduled to move all employees off NNSY site before 30 Sep 94	N65580	0	0	0*
Defense Printing Service Detachment Branch Office	66953	0	0	28
Naval Computer and Telecommunications Area Master Station Atlantic	N68057	0	0	2
Personnel Support Detachment Portsmouth VA	N68551	0	2	3
Fleet Industrial Supply Center	68793	0	0	2
Naval Reserve SUPSHIP Detachment 502, Brooklyn, NY	RUIC N88154	7	0	0
Navy and Marine Corps Reserve Center Detachment 206, Norfolk, VA	RUIC N89912	1	0	0

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Tenant Command Name	UIC	Officer	Enlisted	Civilian
Navy and Marine Corps Reserve Center Detachment 306, Washington, DC	RUIC N89913	4	0	0
Defense Finance & Accounting Service	HQ0103	0	0	12
Defense Commissary Agency	HQCCBK	0	7	62
Defense Investigative Service	NX1677	0	0	2
Defense Distribution Depot, Norfolk, VA	SB3100	0	0	5

• 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
Shore Intermediate Maintenance Activity, COMNAVAIRLANT (St. Juliens Creek)	33341	South Gate Annex	0	0	0
Intra-Fleet Supply Support Operations Team (Portsmouth)	47271	South Gate Annex	0	0	11
Naval Sea Systems Command Detachment, Naval Inactive Ship Maintenance Facility, Portsmouth, VA	55631	South Gate Annex	0	0	9
Norfolk Shipbuilding & Drydock Corp.	N/A	St. Helena Annex	0	0	0

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- Tenants (Other than those identified previously)

Tenant Command Name	UIC	Location	Officer	Enlisted	Civilian
KAPL Resident Managers Office	N/A	NNSY Main Site, Portsmouth, VA	0	0	0
Navy Yard Credit Union, Inc.	N/A	NNSY Main Site, Portsmouth, VA	0	0	0
Portsmouth Armed Services YMCA	N/A	NNSY Main Site, Portsmouth, VA	0	0	0
Scheduled Airline Ticket Office	N/A	NNSY Main Site, Portsmouth, VA	0	0	0
Virginia Department of the Visually Handicapped	N/A	NNSY Main Site, Portsmouth, VA	0	0	0
U. S. Postal Service, Norfolk Naval Shipyard Station	N/A	NNSY Main Site, Portsmouth, VA	0	0	0

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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.)
NNSY, military & federal employees from Navy and Marine Corps installations all over the world, State of Virginia, Tidewater Community College, and City of Portsmouth	*St. Juliens Creek Annex, Portsmouth, VA*	*The first joint city-state-federal effort to draw upon collective expertise in the field of environmental & firefighting provides valuable training at the Waverly E. Sykes Regional Environmental and Fire Training Center. More than 5,000 trained.*
NNSY Fire Department and City Fire Departments of Portsmouth, Chesapeake, & Suffolk	*Hampton Roads, VA*	*Agree to reciprocate in providing fire fighting assistance -- Mutual aid agreements*
NNSY for NAVSEACENLANT, NISE East, PERA Atlantic, SUPSHIP PORTSVA	*Portsmouth, VA*	*Civilian personnel services --ISSA*
HAZWASTE for off site discharge	*Portsmouth, VA*	*Provide HW technical support to City of Portsmouth for HW spills/dumping problems, and residential HW disposal drives*
Active duty, reserve, and retired military and dependents have access to Morale, Welfare, and Recreation (MWR) facilities	*Portsmouth, VA*	*MWR services embedded in NNSY mission providing QOL support for all eligible patrons.*

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Activity name	Location	Support function (include mechanism such as ISSA, MOU, etc.)
Fifth Coast Guard District	*Portsmouth, VA*	*Morale, welfare, recreation, BOQ, BEQ, galley - MOU*
Refuse Derived Fuel (RDF) Plant	*Portsmouth, VA*	*Contract (now administered by PWC NORVA) for Navy to burn refuse supplied by the Southeastern Public Service Authority (SPSA). Extra power purchased by Virginia Power.*

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).)

  - **NNSY has no agricultural/forestry programs or endangered species. The ESQD arcs and other information is supplied in the booklet which requires additional HQ review and permission for release.**

  - **Also marked are the structures officially on the National Register of Historic Places. Several other sites are being surveyed because they too may be candidates.**

NORFOLK NAVAL SHIPYARD

- 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.)
    - **NNSY has no AICUZ and is not supplying a map.**

UIC N00181

JZ
SEA0
2/14/94

Data Being Certified: BRAC 95 Data Call Number 1, Norfolk 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)

G. R. Sterner
Signature

Title

2/10/94
Date

Commander
Naval Sea Systems Command
Acting
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
Vice Admiral, U.S. Navy
Deputy Chief of Naval
Operations (Logistics)
NAME (Please type or print)

Signature

Title

23 FEB 1994
Date

UIC N00181

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 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.

Data Being Certified: DATA CALL NUMBER ONE: INSTALLATION DATA

ACTIVITY COMMANDER

CAPT J. L. TAYLOR
NAME (Please type or print)

J L Taylor
Signature

SHIPYARD COMMANDER
Title

2/9/94
Date

NORFOLK NAVAL SHIPYARD
Activity

115

UIC N00181

Data Being Certified: BRAC 95 Data Call Number 42, Norfolk Naval Shipyard, (32 Photographs).

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 — W.H. Ryzewic

NAME (Please type or print) — Signature

Executive Director for Naval Shipyard and SUPSHIP Management and Field Activity Support Directorate — 10/14/94

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

S.R. Sterner

NAME (Please type or print) — Signature

G. R. STERNER
Commander
Naval Sea Systems Command — 10/25/94

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)

W. A. EARNER — W.A. Earner

NAME (Please type or print) — Signature

11/2/94

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: DATA CALL NUMBER 42: MILITARY VALUE DATA CALL

ACTIVITY COMMANDER

RADM J. L. TAYLOR
NAME (Please type or print)

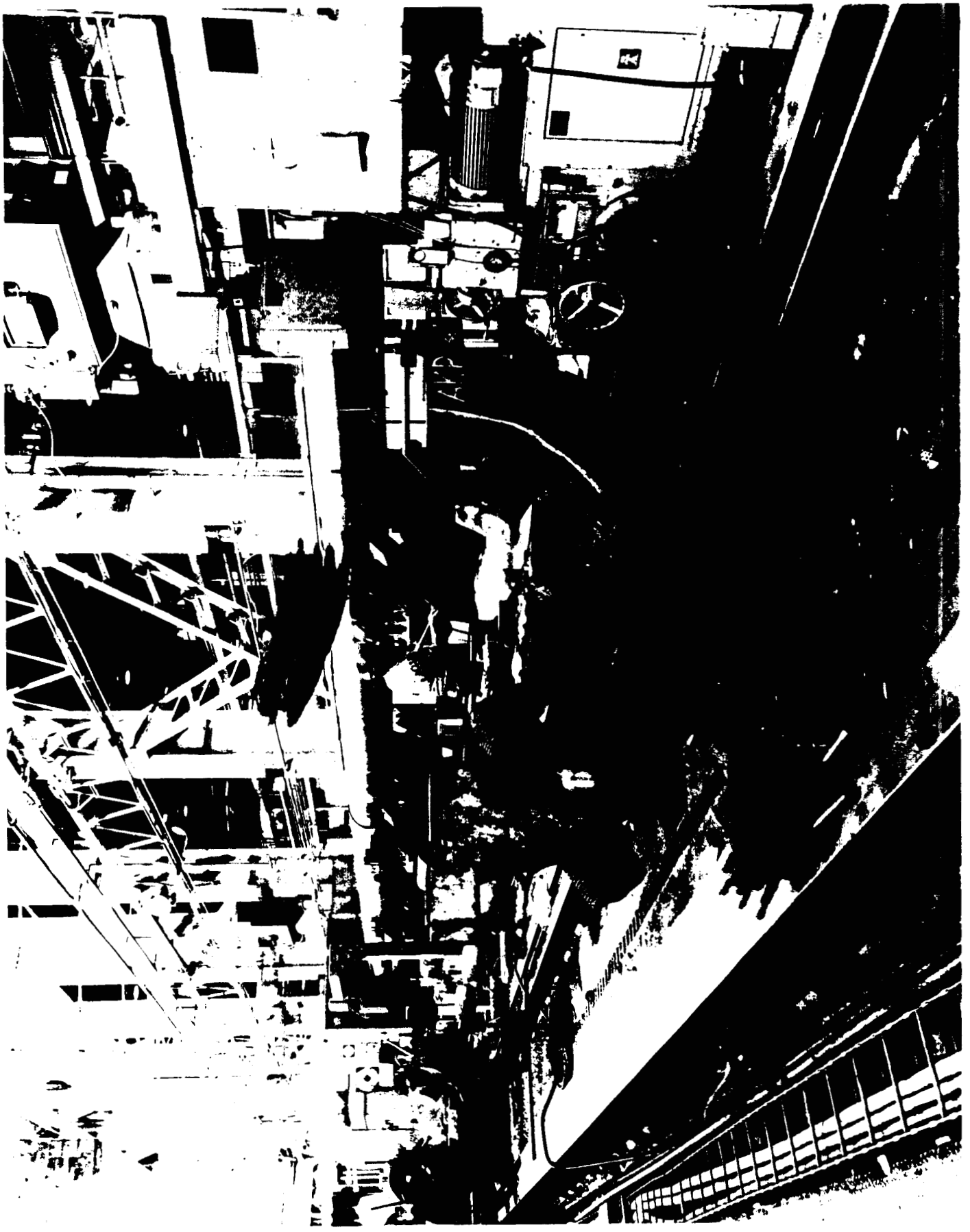
Signature

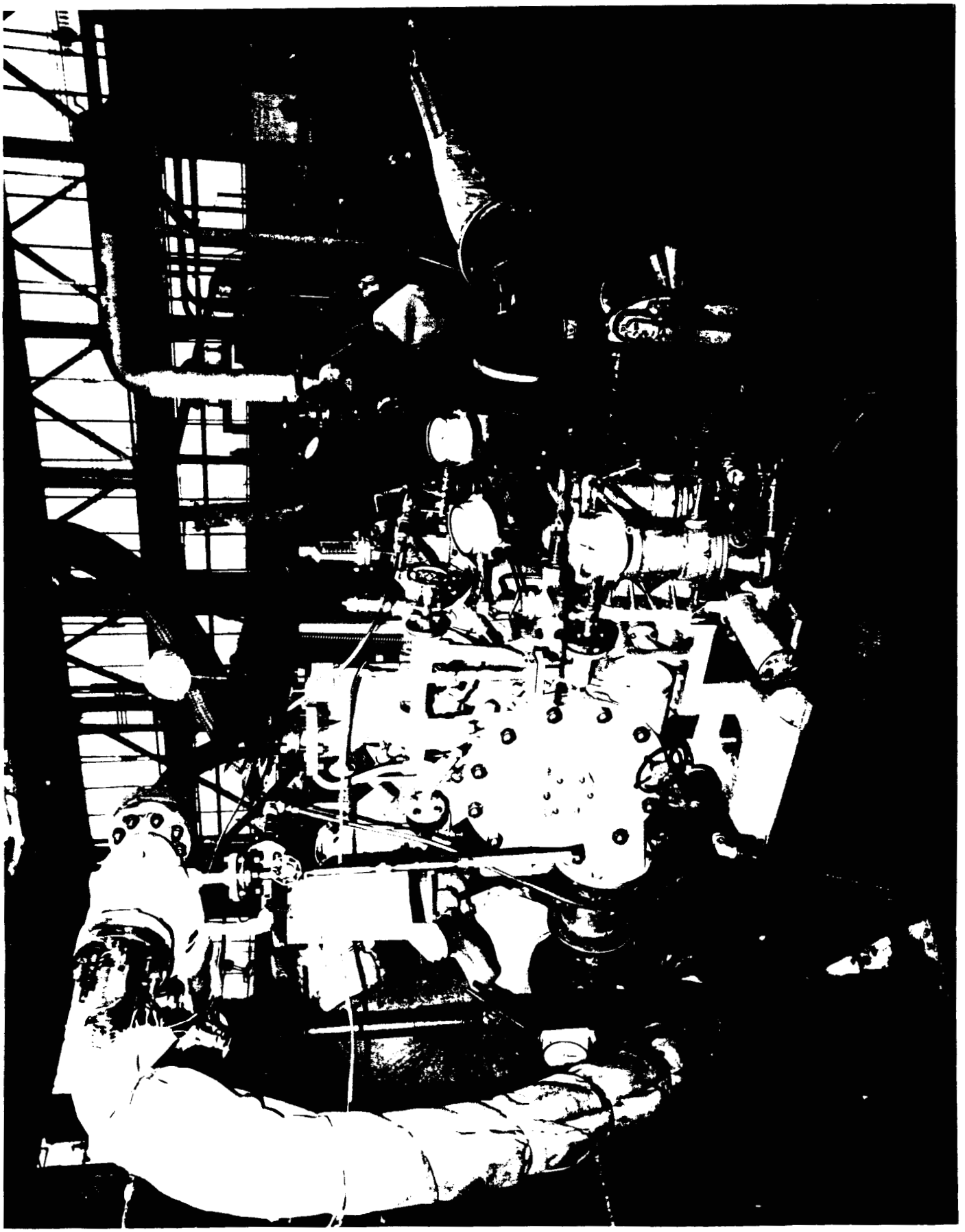
SHIPYARD COMMANDER
Title

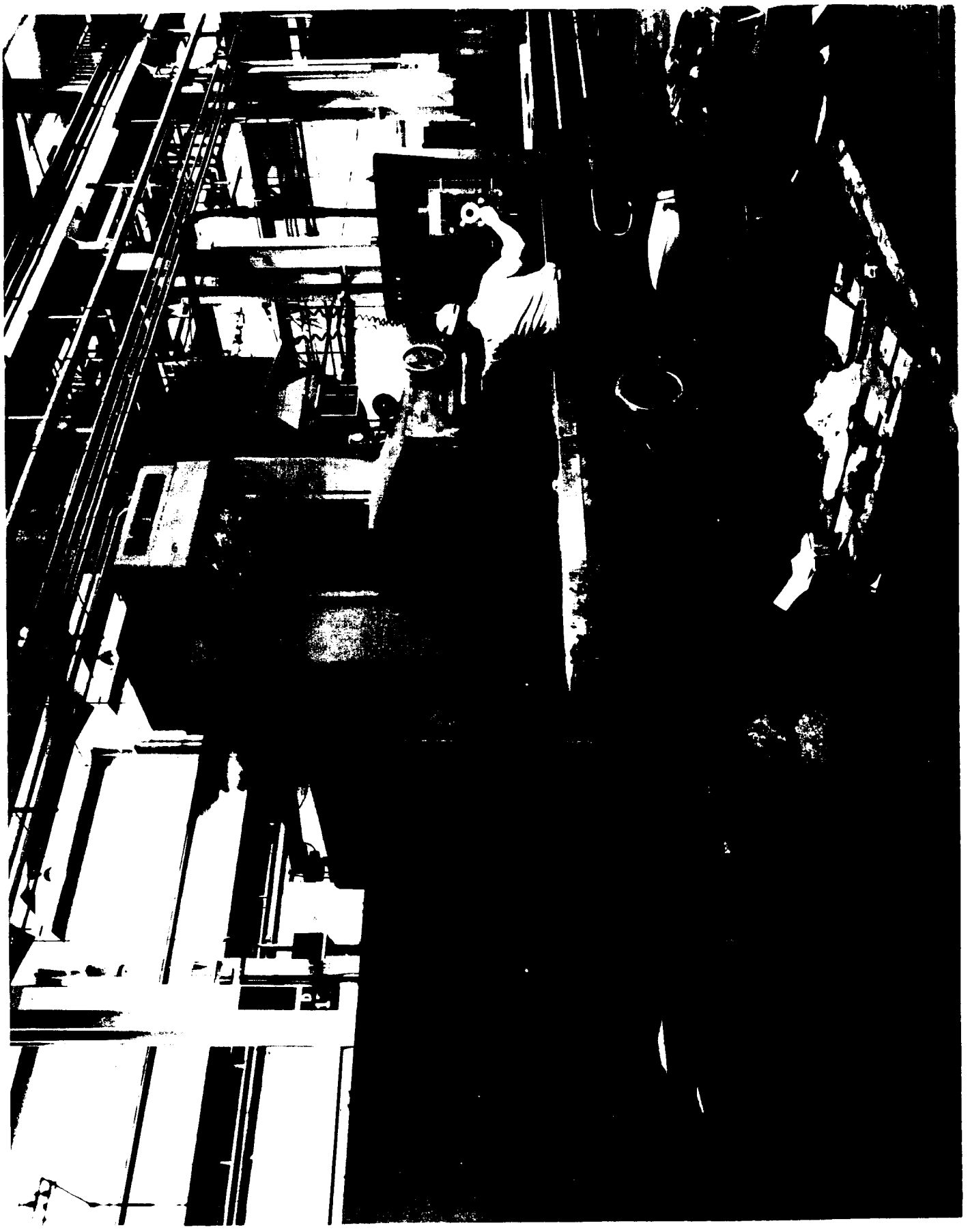
6/24/94
Date

NORFOLK NAVAL SHIPYARD
Activity

A







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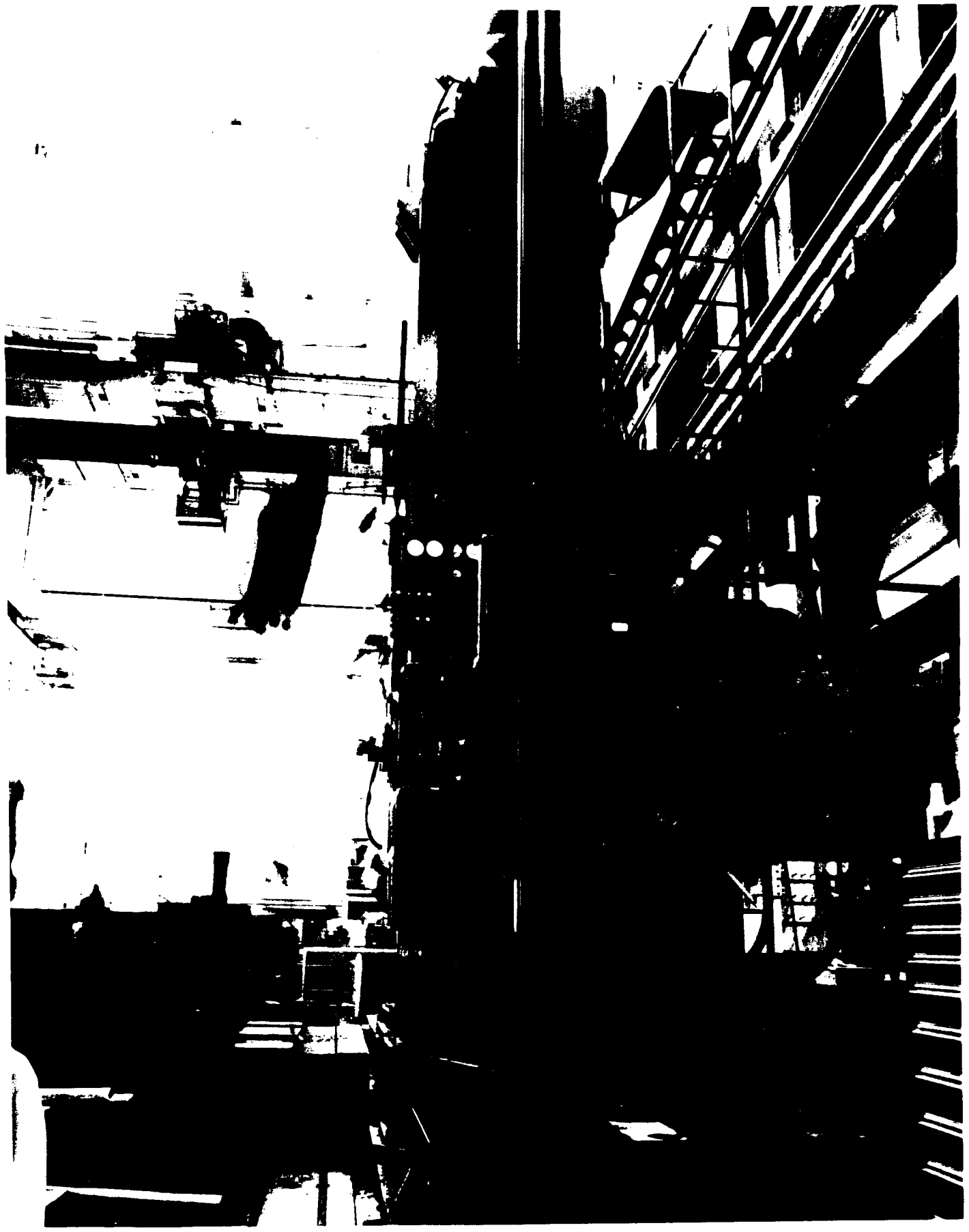

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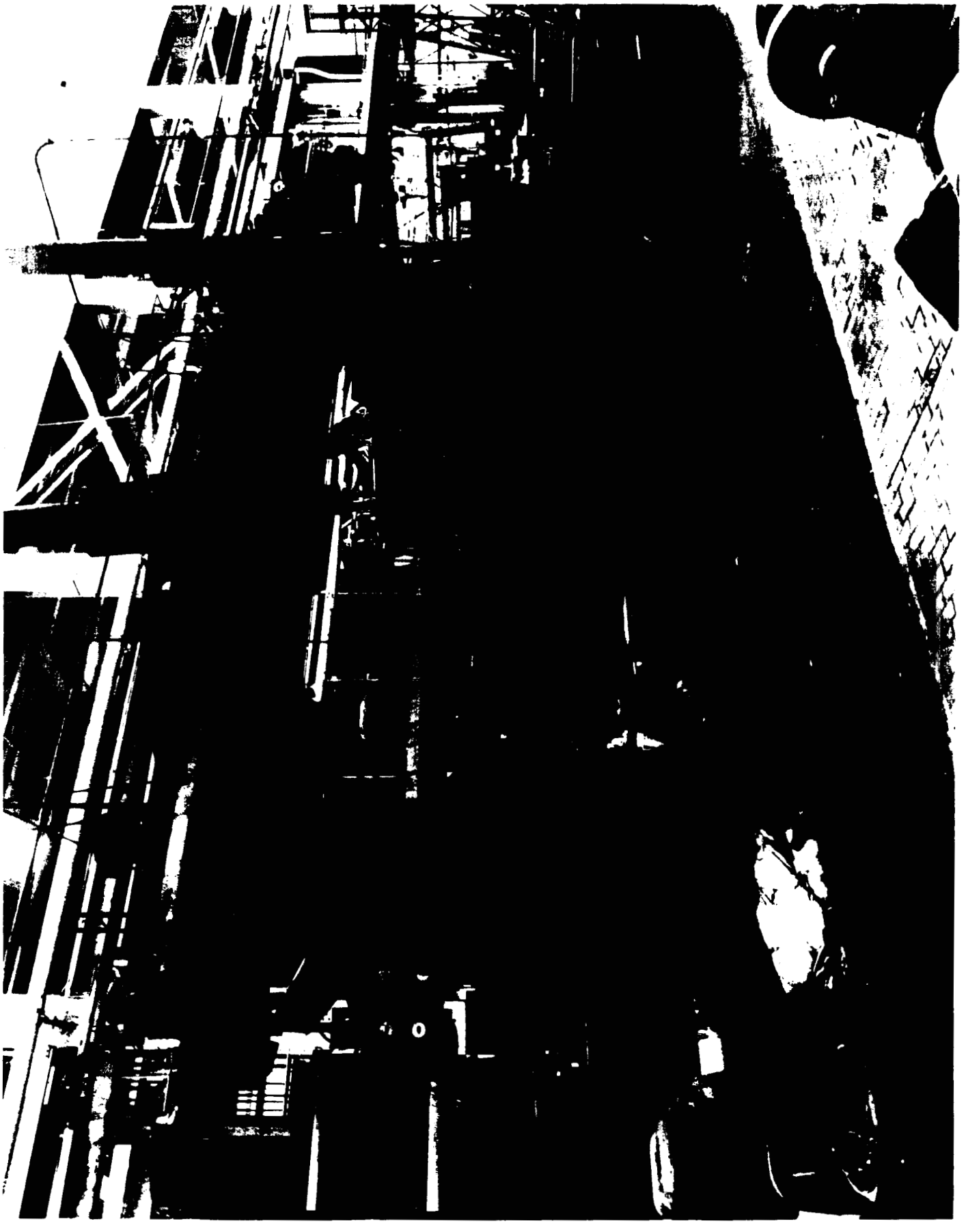

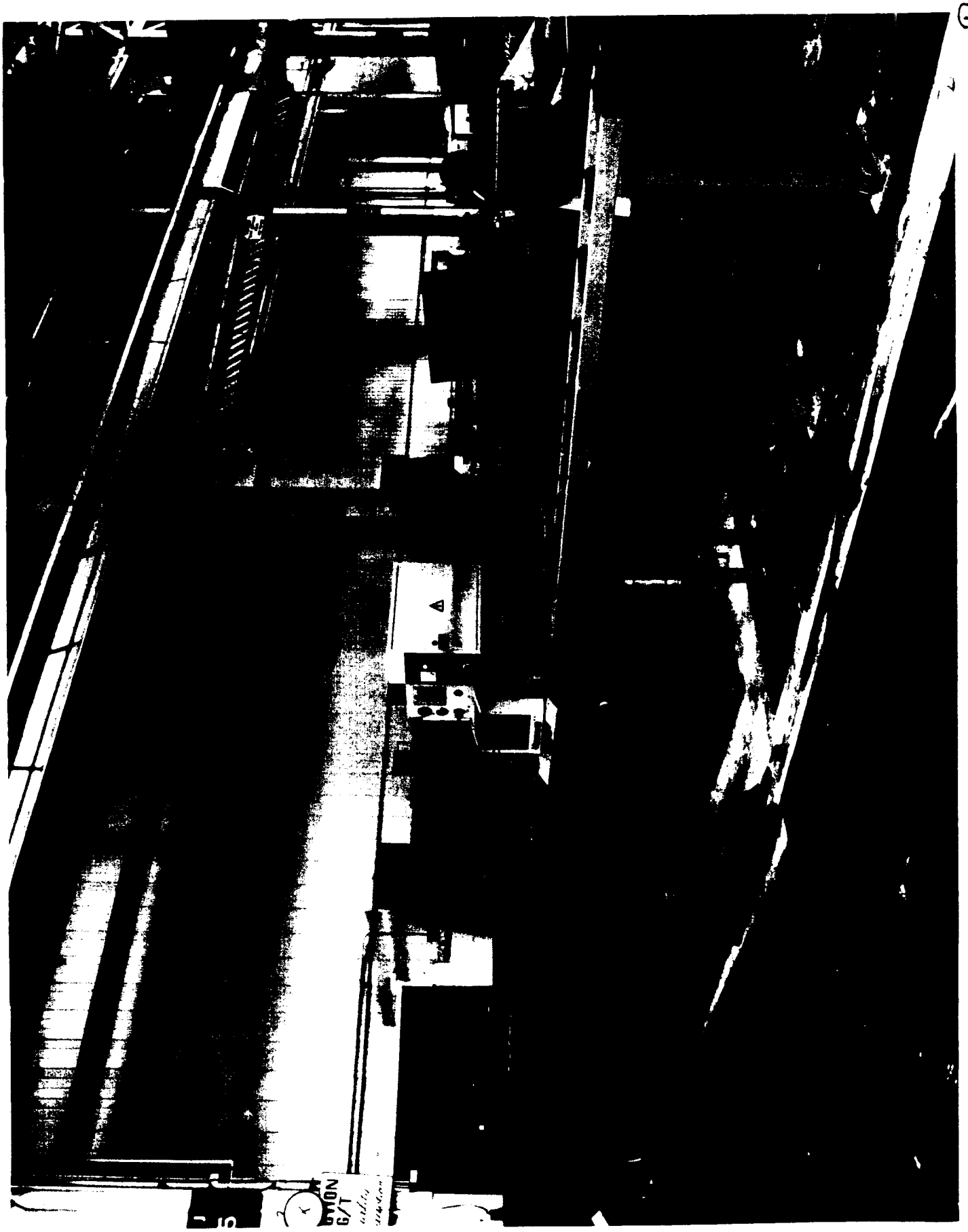
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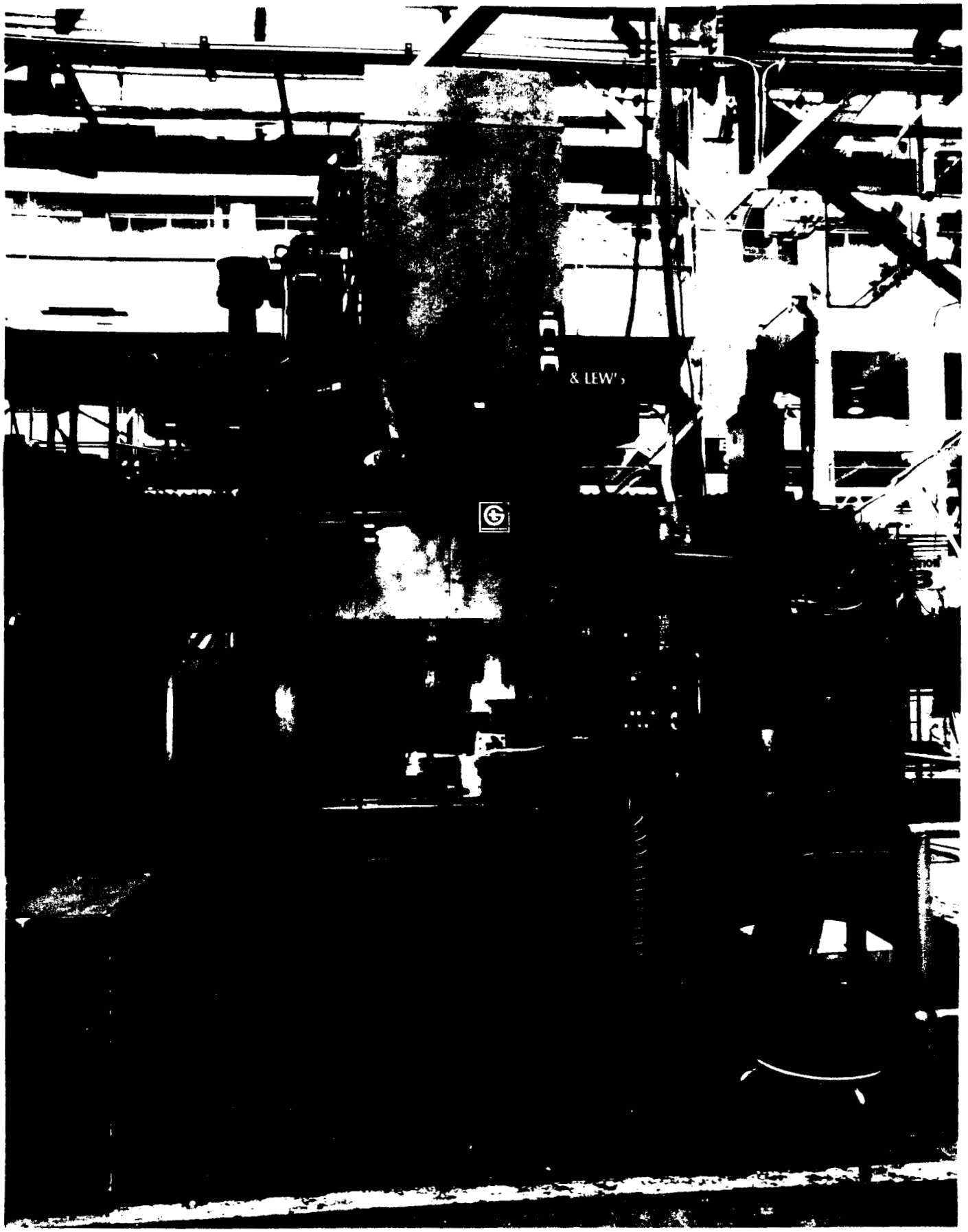
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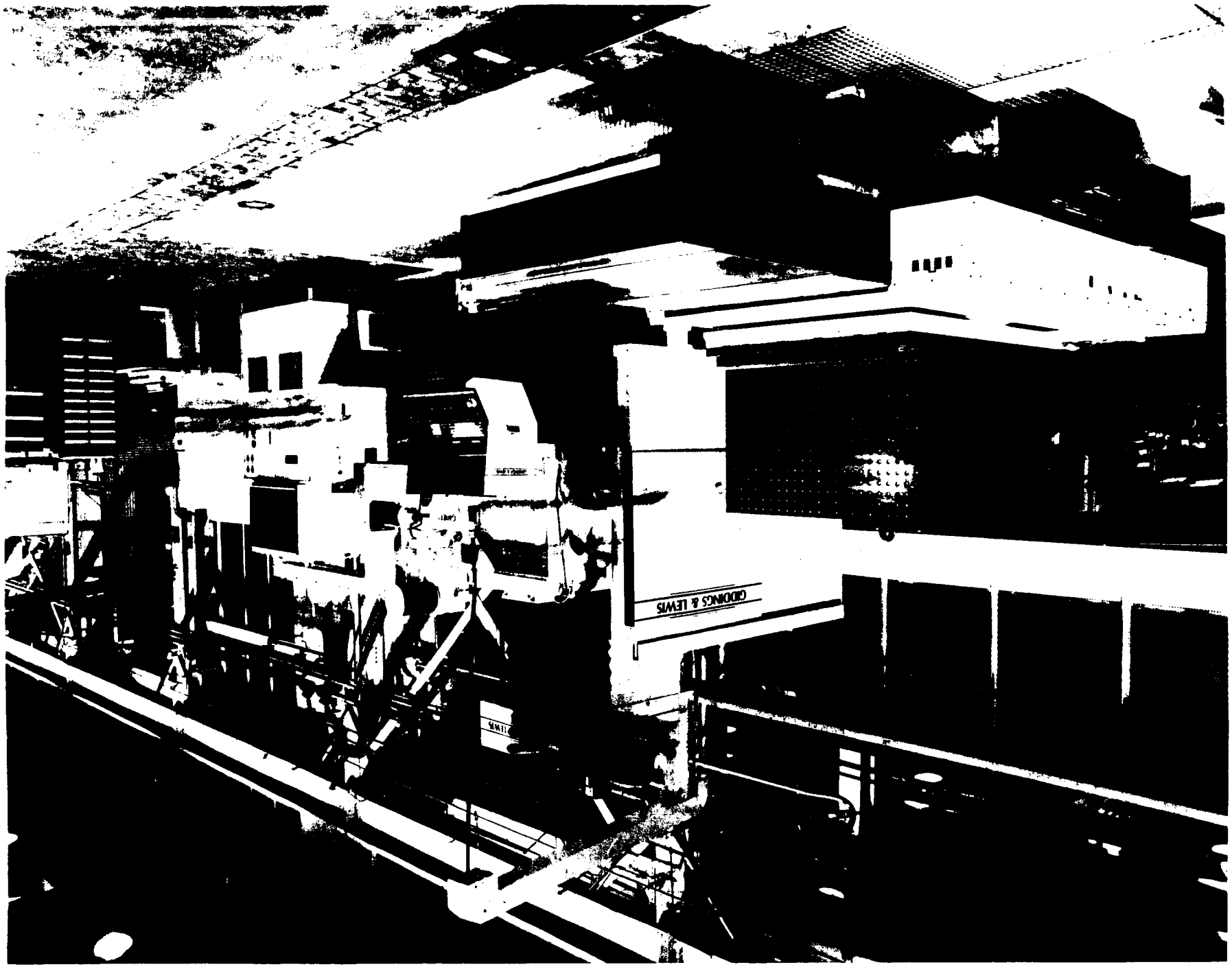

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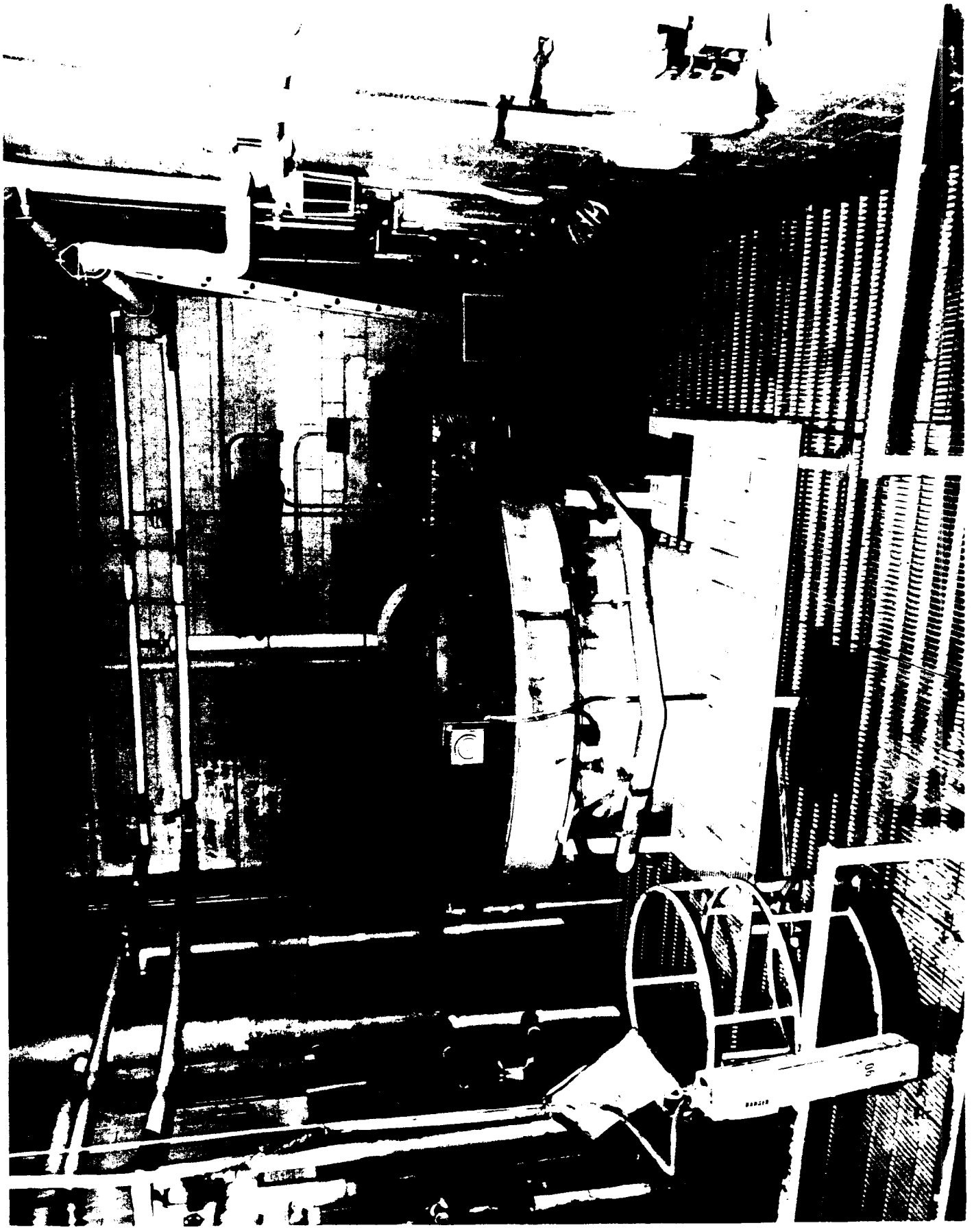

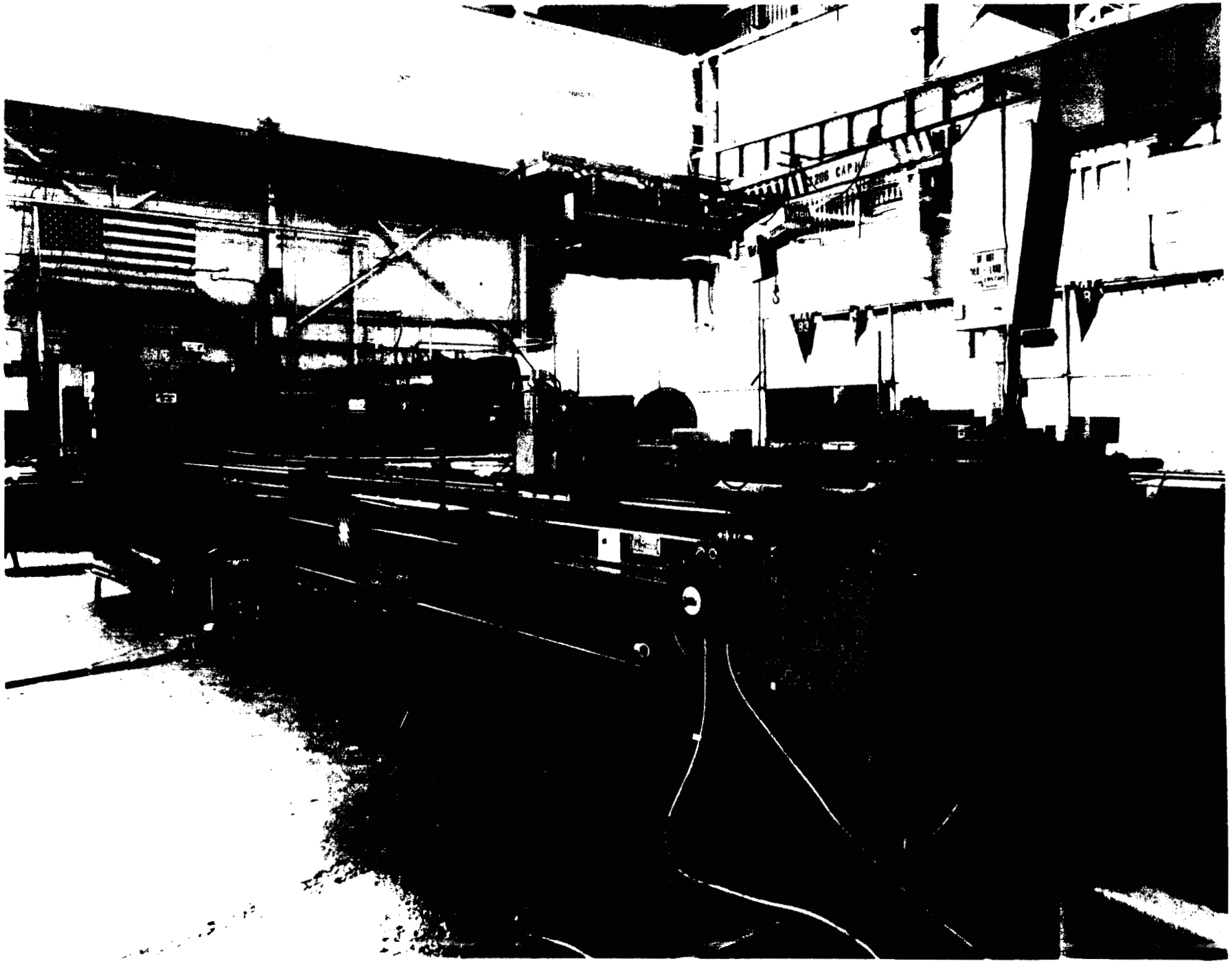


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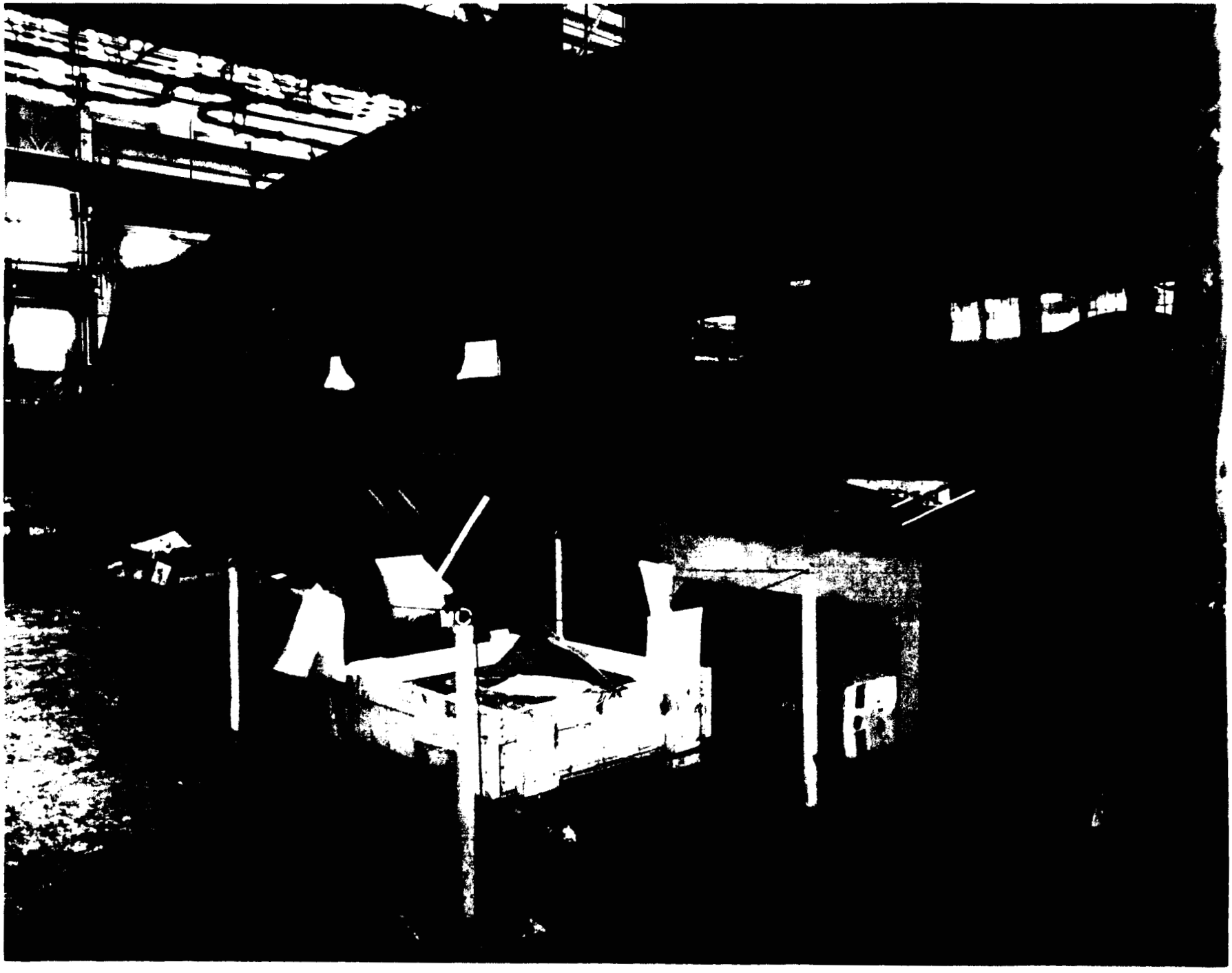

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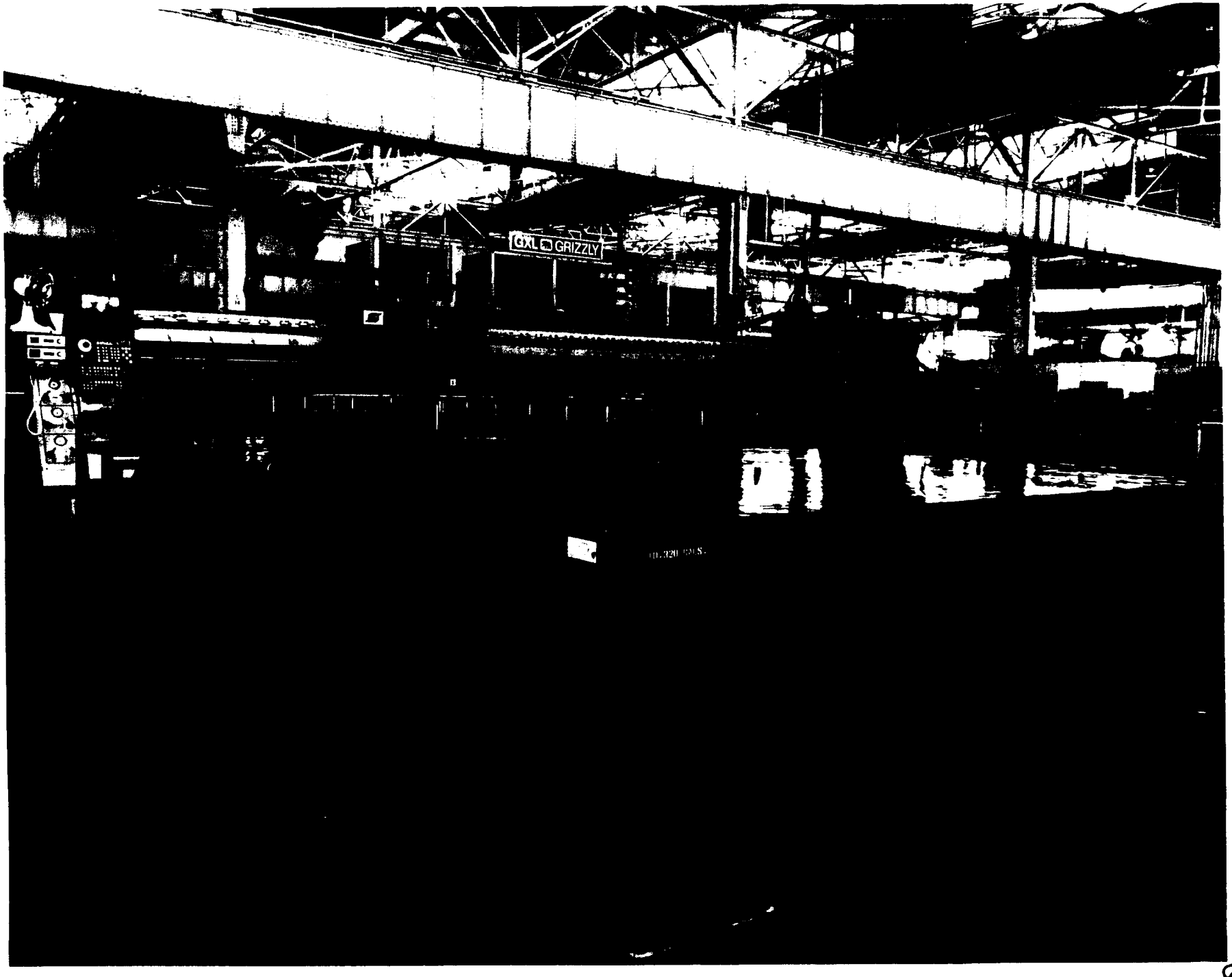
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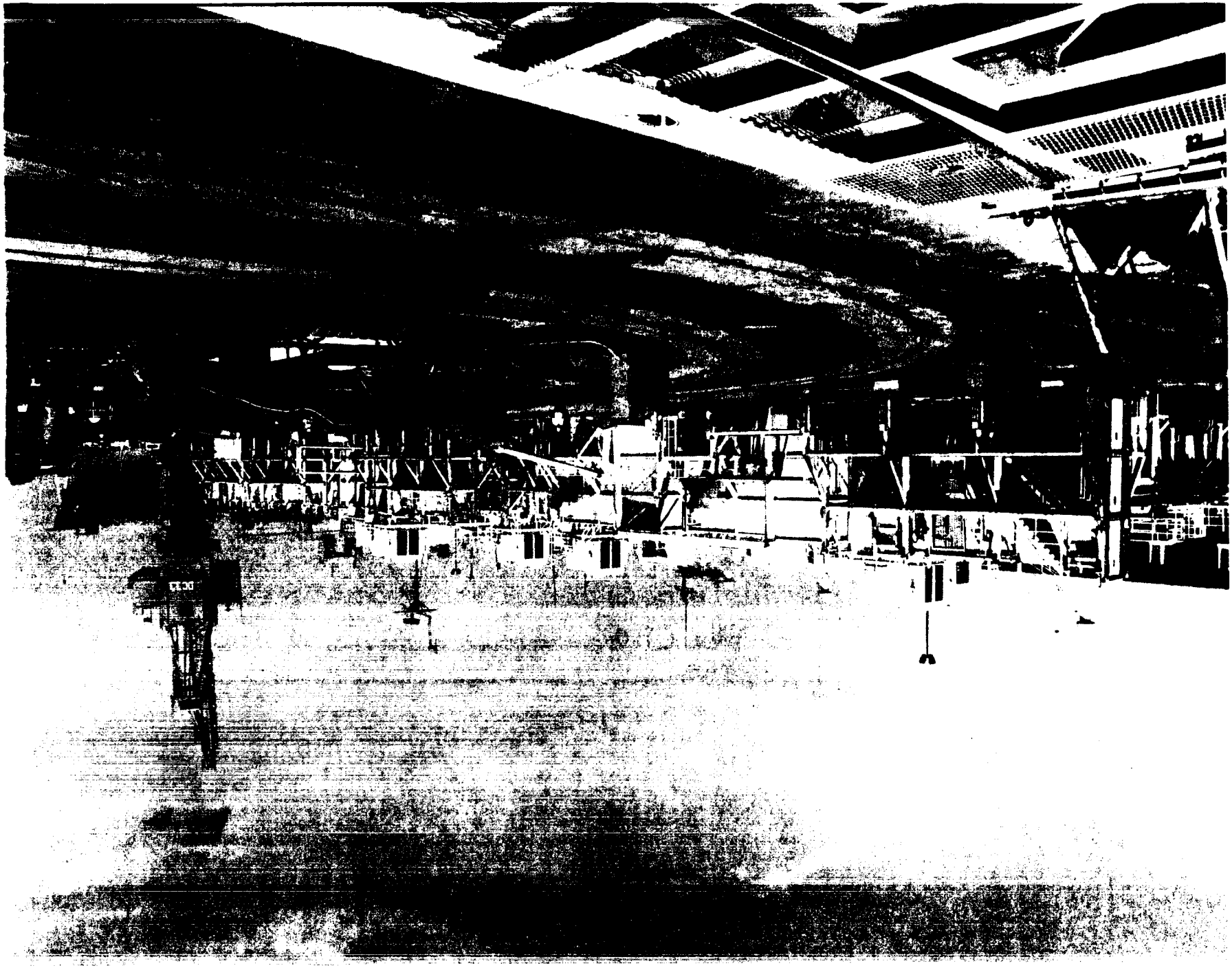


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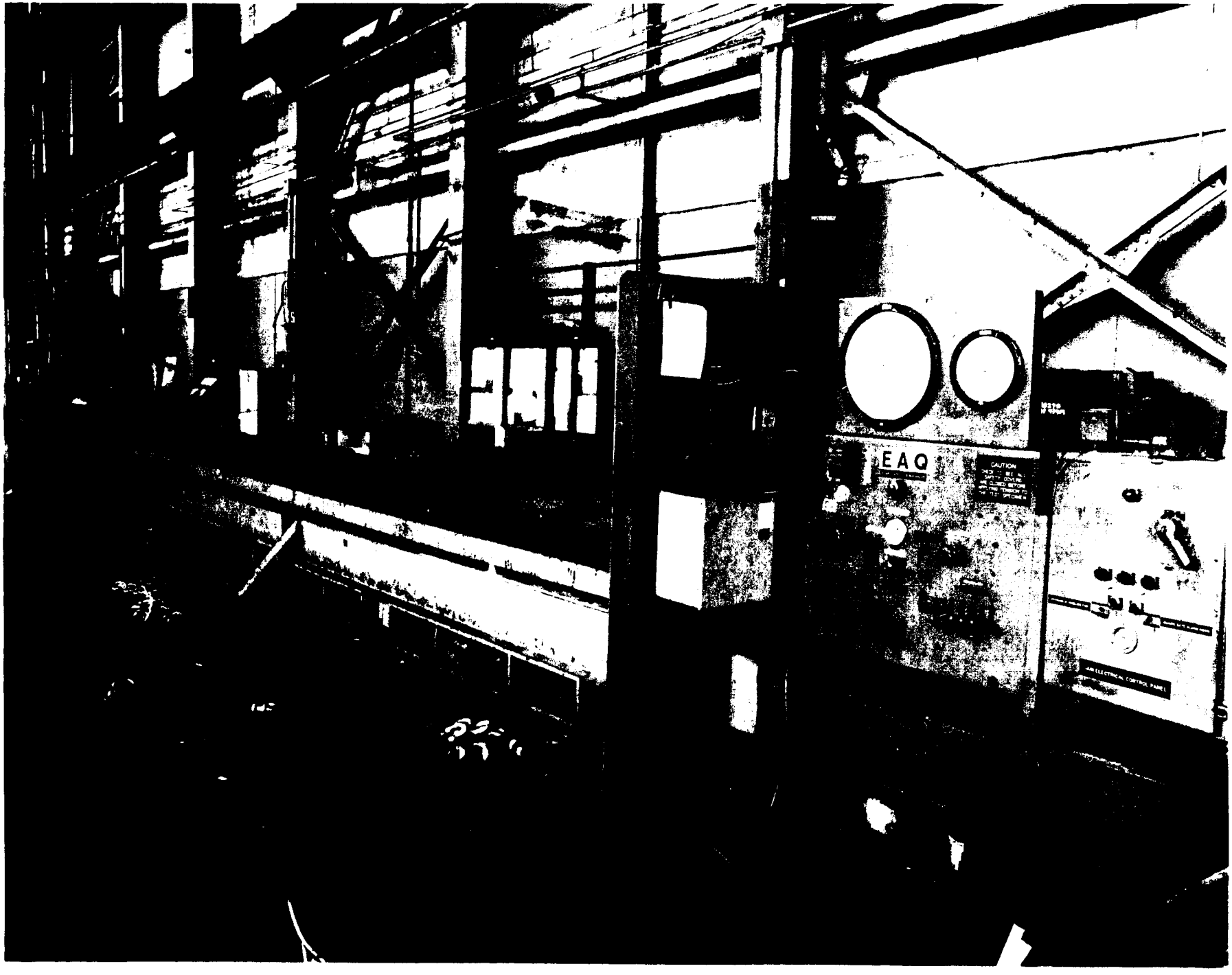
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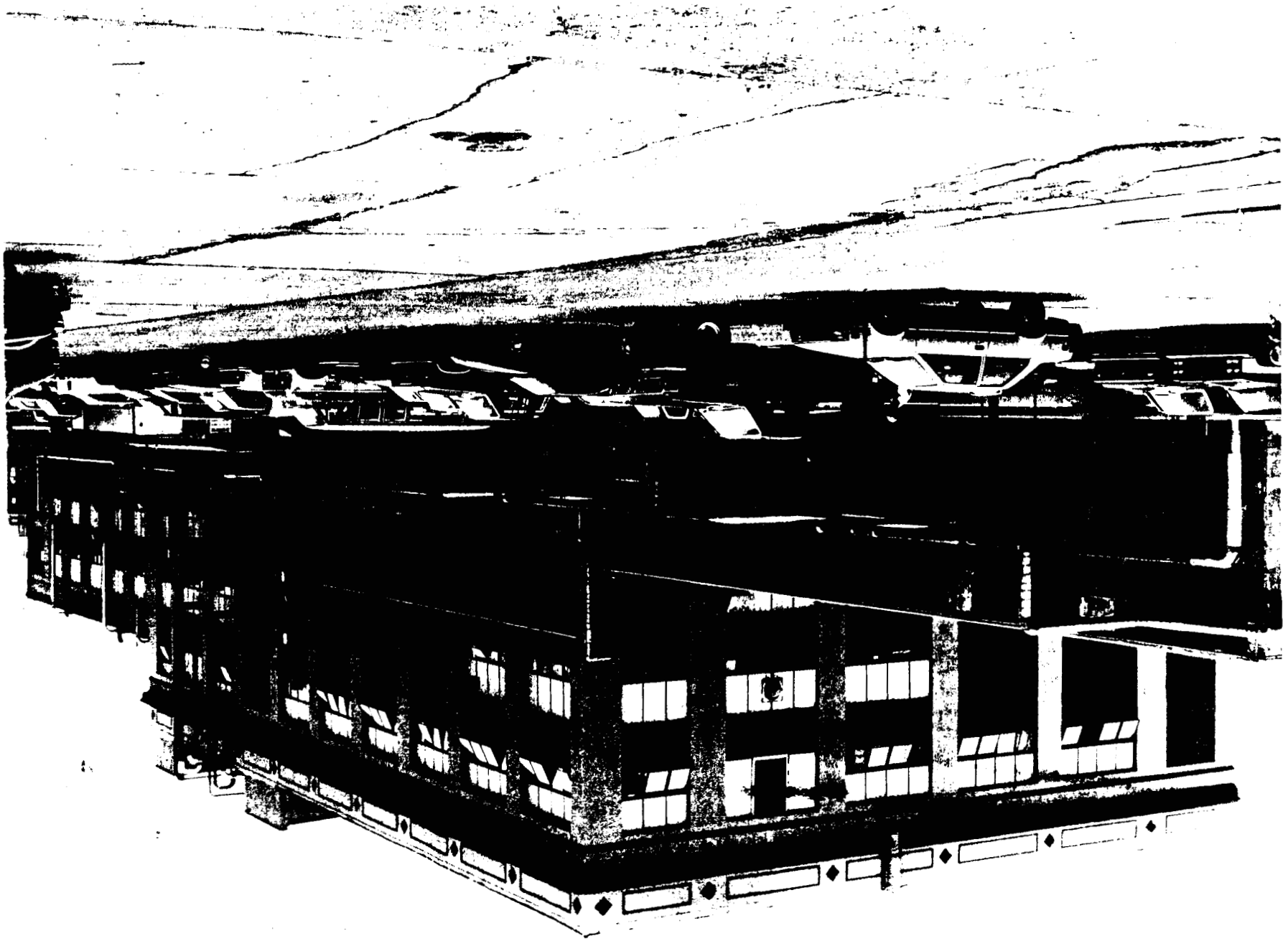

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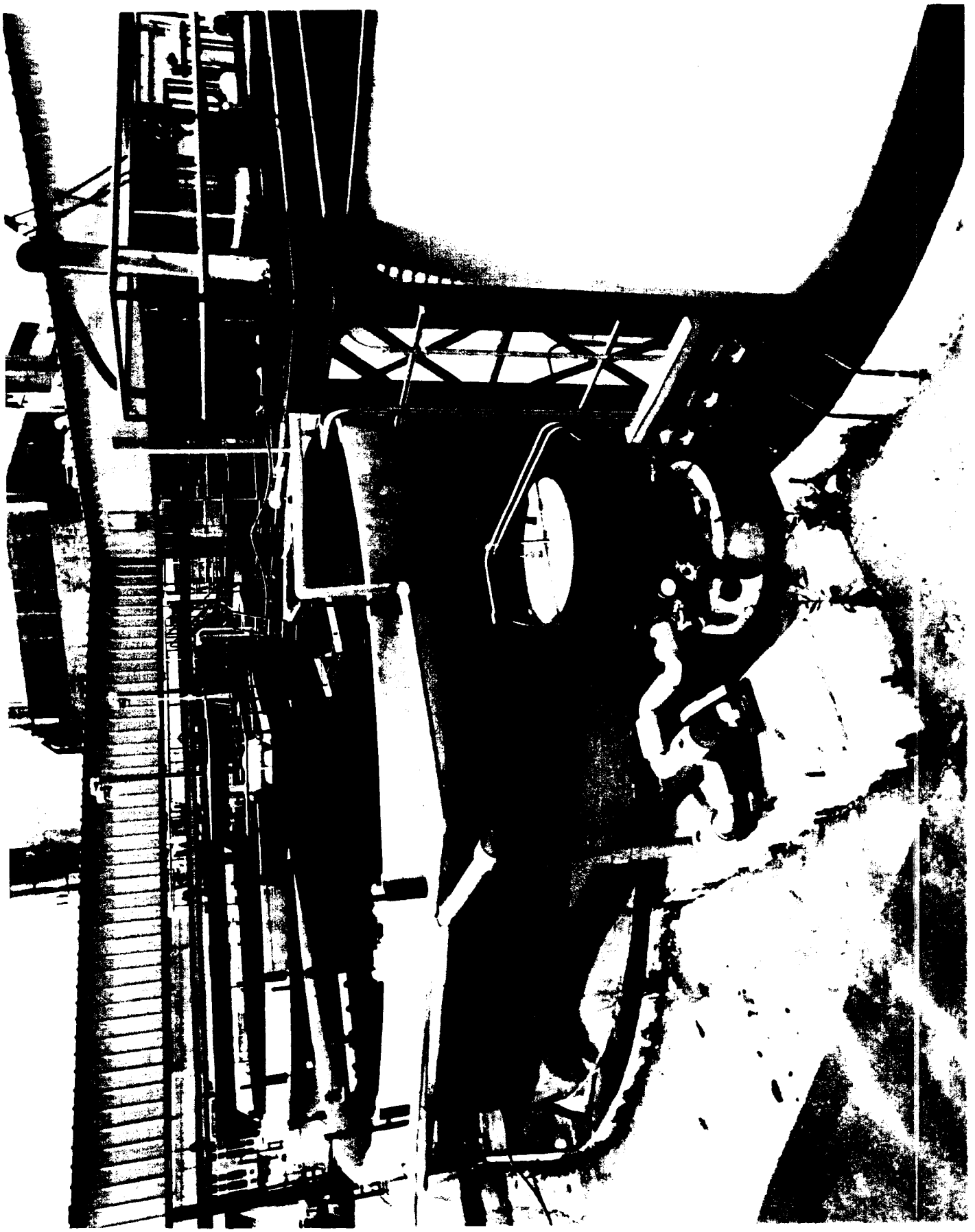


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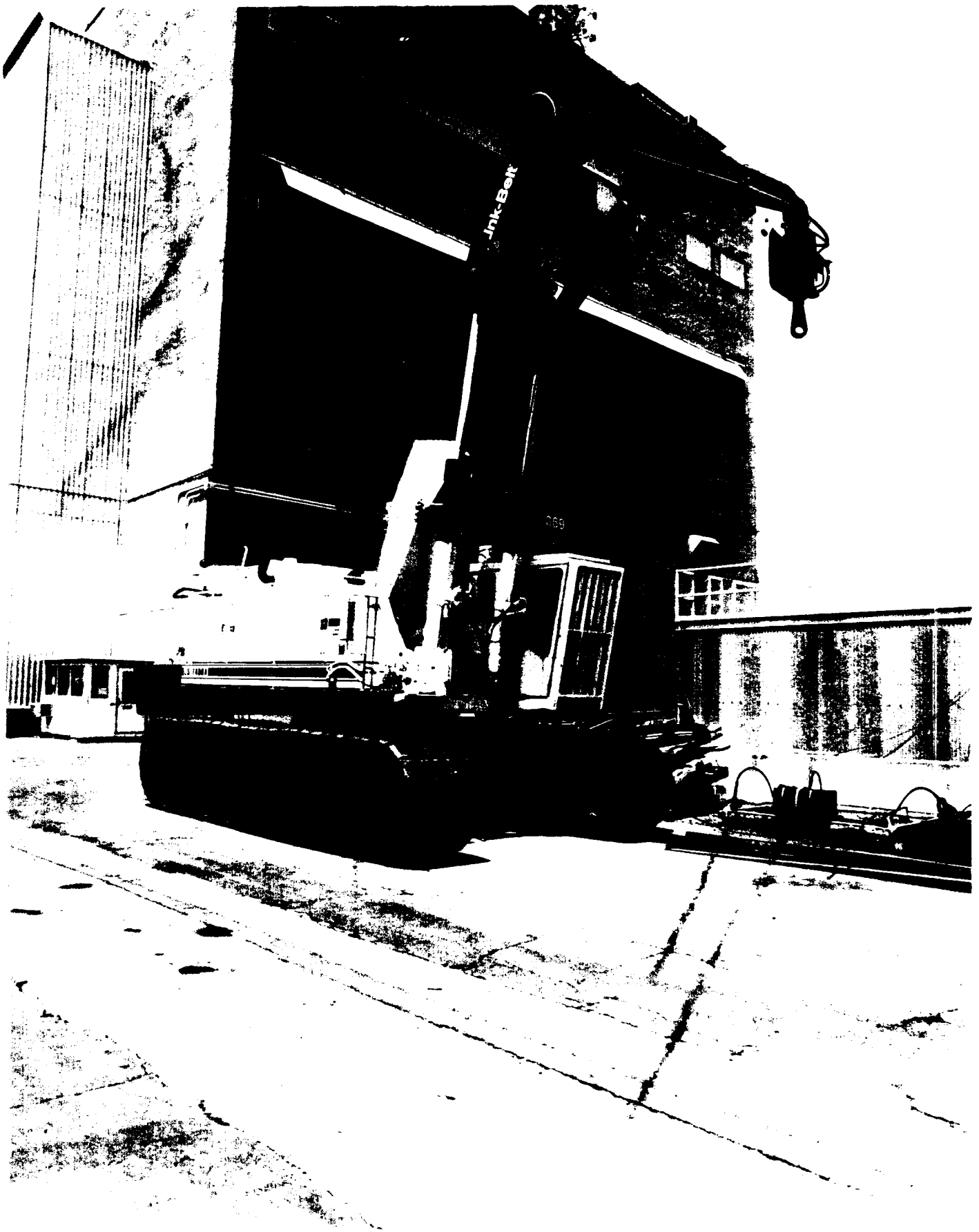

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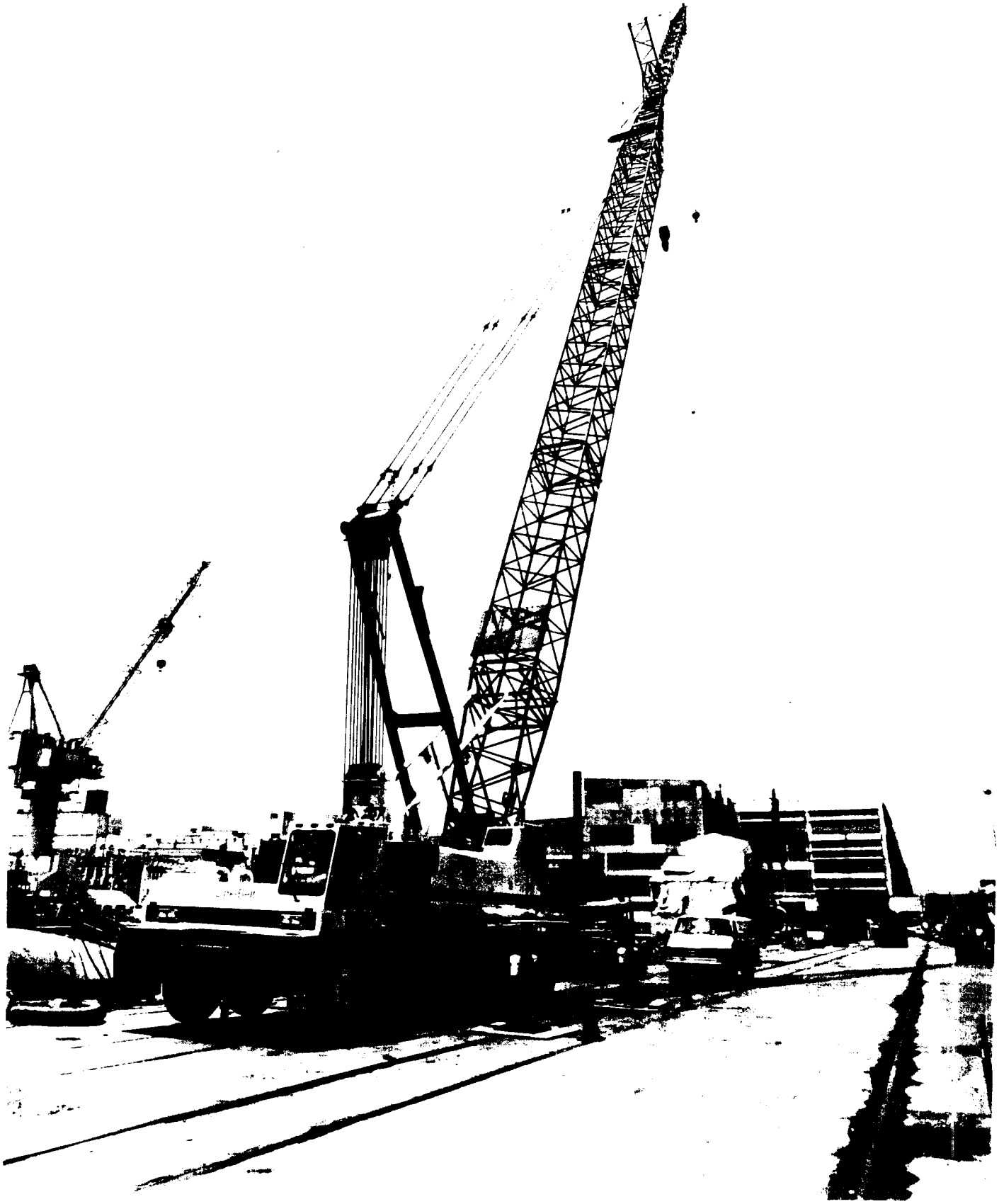

B B

YD-255

DATA CALL 66
INSTALLATION RESOURCES

Activity Information:

Activity Name:	NAVSEASYSCOMDET PERA (SURFACE) ATLANTIC OFFICE
UIC:	45405
Host Activity Name (if response is for a tenant activity):	NORFOLK NAVAL SHIPYARD PORTSMOUTH, VA
Host Activity UIC:	00181

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: NAVSEASYSCOMDET PERA (SURFACE) ATLANTIC OFFICE	**UIC:** 45405

Category	FY 1996 BOS Costs ($000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair	3	5	8
1b. Minor Construction			
1c. Sub-total 1a. and 1b.	3	5	8
2. Other Base Operating Support Costs:			
2a. Utilities	31		31
2b. Transportation	4		4
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) *	75	4	79
2k. Sub-total 2a. through 2j:	110	4	114
3. Grand Total (sum of 1c. and 2k.):	113	9	122 1/

* Includes telephone, janitorial, badging, and mail services.

1/ See Footnote on Table 2, Page 5.

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)

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..

DATA CALL 66
INSTALLATION RESOURCES

Table 1B - Base Operating Support Costs (DBOF Overhead)		
Activity Name: NAVSEASYSCOMDET PERA (SURFACE) AO	**UIC:** 45405	

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: NAVSEASYSCOMDET PERA (SURFACE) ATLANTIC OFFICE	**UIC:** 45405
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	194
Material and Supplies (including equipment):	13
Industrial Fund Purchases (other DBOF purchases):	18
Transportation:	
Other Purchases (Contract support, etc.): *	425
Total:	650 1/

* ADP and office equipment maintenance, data network lines, ADP program support, etc.

1/ PERA SURFACE) Atlantic Office is a non-DBOF tenant activity on the Norfolk Naval Shipyard, Portsmouth, VA and does not separately budget for Base Operating Support costs. All annual costs of operating and maintaining PERA (SURFACE) Atlantic Office are identified on Table 1A (BOS Costs Other Than DBOF Overhead) and Table 2 (Services/Supplies Cost Data).

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: NAVSEASYSCOMDET PERA (SURFACE) ATLANTIC OFFICE	**UIC:** 45405
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	
Facilities Support:	
Mission Support:	
Procurement:	
Other:*	0
Total Workyears:	0 1/

* **Note:** Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

1/ In accordance with BRAC 93 decision, a portion of PERA (SURFACE) Atlantic Office assets will relocate from Portsmouth in FY 1996. PERA (SURFACE) functions and associated assets will be realigned/relocated to SUPSHIPs Portsmouth and San Diego. In the case of PERA (SURFACE) Atlantic Office, assets will be distributed to two locations: Portsmouth and San Diego. There will be no affect on contract workyears due to relocation within the same complex of Portsmouth assets. There will be no affect on contract workyears due to the San Diego relocation.

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)): 0

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

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 1/	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
0 1/	Engineering & Technical Services

1/ In accordance with BRAC 93 decision, a portion of PERA (SURFACE) Atlantic Office assets will relocate from Portsmouth in FY 1996. PERA (SURFACE) functions and associated assets will be realigned/relocated to SUPSHIPs Portsmouth and San Diego. In the case of PERA (SURFACE) Atlantic Office, assets will be distributed to two locations: Portsmouth and San Diego. There will be no affect on contract workyears due to relocation within the same complex of Portsmouth assets. There will be no affect on contract workyears due to the San Diego relocation.

DATA CALL #66

PERA (SURFACE) ATLANTIC

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

NEXT ECHELON LEVEL (if applicable)

Jesse A. Atkins
NAME (Please type or print)

Signature

Executive Director (Acting)
Surface Ships
Title

7/22/94
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.

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

G. R. STERNER
NAME (Please type or print)

Signature

7/29/94
Date

Title
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

9/2/94
Date

Title

DATA CALL 66
INSTALLATION RESOURCES

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.

NAVSEASYSCOMDET PERA (SURFACE) Atlantic Office

ACTIVITY COMMANDER

P. M. HANEY
NAME (Please type or print)

Signature

DIRECTOR
Title

7/14/94
Date

NAVSEASYSCOMDET PERA (SURFACE)
Activity

DATA CALL 66
INSTALLATION RESOURCES

Activity Information:

Activity Name:	DBO Portsmouth, Va
UIC:	66953
Host Activity Name (if response is for a tenant activity):	Norfolk Naval Shipyard
Host Activity UIC:	00181

DATA CALL 66
INSTALLATION RESOURCES

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)			
Activity Name: Defense Printing Service		UIC: ~~M~~ 66953	
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)

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 Portsmouth, Va		**UIC:** 66953	
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	$34		$34
2g. Environmental Compliance			
2h. Police and Fire			
2i. Safety			
2j. Supply and Storage Operations			
2k. Major Range Test Facility Base Costs			
2l. Other (Specify) HRO	$10		$10
2m. Sub-total 2a. through 2l:	$44		$44
3. Depreciation			
4. Grand Total (sum of 1c., 2m., and 3.) :	$44		$44

DATA CALL 66
INSTALLATION RESOURCES

Table 2 - Services/Supplies Cost Data	
Activity Name: DBO Portsmouth, Va	UIC: 66953

Cost Category	FY 1996 Projected Costs ($000)
Travel:	$0
Material and Supplies (including equipment):	$468
Industrial Fund Purchases (other DBOF purchases):	$0
Transportation:	$7
Other Purchases (Contract support, etc.):	$1,011
Total:	$1,486

DATA CALL 66
INSTALLATION RESOURCES

Table 3 - Contract Workyears	
Activity Name: Defense Printing Service	**UIC:** ~~AT~~ 66953
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)

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

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)

115

DATA CALL 66
INSTALLATION RESOURCES

August 4, 1994

Activity Norfolk Naval Shipyard
UIC N00181

Activity Information:

Activity Name:	NORFOLK NAVAL SHIPYARD
UIC:	N00181
Host Activity Name (if response is for a tenant activity):	Not applicable
Host Activity UIC:	Not applicable

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: Norfolk Naval Shipyard			**UIC:** N00181
Category	**FY 1996 BOS Costs ($000)**		
	Non-Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair	2,852	0	2,852
1b. Minor Construction	115	0	115
1c. Sub-total 1a. and 1b.	2,967	0	2,967
2. Other Base Operating Support Costs:			
2a. Utilities	761	0	761
2b. Transportation	0	0	0
2c. Environmental	241	0	241
2d. Facility Leases	0	0	0
2e. Morale, Welfare & Recreation	427	695	1,122
2f. Bachelor Quarters	1,126	1,127	2,253
2g. Child Care Centers	38	359	397
2h. Family Service Centers	73	0	73
2i. Administration	0	871	871
2j. Other (Specify) Sub-total	301	6,734	7.035
2j.1 Other Personnel Support	0	1,277	1,277
2j.2 Other Engineering Support	0	840	840
2j.3 Tool Issue	0	507	507
2j.4 Lab Services	0	6	6

2j.5	Physical Security	0	115	115
2j.6	Base Communications	301	0	301
2j.7	Police Protection	0	776	776
2j.8	Fire Protection	0	3,171	3,171
2j.9	Badges & Passes	0	42	42
2j.10	Maintenance for Facilities, Cranes, & Drydocks, Philadelphia	0	0	0
2k. Sub-total 2a. through 2j:		2,967	9,786	12,753
3. Grand Total (sum of 1c. and 2k.):		5,934	9,786	15,720

NOTE: Although the numbers reflected in this table correspond to the FY 96 budget controls in the BS-1 Budget Exhibit, these numbers do not represent Norfolk Naval Shipyard's current estimate of requirements for these functions. The current estimate is $34,307K rather than the $15,720K contained in this table. The largest portion of the difference is required for maintenance of facilities, cranes and drydocks at Philadelphia Naval Shipyard due to the closure of that shipyard under the Base Realignment and Closure process.

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)

Not applicable.

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..

DATA CALL 66
INSTALLATION RESOURCES

August 4, 1994

Activity Norfolk Naval Shipyard
UIC N00181

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: Norfolk Naval Shipyard		**UIC:** N00181	
Category	**FY 1996 Net Cost From UC/FUND-4 ($000)**		
	Non-Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Real Property Maintenance (>$15K)	12,872	87	12,959
1b. Real Property Maintenance (<$15K)	5,692	992	6,684
1c. Minor Construction (Expensed)	336	34	370
1d. Minor Construction (Capital Budget)	2,101	0	2,101
1c. Sub-total 1a. through 1d.	21,001	1,113	22,114
2. Other Base Operating Support Costs:			
2a. Command Office	29	42	71
2b. ADP Support	10,492	3,159	13,651
2c. Equipment Maintenance	5,430	6,560	11,990
2d. Civilian Personnel Services	2,407	44	2,451
2e. Accounting/Finance	179	1,982	2,161
2f. Utilities	15,303	302	15,605
2g. Environmental Compliance	8,515	871	9,386
2h. Police and Fire	3,612	4,600	8,212
2i. Safety	80	1,827	1,907
2j. Supply and Storage Operations	652	11,511	12,163
2k. Major Range Test Facility Base Costs	0	0	0
2l. Other (Specify) Sub-total	19,828	21,179	41,007
2l.1 Military labor	0	1,670	1,670
2l.2 Other Engineering Services	1,913	86	1,999
2l.3 Base Communications	5,752	0	5,752

21.4	FECA	1,804	0	1,804
21.5	Admin & Other Services	10,359	19,423	29,782
2m. Sub-total 2a. through 2l:		66,527	52,077	118,604
3. Depreciation		10,268	0	10,268
4. Grand Total (sum of 1c., 2m., and 3.) :		97,796	53,190	150,986

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: Norfolk Naval Shipyard	**UIC:** N00181
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	2,407
Material and Supplies (including equipment):	91,241
Industrial Fund Purchases (other DBOF purchases):	73,467
Transportation:	4,633

Other Purchases (Contract support, etc.):	138,910
Total:	310,658

DATA CALL 66
INSTALLATION RESOURCES

August 4, 1994 Activity Norfolk Naval Shipyard
UIC N00181

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: Norfolk Naval Shipyard	**UIC:** N00181
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	0
Facilities Support:	220
Mission Support:	49
Procurement:	0
Other:*	458
Total Workyears:	727

* **Note:** Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

* Included under "Other" are contracting efforts suporting Data Automation; Navy Pubs & Printing; PWC-Utilities.

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)):

727

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

* Assumes closure and excess of NNSY. Does not provide for caretaker maintenance and environmental remediation cost pending conveyance to subsequent landowners.

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.)
202	Engineering/design support

DATA CALL 66: INSTALLATION RESOURCES

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.

BRAC DATA CALL 66: INSTALLATION RESOURCES DATA CALL

ACTIVITY COMMANDER

RADM J. L. TAYLOR
NAME (Please type or print)

Signature

SHIPYARD COMMANDER
Title

8/4/94
Date

NORFOLK NAVAL SHIPYARD
Activity

Certified True Original Copy

Roger R. Coleman, NAVSEA, 07I2

UIC N00181

Data Being Certified: BRAC 95 Data Call Number 66, Norfolk 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 — W.H. Ryzewic

NAME (Please type or print) — Signature

Executive Director 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

G. R. STERNER — G. R. Sterner

NAME (Please type or print) — Signature

8-15-94

Title — Date

Naval 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 — W A Earner

NAME (Please type or print) — Signature

9/20/94

Title — Date

June 17, 1994

Activity Norfolk Naval Shipyard
Primary UIC 00181

115

ENVIRONMENTAL DATA CALL:
DATA CALL TO BE SUBMITTED TO
ALL NAVY/MARINE CORPS HOST ACTIVITIES

20 APRIL 1994

June 17, 1994

Activity Norfolk Naval Shipyard
Primary UIC 00181

BRAC 1995 ENVIRONMENTAL DATA CALL:
All Navy/Marine Corps Host Activities

INDEX

ENVIRONMENTAL DATA CALL

Responses to the following questions provide data that will allow an assessment of the potential environmental impact associated with the closure or realignment of a Navy shore activity. This criterion consists of:

- Endangered/Threatened Species and Biological Habitat
- Wetlands
- Cultural Resources
- Environmental Facilities
- Air Pollution
- Environmental Compliance
- Installation Restoration
- Land/Air/Water Use

As part of the answers to these questions, a *source citation* (e.g., 1993 base loading, 1993 base-wide Endangered Species Survey, 1993 letter from USFWS, 1993 Base Master Plan, 1993 Permit Application, 1993 PA/SI, etc.) must be included. It is probable that, at some point in the future, you will be asked to provide additional information detailing specifics of individual characteristics. In anticipation of this request, supporting documentation (e.g., maps, reports, letters, etc.) regarding answers to these questions should be retained. Information needed to answer these questions is available from the cognizant EFD Planning and Real Estate Divisions, and Environment, Safety, and Health Divisions; and from the activity Public Works Department, and activity Health Monitoring and Safety Offices.

For purposes of the questions associated with land use at your base is *defined* as *land* (acreage owned, withdrawn, leased, and controlled through easements); *air* (space controlled through agreements with the FAA, e.g., MOAs); *and water* (navigation channels and waters along a base shoreline) *under the control of the Navy.*

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*
No Listed Species				

Source Citation: NORFOLK NSYD Land Management Plan (1991 - 1996), LANTDIV CODE 2031 (Sharon Jones) 445-8603

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.	 NO NO
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.	NO

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.

NO LISTED SPECIES

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

NO LISTED SPECIES.

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

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?	YES
Has a wetlands survey in accordance with established standards been conducted for your base?	YES
When was the survey conducted or when will it be conducted? 3 / 31 / 91	
What percent of the base has been surveyed?	100%
What is the total acreage of jurisdictional wetlands present on your base?	16 ACRES

Source Citation: NORFOLK NSYD FLYOVER, WETLANDS MAPPING LANTDIV (CODE 2031) - STEVE HUBNER 445-2370

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.

PROVIDED IN DATA CALL 1

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.

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

IN PROGRESS.

QUARTERS A,B,C AND DRYDOCK #1 ALREADY ON NATIONAL REGISTER.

ARCHITECTURAL INVENTORY DRAFT - 4 MAR 94
ARCHEOLOGICAL OVERVIEW DRAFT - 20 MAR 94

DRAFT REPORTS HAVE NOT BEEN REVIEWED BY VA STATE HISTORIC PRESERVATION OFFICER OR ADVISORY COUNCIL ON HISTORIC PRESERVATION.

91 of 461 BUILDINGS ARE POTENTIALLY OR CONTRIBUTING STRUCTURES TO ONE OF FIVE POTENTIAL HISTORIC DISTRICTS - NORTH END, MARINE CORPS COMPOUND, WWI INDUSTRIAL, WWII SHIP CONSTRUCTION AND MAINTENANCE, ST. HELENA INDUSTRIAL.

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.	NO

3c.

Are there any on base areas identified as sacred areas or burial sites by Native Americans or others? List below.	NO

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			

[1] Contents (e.g. building demolition, asbestos, sanitary debris, etc)

Are there any current or programmed projects to correct deficiencies or improve the facility.

NOT APPLICABLE

4b. If there are any non-Navy users of the landfill, describe the user and conditions/agreements.

NOT APPLICABLE

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
RDF/ COAL FIRED CO-GENERA-TION STEAM PLANT	228,000,000 BTU/HR 213,000,000 BTU/HR	532.8 TONS 199.2 TONS	SAME AS PER-MITTED CAPACITY	APPROVED FOR OPERA-TION	

BLDG 1460 SOLID WASTE TRANSFER	NOT APPLICABLE	NOT APPLI-CABLE	NOT APPLI-CABLE	NOT REQUIRED	STAGING SITE FOR SOLID WASTE TRANSFER FUNCTION
BLDG 1499 RECYCLING OF ABRASIVE BLAST GRIT	NOT APPLICABLE.	NOT APPLI-CABLE	NOT APPLI-CABLE.	NOT REQUIRED.	FACILITY RECYCLES AND PROCESSES USED BLAST GRIT. THEN REISSUES IT.

List any permit violations and projects to correct deficiencies or improve the facility.

1. CONSENT AGREEMENT WITH VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ) TO MEET CLEAN AIR ACT AMENDMENTS FOR FUTURE.

2. UNDER ADMINISTRATIVE ORDER WITH THE EPA TO REDUCE DIOXIN EMISSIONS. TO BE ACHIEVED THROUGH INTERIM MEASURES PENDING COMPLETION OF LONG-TERM ACTIONS UNDERWAY VIA VIRGINIA DEQ CONSENT AGREEMENT LISTED DIRECTLY ABOVE.

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.

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AVERAGE DISCHARGE RATE IS 1,720,129 GPD

PARAMETER	CALENDAR MO. AVERAGE* (mg/l)	CALENDAR DAY MAXIMUM** (mg/l)
Arsenic (As)	0.015	0.015
Cadmium (Cd)	0.015	0.015
Chromium Total (Cr)	0.400	0.800
Copper (Cu)	0.400	0.800
Cyanide (CN-)	0.075	0.150
Lead (Pb)	0.150	0.300
Mercury (Hg)	0.0020	0.0040
Nickel (Ni)	0.150	0.300
Phenolic Compounds	0.150	0.300
Silver (Ag)	0.040	0.080
Zinc (Zn)	0.400	0.800
***Oil & Grease (Non-Saponifiable)	50	50
pH	≥5.00	≥5.00
Flow	1.7 MGD	2.5 MGD
BOD	Not applicable	Not applicable
SS	Not applicable	Not applicable
Other Total Toxic Organics (TTO)		2.130 **R**

* Average of any number of daily values obtained during a calendar month.
** Maximum for any sample obtained during andy calendar day.
*** There shall be no visible free oil present.

NORFOLK NSYD IS OPERATING IN COMPLIANCE WITH THE PERMIT. OCCASIONAL PERMIT EXCEPTIONS ARE EXPERIENCED, TYPICALLY RESULTING FROM ISOLATED ANOMALIES IN SHIP SEWAGE DISCHARGES TO THE SHORE SYSTEM AND SHOP PROCESSES. CORRECTIVE ACTIONS ARE INITIATED TO RESOLVE THESE ISSUES WITH THE REGULATOR.

AVERAGE DISCHARGE RATE IS 1,720,129 GPD

PARAMETER	CALENDAR MO. AVERAGE* (mg/l)	CALENDAR DAY MAXIMUM** (mg/l)
Arsenic (As)	0.015	0.015
Cadmium (Cd)	0.015	0.015
Chromium Total (Cr)	0.400	0.800
Copper (Cu)	0.400	0.800
Cyanide (CN-)	0.075	0.150
Lead (Pb)	0.150	0.300
Mercury (Hg)	0.0020	0.0040
Nickel (Ni)	0.150	0.300
Phenolic Compounds	0.150	0.300
Silver (Ag)	0.040	0.080
Zinc (Zn)	0.400	0.800
***Oil & Grease (Non-Saponifiable)	50	50
pH	≥5.00	≥5.00
Flow	1.7 MGD	2.5 MGD
BOD	Not applicable	Not applicable
SS	Not applicable	Not applicable
Other Total Toxic Organics (TTO)	2.130	

* Average of any number of daily values obtained during a calendar month.
** Maximum for any sample obtained during andy calendar day.
*** There shall be no visible free oil present.

NORFOLK NSYD IS OPERATING IN COMPLIANCE WITH THE PERMIT. OCCASIONAL PERMIT EXCEPTIONS ARE EXPERIENCED, TYPICALLY RESULTING FROM ISOLATED ANOMALIES IN SHIP SEWAGE DISCHARGES TO THE SHORE SYSTEM AND SHOP PROCESSES. CORRECTIVE ACTIONS ARE INITIATED TO RESOLVE THESE ISSUES WITH THE REGULATOR.

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4f.

Does your base operate an Industrial Waste Treatment Plant (IWTP)?					YES
ID/Location of IWTP	Type of Treatment	Permitted Capacity	Ave Daily Discharge Rate	Maximum Capacity	**Permit Status**
BLDG 1485 NORFOLK NSYD	Physical & Chemical	NO LIMIT	20,000 GPD	144,000 GPD	UNDER RENEWAL BY STATE/ AWAITING NEW ONE

R

List any permit violations and projects to correct deficiencies or improve the facility.

NONE.

4g. Are there other waste treatment flows not accounted for in the previous tables? Estimate capacity and describe the system.

THE ABOVE TABLE REFLECTS PROCESSED WASTE WATER FROM BOTH CONTINUOUS FLOW AND BATCH TREATMENT SYSTEMS. THE VOLUME OF TREATMENT AND TYPE OF WASTE STREAMS ENCOUNTERED ARE EXTREMELY VARIABLE FROM YEAR TO YEAR.

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.

4f.

Does your base operate an Industrial Waste Treatment Plant (IWTP)?					YES
ID/Location of IWTP	**Type of Treatment**	**Permitted Capacity**	**Ave Daily Discharge Rate**	**Maximum Capacity**	**Permit Status**
BLDG 1485 NORFOLK NSYD	Physical & Chemical	NO LIMIT	85,000 GPD	144,000 GPD	UNDER RENEWAL BY STATE/ AWAITING NEW ONE

List any permit violations and projects to correct deficiencies or improve the facility.

NONE.

4g. Are there other waste treatment flows not accounted for in the previous tables? Estimate capacity and describe the system.

THE ABOVE TABLE REFLECTS PROCESSED WASTE WATER FROM BOTH CONTINUOUS FLOW AND BATCH TREATMENT SYSTEMS. THE VOLUME OF TREATMENT AND TYPE OF WASTE STREAMS ENCOUNTERED ARE EXTREMELY VARIABLE FROM YEAR TO YEAR.

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.

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.

WATER IS PURCHASED FROM THE CITY OF PORTSMOUTH. THE CONTRACT DOES NOT HAVE AN UPPER LIMIT. THE SHIPYARD USES APPROXIMATELY 3 MGPD. WE RECHLORINATE 3 GROUND STORAGE TANKS (EACH TANK 2.0 MG) AND 4 ELEVATED STORAGE TANKS (0.15 MG, 0.2 MG AND TWO 0.1 MG). R R

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.	

NPDES (SHIPYARD PROPER) PERMIT ADDRESSES ALL INDUSTRIAL AND STORM WATER OUTFALLS WITH NUMERICAL STANDARDS AND BEST MANAGEMENT PRACTICES CONDITIONAL REQUIREMENTS. EXTENSIVE AND COMPLEX SAMPLING AND ANALYSIS IS REQUIRED ALONG WITH INSPECTIONS OF WATERFRONT OPERATIONS, PROCESS MONITORING AND MANAGEMENT PLANS TO MAINTAIN COMPLIANCE.
STORMWATER PERMIT (NON CONTIGUOUS AREAS) PROCESS UNDERWAY VIA CONTRACT TO COLLECT DATA TO OBTAIN PERMITS FOR THESE AREAS WHICH WILL RESULT IN SOME PERMIT DOCUMENT.
THE PERMIT EXPIRED 11 OCTOBER 1990; NORFOLK NSYD IS OPERATING UNDER A CONTINUANCE OF THAT PERMIT. NORFOLK NSYD HAS RECENTLY SUBMITTED COMMENTS ON A PROPOSED DRAFT FOR PERMIT RENEWAL WHICH IS EXPECTED TO BE ISSUED IN OCTOBER 1994.

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.

WATER IS PURCHASED FROM THE CITY OF PORTSMOUTH. THE CONTRACT DOES NOT HAVE AN UPPER LIMIT. THE SHIPYARD USES APPROXIMATELY 3 MGPD. WE RECHLORINATE 3 GROUND STORAGE TANKS (EACH TANK 2.2MG) AND 4 ELEVATED STORAGE TANKS (1.5 MG, 2 MG AND TWO - 1 MG).

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.	

NPDES (SHIPYARD PROPER) PERMIT ADDRESSES ALL INDUSTRIAL AND STORM WATER OUTFALLS WITH NUMERICAL STANDARDS AND BEST MANAGEMENT PRACTICES CONDITIONAL REQUIREMENTS. EXTENSIVE AND COMPLEX SAMPLING AND ANALYSIS IS REQUIRED ALONG WITH INSPECTIONS OF WATERFRONT OPERATIONS, PROCESS MONITORING AND MANAGEMENT PLANS TO MAINTAIN COMPLIANCE.

STORMWATER PERMIT (NON CONTIGUOUS AREAS) PROCESS UNDERWAY VIA CONTRACT TO COLLECT DATA TO OBTAIN PERMITS FOR THESE AREAS WHICH WILL RESULT IN SOME PERMIT DOCUMENT.

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SAMPLE REQUIREMENTS INFORMATION

OUTFALL NUMBER	SAMPLE POINT LOCATION	FREQUENCY	TYPE	PARAMETERS	LIMITS	UNITS
001	Wet slip #3	1/wk	Est	Flow	None	GPD
		1/wk	I-S	Temperature	43	°C
		1/wk	Grab	pH	6.0 - 9.0	S.U.
		1/mon	Grab	Oil & Grease	None	mg/l
		1/mon	24HC	Total Cadmium	None	µg/l
		1/mon	24HC	Total Chromium	None	µg/l
		1/mon	24HC	Hexavalent Chromium	None	µg/l
		1/mon	24HC	Total Copper	None	µg/l
		1/mon	24HC	Total Cyanide	None	µg/l
		1/mon	24HC	Total Lead	None	µg/l
		1/mon	24HC	Total Phenol	None	µg/l
		1/mon	24HC	Total Zinc	None	µg/l
		1/mon	24HC	Total Nickel	None	µg/l
		1/mon	24HC	Total Arsenic	None	µg/l
		1/mon	24HC	Total Silver	None	µg/l
		1/mon	24HC	Total Mercury	None	µg/l
		1/mon	Grab	Total Organic Carbon	None	mg/l
		1/mon	Grab	MBAS	None	mg/l
		1/mon	Grab	Fecal Coliform	None	N/CmL
		1/mon	24HC	Total Phosphorous	2.0	mg/l

SAMPLE REQUIREMENTS INFORMATION

OUTFALL NUMBER	SAMPLE POINT LOCATION	FREQUENCY	TYPE	PARAMETERS	LIMITS	UNITS
003	DD#2 Pumpwell	1/mon	Est	Flow	None	GPD
		2/mon	I-S	Temperature	None	°C
		1/mon	Grab	pH	6.0 - 9.0	S.U.
		1/mon	Grab	Oil & Grease	None	mg/l
		1/mon	24HC	Total Cadmium	100	µg/l
		1/mon	24HC	Total Chromium	100	µg/l
		1/mon	24HC	Hexavalent Chromium	None	µg/l
		1/mon	24HC	Total Copper	335	µg/l
		1/mon	Grab	Total Cyanide	None	µg/l
		1/mon	24HC	Total Lead	100	µg/l
		1/mon	24HC	Total Phenol	None	µg/l
		1/mon	24HC	Total Zinc	765	µg/l
		1/mon	24HC	Total Nickel	None	µg/l
		1/mon	24HC	Total Arsenic	None	µg/l
		1/mon	24HC	Total Silver	None	µg/l
		1/mon	24HC	Total Mercury	2	µg/l
		2/mon	Grab	Total Fecal Coliform	None	N/Cml
		1/mon	Grab	Total Organic Carbon	None	mg/l
		1/mon	24HC	Total Phosphorous	2.0	mg/l
005	DD#4 Pumpwell	1/mon	Est.	Flow	None	GPD
		2/mon	I-S	Temperature	None	°C
		2/mon	Grab	pH	6.0 - 9.0	S.U.
		1/mon	Grab	Oil & Grease	None	mg/l
		1/mon	24HC	Total Cadmium	100	µg/l
		1/mon	24HC	Total Chromium	100	µg/l
		1/mon	24HC	Hexavalent Chromium	None	µg/l
		1/mon	24HC	Total Copper	335	µg/l
		1/mon	Grab	Total Cyanide	None	µg/l
		1/mon	24HC	Total Lead	100	µg/l
		1/mon	Grab	Total Phenol	None	µg/l
		1/mon	24HC	Total Zinc	765	µg/l
		1/mon	24HC	Total Nickel	None	µg/l
		1/mon	24HC	Total Arsenic	None	µg/l
		1/mon	24HC	Total Silver	None	µg/l
		1/mon	24HC	Total Mercury	2	µg/l
		1/mon	Grab	Total Organic Carbon	None	mg/l
		1/mon	Grab	Fecal Coliform	None	N/Cml
		1/mon	24HC	Total Phosphorous	2	mg/l

SAMPLE REQUIREMENTS INFORMATION

OUTFALL NUMBER	SAMPLE POINT LOCATION	FREQUENCY	TYPE	PARAMETERS	LIMITS	UNITS
006	DD#8 Pumpwell	1/mon	Est.	Flow	None	GPD
		2/mon	I-S	Temperature	None	°C
		2/mon	Grab	pH	6.0 - 9.0	S.U.
		1/mon	Grab	Oil & Grease	None	mg/l
		1/mon	24HC	Total Cadmium	100	µg/l
		1/mon	24HC	Total Chromium	100	µg/l
		1/mon	24HC	Hexavalent Chromium	None	µg/l
		1/mon	24HC	Total Copper	335	µg/l
		1/mon	Grab	Total Cyanide	None	µg/l
		1/mon	24HC	Total Lead	100	µg/l
		1/mon	Grab	Total Phenol	None	µg/l
		1/mon	24HC	Total Zinc	765	µg/l
		1/mon	24HC	Total Nickel	None	µg/l
		1/mon	24HC	Total Arsenic	None	µg/l
		1/mon	24HC	Total Silver	None	µg/l
		1/mon	24HC	Total Mercury	2	µg/l
		1/mon	Grab	Total Organic Carbon	None	mg/l
		2/mon	Grab	Fecal Coliform	None	N/Cml
		1/mon	24HC	Total Phosphorous	2	mg/l
007	Wet slip #4	1/mon	Est	Flow	None	GPD
		1/mon	I-S	Temperature	None	°C
		1/mon	Grab	pH	6.0 - 9.0	S.U.
		1/mon	24HC	Total Cadmium	None	µg/l
		1/mon	24HC	Total Chromium	None	µg/l
		1/mon	24HC	Hexavalent Chromium	None	µg/l
		1/mon	24HC	Total Copper	None	µg/l
		2/mon	24HC	Total Cyanide	None	µg/l
		1/mon	24HC	Total Lead	None	µg/l
		1/mon	Grab	Total Phenol	None	µg/l
		1/mon	24HC	Total Zinc	None	µg/l
		1/mon	24HC	Total Nickel	None	µg/l
		1/mon	24HC	Total Arsenic	None	µg/l
		1/mon	24HC	Total Silver	None	µg/l
		1/mon	24HC	Total Mercury	None	µg/l
		2/mon	Grab	Fecal Coliform	None	N/CmL
		1/mon	24HC	Total Phosphorous	None	mg/l

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008	Wet slip #5	1/mon	Est	Flow	None	GPD	
		1/mon	I-S	Temperature	22	°C	R
		1/mon	Grab	pH	6.0 - 9.0	S.U.	
		1/mon	Grab	Oil & Grease	None	mg/l	
		1/mon	24HC	Total Cadmium	None	µg/l	
		1/mon	24HC	Total Chromium	None	µg/l	
		1/mon	24HC	Hexavalent Chromium	None	µg/l	
		1/mon	24HC	Total Copper	None	µg/l	
		2/mon	24HC/Grab	Total Cyanide	None	µg/l	
		1/mon	Grab	Fecal Coliform	None	N/CmL	
010	Storm drain south of DD#8	1/mon	Est	Flow	None	GPD	
		1/mon	I-S	Temperature	19	°C	R
		1/mon	Grab	pH	6.0 - 9.0	S.U.	
		1/mon	24HC	Total Cadmium	None	0	
		1/mon	24HC	Total Chromium	None	µg/l	
		1/mon	24HC	Hexavalent Chromium	None	µg/l	
		1/mon	24HC	Total Copper	None	µg/l	
		2/mon	24HC/Grab	Total Cyanide	None	µg/l	
		1/mon	24HC	Total Arsenic	None	µg/l	
		1/mon	Grab	Fecal Coliform	None	N/CmL	

008	Wet slip #5	1/mon	Est	Flow	None	GPD
		1/mon	I-S	Temperature	43	˚C
		1/mon	Grab	pH	6.0 - 9.0	S.U.
		1/mon	Grab	Oil & Grease	None	mg/l
		1/mon	24HC	Total Cadmium	None	µg/l
		1/mon	24HC	Total Chromium	None	µg/l
		1/mon	24HC	Hexavalent Chromium	None	µg/l
		1/mon	24HC	Total Copper	None	µg/l
		2/mon	24HC/Grab	Total Cyanide	None	µg/l
		1/mon	Grab	Fecal Coliform	None	N/CmL
010	Storm drain south of DD#8	1/mon	Est	Flow	None	GPD
		1/mon	I-S	Temperature	43	˚C
		1/mon	Grab	pH	6.0 - 9.0	S.U.
		1/mon	24HC	Total Cadmium	None	0
		1/mon	24HC	Total Chromium	None	µg/l
		1/mon	24HC	Hexavalent Chromium	None	µg/l
		1/mon	24HC	Total Copper	None	µg/l
		2/mon	24HC/Grab	Total Cyanide	None	µg/l
		1/mon	24HC	Total Arsenic	None	µg/l
		1/mon	Grab	Fecal Coliform	None	N/CmL

OUTFALL NUMBER	SAMPLE POINT LOCATION	SAMPLE REQUIREMENTS INFORMATION FREQUENCY	TYPE	PARAMETERS	LIMITS	UNITS
020	IWTP Final	1/day	REC	Flow	None	GPD
	pH	1/day	I-S	Temperature	35	°C
	Adjustment	Cont.Rec	Grab	pH	6.0 - 9.0	S.U.
	Tank	1/wk	Grab	Oil & Grease	26.0 (52.)	mg/l
		1/wk	24 HC	Total Susp. Solids	31.0 (60.)	mg/l
		3/wk	24 HC	Total Cadmium *	.26 (.69)	mg/l
		3/wk	24 HC	Total Chromium*	1.77 (2.77)	mg/l
		3/wk	24 HC	Hexavalent Chromium *	0.05 (0.10)	mg/l
		1/wk	24 HC	Total Copper*	2.07 (3.38)	mg/l
		1/wk	24 HC	*Total Cyanide ***	0.65 (1.20)	mg/l
		1/wk	24 HC	Total Iron	None	mg/l
		1/wk	24 HC	Total Lead*	0.43 (0.69)	mg/l
		1/wk	24 HC	MBAS	None	mg/l
		1/wk	24 HC	Nitrate	None	mg/l
		1/mon	24 HC	Total Phosphorus	None	mg/l
		2/yr	24 HC	Total Toxic Organics	2.13	mg/l
		1/mon	24 HC	Other Special Condition Parameters*		
021	Storm Drain	1/mon	Est	Flow	None	GPD
	#11 (Manhole	1/mon	I-S	Temperature	None	°C
	MHD0127 @ low tide)	1/mon	Grab	pH	6.0 - 9.0	S.U.
022	Storm Drain	2/mon	Est	Flow	None	GPD
	#82	2/mon	I-S	Temperature	None	°C
	(Manhole	2/mon	Grab	pH	6.0 - 9.0	S.U.
	MHD1198	2/mon	Grab	Oil & Grease	None	mg/l
	@ low tide)	2/mon	Grab	Total Susp. Solids	None	mg/l
		2/mon	24 HC	Hexavalent Chromium *	None	µg/l
		2/mon	24 HC	Total Copper *	None	µg/l
		2/mon	24 HC	*Total Cyanide***	None	µg/l
		1/mon	24 HC	Other Special Condition Parameters*		
023	Drain Divert	1/mon	Esti-mate	Flow	None	GPD
	Box (Manhole	1/mon	Grab	pH	6.0 - 9.0	S.U.
	MH20 @ low tide)	1/mon	Grab	Oil & Grease	30	mg/l

OUTFALL NUMBER	SAMPLE POINT LOCATION	SAMPLE REQUIREMENTS INFORMATION FREQUENCY	TYPE	PARAMETERS	LIMITS	UNITS
024	SJCA O/W Storage Drain (in Marsh @ low tide)	1/mon	Esti-mate	Flow	None	GPD
		1/mon	Grab	pH	6.0 - 9.0	S.U.
		1/mon	Grab	Oil & Grease	30	mg/l
025	New Coal/RDF Power Plant	None	Stormwater Runnoff (No Process Water Discharge)			
100	Storm Drains 06, 07, 08, 10, 12, 17, 22, 23, 31, 34, 43, 73, 81, 92 & South Gate Sidewall	1/mon	Est	Flow	None	GPD

Notes:

* Special Condition Parameter

** Background grab sample required also from river both upstream and downstream of Shipyard boundary.

*** Perform analysis and report amenable CN on Attachment II Forms 3, 4, and 5 as appropriate if Total CN > 0.02 mg/l.

4l.

Does your base have bilge water discharge problem?	YES
Do you have a bilge water treatment facility?	NO

Explain:

BILGEWATER TREATMENT VIA WASTE OIL RAFTS IS BEING PHASED OUT PURSUANT TO REGULATORY REQUIREMENTS; WE CURRENTLY HAVE A RENTAL DAF SYSTEM TO ASSIST WITH BILGEWATER PROCESSING; ALSO IWTP EXPANSION/UPGRADE IS BEING CONSIDERED TO ASSIST WITH BILGEWATER TREATMENT. THE IWTP AS CAPACITY PERMITS IS USED FOR SOME BILGEWATER TREATMENT. BILGEWATER TREATMENT EQUIPMENT IS BEING PROCURED AND SHORE FACILITY UPGRADE PROJECTS ARE BEING PLANNED TO ACCOMMODATE LONG RANGE CAPACITY REQUIREMENTS FOR BILGEWATER.

NORFOLK NSYD ANTICIPATES COMPLETION BY END OF FY95. A PERMIT IS NOT REQUIRED.

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 FY1997 result in additional capacity? Explain.

IWTP EXPANSION IS A REALISTIC CONSIDERATION AS WE AVERAGE BETWEEN 20,000 -30,000 GPD AND THE PLANT WAS DESIGNED WITH A HYDRAULIC CAPACITY OF 600,000 GPD; PROPOSED PERMIT CAPACITY CHANGED TO 200,000 GPD SUCH THAT WOULD ENABLE HANDLING SUBSTANTIAL BILGEWATER; PIPING TO PLANT FROM WATERFRONT WOULD BE NECESSARY. THERE ARE NO BRACON PROJECTS ASSOCIATED WITH THIS ISSUE.

4o. Do capacity limitations on any of the facilities discussed in question 4 pose a present or future limitation on base operations? Explain.

NO.

5. AIR POLLUTION

5a.

What is the name of the Air Quality Control Areas (AQCAs) in which the base is located? HAMPTON ROADS INTRASTATE AIR QUALITY REGION
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/nonattainment/maintenance. For those areas which are in non-attainment, state whether they are: Marginal, Moderate, Serious, Severe, or Extreme. State target attainment year.

Site: NORFOLK NAVAL SHIPYARD PORTSMOUTH, VA AQCA: REGION VI

Pollutant	Attainment	Non-Attainment	Maintenance	Target Attainment Year[1]	Comments[2]
CO	X		Not Applicable (N/A)		
Ozone		X	N/A	11/15/93	SEE BELOW
PM-10	X		N/A		
SO_2	X		N/A		
NO_2	X		N/A		
Pb	X		N/A		

[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 FY1997 budget.

COMMENT:

THE HAMPTON ROADS AREA IS DESIGNATED AS A MARGINAL NON-ATTAINMENT AREA FOR OZONE. THIS DESIGNATION WAS DETERMINED BY THE EPA IN ACCORDANCE WITH EPA REGULATIONS. THE HAMPTON ROADS REGION DID NOT ACHIEVE ATTAINMENT BY NOV. 15, 1993 AND THE COMMONWEALTH OF VIRGINIA ANTICIPATES A

RECLASSIFICATION TO A MODERATE NON-ATTAINMENT AREA. IT IS BELIEVED THAT SHOULD THIS RECLASSIFICATION OCCUR THE EPA WILL ASSIST THE COMMONWEALTH IN DEVELOPING A TIME TABLE FOR REDUCING OZONE LEVELS.

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 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.

1992

Pollutant	Emission Sources (Tons/Year)				
	Permitted Stationary	Personal Automobiles	Aircraft Emissions	Other Mobile*	Total
CO	392.0	Unavailable	Not Applicable (N/A)	4.57	396.6
NOx	584.0	Unavailable	N/A	20.80	604.8
VOC	351.6	Unavailable	N/A	1.40	353
PM10	2.80	Unavailable	N/A	0.93	3.73

Source Document: PHASE II EMISSIONS INVENTORY BY ROY F. WESTON, INC FOR NORFOLK NAVAL SHIPYARD

5d. For your base, determine the total FY1993 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.

1993

Pollutant	Emissions Sources (Tons/Year)				
	Permitted Stationary	Personal Automobiles	Aircraft Emissions	Other Mobile*	Total
CO	694.3	Unavailable	Not applicable (N/A)	4.57	698.9
NOx	833.7	N/A	N/A	20.8	854.5
VOC	351.6	N/A	N/A	1.40	353
PM10	24.25	N/A	N/A	0.93	25.2

RECLASSIFICATION TO A MODERATE NON-ATTAINMENT AREA. IT IS BELIEVED THAT SHOULD THIS RECLASSIFICATION OCCUR THE EPA WILL ASSIST THE COMMONWEALTH IN DEVELOPING A TIME TABLE FOR REDUCING OZONE LEVELS.

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 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.

1992

Pollutant	Emission Sources (Tons/Year)				
	Permitted Stationary	Personal Automobiles	Aircraft Emissions	Other Mobile*	Total
CO	392.0	Unavailable	Not Applicable (N/A)	4.57	396.6
NOx	584.0	Unavailable	N/A	20.80	604.8
VOC	351.6	Unavailable	N/A	1.40	353
PM10	2.80	Unavailable	N/A	0.93	3.73

Source Document: PHASE II EMISSIONS INVENTORY BY ROY F. WESTON, INC FOR NORFOLK NAVAL SHIPYARD

DOCUMENTATION OF CALCULATIONS 23 JUNE 1994
EMISSION SOURCES FOR 1992

BOILER ID	SOURCE	FUEL	ENERGY
001	FLOSSY 1	#2 FUEL OIL	240 mm BTU/HR
002	FLOSSY 2	#2 FUEL OIL	240 mm BTU/HR
101	RDF PLANT	COAL & REFUSE	228 mm BTU/HR
102	RDF PLANT	COAL & REFUSE	228 mm BTU/HR
103	RDF PLANT	COAL & REFUSE	228 mm BTU/HR
104	RDF PLANT	COAL & REFUSE	228 mm BTU/HR

BOILER 001 THROUGHPUT: 2,800,000 GALS/YR
BOILER 002 THROUGHPUT: 2,800,000 GALS/YR

BOILER 001 & 002:

VOC: 2,800E3 GAL/YR x 0.0002 LBS/GAL = 560 LBS/YR x 1 TON/2000 LBS = 0.28 TONS/YR

PM_{10}: 2,800E3 GAL/YR x 0.001 LBS/GAL x 1 TON/2000 LBS = 1.4 TONS/YR

NO_x: 2,800E3 GAL/YR x 0.02 LBS/GAL x 1TON/2000 LBS = 28.0 TONS/YR

CO: 2,800E3 GAL/YR x 0.005 LBS/GAL x 1TON/2000 LBS = 7.0 TONS/YR

PM_{10} EMISSIONS WERE NOT TESTED FOR*

VOC EMISSIONS WERE NOT TESTED FOR*

1992 TOTALS

SOURCE	CO TONS/YR	NO_x TONS/YR	VOC TONS/YR	PM_{10} TONS/YR
BOILER 001	7.0	28.0	0.28	1.4
BOILER 002	7.0	28.0	0.28	1.4
BOILER 101	94.5*	132.0*	N/A*	N/A*
BOILER 102	94.5*	132.0*	N/A*	N/A*
BOILER 103	94.5*	132.0*	N/A*	N/A*
BOILER 104	94.5*	132.0*	N/A*	N/A*
TOTAL	**392.0**	**584.0**	**0.56**	**2.8**

*** TAKEN FROM TABLE 2-23 IN THE PHASE II AIR EMISSIONS INVENTORY, NORFOLK NAVLA SHIPYARD, PORTSMOUTH, VA, BY ROY F. WESTON, INC.**

5d. For your base, determine the total FY1993 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.

1993	Emissions Sources (Tons/Year)				
Pollutant	Permitted Stationary	Personal Automobiles	Aircraft Emissions	Other Mobile*	Total
CO	694.3	Unavailable	Not applicable (N/A)	4.57	698.9
NOx	833.7	N/A	N/A	20.8	854.5
VOC	351.6	N/A	N/A	1.40	353
PM10	24.25	N/A	N/A	0.93	25.2

Source Document: AIR EMISSIONS INVENTORY SUBMITTED TO DEPT. OF ENVIRONMENTAL QUALITY, COMMONWEALTH OF VA. FOR 1993

* OTHER MOBILE SOURCES INCLUDE: (THESE EMISSIONS REPRESENT TYPICAL ANNUAL EMISSIONS)

26 MOBILE INTERNAL COMBUSTION ENGINES MOUNTED ON MOBILE CRANES

THE EMISSIONS FROM THESE UNITS WERE CHARACTERIZED IN THE PHASE II EMISSIONS INVENTORY PERFORMED BY ROY F. WESTON, INC. AT NORFOLK NAVAL SHIPYARD. SEE TABLES 2-50 & 2-51 OF THAT SURVEY.

CO/NOx/PM10 EMISSIONS INCREASED AS A RESULTS OF:

(1) INCREASED RECORD KEEPING INITIATIVES FOR IDENTIFYING THE USE OF BLAST MEDIA, FUEL PRODUCTS, PAINTS/THINNERS, AND MISCELLANEOUS HYDROCARBON PRODUCTS.

(2) FULLY OPERATIONAL REFUSE/COAL POWER PLANT WHICH RESULTED IN INCREASED POWER PLANT RELATED EMISSIONS.

(3) TWO FULLY OCCUPIED HOUSING UNITS REQUIRING MAXIMUM UTILITY RELATED THROUGHPUTS TO MEET HEATING AND COOLING DEMANDS.

(4) AN INCREASED NUMBER OF SHIP ARRIVALS WHOSE OVERHAUL PACKAGES INCLUDED MORE PRODUCT SERVICES AND ULTIMATELY INCREASED USE OF EMISSION RELATED PRODUCTS.

EMISSION SOURCES FOR 1993

BOILER ID	SOURCE	FUEL	ENERGY
001	FLOSSY 1	#2 FUEL OIL	240 mm BTU/HR
002	FLOSSY 2	#2 FUEL OIL	240 mm BTU/HR
101	RDF PLANT	COAL & REFUSE	228 mm BTU/HR
102	RDF PLANT	COAL & REFUSE	228 mm BTU/HR
103	RDF PLANT	COAL & REFUSE	228 mm BTU/HR
104	RDF PLANT	COAL & REFUSE	228 mm BTU/HR

BOILER 001 THROUGHPUT: 0 GALS/YR
BOILER 002 THROUGHPUT: 1,373,000 GALS/YR

BOILER 002:

VOC: 1,373E3 GAL/YR x 0.0002 LBS/GAL = 274.6 LBS/YR x 1 TON/2000 LBS = 0.137 TONS/YR
PM_{10}: 1,373E3 GAL/YR x 0.001 LBS/GAL x 1 TON/2000 LBS = 0.687 TONS/YR
NO_X: 1,373E3 GAL/YR x 0.02 LBS/GAL x 1TON/2000 LBS = 13.7 TONS/YR
CO: 1,373E3 GAL/YR x 0.005 LBS/GAL x 1TON/2000 LBS = 3.4 TONS/YR

PM_{10} EMISSIONS FACTOR FOR COAL = 12 LBS/TON

BOILER 101 5,620 TONS/YR x 12 LBS/TON x 1 TON/2000 LBS x 0.3% = 0.10 TON/YR
BOILER 102 5,578 TONS/YR x 12 LBS/TON x 1 TON/2000 LBS x 0.3% = 0.10 TON/YR
BOILER 103 7,576 TONS/YR x 12 LBS/TON x 1 TON/2000 LBS x 0.3% = 0.14 TON/YR
BOILER 104 5,184 TONS/YR x 12 LBS/TON x 1 TON/2000 LBS x 0.3% = 0.09 TON/YR

PM_{10} EMISSION FACTOR FOR RDF = 44 LBS/TON

BOILER 101 77,608 TONS/YR x 44 LBS/TON x 1 TON/2000 LBS x 0.3% = 5.12 TONS/YR
BOILER 102 84,936 TONS/YR x 44 LBS/TON x 1 TON/2000 LBS x 0.3% = 5.6 TONS/YR
BOILER 103 91,936 TONS/YR x 44 LBS/TON x 1 TON/2000 LBS x 0.3% = 6.1 TONS/YR
BOILER 104 96,182 TONS/YR x 44 LBS/TON x 1 TON/2000 LBS x 0.3% = 6.3 TONS/YR

CO EMISSIONS FACTOR FOR COAL = 5 LBS/TON

BOILER 101 5,620 TONS/YR x 5 LBS/TON x 1 TON/2000 LBS = 14.05 TONS/YR
BOILER 102 5,578 TONS/YR x 5 LBS/TON x 1 TON/2000 LBS = 13.9 TONS/YR
BOILER 103 7,576 TONS/YR x 5 LBS/TON x 1 TON/2000 LBS = 18.9 TONS/YR
BOILER 104 5,184 TONS/YR x 5 LBS/TON x 1 TON/2000 LBS = 12.9 TONS/YR

CO EMISSIONS FACTOR FOR RDF = 3.6 LBS/TON

BOILER 101 77,608 TONS/YR x 3.6 LBS/TON x 1 TON/2000 LBS = 139.7 TONS/YR
BOILER 102 84,936 TONS/YR x 3.6 LBS/TON x 1 TON/2000 LBS = 152.9 TONS/YR
BOILER 103 91,936 TONS/YR x 3.6 LBS/TON x 1 TON/2000 LBS = 165.4 TONS/YR
BOILER 104 96,182 TONS/YR x 3.6 LBS/TON x 1 TON/2000 LBS = 173.1 TONS/YR

1993 TOTALS

SOURCE	CO TONS/YR	NO_X TONS/YR	VOC TONS/YR	PM_{10} TONS/YR
BOILER 001	0	0	0	0
BOILER 002	3.4	13.7	0.137	0.687
BOILER 101	153.8	186.8*	77.8*	5.22
BOILER 102	166.8	200.4*	85.09*	5.70
BOILER 103	184.3	227.6*	92.17*	6.24
BOILER 104	186.0	218.9*	96.38*	6.4
TOTAL	**694.3**	**847.4**	**351.6**	**24.25**

R

*** TAKEN FROM THE AIR EMISSIONS INVENTORY PROVIDED BY ENVIRONMENTAL QUALITY FOR CALENDAR YEAR 1993**

BOILER 002:

VOC: 1,373E3 GAL/YR x 0.0002 LBS/GAL = 274.6 LBS/YR x 1 TON/2000 LBS = 0.137 TONS/YR
PM_{10}: 1,373E3 GAL/YR x 0.001 LBS/GAL x 1 TON/2000 LBS = 0.687 TONS/YR
NO_x: 1,373E3 GAL/YR x 0.02 LBS/GAL x 1TON/2000 LBS = 13.7 TONS/YR
CO: 1,373E3 GAL/YR x 0.005 LBS/GAL x 1TON/2000 LBS = 3.4 TONS/YR

PM_{10} EMISSIONS FACTOR FOR COAL = 12 LBS/TON

BOILER 101 5,620 TONS/YR x 12 LBS/TON x 1 TON/2000 LBS x 0.3% = 0.10 TON/YR
BOILER 102 5,578 TONS/YR x 12 LBS/TON x 1 TON/2000 LBS x 0.3% = 0.10 TON/YR
BOILER 103 7,576 TONS/YR x 12 LBS/TON x 1 TON/2000 LBS x 0.3% = 0.14 TON/YR
BOILER 104 5,184 TONS/YR x 12 LBS/TON x 1 TON/2000 LBS x 0.3% = 0.09 TON/YR

PM_{10} EMISSION FACTOR FOR RDF = 44 LBS/TON

BOILER 101 77,608 TONS/YR x 44 LBS/TON x 1 TON/2000 LBS x 0.3% = 5.12 TONS/YR
BOILER 102 84,936 TONS/YR x 44 LBS/TON x 1 TON/2000 LBS x 0.3% = 5.6 TONS/YR
BOILER 103 91,936 TONS/YR x 44 LBS/TON x 1 TON/2000 LBS x 0.3% = 6.1 TONS/YR
BOILER 104 96,182 TONS/YR x 44 LBS/TON x 1 TON/2000 LBS x 0.3% = 6.3 TONS/YR

CO EMISSIONS FACTOR FOR COAL = 5 LBS/TON

BOILER 101 5,620 TONS/YR x 5 LBS/TON x 1 TON/2000 LBS = 14.05 TONS/YR
BOILER 102 5,578 TONS/YR x 5 LBS/TON x 1 TON/2000 LBS = 13.9 TONS/YR
BOILER 103 7,576 TONS/YR x 5 LBS/TON x 1 TON/2000 LBS = 18.9 TONS/YR
BOILER 104 5,184 TONS/YR x 5 LBS/TON x 1 TON/2000 LBS = 12.9 TONS/YR

CO EMISSIONS FACTOR FOR RDF = 3.6 LBS/TON

BOILER 101 77,608 TONS/YR x 3.6 LBS/TON x 1 TON/2000 LBS = 139.7 TONS/YR
BOILER 102 84,936 TONS/YR x 3.6 LBS/TON x 1 TON/2000 LBS = 152.9 TONS/YR
BOILER 103 91,936 TONS/YR x 3.6 LBS/TON x 1 TON/2000 LBS = 165.4 TONS/YR
BOILER 104 96,182 TONS/YR x 3.6 LBS/TON x 1 TON/2000 LBS = 173.1 TONS/YR

1993 TOTALS

SOURCE	CO TONS/YR	NO_x TONS/YR	VOC TONS/YR	PM_{10} TONS/YR
BOILER 001	0	0	0	0
BOILER 002	3.4	13.7	0.137	0.687
BOILER 101	153.8	186.8*	77.8*	5.22
BOILER 102	166.8	200.4*	85.09*	5.70
BOILER 103	184.3	227.6*	92.17*	6.24
BOILER 104	186.0	218.9*	96.38*	6.4

*** TAKEN FROM THE AIR EMISSIONS INVENTORY PROVIDED BY ENVIRONMENTAL QUALITY FOR CALENDAR YEAR 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 FY1997 budget. Explain.

THE RESULTS OF DOWNSIZING OR BASE REALIGNMENT ARE NOT EXPECTED TO HAVE AN APPRECIABLE EFFECT ON AIR EMISSIONS IN THE NEAR OR LONG TERM.

5f. Are there any critical air quality regions (i.e. non-attainment areas, national parks, etc.) within 100 miles of the base?

THERE ARE NO CLASS I (PSD) REGIONS WITHIN 100 MILES OF NORFOLK NAVAL SHIPYARD NOR ARE THERE ANY CRITICAL NON-ATTAINMENT AREAS WITHIN 100 MILES OF NORFOLK NAVAL SHIPYARD.

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.

THERE HAVE BEEN NO DELAYS OR RESTRICTIONS IMPOSED ON AIR RELATED EFFORTS.

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, NORFOLK NSYD HAS NOT BEEN ACCORDED ANY EMISSION REDUCTION CREDITS BY THE COMMONWEALTH OF VIRGINIA. OR THE EPA TO DATE.

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 combined total for those two FY's.

Program	Survey Com-pleted?	Costs in $K to correct deficiencies					
		FY94	FY95	FY96	FY97	FY98-99	FY00-01
Air	YES	90	40	0	0	0	0
Hazardous Waste	NO	0	0	0	0	0	0
Safe Drinking Water Act	NO	0	0	0	0	0	0
PCBs	YES	0	0	0	0	0	0
Other (non-PCB) Toxic Substance Control Act	YES	0	0	0	0	0	0
Lead Based Paint	NO	0	0	0	0	0	0
Radon	NO	0	0	0	0	0	0
Clean Water Act	NO	0	0	0	0	0	0
Solid Waste	NO	20	0	0	0	0	0
Oil Pollution Act	YES	0	0	0	0	0	0
USTs	YES	0	0	0	0	0	0
Other	NO						
Total		110	40	0	0	0	0

Provide a separate list of compliance projects in progress or required, with associated cost and estimated start/completion date.

June 17, 1994 R

CONSISTENT WITH NAVAL AUDIT SERVICE FINDINGS

Activity Norfolk Naval Shipyard
Primary UIC 00181

Response to a list of compliance projects in progress or required.

PROJECT	COST	PROGRAM	DATE (QTR/FY) START	COMPLETE
Site Closures (4 Sites)	720K	Haz. Waste	1/95	4/97
OS,H&E / AIM Integration	175K	Other	3/94	9/94
Disposal of Cylinders	400K	Haz Waste	3/94	1/95
Air Emissions Fees and Studies	190K	Air	3/94	2/95
Cross Connection Surveys	50K	Clean Water	1/95	3/95
Bilge Water Treatment and Monitoring	1000K	Clean Water	3/94	4/96
174A Tank Cleanup	150K	Clean Water	3/94	2/95
Recycling Paper, Cardboard Grit Blast, Scrap Metal	200K	Other	2/94	2/95
PCB storage facility upgrades	29K	PCB's	1/95	3/95
Part "B" hazardous waste permitted facility upgrades	65K	Haz. Waste	2/95	3/95
Accumulation area 260 upgrades	192K	Haz. Waste	2/95	1/96
CAA permitted source reduction study	225K	Air	3/95	3/96
IWTP capacity study	115K	Clean Water	2/95	2/96
Industrial pump station controls / manual	75K	Clean Water	2/94	9/94
Drydock wastewater capacity treatment study, phase I	175K	Clean Water	4/94	2/95
Stormwater permits and infiltration study, corrective action	374K	Clean Water	2/94	2/96 R
Dilution modeling- river background water quality assessment	300K	Clean Water	1/95	3/95
SPCC Implementation	200K	Clean Water	1/94	2/95
Railcar SPCC Containment	450K	Clean Water	1/95	4/95

Response to a list of compliance projects in progress or required.

PROJECT	COST	PROGRAM	DATE (QTR/FY) START	COMPLETE
Site Closures (4 Sites)	720K	Haz. Waste	1/95	4/97
OS,H&E / AIM Integration	175K	Other	3/94	9/94
Disposal of Cylinders	400K	Haz Waste	3/94	1/95
Air Emissions Fees and Studies	190K	Air	3/94	2/95
Cross Connection Surveys	50K	Clean Water	1/95	3/95
Bilge Water Treatment and Monitoring	1000K	Clean Water	3/94	4/96
174A Tank Cleanup	150K	Clean Water	3/94	2/95
Recycling Paper, Cardboard Grit Blast, Scrap Metal	200K	Other	2/94	2/95
PCB storage facility upgrades	29K	PCB's	1/95	3/95
Part "B" hazardous waste permitted facility upgrades	65K	Haz. Waste	2/95	3/95
Accumulation area 260 upgrades	192K	Haz. Waste	2/95	1/96
CAA permitted source reduction study	225K	Air	3/95	3/96
IWTP capacity study	115K	Clean Water	2/95	2/96
Industrial pump station controls / manual	75K	Clean Water	2/94	9/94
Drydock wastewater capacity treatment study, phase I	175K	Clean Water	4/94	2/95
Stormwater permits and infiltration study, corrective action	325K	Clean Water	2/94	2/96
Dilution modeling- river background water quality assessment	300K	Clean Water	1/95	3/95
SPCC Implementation	200K	Clean Water	1/94	2/95
Railcar SPCC Containment	450K	Clean Water	1/95	4/95

6b.

Does your base have structures containing asbestos?__YES_____ What % of your base has been surveyed for asbestos? 0% Are additional surveys planned? ____NO_____ What is the estimated cost to remediate asbestos ($K) _SEE NOTE_____. Are asbestos survey costs based on encapsulation, removal or a combination of both?

NOTE: THERE ARE NO KNOWN FACILITIES WHICH ARE CREATING ASBESTOS EXPOSURE PROBLEMS. FACILITIES DO CONTAIN ASBESTOS WHICH IS MITIGATED DURING PROJECT REPAIRS OR REFURBISHMENT. REMEDIATION COSTS ARE INCLUDED ON A PROJECT BASIS AND ARE NOT ESTIMATED FOR THE ENTIRE ACTIVITY.

6c. Provide detailed cost of recurring operational (environmental) compliance costs, with funding source.

Funding Source	FY1992	FY1993	FY1994	FY1995	FY1996	FY1997	FY98-99	FY00-01
O&MN								
HA								
PA								
Other O&MN (specify) DERA*	68	80	80	*	*	*	*	*
Other O&MN (specify)- BOS	0	552	137	270	241	265	558	619
Other (specify)- DBOF	5,360	5,449	8,500 **	11,862	11,736	11,868	22,000	22,000
TOTAL:	5,428	6,081	8,717	12,132	11,977	12,133	22,558	22,619

Note:

* Resourced from Naval Facilities Engineering Command. Outyears FY95 through FY01 not established.

** Increased due to anticipated costs for implementation of Virginia Pollution Discharge Elimination System (VPDES) permit, Clean Air Act requirements, new water quality standards, and hazardous waste management.

NOTE: THE FIGURES PROVIDED PER CONTROLS FROM THE FY 94 BOS EXHIBIT. The DBOF represents OSHE combined totals. The ENV 32's do not include safety and health labor costs; therefore, they do not match.

d. Are there any compliance issues/requirements that have impacted operations and/or development plans at your base.

NO.

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?	NO

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 site [1]	Groundwater Contaminated?	Extends off base?	Drinking Water Source?	Cost to Complete ($M)/Est. Compl. Date	Status[2]/Comments
2	CERCLA	YES (Sb & Ni)	NO	NO	(10) 12/99	RI
3	CERCLA	YES (VOC, SVOC, METALS)	NO	NO	(60) 12/99	RI
4	CERCLA	YES (VOC, SVOC, METALS)	NO	NO	INCLUDED IN SITE 3	RI
5	CERCLA /UST	YES (VOC, SVOC, METALS)	NO	NO	INCLUDED IN SITE 3	RI
6	CERCLA	YES (VOC, SVOC, METALS)	NO	NO	INCLUDED IN SITE 3	RI
7	CERCLA	YES 9VOC, SVOC, METALS)	NO	NO	INCLUDED IN SITE 3	RI
9	CERCLA	NO	NO	NO	(2M) 12/95	RI
17	CERCLA	YES (METALS)	NO	NO	(5M) 12/99	RI

[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?	NO

State scope and expected length of pump and treat operation.

NOT APPLICABLE.

7e.

Has a RCRA Facilities Assessment been performed for your base?	YES

7f. Does your base operate any "Conforming Storage" facilities for handling **hazardous materials**? If YES, describe facility, capacity, restrictions, and permit conditions.

YES. THE FACILITY IS BUILDING 280. IT IS A WAREHOUSE TYPE FACILITY. THE CAPACITY IS 62,000 SQ. FT. OF FLOOR SPACE. THERE ARE NO RESTRICTIONS OR PERMIT REQUIREMENTS.

7g. Does your base operate any "Conforming Storage" facilities for handling **hazardous waste**? If YES, describe facility, capacity, restrictions, and permit conditions.

YES. BLDG 506 IS A PART B PERMITTED FACILITY. THE FACILITY IS 120 FT. BY 88 FT. WITH A 20 FT ROOF. IT HAS 8 STORAGE BAYS. THE DRUM CAPACITY IS 1920 - 55 GALLON DRUMS. IT HOLDS OXIDIZERS, FLAMMABLES, ACIDIC CORROSIVES, CAUSTIC CORROSIVES, AND REACTIVES. THE PART B PERMIT CONDITION IS SAT.

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

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.

THERE ARE NONE.

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
MAIN BASE	498	PORTSMOUTH, VA
PARADISE CREEK ANNEX	91	PORTSMOUTH, VA
SCOTT CENTER ANNEX	62	PORTSMOUTH, VA
SOUTH GATE ANNEX	84	PORTSMOUTH, VA
ST. HELENA ANNEX	20	NORFOLK, VA
ST. JULIEN'S CREEK ANNEX (BALLFIELDS & WAVERLY SYKES)	40	CHESAPEAKE

Note: The Norfolk NSYD has excluded the 486.5 acres at St. Julien's Creek Annex no longer under its custody as of 1 October 1993.

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.)		664
Total Undeveloped (areas that are left in their natural state but are under specific environmental development constraints, i.e.: wetlands, endangered species, etc.)		Wetlands: 16
		All Others: 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		28 (PARADISE CREEK LANDFILL)
Total Undeveloped land considered to be without development constraints		66
Total Off-base lands held for easements/lease for specific purposes		19 (EASEMENT)
Breakout of undeveloped, restricted areas. Some restricted areas may overlap:	ESQD	0
	HERF	0
	HERP	0
	HERO	0
	AICUZ	0
	Airfield Safety Criteria	0
	Other LANDFILL + WETLANDS + ALL OTHERS	28 + 16 +1 = 45

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.

1.5 acres when including the acreage for training at the Waverly Sykes Center at St. Julien's Creek Annex.

8d. What is the date of your last AICUZ update? ____/____/____ Are any waivers of airfield safety criteria in effect on your base? Y/N Summarize the conditions of the waivers below.

AICUZ NOT APPLICABLE

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.

Acreage/Location/ID	Zones 2 or 3	Land Use	Compatible/ Incompatible
Not Applicable			

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)
CHANNELS	NONE	Not Applicable (N/A)	N/A	N/A	N/A
ALL BERTHS	NORFOLK NSYD, PORTSMOUTH, VA	5 YEARS	0.095	24' - 40'	0.668*

NOTE:

* EVERY FIVE YEARS

8g. Summarize planned projects through FY 1997 requiring **new channel or berthing area** dredged depths, include location, volume and depth.

NONE

8h.

Are there available **designated dredge disposal areas** for maintenance dredging material? List location, remaining capacity, and future limitations.	CRANEY ISLAND, 100 MCY, NO FUTURE LIMITATIONS
Are there available **designated dredge disposal areas** for new dredge material? List location, remaining capacity, and future limitations.	NO NEW DREDGE PERMITS
Are the dredged materials considered contaminated? List known contaminants.	NO

8.i. List any requirements or constraints resulting from consistency with **State Coastal Zone Management Plans**.

NONE

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 AGREEMENT

8l. 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

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?

NONE

9b. Are there any **other environmental permits** required for base operations, include any relating to industrial operations.

PERMIT	NUMBER	DATE ISSUED	RENEWAL DATE	REGULATORY AGENCY	SCOPE
SAFE DRINKING WATER ACT					
Waterworks Operation Permits (2)	3740500	20 Apr 90	Not required	VA Department of Health, Office of Water Programs	Authorizes Norfolk NSYD to operate community water works at Norfolk NSYD and St. Julien's Creek Annex (SJCA) R
CLEAN WATER ACT PERMITS					
National Pollutant Discharge Elimination Systems (NPDES) Permit	VA 0005215	11 Oct 85	Exp 10/90 Reapplied 5/90 Pending approval.	DEQ*, Water Department	Specifies effluent limitations and monitoring requirements for all Norfolk NSYD discharges.
Certificate to Operate (CTO)	TRO-301	10 Nov 83	Not required	DEQ, Water Department	Authorizes Norfolk NSYD to operate IWTP and sewage pump station
Industrial Wastewater Discharge Permit	0275	27 Jun 94	1 July 97	Hampton Roads Sanitation District	Authorizes Norfolk NSYD to discharge industrial/sanitary waste from Norfolk NSYD R
AIR POLLUTION PERMITS					
Permit to Operate Lime Storage Silo	60326	10 Feb 94	Not required.	DEQ, Regional Air Office	Provides for the operation of lime storage facility.
Permit to Construct and Operate two Barge Mounted Boilers	60326	06 Feb 85	Not required.	DEQ, Regional Air Office	Specifies air pollution limits from barge mounted steam plants (Flossy I and II)
Permit to Modify and Operate the Foundry	60326	21 Feb 84	Not required.	DEQ, Regional Air Office	Specifies air pollution limits from shipyard foundry

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?

NONE

9b. Are there any **other environmental permits** required for base operations, include any relating to industrial operations.

PERMIT	NUMBER	DATE ISSUED	RENEWAL DATE	REGULATORY AGENCY	SCOPE
SAFE DRINKING WATER ACT					
Waterworks Operation Permits (2)	3740500	20 Apr 90	Not required	VA Department of Health, Office of Water Programs	Authorizes Norfolk NSYD to operate community water works at Norfolk NSYD R
CLEAN WATER ACT PERMITS					
National Pollutant Discharge Elimination Systems (NPDES) Permit	VA 0005215	11 Oct 85	Exp 10/90 Reapplied 5/90 Pending approval.	DEQ*, Water Department	Specifies effluent limitations and monitoring requirements for all Norfolk NSYD discharges.
Certificate to Operate (CTO)	TRO-301	10 Nov 83	Not required	DEQ, Water Department	Authorizes Norfolk NSYD to operate IWTP and sewage pump station
Industrial Wastewater Discharge Permits (2)	0275/0276	27 Jun 94	1 July 97	Hampton Roads Sanitation District	Authorized Norfolk NSYD to discharge industrial/sanitary waste from Norfolk NSYD and SJCA R
AIR POLLUTION PERMITS					
Permit to Operate Lime Storage Silo	60326	10 Feb 94	Not required.	DEQ, Regional Air Office	Provides for the operation of lime storage facility.
Permit to Construct and Operate two Barge Mounted Boilers	60326	06 Feb 85	Not required.	DEQ, Regional Air Office	Specifies air pollution limits from barge mounted steam plants (Flossy I and II)
Permit to Modify and Operate the Foundry	60326	21 Feb 84	Not required.	DEQ, Regional Air Office	Specifies air pollution limits from shipyard foundry
Permit to Modify and Operate the Electroplating Facility	60326	27 Oct 81	Not required.	DEQ, Regional Air Office	Specifies air pollution limits from shipyard electroplating facility

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?

NONE

9b. Are there any **other environmental permits** required for base operations, include any relating to industrial operations.

PERMIT	NUMBER	DATE ISSUED	RENEWAL DATE	REGULATORY AGENCY	SCOPE
SAFE DRINKING WATER ACT					
Waterworks Operation Permits (2)	3740500	15 Nov 79	Not required	VA Department of Health, Office of Water Programs	Authorizes Norfolk NSYD to operate community water works at Norfolk NSYD and St. Julien's Creek Annex (SJCA)
CLEAN WATER ACT PERMITS					
National Pollutant Discharge Elimination Systems (NPDES) Permit	VA 0005215	11 Oct 85	Exp 10/90 Reapplied 5/90 Pending approval.	DEQ*, Water Department	Specifies effluent limitations and monitoring requirements for all Norfolk NSYD discharges.
Certificate to Operate (CTO)	TRO-301	10 Nov 83	Not required	DEQ, Water Department	Authorizes Norfolk NSYD to operate IWTP and sewage pump station
Industrial Wastewater Discharge Permits (2)	0275/0276	1 Jul 88	Not required	Hampton Roads Sanitation District	Authorized Norfolk NSYD to discharge industrial/sanitary waste from Norfolk NSYD and SJCA
AIR POLLUTION PERMITS					
Permit to Operate Lime Storage Silo	60326	10 Feb 94	Not required.	DEQ, Regional Air Office	Provides for the operation of lime storage facility.
Permit to Construct and Operate two Barge Mounted Boilers	60326	06 Feb 85	Not required.	DEQ, Regional Air Office	Specifies air pollution limits from barge mounted steam plants (Flossy I and II)
Permit to Modify and Operate the Foundry	60326	21 Feb 84	Not required.	DEQ, Regional Air Office	Specifies air pollution limits from shipyard foundry

PERMIT	NUMBER	DATE ISSUED	RENEWAL DATE	REGULATORY AGENCY	SCOPE
Permit to Modify and Operate the Electroplating Facility	60326	27 Oct 81	Not required.	DEQ, Regional Air Office	Specifies air pollution limits from shipyard electroplating facility
Permit to Construct and Operate a Sludge Press and Dryer	60326	07 Jan 93	Not required.	DEQ, Regional Air Office	Allows sludge press and dryer system to be operated in Bldg 1485
RCRA PERMITS					
Part B Permit Norfolk NSYD	Not applicable'	30 Sep 92	Sep 2002	DEQ, Waste Management	Allows interim storage of hazardous waste less than 1 year at permitted storage facility
Hazardous Waste Transporters Permit	VA 117002401 31	27 Mar 92	Mar 2002	DEQ, Waste Management	Allows Norfolk NSYD to transport hazardous waste across public roads/highways

NOTE:

* Virginia Department of Environmental Quality

9c. Describe any **other environmental or encroachment restrictions** on base property not covered in the previous 8 sections.

NONE

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 KNOWN.

10. TENANT ACTIVITIES COVERED IN THIS RESPONSE

10.1 The following list of tenants is included in the answers to questions 1 through 9 for the Norfolk Naval Shipyard.

UIC	Current Tenant Activities
PARENT UIC = N00187	PUBLIC WORKS CENTER, PORTSMOUTH SITE
N30018	NAVAL SURFACE WARFARE CENTER/CARDEROCK DIVISION (Formerly UERD)
N32532	BRANCH MEDICAL CLINIC NAVSHIPYD NORFOLK
N33341	SHORE INTERMEDIATE MAINTENANCE ACTIVITY, ST. JULIEN'S CREEK
N35045	NAVAL DENTAL CLINIC BRANCH NSYD PORTSMOUTH, VA
N42928	NAVAL CRIMINAL INVESTIGATIVE SERVICE NORFOLK DETACHMENT NSYD PORTSMOUTH
N44617	NAVAL REACTORS REPRESENTATIVE'S OFFICE (NRRO)
N45405	PLANNING, ENGINEERING, REPAIR & ALTERATIONS (SURFACE) ATLANTIC OFFICE
N45807	ATLANTIC DIVISION CONTRACTS DIVISION NORFOLK VA
N47271	INTRA-FLEET SUPPLY SUPPORT OPERATIONS TEAM
N55631	NAVAL SEA SYSTEMS DETACHMENT, NAVAL INACTIVE SHIPS MAINTENANCE FACILITY
N62472	(3 Person office of) NAVAL FACILITIES ENGINEERING COMMAND NORTHERN DIVISION HOME OFFICE: LESTER PA
N62678	SUPERVISOR OF SHIPBUILDING, CONVERSION & REPAIR, PORTSMOUTH VA
N62761	NAVAL AUDIT SERVICE SITE DETACHMENT
N65580	NAVAL COMMAND CONTROL OCEAN SURVEILLANCE SERVICE ENGINEERING (NISE EAST)
N66953	DEFENSE PRINTING SERVICE DETACHMENT BRANCH OFFICE
N68551	PERSONNEL SUPPORT ACTIVITY DETACHMENT PORTSMOUTH VA
N68793	FLEET INDUSTRIAL SUPPLY CENTER (FISC)
HQCCBK	DEFENSE COMMISSARY AGENCY

UIC	Current Tenant Activities
HQ0103	DEFENSE FINANCE & ACCOUNTING SERVICE
SB3100	DEFENSE DISTRIBUTION DEPOT, NORFOLK VA
NX1677	DEFENSE INVESTIGATIVE SERVICE DETACHMENT NORFOLK
Parent UIC N0181	COOPERATIVE ASSOCIATION NSYD PORTSMOUTH
Not applicable	SCHEDULED AIRLINE TICKET OFFICE
N62688	NAVAL DEPERMING STATION
Not applicable	NAVY YARD CREDIT UNION, INC.
Not applicable	NORFOLK SHIPBUILDING & DRYDOCK CORP. OF NORFOLK, VA
Not applicable	UNITED STATES POSTAL SERVICE, NORFOLK NAVAL SHIPYARD STATION--IDENTIFIED: BY ZIP: 23709-5000
Not applicable	VIRGINIA DEPARTMENT FOR THE VISUALLY HANDICAPPED, 397 AZALEA AVE., RICHMOND, VA 23227
DODACC Z71105	FIFTH COAST GUARD DISTRICT, PORTSMOUTH, VA

10.2 This second list is of those activities at St. Julien's Creek annex, for which the Norfolk Naval Shipyard was host prior to 1 October 1993. Answers to questions 1, 2, and 3, also included these activities (since Norfolk NSYD still retains the permits for specific functions); answers to questions 4, 5, 6, 7, 8, and 9 do NOT include these activities.

UIC	Former Tenants at St. Julien's Creek Annex
N0067A	INTEGRATED LOGISTICS OVERHAUL ACTIVITY
N30629	FLEET TRAINING CENTER SCHOOL OF CRYOGENICS
N35355	NAVAL SEA SYSTEMS DETACHMENT (SEA076) (HQ for Inactive Fleets)
N44476	OCEAN CONSTRUCTION SUPPORT FACILITY
N49243	FLEET INTEGRATED LOGISTICS OVERHAUL TEAM, PORTSMOUTH, VA
N65912	FLEET TECHNICAL SUPPORT CENTER ATLANTIC (formerly Naval Sea Support Center, Atlantic Detachment)
N68335	NAVAL AIR WARFARE CENTER, AIRCRAFT DIVISION, FIELD OFFICE (part of Lakehurst Detachment)
SXG493	DEFENSE REUTILIZATION & MARKETING OFFICE

UIC N00181

Data Being Certified: BRAC 95 Data Call Number 33, Norfolk 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)

G R Sterner
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 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.

Data Being Certified: DATA CALL NUMBER 33: ENVIRONMENTAL DATA CALL

ACTIVITY COMMANDER

RADM J. L. TAYLOR
NAME (Please type or print)

Signature

SHIPYARD COMMANDER
Title

17 JUNE 1994
Date

NORFOLK NAVAL SHIPYARD
Activity

UIC N00181

Data Being Certified: BRAC 95 Data Call Number 33, Revisions, Norfolk Naval Shipyard
Includes 6/24/94, 8/9/94 and 10/2/94 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)

S. R. Sterner
Signature

G. R. STERNER
Title
Commander
Naval 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 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."

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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 THIRTY-THREE: ENVIRONMENTAL REVISION THREE (TABLE 9b, page 33) DATED 2 OCTOBER 1994

ACTIVITY COMMANDER

CAPT W.R. KLEMM
NAME (Please type or print)

Signature

SHIPYARD COMMANDER
Title

10/2/94
Date

NORFOLK 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 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."

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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: DATA CALL NUMBER 33: ENVIRONMENTAL DATA CALL; REVISION TWO TO SUBSTITUTE PAGES 9R-11R, 15R, 22R, 25R AND 33R OF JULY 21, 1994 FOR PAGES 9-11, 15, 22, 25 AND 33 OF JUNE 17, 1994 IN ORDER TO RECORD CALCULATIONS FOR 1992, BASELINE YEAR

ACTIVITY COMMANDER

RADM J. L. TAYLOR
NAME (Please type or print)

Signature

SHIPYARD COMMANDER
Title

8/9/94
Date

NORFOLK 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 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."

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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: DATA CALL NUMBER 33: ENVIRONMENTAL DATA CALL; REVISION TO SUBSTITUTE PAGES 20A AND 20B OF JUNE 23, 1994 FOR PAGE 20 OF JUNE 17, 1994 IN ORDER TO RECORD CALCULATIONS FOR 1992, BASELINE YEAR

ACTIVITY COMMANDER

RADM J. L. TAYLOR
NAME (Please type or print)

Signature

SHIPYARD COMMANDER
Title

6/24/94
Date

NORFOLK NAVAL SHIPYARD
Activity

11 5

DATA CALL 66
INSTALLATION RESOURCES

Activity Information:

Activity Name:	NAVY INACTIVE FLEET
UIC:	35355
Host Activity Name (if response is for a tenant activity):	NORFOLK NAVAL SHIPYARD
Host Activity UIC:	00181

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: NAVY INACTIVE FLEET		**UIC:**35355	
Category	**FY 1996 BOS Costs ($000)**		
	Non-Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair	40.0	N/A	40.0
1b. Minor Construction	0.0	N/A	0.0
1c. Sub-total 1a. and 1b.	40.0	N/A	40.0
2. Other Base Operating Support Costs:			
2a. Utilities	0.0	N/A	0.0
2b. Transportation	10.0	N/A	10.0
2c. Environmental	N/A	N/A	N/A
2d. Facility Leases	N/A	N/A	N/A
2e. Morale, Welfare & Recreation	N/A	N/A	N/A
2f. Bachelor Quarters	N/A	N/A	N/A
2g. Child Care Centers	N/A	N/A	N/A
2h. Family Service Centers	N/A	N/A	N/A
2i. Administration	N/A	N/A	N/A
2j. Other (Specify)*	103.0	N/A	103.0
2k. Sub-total 2a. through 2j:	113.0	N/A	113.0

DATA CALL 66
INSTALLATION RESOURCES

3. Grand Total (sum of 1c. and 2k.):	153.0	N/A	153.0

*OTHER:
DBOF 103.0

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)
1761804.8H2G	153.0

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..

DATA CALL 66
INSTALLATION RESOURCES

Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: NAVY INACTIVE FLEET		**UIC:** 35355	
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.	N/A	N/A	N/A
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:	N/A	N/A	N/A
3. Depreciation	N/A	N/A	N/A
4. Grand Total (sum of 1c., 2m., and 3.) :	N/A	N/A	N/A

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: NAVY INACTIVE FLEET	**UIC: 35355**
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	207.0
Material and Supplies (including equipment):	15.0

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Industrial Fund Purchases (other DBOF purchases):	N/A
Transportation:	N/A
Other Purchases (Contract support, etc.): **	2471.0
Total:	2693.0

****OTHER PURCHASES:**

MARAD	2421.0
TRAINING	6.0
MAINT/RENTAL CONTRACTS	30.0
OTHER MISC	14.0

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: NAVY INACTIVE FLEET	**UIC: 35355**
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	
Facilities Support:	
Mission Support:	
Procurement:	
Other:*	
Total Workyears:	N/A

* **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)):

NONE.

2) Estimated number of workyears which would be eliminated:

NONE.

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):

NONE.

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.)
NONE	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
NONE	

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Activity Information:

Activity Name:	NAVSEADET NISMF PORTSMOUTH VA
UIC:	55631
Host Activity Name (if response is for a tenant activity):	NORFOLK NAVAL SHIPYARD
Host Activity UIC:	00181

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: NAVSEADET NISMF PORTSMOUTH		**UIC:** 55631	
Category	**FY 1996 BOS Costs ($000)**		
	Non-Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair	12.0	N/A	12.0
1b. Minor Construction	00.0	N/A	00.0
1c. Sub-total 1a. and 1b.	12.0	N/A	12.0
2. Other Base Operating Support Costs:			
2a. Utilities	194.0	N/A	194.0
2b. Transportation	59.0	N/A	59.0
2c. Environmental (Haz Waste)	37.0	N/A	37.0
2d. Facility Leases	N/A	N/A	N/A
2e. Morale, Welfare & Recreation	N/A	N/A	N/A
2f. Bachelor Quarters	N/A	N/A	N/A
2g. Child Care Centers	N/A	N/A	N/A
2h. Family Service Centers	N/A	N/A	N/A
2i. Administration	N/A	N/A	N/A
2j. Other (Specify)*	12.0	N/A	12.0
2k. Sub-total 2a. through 2j:	302.0	N/A	302.0

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3. Grand Total (sum of 1c. and 2k.):	314.0	N/A	314.0

***OTHER:**

OTHER ENGINEERING SUPPORT	9.0
COMMUNICATIONS	3.0

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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)
1761804.8H2G	314.0

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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Table 1B - Base Operating Support Costs (DBOF Overhead)		
Activity Name: NAVSEA DET NISMF PORTSMOUTH		**UIC: 55631**

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.	N/A	N/A	N/A
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:	N/A	N/A	N/A
3. Depreciation	N/A	N/A	N/A
4. Grand Total (sum of 1c., 2m., and 3.) :	N/A	N/A	N/A

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: NAVSEADET NISMF PORTSMOUTH	UIC: 55631
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	0.0
Material and Supplies (including equipment):	229.0

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Industrial Fund Purchases (other DBOF purchases):	N/A
Transportation:	N/A
Other Purchases (Contract support, etc.):**	2300.0
Total:	2529.0

****OTHER PURCHASES:**

MAINTENANCE/RENTALS	25.0
GOCO CONTRACT	2205.0
MISC SERVICES	70.0

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: NAVSEADET NISMF PORTSMOUTH	**UIC:** 55631
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	N/A
Facilities Support:	N/A
Mission Support:	78.0
Procurement:	N/A
Other:*	N/A
Total Workyears:	78.0

* **Note:** Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

N/A

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)):

78.0 GOCO CONTRACT WORK/YEARS.

2) Estimated number of workyears which would be eliminated:

NONE.

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):

78.0 GOCO CONTRACT WORK/YEARS.

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.)
NONE	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
NONE	

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Activity Information:

Activity Name:	NAVSEADET NISMF PHILADELPHIA PA
UIC:	55632
Host Activity Name (if response is for a tenant activity):	NAVSSES PHILADELPHIA PA
Host Activity UIC:	65540

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: NAVSEADET NISMF PHILA PA		**UIC: 55632**

Category	**FY 1996 BOS Costs ($000)**		
	Non-Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair	805.0	N/A	805.0
1b. Minor Construction	25.0	N/A	25.0
1c. Sub-total 1a. and 1b.	830.0	N/A	830.0
2. Other Base Operating Support Costs:			
2a. Utilities	950.0	N/A	950.0
2b. Transportation	500.0	N/A	500.0
2c. Environmental	75.0	N/A	75.0
2d. Facility Leases	N/A	N/A	N/A
2e. Morale, Welfare & Recreation	N/A	N/A	N/A
2f. Bachelor Quarters	N/A	N/A	N/A
2g. Child Care Centers	N/A	N/A	N/A
2h. Family Service Centers	N/A	N/A	N/A
2i. Administration	N/A	N/A	N/A
2j. Other *	2035.0	N/A	2035.0

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2k. Sub-total 2a. through 2j:	3560.0	N/A	3560.0
3. Grand Total (sum of 1c. and 2k.):	4390.0	N/A	4390.0

***OTHER:**

FIRE PROTECTION	447.0
OPER/MAINT UTILITY SYSTEMS AND PLANTS	1225.0
POLICE PROTECTION	192.0
ADMIN ENG. SUPPT/REFUSE/PEST CON'TL	150.0
COMMUNICATIONS	21.0

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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)
1761804.8H2G	314.0

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..

Table 1B - Base Operating Support Costs (DBOF Overhead)		
Activity Name: NAVSEA DET NISMF PORTSMOUTH		**UIC: 55631**

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.	N/A	N/A	N/A
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:	N/A	N/A	N/A
3. Depreciation	N/A	N/A	N/A
4. Grand Total (sum of 1c., 2m., and 3.) :	N/A	N/A	N/A

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: NAVSEADET NISMF PORTSMOUTH	UIC: 55631
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	0.0
Material and Supplies (including equipment):	229.0

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Industrial Fund Purchases (other DBOF purchases):	N/A
Transportation:	N/A
Other Purchases (Contract support, etc.):**	2300.0
Total:	2529.0

****OTHER PURCHASES:**

MAINTENANCE/RENTALS	25.0
GOCO CONTRACT	2205.0
MISC SERVICES	70.0

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: NAVSEADET NISMF PORTSMOUTH	**UIC:** 55631
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	N/A
Facilities Support:	N/A
Mission Support:	78.0
Procurement:	N/A
Other:*	N/A
Total Workyears:	78.0

* **Note:** Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

N/A

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)):

78.0 GOCO CONTRACT WORK/YEARS.

2) Estimated number of workyears which would be eliminated:

NONE.

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):

78.0 GOCO CONTRACT WORK/YEARS.

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.)
NONE	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
NONE	

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Activity Information:

Activity Name:	NAVSEADET NISMF PHILADELPHIA PA
UIC:	55632
Host Activity Name (if response is for a tenant activity):	NAVSSES PHILADELPHIA PA
Host Activity UIC:	65540

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: NAVSEADET NISMF PHILA PA		**UIC: 55632**

Category	FY 1996 BOS Costs ($000)		
	Non-Labor	Labor	Total
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair	805.0	N/A	805.0
1b. Minor Construction	25.0	N/A	25.0
1c. Sub-total 1a. and 1b.	830.0	N/A	830.0
2. Other Base Operating Support Costs:			
2a. Utilities	950.0	N/A	950.0
2b. Transportation	500.0	N/A	500.0
2c. Environmental	75.0	N/A	75.0
2d. Facility Leases	N/A	N/A	N/A
2e. Morale, Welfare & Recreation	N/A	N/A	N/A
2f. Bachelor Quarters	N/A	N/A	N/A
2g. Child Care Centers	N/A	N/A	N/A
2h. Family Service Centers	N/A	N/A	N/A
2i. Administration	N/A	N/A	N/A
2j. Other *	2035.0	N/A	2035.0

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2k. Sub-total 2a. through 2j:	3560.0	N/A	3560.0
3. Grand Total (sum of 1c. and 2k.):	4390.0	N/A	4390.0

***OTHER:**

FIRE PROTECTION	447.0
OPER/MAINT UTILITY SYSTEMS AND PLANTS	1225.0
POLICE PROTECTION	192.0
ADMIN ENG. SUPPT/REFUSE/PEST CON'TL	150.0
COMMUNICATIONS	21.0

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)
1761804.8H2G	4390.0

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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Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: NAVSEADET NISMF PHILA PA		**UIC:** 55632	
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.	N/A	N/A	N/A
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			
21. Other (Specify)			
2m. Sub-total 2a. through 21:	N/A	N/A	N/A
3. Depreciation	N/A	N/A	N/A
4. Grand Total (sum of 1c., 2m., and 3.) :	N/A	N/A	N/A

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: NAVSEADET NISMF PHILA PA	**UIC:** 55632
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	18.0
Material and Supplies (including equipment):	174.0

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Industrial Fund Purchases (other DBOF purchases):	N/A
Transportation:	N/A
Other Purchases (Contract support, etc.): **	2206.0
Total:	2398.0

**** OTHER PURCHASES:**

GOCO CONTRACT	2164.0
MAINT/RENTAL CONTRACTS	17.0
TRAINING	1.0
MISC	24.0

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: NAVSEADET NISMF PHILA PA	**UIC:** 55632
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	N/A
Facilities Support:	N/A
Mission Support:	77.0
Procurement:	N/A
Other:*	N/A
Total Workyears:	77.0

* **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)):

77.0 GOCO CONTRACT WORK/YEARS.

2) Estimated number of workyears which would be eliminated:

NONE.

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):

77.0 GOCO CONTRACT WORK/YEARS.

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.)
NONE	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
NONE	

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Activity Information:

Activity Name:	NAVSEADET NISMF BREMERTON WA
UIC:	55639
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.**

Table 1A - Base Operating Support Costs (Other Than DBOF Overhead)

Activity Name: NAVSEADET NISMF BREMERTON		**UIC:** 55639	
Category	**FY 1996 BOS Costs ($000)**		
	Non-Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair	15.0	N/A	15.0
1b. Minor Construction	10.0	N/A	10.0
1c. Sub-total 1a. and 1b.	25.0	N/A	25.0
2. Other Base Operating Support Costs:			
2a. Utilities	206.0	N/A	206.0
2b. Transportation	21.0	N/A	21.0
2c. Environmental (Haz Waste)	35.0	N/A	35.0
2d. Facility Leases	N/A	N/A	N/A
2e. Morale, Welfare & Recreation	N/A	N/A	N/A
2f. Bachelor Quarters	N/A	N/A	N/A
2g. Child Care Centers	N/A	N/A	N/A
2h. Family Service Centers	N/A	N/A	N/A
2i. Administration	N/A	N/A	N/A
2j. Other (Specify)*	357.0	N/A	357.0
2k. Sub-total 2a. through 2j:	619.0	N/A	619.0

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3. Grand Total (sum of 1c. and 2k.):	644.0	N/A	644.0

*OTHER:

OTHER ENGINEERING SUPPORT	16.0
COMMUNICATIONS	14.0
DBOF ASSOCIATED COSTS	327.0

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)
1761804.8H2G	644.0

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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Table 1B - Base Operating Support Costs (DBOF Overhead)		
Activity Name: NAVSEA DET BREMERTON WA		UIC: 55639
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.	N/A	N/A	N/A
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:	N/A	N/A	N/A
3. Depreciation	N/A	N/A	N/A
4. Grand Total (sum of 1c., 2m., and 3.) :	N/A	N/A	N/A

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: NAVSEADET, NISMF,BREMERTON	UIC: 55639
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	17.0
Material and Supplies (including equipment):	229.0

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Industrial Fund Purchases (other DBOF purchases):	N/A
Transportation:	N/A
Other Purchases (Contract support, etc.):**	1435.0
Total:	1681.0

****OTHER PURCHASES**

MAINTENANCE/RENTALS	20.0
TRAINING	4.0
FLOAT REPAIR	200.0
MISC SERVICES	61.0
GOCO CONTRACT	1100.0

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: NAVSEADET, NISMF,BREMERTON	**UIC:** 55639
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	N/A
Facilities Support:	N/A
Mission Support:	44.0
Procurement:	N/A
Other:*	N/A
Total Workyears:	44.0

* **Note:** Provide a brief narrative description of the type(s) of contracts, if any, included under the "Other" category.

N/A

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)):

44.0 GOCO CONTRACT WORK/YEARS.

2) Estimated number of workyears which would be eliminated:

NONE.

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):

44.0 GOCO CONTRACT WORK/YEARS.

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.)
NONE	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
NONE	

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Activity Information:

Activity Name:	NAVSEADET NISMF PEARL HARBOR HI
UIC:	57026
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: NAVSEADET NISMF PEARL HARBOR		**UIC: 57026**	
Category	**FY 1996 BOS Costs ($000)**		
	Non-Labor	**Labor**	**Total**
1. Real Property Maintenance Costs:			
1a. Maintenance and Repair	123.0	N/A	123.0
1b. Minor Construction	195.0	N/A	195.0
1c. Sub-total 1a. and 1b.	318.0	N/A	318.0
2. Other Base Operating Support Costs:			
2a. Utilities	269.0	N/A	269.0
2b. Transportation	9.0	N/A	9.0
2c. Environmental (HAZ WASTE)	106.0	N/A	106.0
2d. Facility Leases	N/A	N/A	N/A
2e. Morale, Welfare & Recreation	N/A	N/A	N/A
2f. Bachelor Quarters	N/A	N/A	N/A
2g. Child Care Centers	N/A	N/A	N/A
2h. Family Service Centers	N/A	N/A	N/A
2i. Administration	N/A	N/A	N/A
2j. Other *	173.0	N/A	173.0
2k. Sub-total 2a. through 2j:	557.0	N/A	557.0

3. Grand Total (sum of 1c. and 2k.):	875.0	N/A	875.0

***OTHER:**

OTHER ENGINEERING SUPPORT	130.0
COMMUNICATIONS	43.0

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)
1761804.8H2G	875.0

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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Table 1B - Base Operating Support Costs (DBOF Overhead)			
Activity Name: NAVSEADET NISMF PEARL HARBOR		**UIC:** 57026	
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.	N/A	N/A	N/A
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:	N/A	N/A	N/A
3. Depreciation	N/A	N/A	N/A
4. Grand Total (sum of 1c., 2m., and 3.) :	N/A	N/A	N/A

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: NAVSEADET NISMF PEARL HARBOR	**UIC: 57026**
Cost Category	**FY 1996 Projected Costs ($000)**
Travel:	15.0
Material and Supplies (including equipment):	276.0

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INSTALLATION RESOURCES

Industrial Fund Purchases (other DBOF purchases):	N/A
Transportation:	N/A
Other Purchases (Contract support, etc.):**	1422.0
Total:	1713.0

****OTHER PURCHASES:**

GOCO CONTRACTS	1350.0
MAINT/RENTAL CONTRACTS	35.0
TRAINING	6.0
REPAIRS (WORK BARGES)	0.0
MISC	31.0

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: NAVSEADET NISMF PEARL HARBOR	**UIC: 57026**
Contract Type	**FY 1996 Estimated Number of Workyears On-Base**
Construction:	N/A
Facilities Support:	N/A
Mission Support:	51.0
Procurement:	N/A
Other:*	N/A
Total Workyears:	N/A

*** 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)):

51.0 GOCO CONTRACT WORK/YEARS.

2) Estimated number of workyears which would be eliminated:

NONE.

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):

51.0 GOCO CONTRACT WORK/YEARS.

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.)
NONE	

No. of Additional Contract Workyears Which Would Be Relocated	General Type of Work Performed on Contract (e.g., engineering support, technical services, etc.)
NONE	

BRAC-96 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-96 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.

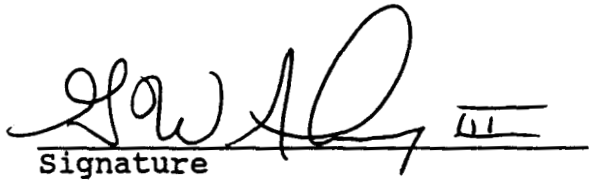
Each individual in your activity generating information for the BRAC-96 process must certify that information. Enclosure (1) is provided for individual certifications and may be duplicated as necessary. You are directed to maintain those certifications at your activity for audit purposes. For purposes of this certification sheet, the commander of the activity will begin 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.

ACTIVITY COMMANDER

G. W. ALMY, III

NAME (please type or print)



Signature

OFFICER IN CHARGE

Title

14 JULY 1994

Date

NAVY INACTIVE FLEET

Activity

DATA CALL #66

NAVY INACTIVE FLEET

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

NEXT ECHELON LEVEL (if applicable)

Jesse A. Atkins
NAME (Please type or print)

Signature

Executive Director (Acting)
Surface Ships
Title

7/24/94
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.

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

G. R. STERNER
NAME (Please type or print)

Signature

Title Commander
Naval Sea Systems Command

7/29/94
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

9/2/94
Date

Document Separator

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16

DATA CALL 64
CONSTRUCTION COST AVOIDANCES

Table 2: Family Housing Construction Projects

Installation Name:	**PORTSMOUTH VA NORFOLK NSY**
Unit Identification Code (UIC):	**N00181**
Major Claimant:	**NAVSEA**

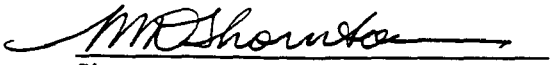
Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1995	H218	HOUSING WAREHOUSE / SELF HELP CENTER	FHSG	555
		Sub-Total - 1995		**555**
		Grand Total		**555**

(Revised 9 Dec 94) *(* - Cost Avoidance is less than project programmed amount)* *(Page 31)*

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)


Signature

CDR, CEC, USN
Title

9 Dec 94
Date

MILCON PROGRAMMING DIVISION
Division

NAVAL FACILITIES ENGINEERING COMMAND
Activity

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

12/9/94
Date

Document Separator

DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:	**PORTSMOUTH VA NORFOLK NSY**
Unit Identification Code (UIC):	**N00181**
Major Claimant:	**NAVSEA**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1994	354	BACHELOR ENLISTED QUARTERS (E1/E4) *	MCON	1,683
1994	364T	INTERMED MAINT ACTIVITY TRAIN FACILITY *	BRAC	1,163
		Sub-Total - 1994		**2,846**
1995	366T	BUILDING RENOVATIONS *	BRAC	773
		Sub-Total - 1995		**773**
		Grand Total		**3,619**

(Revised 9 Dec 94) *(* - Cost Avoidance is less than project programmed amount)*

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)

Signature

CDR, CEC, USN
Title

9 Dec 94
Date

MILCON PROGRAMMING DIVISION
Division

NAVAL FACILITIES ENGINEERING COMMAND
Activity

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

12/9/94
Date

Document Separator

DATA CALL 64

CONSTRUCTION COST AVOIDANCES

Table 1: Military Construction (MILCON) Projects (Excluding Family Housing Construction Projects)

Installation Name:	**PORTSMOUTH VA NORFOLK NSY**
Unit Identification Code (UIC):	**N00181** #115
Major Claimant:	**NAVSEA**

Project FY	Project No.	Description	Appn	Project Cost Avoid ($000)
1994	354	BEQ E1/E4	MCON	2,008
		Sub-Total - 1994		**2,008**
1995	364T	INTERMED MAINT ACTIVITY TRAIN FACILITY	BRAC	1,190
		Sub-Total - 1995		**1,190**
2001	356	PWR PLANT EMISSIONS - PH I	MCON	25,000
2001	415	ELEC DISTR SYSTEM UPGRADE	MCON	14,700
		Sub-Total - 2001		**39,700**
		Grand Total		**42,898**

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)

Jack E Buffington
Signature

7/13/94
Date

COMMANDER
Title

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)

W A Earner
Signature

7/18/94
Date

Title

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

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DATA CALL 63
FAMILY HOUSING DATA

Information on Family Housing is required for use in BRAC-95 return on investment calculations.

Installation Name:	NSYD Norfolk
Unit Identification Code (UIC):	N00181
Major Claimant:	NAVSEA

Percentage of Military Families Living On-Base:	9.63%
Number of Vacant Officer Housing Units:	0
Number of Vacant Enlisted Housing Units:	0
FY 1996 Family Housing Budget ($000):	$52.0
Total Number of Officer Housing Units:	4
Total Number of Enlisted Housing Units:	0

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.

The number of officer and enlisted units reflected above are this activity's share of the family housing assets in the total survey complex, based on data extracted from the FY96 Family Housing Survey (DD Form 1377) and the Current Personnel Summary. These units are not necessarily located at this particular activity. If this activity were to close, the housing assets could still be utilized by other activities located in the survey complex.

ENCLOSURE(1)

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)

Jack Buffington
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)

W A Earner
Signature

Title

7/25/94
Date

BRAC-95 CERTIFICATION

Reference: SECNAV NOTE 11000 dtd 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. You are directed to maintain these 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.

ACTIVITY COMMANDER

THOMAS A. DAMES
NAME (Please type of print)

Rear Admiral, CEC, USN
Title

LANTNAVFACENGCOM
Activity

J.B. Venable
Signature J.B. VENABLE
Acting

JUL 06 1994
Date

ENCLOSURE(2)

BRAC-95 CERTIFICATION

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

Paulette C. Brown
Name (Please type or print)

for J. R. Grindstaff
Signature

Head, Operations & Projects Branch
Title

7-6-95
Date

Housing Division
Division

Facilities Management
Department

LANTNAVFACENGCOM
Activity

BRAC-95 CERTIFICATION

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

J. Richard Grindstaff
Name (Please type or print)

J. Richard Grindstaff
Signature

Head, Requirements & Acquisition Branch
Title

7-6-95
Date

Housing Division
Division

Facilities Management
Department

LANTNAVFACENGCOM
Activity

BRAC-95 CERTIFICATION

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

Mark D. Raker
Name (Please type or print)

Mark D. Raker
Signature

Housing Management Specialist
Title

7/6/94
Date

Housing Division
Division

Facilities Management
Department

LANTNAVFACENGCOM
Activity

BRAC-95 CERTIFICATION

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

for Moses L. Meadows
Name (Please type or print)

for J. Richard Hindstaff
Signature

Director
Title

7-6-95
Date

Housing Division
Division

Facilities Management
Department

LANTNAVFACENGCOM
Activity

Document Separator

115

July 29, 1994

Activity Norfolk Naval Shipyard
UIC N00181

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:	NORFOLK NAVAL SHIPYARD
UIC:	N00181
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. Records must be retained by the certifying official to clearly document the source of any non-DoD information submitted for this data call.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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.**

July 29, 1994

Activity Norfolk Naval Shipyard
UIC N00181

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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:	$39,754

Source of Data (1.a. Salary Rate):	CP-2 Budget Exhibit

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".

HOST:
UIC N00181 NORFOLK NAVAL SHIPYARD, PORTSMOUTH, VIRGINIA

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			
Chesapeake	VA	34	2,341	28%	15	30
Hampton	VA	3	149	2%	20	45
Newport News	VA	5	112	1%	20	45
Norfolk	VA	31	568	7%	7	25
Portsmouth	VA	57	2,071	25%	5	15

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Suffolk	VA	2	713	8%	20	40
Virginia Beach	VA	72	1,264	15%	15	30
Elizabeth City	NC	1	150	2%	40	60
All others (< 1% each)	VA/NC	6	753	9%	Not applicable	
* Locations greater than > 50 miles)	MD/PA	0	283	3%	Not applicable	
TOTAL		215	8,404	100%		

Notes:

* Includes Norfolk NSYD's current Plant Equipment Support Office, at Annapolis, MD, as well as the additions to the Norfolk NSYD resulting from BRAC which will not relocate but remain in Philadelphia.

The functions relocating to Norfolk NSYD from Charleston Naval Shipyard and Mare Island Naval Shipyard are already prorated in the lines above. Norfolk NSYD's workforce will be:

7,422	Onboard Norfolk NSYD, Portsmouth, VA 8 July 1994
20	Norfolk NSYD's Plant Equipment Support Office, Annapolis, MD
215	BRAC 93: Relocating to Portsmouth, VA from Charleston NSYD
8	BRAC 93: Relocating to Portsmouth, VA from Mare Island NSYD
263	BRAC 91: Remaining at Philadelphia, PA as Norfolk NSYD Detachment

** 7-14-94 Information is solely for the host activity. Consistent with E-mail of 6 July 1994, tenants have been requested to provide this data and they continue to process this information. When the tenant data is complete, the data of those not having reported their information for their HQ's data call will be consolidated with that of the Norfolk NSYD. The numbers to be added are so small to have no effect on the infrastructure data provided below.

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.

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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:

Some military personnel of Norfolk Naval Shipyard live in government housing. Military personnel can be assigned to the housing controlled by the Public Works Center, Norfolk, in the following Virginia cities: Newport News, Norfolk, Portsmouth, and Virginia Beach. Civilians who are key/essential could be assigned to government housing on a case-by-case basis; however, such assignment would be highly unusual.

Source of Data (1.b. 1) Military: questionnaires and duty recall lists; Civilians: Naval Civilian Personnel Data System data date 7/XX/94; **(1.b. 2) Residence Data):** PWC Norfolk, Welcome Center

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)
Chesapeake, VA	Not applicable	10
Hampton, VA	Not applicable	20
Newport News, VA	Not applicable	20
Norfolk, VA	Not applicable	7
Portsmouth, VA	Not applicable	0 (Base is in Portsmouth)
Virginia Beach, VA	Not applicable	20

Source of Data (1.c. Metro Areas): Facility Planner, Norfolk Naval Shipyard

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

d. Age of Civilian Workforce. Complete the following table, identifying the age of the activity's civil service workforce.

Host:
UIC N00181 Norfolk Naval Shipyard

Age Category	Number of Employees	Percentage of Employees
16 - 19 Years	3	0.04%
20 - 24 Years	70	0.88%
25 - 34 Years	1,526	19.27%
35 - 44 Years	3,409	43.05%
45 - 54 Years	2,350	29.67%
55 - 64 Years	546	6.89%
65 or Older	16	0.20%
TOTAL	7,920	100 %

Source of Data (1.d.) Age Data): Naval Civilian Personnel Data System,
Data Date: 7/9/94 for 00181, 7/13/94 for PESO

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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	6	0.08%
9th through 11th Grade	571	7.21%
12th Grade or High School Equivalency	5,511	69.56%
1-3 Years of College	460	5.81%
4 Years of College (Bachelors Degree)	1,275	16.10%
5 or More Years of College (Graduate Work)	98	1.24%
TOTAL	7,920	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.)	2,009
Associate Degree	301
Bachelor Degree	1,271
Masters Degree	80
Doctorate	5

July 29, 1994

Activity Norfolk Naval Shipyard
UIC N00181

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Source of Data (1.e.1) and 2) Education Level Data): Naval Civilian Personnel Data System, Data Date: 7/6/94

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	111	1.40%
3. Manufacturing (includes Intermediate and Depot level maintenance)	20-39		
3a. Fabricated Metal Products (include ordnance, ammo, etc.)	34	0	0%
3b. Aircraft (includes engines and missiles)	3721 et al	0	0%
3c. Ships	3731	4,560	57.61%
3d. Other Transportation (includes ground vehicles)	various	0	0%

July 29, 1994

Activity Norfolk Naval Shipyard
UIC N00181

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Industry	SIC Codes	No. of Civilians	% of Civilians
3e. Other Manufacturing not included in 3a. through 3d.	various	0	0%
Sub-Total 3a. through 3e.	20-39	4,560	57.61%
4. Transportation/Communications/Utilities	40-49		
4a. Railroad Transportation	40	10	0.13%
4b. Motor Freight Transportation & Warehousing (includes supply services)	42	15	0.19%
4c. Water Transportation (includes organizational level maintenance)	44	0	0%
4d. Air Transportation (includes organizational level maintenance)	45	0	0%
4e. Other Transportation Services (includes organizational level maintenance)	47	41	0.52%
4f. Communications	48	0	0%
4g. Utilities	49	132	1.67%
Sub-Total 4a. through 4g.	40-49	198	2.50%
5. Services	70-89		
5a. Lodging Services	70	2	0%
5b. Personal Services (includes laundry and funeral services)	72	0	0%
5c. Business Services (includes mail, security guards, pest control, photography, janitorial and ADP services)	73	201	2.54%
5d. Automotive Repair and Services	75	0	0%
5e. Other Misc. Repair Services	76	0	0%

July 29, 1994

Activity Norfolk Naval Shipyard
UIC N00181

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

Industry	SIC Codes	No. of Civilians	% of Civilians
5f. Motion Pictures	78	0	0%
5g. Amusement and Recreation Services	79	32	0.40%
5h. Health Services	80	33	0.42%
5i. Legal Services	81	0	0%
5j. Educational Services	82	0	0%
5k. Social Services	83	0	0%
5l. Museums	84	0	0%
5m. Engineering, Accounting, Research & Related Services (includes RDT&E, ISE, etc.)	87	777	9.81%
5n. Other Misc. Services	89	1,857	23.45%
Sub-Total 5a. through 5n.:	70-89	2,902	36.65%
6. Public Administration	91-97		
6a. Executive and General Government, Except Finance	91	64	0.81
6b. Justice, Public Order & Safety (includes police, firefighting and emergency management)	92	0	0%
6c. Public Finance	93	41	0.52%
6d. Environmental Quality and Housing Programs	95	42	0.53%
Sub-Total 6a. through 6d.		147	1.86%
TOTAL		7,918	100 %

Source of Data (1.f.) Classification By Industry Data): SIC Code Manual and NCPDS as of 7-8-94

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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	674	9%
2. Professional Specialty		
2a. Engineers	757	10%
2b. Architects and Surveyors	67	1%
2c. Computer, Mathematical & Operations Research	0	0%
2d. Life Scientists	0	0%
2e. Physical Scientists	61	1%
2f. Lawyers and Judges	5	0%
2g. Social Scientists & Urban Planners	0	0%
2h. Social & Recreation Workers	5	0%
2i. Religious Workers	0	0%
2j. Teachers, Librarians & Counselors	0	0%
2k. Health Diagnosing Practitioners (Doctors)	6	0%

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Occupation	Number of Civilian Employees	Percent of Civilian Employees
2l. Health Assessment & Treating(Nurses, Therapists, Pharmacists, Nutritionists, etc.)	6	0%
2m. Communications	2	0%
2n. Visual Arts	0	0%
Sub-Total 2a. through 2n.:	897	11%
3. Technicians and Related Support		
3a. Health Technologists and Technicians	19	0%
3b. Other Technologists	744	9%
Sub-Total 3a. and 3b.:	754	10%
4. Administrative Support & Clerical	457	6%
5. Services		
5a. Protective Services (includes guards, firefighters, police)	139	2%
5b. Food Preparation & Service	0	0%
5c. Dental/Medical Assistants/Aides	0	0%
5d. Personal Service & Building & Grounds Services (includes janitorial, grounds maintenance, child care workers)	0	0%
Sub-Total 5a. through 5d.	139	2%
6. Agricultural, Forestry & Fishing	0	0%
7. Mechanics, Installers and Repairers	3,674 Note 1	46%
8. Construction Trades	Note 2	0%
9. Production Occupations	1,155 Note 1	15%
10. Transportation & Material Moving	96	1%

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Occupation	Number of Civilian Employees	Percent of Civilian Employees
11. Handlers, Equipment Cleaners, Helpers and Laborers (not included elsewhere)	51	1%
TOTAL	7,918	100 %

Notes:

1 Trades in these categories perform ship overhaul, repair, and modification.

2 Norfolk NSYD has trades listed in this category; however, they perform ship overhaul, repair modification, not building construction. Therefore, the employes are included in category 7.

Source of Data (1.g.) Classification By Occupation Data): NCPDS of 7-8-94

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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.** Busdrivers; material moving equipment operators; rail transportation occupations; truckdrivers; water transportation occupations.
11. **Handlers, Equipment Cleaners, Helpers and Laborers** (not included elsewhere). Entry level jobs not requiring significant training.

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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.**

Host: Norfolk Naval Shipyard

1. Percentage of Military Employees Who Are Married:	59%
2. Percentage of Military Spouses Who Work Outside of the Home:	34%
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:	
3a.1. Military Personnel Married to Military Personnel - Both Spouses at This Base	0%
3a.2 Military Personnel Married to Military Personnel - The Spouse Works at another base	14%
3b. Employed "On-Base" - Non-Appropriated Fund:	5%
3c. Employed "Off-Base" - Federal Employment:	8%
3d. Employed "Off-Base" - Other Than Federal Employment	73%

Note:
* 3a. is left blank since its subcomponents are .1 and .2 and the total of 3a. through 3d. is to be 100%.

Source of Data (1.h.) Spouse Employment Data): Base Support Office, Norfolk Naval Shipyard

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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.

Since the Norfolk-Virginia Beach- Newport News MSA (as defined by OMB following the 1990 Census) closely approximates the residency patterns of individuals employed on area defense installations, in this data call the economic region is defined to be the MSA.

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.

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a. Table A: Ability of the local community to meet the expanded needs of the base.

I) Using the A - B - C rating system described above, complete the table below. These ratings were made based on a total base loading at the facility of 7,706. At time of receipt of data call, subsequent personnel actions including RIF and addition of tenants raised the number to 8,619. HRPDC notes no change in ratings as a result of the increase.

Category	20% Increase	50% Increase	100% Increase
Off- Base Housing	A	A	A
Schools - Public	A	A	B
Schools - Private	A	A	A
Public Transportation - Roadways	A	A	B
Public Transportation - Buses/Subways	A	A	A
Public Transportation - Rail	NA	NA	NA
Fire Protection Note *	A	A	A
Police Note *	A	A	A
Health Care Facilities	A	A	A
Utilities:			
Water Supply	A	A	B
Water Distribution	A	A	B
Energy Supply	A	A	A
Energy Distribution	A	A	A
Wastewater Collection	A	A	B
Wastewater Treatment	A	A	B
Storm Water Collection	A	A	B

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Solid Waste Collection and Disposal	A	A	B
Hazardous/Toxic Waste Disposal	A	A	B
Recreational Activities	A	A	A

Notes:

NA indicates that the category is not applicable for the activity.

* Norfolk NSYD provides all of its own Fire and Police Services.

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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.

In this table, there were no "C" ratings assigned to any of the infrastructure categories.

Source of Data (2.a. 1) & 2) - Local Community Table): Hampton Roads Planning District Commission.

b. Table B: Ability of the region described in the Residency Table (taken in the aggregate) to meet the needs of additional employees and their families relocating into the area. For this table, the Norfolk-Virginia Beach Newport MSA (as defined by OMB after the 1990 Census) is defined to be the economic region.

1) Using the A - B - C rating system described above, complete the table below.

Category	20% Increase	50% Increase	100% Increase
Off- Base Housing	A	A	A
Schools - Public	A	A	B
Schools - Private	A	A	A
Public Transportation - Roadways	A	A	B
Public Transportation - Buses/Subways	A	A	A
Public Transportation - Rail	NA	NA	NA
Fire Protection Note *	A	A	A
Police Note *	A	A	A
Health Care Facilities	A	A	A
Utilities:			
Water Supply	A	A	B

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Water Distribution	A	A	A
Energy Supply	A	A	A
Energy Distribution	A	A	A
Wastewater Collection	A	A	B
Wastewater Treatment	A	A	A
Storm Water Collection	A	A	B
Solid Waste Collection and Disposal	A	A	B
Hazardous/Toxic Waste Disposal	A	A	B
Recreational Activities	A	A	A

Notes:

NA was assigned to the Public Transportation - Rail category because the region does not have a commuter rail system.

* Norfolk NSYD provides all of its own fire and police services.

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.

In this table, there were no "C" ratings assigned to any of the infrastructure categories.

Source of Data (2.b. 1) & 2) - Regional Table): Hampton Roads Planning District Commission

3. Public Facilities Data:

a. Off-Base Housing Availability. For the counties identified in the Residency Table, 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),

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combine single family homes, condominiums, townhouses, mobile homes, etc., into a single rate:

Rental Units:

Number of Bedrooms	Vacant Units for Rent	Vacancy Rate (Percent)
1 Bedroom	4,254	9.4
2 Bedroom	11,884	11.4
3 Bedroom	3,208	6.2
4+ Bedrooms	107	0.9
Total for the Region	19,453	10.0

Units for Sale:

City	Vacant Units For Sale	Vacancy Rate (Percent)
Virginia Beach	5,043	3.3
Norfolk	5,862	6.2
Portsmouth	2,292	5.5
Chesapeake	1,552	2.4
Newport News	3,340	4.6
Hampton	2,099	3.5
Williamsburg	766	3.7
Total for the Region	20,954	4.5

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Source of Data (3.a. Off-Base Housing): For rental units: Metro Market Trends, Inc. & For units for sale: 1993-94 HUD Housing Survey

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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 Residency Table.

School District	Elementary	Middle	High	Current Enrollment	Maximum Enrollment	Current Pupil-to-Teacher Ratio	Maximum Pupil-to-Teacher Ratio	Does System serve Govt. Housing
Virginia Beach	53	11	10	74,880	***	20.0	25	Yes
Norfolk	37	8	5	36,450	***	20.7	25	Yes
Chesapeake	26	7	5	33,182	***	21.0	25	No
Portsmouth	16	4	4	17,921	***	23.0	25	Yes
Suffolk	10	3	2	9,443	***	21.2	25	No
Newport News	25	7	4	31,894	***	19.1	25	Yes
Hampton	24	5	4	22,991	***	19.6	25	Yes
Poquoson	2	1	1	2,403	***	20.0	25	No
Williamsburg/ James City County	6	3	1	6,637	***	17.7	25	Yes
York County	10	3	3	10,619	***	20.4	25	Yes
Gloucester County	5	2	1	6,235	***	17.4	25	No

***This figure is unavailable because capacity fluctuates due to the following reasons:

1. mobile trailers can be used for classrooms if a school needs additional capacity.
2. some schools are currently being renovated or additions are under construction.

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3. reconfiguration, rescheduling, and redistricting are all possible solutions for school systems if additional space is needed.
4. classroom sizes vary according to the needs of the students. (example: If additional special education students are registered in a school the "capacity" can decrease due to the State requirement of smaller pupil to teacher ratios for special education students.

School districts in this table include all of the Public School Systems in the MSA with the exception of the Isle of Wight County School System and the Mathews County School System.

*** Answer "Yes" in this column if the school district in question enrolls students who reside in government housing**

Source of Data (3.b.1) Education Table): Hampton Roads Planning District Commission

2) Are there any on-base Section 6 Schools? If so, identify number of schools and current enrollment.

There are no on-base Section 6 schools

Source of Data (3.b.2) On-Base Schools): Hampton Roads Planning District Commission

3) For the counties identified in the Residency Table, in the aggregate, list the names of undergraduate and graduate colleges and universities which offer certificates, Associate, Bachelor or Graduate degrees:

Institution Name	Certificate	Associate Degree	Bachelor Degree	Graduate Degree
College of William and Mary	No	No	Yes	Yes
Christopher Newport University	No	No	Yes	Yes

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Old Dominion University	No	No	Yes	Yes
Norfolk State University	No	No	Yes	Yes
Thomas Nelson Community College	Yes	Yes	No	No
Commonwealth College	No	Yes	No	No
Eastern Virginia Medical School	No	No	No	Yes
Hampton University	No	No	Yes	Yes
Virginia Wesleyan College	No	No	Yes	Yes

Both Old Dominion University and Tidewater Community College offer courses during the spring and fall semesters as well as during the summer sessions on NOB Norfolk, and NAS Oceana. Additionally, George Washington University, Emory Riddle Aeronautical, Southern Illinois University, and St. Leo 's College have extension campuses located in Hampton Roads. These educational institutions offer classes and programs designed especially for active duty military personnel stationed in the area.

One program of special interest available on-base to service members and their adult dependents is the Military Career Transition Program offered by Old Dominion University. This program offers senior enlisted and officers due to retire or separate from the military a course of study resulting in a Masters of Science in Education and teaching certification by the Commonwealth of Virginia. Classes are offered at Dam Neck, NAS Norfolk, the Virginia Beach Graduate Center, Langley AFB, and Fort Monroe.

Source of Data (3.b.3) Colleges): Hampton Roads Planning District Commission

4) For the counties identified in the Residency Table, in the aggregate, list the names and major curriculums of vocational/technical training schools:

TRAINING SCHOOLS	MAJOR CURRICULUMS
Advanced Technology, Inc	Career development
Automotive training institute	Automobile repair
Career Development Institute	Basic job skills
Career Works, Inc.	Career development

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Careercom	Career development
Centec Learning	Career development
Charm Associates Inc.	Image building
Commonwealth Technical Institute	Diesel repair
Community Alternatives, Inc.	Handicapped training
Comptrain	Computer specialties
Computer Dynamics, Inc.	Computer specialties
Computron	Computer specialties
Dalfort Aircraft Tech	Aircraft maintenance
Danny's Barber College	Cosmetology
Deen's Beauty School	Cosmetology
Eastern School of Technology	Medical technology
Electronic Computer Programming Institute	Computer technology
Electronic Institute of Technology	Electronics
Emost training Academy	Career development
Financial Systems Academy	Bank teller training
Gibson World Travel School	Principles of travel
Glick & Glick Tax Consultants	Tax preparation
Green Thumb Employment & Training	Basic job skills
Hitek Learning Systems, Inc.	Career development
International Air Academy, Inc.	Aircraft maintenance
ITT Employment and Training Systems, Inc.	Business and secretarial
Jenkins Barber College	Cosmetology
Johnson and Whales College	Food preparation
Kee Business College Campus	Business and secretarial
Lucas Travel School	Principles of travel
Mansfield School of Business	Business and secretarial
MTA School	Montessori method of education
Norfolk School of Boat Building	Boat construction and repair
OIE Learning Inc	Career development.
Paralegal Institute of America	Paralegal training
Performance Training Inc.	Career development
Platt Career School	Career development
Portsmouth School of Beauty Culture	Cosmetology
Productivity Computer Training Inc.	Computer programming
Pruden Vo-Tech Center	Full range of voc/tech training
Reporting Academy of Va., LTD	Court reporting
Rice Aviation Aircraft	Aircraft maintenance
School of Practical Nursing	Nursing
Step-Up, Inc.	Dance
Stop Organization	Basic job skills

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The Wackenhut Institute	Armed security
Tidewater Builders Association	Housing trades
Tidewater Maritime Training Institute	Shipyard trades
Tidewater School of Navigation	Navigation skils
Tidewater Tech	Electronics/electrical
Training and Development Service	Career development
Tri-State Semi-Driver Training Inc.	Truck driving
USA Training Academy	Career development
Virginia Beach Beauty Academy	Cosmetology
Virginia Institute of Technology	Business, computers, electronics
Virginia School of Polygraph	Polygraph training
Wards Corner Beauty Academy	Cosmetology
Youth Unlimited	Career development

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Source of Data (3.b.4) Vo-tech Training): Hampton Roads Planning District Commission

Source of Data (3.c.1) Transportation):

Source of Data (3.c.2) Transportation): Hampton Roads Planning District Commission

3) Identify the name and location of the nearest commercial airport (with public earners, e.g., USAIR, United, etc.) and the distance from the activity to the airport.

Norfolk International Airport - 11 miles [13 miles from some locations at Norfolk NSYD, dependent on route]

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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): Hampton Roads Planning District Commission

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.

Amtrak - 9304 Warwick Blvd., Newport News - 25 miles

Source of Data (3.c.2) Transportation): Hampton Roads Planning District Commission

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.

Norfolk International Airport - 11 miles [13 miles from many locations within the base]

Source of Data (3.c.3) Transportation): Hampton Roads Planning District Commission; [note by Norfolk NSYD consistent with Data Call 42: Military Value]

4) How many carriers are available at this airport?

There are 8 carriers which service this airport. They are American Airlines, Continental Airlines, Delta Airlines, Northwest Airlines, Trans World Airlines, US Air, United Airlines, and Southeast Airlines.

Source of Data (3.c.4) Transportation): Hampton Roads Planning District Commission

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5) What is the Interstate route number and distance, in miles, from the activity to the nearest Interstate highway?

Interstate 264 - less than 1 mile [from Gate 10, 1.5 miles from many locations within the base]

Source of Data (3.c.5) Transportation): Hampton Roads Planning District Commission

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.)

I-264 and Frederick BLVD. provide excellent access to this facility due to reductions-in-force that have resulted from downsizing.

b) Do access roads transit residential neighborhoods?

No

c) Are there any easements that preclude expansion of the access road system?

No

d) Are there any man-made barriers that inhibit traffic flow (e.g., draw bridges, etc.)?

No, according to Hampton Roads Planning District Commission; however, the Norfolk NSYD notes that although there is uninhibited traffic flow from the west, much traffic flows through the Downtown and Midtown tunnels and over the one drawbridge near the Downtown tunnel. As with all tunnels, accidents can cause delays. Only very large ships require the bridge to lift. Please note that river traffic to the Norfolk NSYD from the Naval Station Norfolk does NOT travel through the Berkley Bridge and has no effect on vehicular traffic.

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Source of Data (3.c.6.a, c-d) Transportation): Hampton Roads Planning District Commission; **(3.c.6.b):** Norfolk Naval Shipyard

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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.

Agreement between the Norfolk NSYD and the local community for fire protection and hazardous materials incidents include the following:

Mutual aid agreements (now mandatory due to EO 12856 dated 3 August 1993) to provide available assistance, upon request, by the senior fire officer:.

City of Suffolk	31 January 1991
City of Portsmouth	1 October 1984
City of Chesapeake	1 October 1984

Source of Data (3.d. Fire/Hazmat): Acting Fire Chief, Code 1125, Norfolk Naval Shipyard

e. **Police Protection.**

1) What is the level of legislative jurisdiction held by the installation?

The Norfolk NSYD holds three (3) levels of legislative jurisdiction (Exclusive, Concurrent and Proprietary).

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.

a. Exclusive jurisdiction: Inner perimeter of shipyard with exception of Callaghan Center (enlisted berthing/recreation) and Supply area. Outlying annexes such as Scott Center, South Gate, and vehicle parking along the Portsmouth Boulevard Wall.

b. Concurrent jurisdiction: Callaghan Center and Supply area. Uniformed officers are also sworn Conservators of the Peace with the City of Portsmouth,

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Virginia, for patrolling city streets abutting the shipyard. Conservator of the Peace authority is in force only when the officer is in a duty status.

c. Proprietary jurisdiction: Stanley Court and New Gosport Naval housing, DoD/Military police provide protection of Government property only.

3) Does the activity have a specific written agreement with local law enforcement concerning the provision of local police protection?

No.

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.

Not applicable.

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.

DoD/Military officials are not augmented by officials of other federal agencies.

Source of Data (3.e. 1) - 5) - Police): Acting Security Director, Code 1120, Norfolk Naval Shipyard

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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.

Water - City of Portsmouth contract
Gas - Commonwealth Gas contract
Electric - Virginia Power contract
Sewage - Hampton Roads Sanitation Distric Contract

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, we have been requested to voluntarily curtail electrical usage during some very hot or cold days. We have agreements where we can sell electrical power to Virginia Power which is produced by our RDF Steam Plant turbine generators and our MUSE diesel generators.

Source of Data (3.f. 1) - 3) Utilities): Public Works Center, Portsmouth Site via Code 912, Norfolk NSYD

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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	Number of Employees
1. Naval Station Norfolk	National Defense	60,000
2. Newport News Shipbuilding and Drydock Co.	Shipbuilding/Repair	21,000
3. Fort Eustis	National Defense	14,583
4. Langley Air Force Base	National Defense	11,600
5. Naval Amphibious Base Little Creek	National Defense	11,029
6. Naval Air Station Oceana	National Defense	10,200
7. Sentara Health Systems	Health Care	9,800
8. Norfolk Naval Shipyard	Ship Repair	8,619
9. Virginia Beach Public Schools	Education	8,200
10. Farm Fresh, Inc.	Grocery Chain	8,000

Source of Data (4. Business Profile): Hampton Roads Planning District Commission

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ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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:

The region has lost few major employers within the past five years. However, the Jonathan Corporation has [filed for chapter 11 bankruptcy protection caused in part] by a fall off in its defense business. [Other private shipyards are also being pinched by the falloff of their defense business.] Defense cuts have significantly impacted the area and caused defense contractors to cut back on the number of their workers. The Newport News Shipbuilding and Drydock Company has reduced its workforce from over thirty thousand a few years ago to just over twenty thousand today with a target employment level of fifteen thousand by 1996. Some four thousand jobs have also been lost at the Norfolk Naval Shipyard. Small contractors and subcontractors have also reduced their employment levels.

b. Introduction of New Businesses/Technologies:

CIGNA [health insurance company] and USAA [financial services, insurance, bank] have recently located service centers within the area as have QVC and Lillian Vernon. [On the peninsula,] CEBAF, an electronic beam accelerator, has been under construction for the past several years and will begin operations in 1994. Canon USA has also opened a facility for producing copiers.

c. Natural Disasters:

In the past 5 years there have not been any natural disasters in the Norfolk-Virginia Beach-Newport MSA which have negatively impacted the regional economy.

d. Overall Economic Trends:

Defense cuts continue to hamper the regional economy. Employment growth rates were in the 4-7 percent per year range in the mid-1980s and are today in the 0.5-1.5

percent range. Further defense downsizing will continue to hold down growth rates and elevate the unemployment rate. The region's population continues to expand along with the associated residential construction. The regional tax base has expanded accordingly with higher levels of retail sales, personal property and real estate taxes collected. Finally, the region is growing short of water, and this has forced growth to shift to the west into Chesapeake and Suffolk and out of Virginia Beach in recent years. This growth shift is anticipated to continue. Should the region be delayed in acquiring new water supply sources, regional growth rates will deteriorate from current levels.

Source of Data (5. Other Socio/Econ): Hampton Roads Planning District Commission. [Clarifying notes added by Norfolk NSYD]

6. Other. Identify any contributions of your activity to the local community not discussed elsewhere in this response.

The Norfolk Naval Shipyard contributes significant human and facility resources to the local community which were not previously listed.

The Norfolk Naval Shipyard is a member of the Chamber of Commerce, and its employees serve on its various committees. The Norfolk NSYD also is a large contributor to the annual Combined Federal Campaign, as well as to monthly blood drives. At least 10% of the employees of the Norfolk NSYD serve on various board and commission and similar leadership positions. These activities range from serving on school boards, church boards, hospital boards, and Boy and Girl Scout Councils to coaching youth activities, serving as officers at the PTA's. Various other associations are also supported including the Elks, Moose, Ruritans, and Rotary Clubs. Shipyard managers represent the Norfolk NSYD on various local and state boards and forums, e.g., the Hampton Roads Quality Forum and the U.S. Senate Quality and Productivity Award Board.

The Waverly Sykes Training Center is a three-pronged contribution of the Norfolk NSYD. This training center is the only known federal-state-local training and information sharing center for fire fighting and hazardous material. Major roles are played by the Norfolk Naval Shipyard, , Tidewater Community College, and City of Portsmouth. The cooperative training center provides both training and college credit to the participants, and its courses can lead to the successful completion of an Associates degree. Participants include those from the Norfolk NSYD, TCC and City of Portsmouth as well as numerous other federal and local fire units in the eastern United States.

July 29, 1994

Activity Norfolk Naval Shipyard
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An additional contribution is made by the presence of the RDF on the site of the Norfolk NSYD. The RDF generates fuel from collected refuse and as a result landfill requirements are reduced by more than 80%.

Source of Data (6. Other): Norfolk Naval Shipyard: Senior Managers of the Norfolk Naval Shipyard

UIC N00181

Data Being Certified: BRAC 95 Data Call Number 65, Norfolk 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

G. R. STERNER
NAME (Please type or print)

G. R. Sterner
Signature

Commander
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.

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

17 AUG 1994

ACTING
Title

Date

DATA CALL 65
ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA

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.

BRAC DATA CALL 65: ECONOMIC AND COMMUNITY INFRASTRUCTURE DATA CALL

ACTIVITY COMMANDER

RADM J. L. TAYLOR
NAME (Please type or print)

Signature

SHIPYARD COMMANDER
Title

7/29/94
Date

NORFOLK NAVAL SHIPYARD
Activity

CAPACITY ANALYSIS:
DATA CALL WORK SHEET FOR
NAVAL SHIPYARDS
AND
NAVAL SHIP REPAIR FACILITIES

Category	**INDUSTRIAL ACTIVITIES**
Type	**NAVAL SHIPYARDS**
Claimants	**COMNAVSEASYSCOM (Shipyards)**
. . . . .	**CINCPACFLT (Ship Repair Facility)**

Notes: In the context of this Data Call:

1. Base your responses for FY 1994 and previous years on executed workload, and for FY 1995 and subsequent years on workload as programmed. Use the workload as programmed in the FY 1995 Budget Submission and POM-96. Unless otherwise specified, use workload mixes as programmed. In estimating projected workload capabilities, use the activity configuration as of completion of all BRAC-88/91/93 actions.

2. Unless otherwise specified, for questions addressing maximum workload within the Mission Area of the Data Call, base your response on an eight hour day/five day notional normal work week (1-8-5). Please identify any processes which, under normal operations, operate on a different schedule in item 40.

3. Report Direct Labor Man Years (DLMYs) in thousands of Man Years, to the nearest tenth, e.g. 32.2 K DLMYs.

4. Core workloads are to be calculated in accordance with the Office of the Under Secretary of Defense (Logistics) (OUSD(L)) Memorandum dated 15 November 1993 (subject: "Policy for Maintaining Core Depot Maintenance Capability"). Core workload includes all Core work performed for other Military Departments.

5. Report workload performed on non-DON vessels (e.g. MSC, USCG) within the workload mission area most consistent with the work performed, specifying the vessel type in the first column. Ensure that all workload performed and projected to be performed is reported.

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

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

JCSG-DM: Maintenance and Industrial Activities

Commodity Groups List

1. Aircraft Airframes:
   - Rotary
   - VSTOL
   - Fixed Wing
     - Transport / Tanker / Bomber /
     - Command and Control
     - Light Combat
     - Admin / Training
   - Other

2. Aircraft Components
   - Dynamic Components
   - Aircraft Structures
   - Hydraulic/Pneumatic
   - Instruments
   - Landing Gear
   - Aviation Ordnance
   - Avionics/Electronics
   - APUs
   - Other

3. Engines (Gas Turbine)
   - Aircraft
   - Ship
   - Tank
   - Blades / Vanes (Type 2)

4. Missiles and Missile Components
   - Strategic
   - Tactical / MLRS

5. Amphibians
   - Vehicles
   - Components (less GTE)

6. Ground Combat Vehicles
   - Self-propelled
   - Tanks
   - Towed Combat Vehicles
   - Components (less GTE)

7. **Ground and Shipboard Communications and Electronic Equipment**
   - **Radar**
   - **Radio Communications**
   - **Wire Communications**
   - **Electronic Warfare**
   - **Navigational Aids**
   - **Electro-Optics / Night Vision**
   - **Satellite Control / Space Sensors**

8. Automotive / Construction Equipment

9. Tactical Vehicles
   - Tactical Automotive Vehicles
   - Components

10. Ground General Purpose Items
    - Ground Support Equipment (except aircraft)
    - Small Arms / Personal Weapons
    - Munitions / Ordnance
    - Ground Generators
    - Other

11. **Sea Systems**
    - **Ships**
    - **Weapons Systems**

12. Software
    - Tactical Systems
    - Support Equipment

13. Special Interest Items
    - Bearings Refurbishment
    - Calibration (Type I)
    - TMDE

14. Other

CAPACITY ANALYSIS DATA CALL
NAVAL SHIPYARDS

Questions for the Activities

Table of Contents

Table of Acronyms

ADMIN	Administration; administrative
AICUZ	Air Installations Compatible Use Zone
CCN	Category Code Number
CGN	Cruiser (nuclear propulsion)
CHT	Collection, Holding & Transfer
CIA	Controlled Industrial Area
COH	Complex Overhaul
Conv	Conventional (Propulsion)
CV	Aircraft Carrier (conventional propulsion)
CVN	Aircraft Carrier (nuclear propulsion)
DLMY	Direct Labor Man Years
DMP	Depot Modernization Period
DPIA	Docking Phased Incremental Availability
DPMA	Drydocking Phased Maintenance Availability
DSRA	Drydocking Selected Restricted Availability
E-O/NV	Electro-Optics / Night Vision
EDSR	Engineered Docking Selected Restricted Availability
EOH	Engineered Overhaul
ERO	Engineered Refueling Overhaul
ERP	Extended Refit Period
ESQD	Explosive Safety Quantity Distance
ESRA	Engineered Selected Restricted Availability
EW	Electronic Warfare
FY	Fiscal Years
GP	General Purpose
GPD	Gallons per Day
HERF	Hazardous Electronic Radiation - Fuel
HERO	Hazardous Electronic Radiation - Ordnance
HERP	Hazardous Electronic Radiation - Personnel
INACT	Inactivation
IPE	Industrial Plant Equipment
KSF	Thousands of Square Feet
KVA	Kilo Volts Amperes
Mech	Mechanical
MILCON	Military Construction
MLLW	Mean Low Low Water
N / A	Not Applicable
NAVAID	Aid to Navigation
NDT	?
NSYD	Naval Shipyard
Nuc	Nuclear (Propulsion)
OOS	Out of Service
OPW	Other Productive Work
PIA	Phased Incremental Availability
PM	Phased Maintenance
PMA	Phased Maintenance Availability
POM	Program Objective Memorandum
PSI	Pounds per square inch
QA	Quality Assurance
RADCON	Radiological Control
RATA	Restricted Availability / Technical Availability
RCOH	Refueling Complex Overhaul
RFOH	Refueling Regular Overhaul
ROH	Regular Overhaul
RO/RO	Roll On / Roll Off
SCO	Service Craft Overhaul
SC/SS	Satellite Control / Space Systems
SF	Square Feet
SRA	Selected Restricted Availability
SRF	Ship Repair Facility
SSBN	Ballistic Missile Submarine (nuclear propulsion)
SSN	Attack Submarine (nuclear propulsion)
Svc	Services
UIC	Unit Identification Code

September 7, 1994

Activity Norfolk Naval Shipyard
Primary UIC: 00181

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 Direct Labor Man Years (DLMYs) 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
Total								

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
Total								

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 DLMYs 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
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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

2. Shipwork (Nuclear - CVN RCOH)

2.1. Given the current configuration of the shipyard, provide the DLMYs 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
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
Total								

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 DLMYs 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
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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

3. Shipwork (Nuclear - CVN DSRA)

3.1. Given the current configuration of the yard, provide DLMYs 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
CVN 71					0.000	0.038	0.757	
CVN 69						0.002	0.057	1.060
Total					**0.000**	**0.040**	**0.814**	**1.060**

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
CVN 69	0.106							
Total	**0.106**							

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 DLMYs 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
Table 3.1.b						0	
						1.629	
Total						1.629	

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

4. Shipwork (Nuclear - CVN EDSR)

4.1. Given the current configuration of the yard, provide DLMYs 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
Total								

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
Total								

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 DLMYs 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
Table 4.1.b						0	
						1.749	
Total						1.749	

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

5. Shipwork (Nuclear - CVN DPIA)

5.1. Given the current configuration of the yard, provide DLMYs 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
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
CVN 73					0.846	0.376		
Total					**0.846**	**0.376**		

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 DLMYs 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
Table 5.1.b				0.846	0.376	0	
						1.673	
Total				0.846	0.376	1.673	

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

6. Shipwork (Nuclear - CVN SRA)

6.1 Given the current configuration of the shipyard, provide by ship hull number the DLMYs 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
CVN 68	0.352	0.002						
CVN 69			0.018	0.286				
CVN 71				0.118	0.067			0.013
CVN 69					0.015	0.317		
Total	0.352	**0.002**	**0.018**	**0.404**	**0.082**	**0.317**		**0.013**

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
CVN 71	0.406	0.011	0.387					
CVN 73	0.006	0.369						
Total	**0.412**	**0.380**	**0.387**					

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 DLMYs 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
Table 6.1.b	0.380	0.387	0	0	0	0	0
Avail	0.808	0.712	0.701	0	0.934		
Not Avail	2.514	2.005	2.712	3.152	1.811	1.782	1.653
Total	3.702	3.104	3.413	3.152	2.745	1.782	1.653

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

7. Shipwork (Nuclear - CVN ESRA)

7.1 Given the current configuration of the shipyard, provide by ship hull number the DLMYs 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
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
Total								

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 DLMYs 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 ESRA	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Table 7.1.b	0	0	0	0	0	0	0
	3.322	2.717	3.413	3.152	2.745	1.782	1.653
Total	3.322	2.717	3.413	3.152	2.745	1.782	1.653

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

8. Shipwork (Nuclear - CVN PIA)

8.1 Given the current configuration of the shipyard, provide by ship hull number the DLMYs 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
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
CVN 73			0.163	0.506			0.153	0.657
CVN 71						0.009	0.805	
CVN 75								0.670
CVN 69						0.493	0.321	
Total			**0.163**	**0.506**		**0.502**	**1.279**	**1.327**

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 DLMYs 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 PIA	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Table 8.1.b		0.163	0.506	.	0.502	1.279	1.327
	3.322	2.717	3.413	3.152	2.745	1.782	1.653
Total	3.322	2.880	3.919	3.152	3.247	3.061	2.980

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

9. Shipwork (Nuclear - SSBN Inactivation)

9.1 Given the current configuration of the yard, provide by ship's hull number DLMYs 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
Total								

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
Total								

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 DLMYs 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
Total							

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

10. Shipwork (Nuclear - SSBN ERP)

10.1 Given the current configuration of the yard, provide by ship's hull number DLMYs 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
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
Total								

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 DLMYs 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
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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

11. Shipwork (Nuclear - SSBN ROH/RFOH)

11.1 Given the current configuration of the yard, provide by ship's hull number DLMYs 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
Total								

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
SSBN 635								0.154
Total								**0.154**

11. Shipwork (Nuclear - SSBN ROH / RFOH), continued

Answer the remaining SSBN ROH/RFOH questions (Section 11.) 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.

11.2 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 DLMYs 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 11.2: **Maximum Potential Workload - SSBN ROH/RFOH**

SSBN	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Table 11.1.b							0.154
	0.896	0.896	0.896	0.896		1.793	1.793
Total	0.896	0.896	0.896	0.896		1.793	1.947

11.3 What plant modifications, infrastructure, IPE and/or facility improvements could be performed that would significantly open up additional SSBN ROH/RFOH 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?

NOT APPLICABLE

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

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

12. Shipwork (Nuclear - SSBN EOH / ERO)

12.1 Given the current configuration of the yard, provide by ship's hull number DLMYs for the SSBN Engineered and Engineered Refueling 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
Total								

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
Total								

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 DLMYs 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
	1.215	1.215	1.215	1.215	-----	2.430	2.430
Total	1.215	1.215	1.215	1.215	-----	2.430	2.430

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

13. Shipwork (Nuclear - SSN Inactivations)

13.1 Given the current configuration of the yard, provide by ship's hull number DLMYs 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
Total								

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
SSN 693	0.013	0.236	0.028					
SSN XXX				0.043	0.199			
SSN XXX					0.016	0.261	0.001	
Total	**0.013**	**0.236**	**0.028**	**0.043**	**0.215**	**0.261**	**0.001**	

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 DLMYs 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
Table 13.1.b.	0.236	0.028	0.043	0.215	0.261	0.001	0
	0.555	0.278	0.278	0.833		0.555	1.666
Total	0.791	0.306	0.321	1.048	0.261	0.556	1.666

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

14. Shipwork (Nuclear - SSN ROH / RFOH)

14.1 Given the current configuration of the shipyard, provide by ship's hull number the DLMYs for the SSN Refuelling 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**
SSN 689	0.243	0.030						
SSN 691	0.665	0.030						
SSN 693	0.823	0.365						
SSN 668	0.017	0.736	0.670	0.094				
SSN 670		0.149	0.752	0.455	0.036			
SSN 649		0.005	0.240	0.706	0.549	0.043		
SSN 699			0.030	0.522	0.633	0.609	0.106	
Total	1.748	**1.315**	**1.692**	**1.777**	**1.218**	**0.652**	**0.106**	

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
Total								

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 DLMYs 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
Table 14.1.b							
	1.729	0.797	0.797	3.457	1.729	1.594	1.729
Total	1.729	0.797	0.797	3.457	1.729	1.594	1.729

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

15. Shipwork (Nuclear - SSN EOH / ERO)

15.1 Given the current configuration of the shipyard, provide by ship's hull number the DLMYs 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
Total								

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
SSN 704						0.070	0.717	0.873
SSN 714								0.318
Total						**0.070**	**0.717**	**1.191**

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 DLMYs 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
Table 15.1.b					0.070	0.717	1.191
	1.776	0.896	0.896	3.551	1.776	1.793	1.776
Total	1.776	0.896	0.896	3.551	1.846	2.510	2.967

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

16. Shipwork (Nuclear - SSN DSRA)

16.1 Given the current configuration of the shipyard, provide the DLMYs 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
SSN 714	0.059	0.060	0.018					
SSN 675	0.045	0.002						
SSN 685	0.075	0.002						
SSN 699	0.072	0.007						
SSN 702	0.004	0.073						
SSN 708	0.000	0.051		0.062				
SSN 709	0.000	0.056		0.002	0.109			
SSN 712		0.062						
SSN 661		0.056			0.085			
SSN 704		0.003	0.175					
SSN 611			0.089		0.059			
SSN 691			0.053	0.010		0.231	0.037	
SSN 689			0.003	0.062		0.102		
SSN 679			0.000	0.077				
SSN 693				0.075	0.048			
SSN 663					0.062			
SSN 673					0.009	0.043		

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Ship Hull #	FY 1986	FY 1987	FY 1988	FY 1989	FY 1990	FY 1991	FY 1992	FY 1993
SSN 667					0.001	0.067		
SSN 668					0.000	0.086		
SSN 722						0.055		
SSN 723						0.000	0.165	0.185
Total	**0.255**	**0.372**	**0.338**	**0.288**	**0.373**	**0.584**	**0.202**	**0.185**

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
SSN 626			0.047	0.031			0.045	0.029
SSN 635				0.050	0.030			
SSN 702		0.123						
SSN 671		0.084	0.017					
SSN 709		0.079	0.034		0.105			
SSN 686		0.005	0.075					
SSN 764		0.001	0.079					
SSN 723			0.096					
SSN 671				0.080				
SSN 714				0.103				
SSN 750					0.110			
SSN 756				0.080	0.007			
Total		**0.292**	**0.348**	**0.344**	**0.252**	**0.000**	**0.045**	**0.029**

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 DLMYs 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
Table 16.1.b	0.292	0.348	0.344	0.251		0.045	0.029
	1.216	1.080	1.080	1.216	0.810	1.756	1.621
Total	1.508	1.428	1.424	1.467	0.810	1.801	1.650

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

17. Shipwork (Nuclear - SSN DMP)

17.1 Given the current configuration of the shipyard, provide by ship's hull number the DLMYs 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**
SSN 702			0.005	0.486	0.208			
SSN 712			0.000	0.024	0.613			
SSN 704				0.002	0.250	0.248		
SSN 709						0.009	0.545	0.160
SSBN 645						0.000	0.028	0.283
Total			**0.005**	**0.512**	**1.071**	**0.257**	**0.573**	**0.443**

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
SSN 645	0.135							
SSN 722					0.006	0.461	0.095	
SSN 723						0.025	0.455	0.012
SSN 750						0.004	0.418	0.149
SSN 753								0.055
Total	**0.135**				**0.006**	**0.490**	**0.968**	**0.216**

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 DLMYs 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
Table 17.1.b				0.006	0.490	0.968	0.216
	0.582	0.582	0.582	1.164	0.582	1.164	1.746
Total	0.582	0.582	0.582	1.170	1.072	2.132	1.962

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

18. Shipwork (Nuclear - CGN Inactivations)

18.1 Given the current configuration of the shipyard, provide by ship's hull number the DLMYs 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
CGN 38								0.044
Total								**0.044**

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
CGN 38	0.623	0.312						
CGN 25		0.132	0.814	0.010				
CGN 40			0.104	0.654	0.086			
Total	**0.623**	**0.444**	**0.918**	**0.664**	**0.086**			

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 DLMYs 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
Table 18.1.b	0.444	0.918	0.664	0.086			
	1.204			1.204			1.204
Total	1.648	0.918	0.664	1.290			1.204

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

19. Shipwork (Nuclear - CGN COH / RCOH)

19.1 Given the current configuration of the yard, provide by ship's hull number DLMYs 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
CGN 38	0.049	0.030						
CGN 40	0.934	0.837	0.011					
CGN 37			0.009	0.032	0.192	0.839	2.052	1.032
Total	0.983	**0.867**	**0.020**	**0.032**	**0.192**	**0.839**	**2.052**	**1.032**

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
CGN 37	0.232							
Total	**0.232**							

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 DLMYs 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
			3.367				
Total			3.367				

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

20. Shipwork (Nuclear - CGN DSRA / SRA)

20.1 Given the current configuration of the shipyard, provide by ship's hull number the DLMYs 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
CGN 25		0.005	0.065	0.006	0.216	0.001	0.122	0.058
CGN 38			0.201	0.001	0.235	0.001	0.233	
CGN 40					0.013	0.281	0.469	
CGN 37	0.117	0.054	0.222	0.025	0.078			
Total	**0.117**	**0.059**	**0.488**	**0.032**	**0.542**	**0.283**	**0.824**	**0.058**

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
CGN 37			0.170		0.017	0.234	0.114	0.058
Total			**0.170**		**0.017**	**0.234**	**0.114**	**0.058**

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 DLMYs 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
Table 20.1.b		0.170		0.017	0.234	0.114	0.058
	2.717	2.570	2.319	2.570	2.319	1.817	1.817
Total	2.717	2.740	2.319	2.587	2.553	1.931	1.875

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

21. Shipwork (NonNuclear - ROH)

21.1 Given the current configuration of the shipyard, provide by ship's hull number the DLMYs 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**
AGF 3							0.004	0.193
CG 26	0.234	0.030						
CG 17		0.118	0.669					
CV 67	0.051	0.030						
LHA 4	0.554	0.119						
LHA 4							0.053	0.824
LHA 2								0.002
Total	0.839	**0.297**	**0.669**				**0.057**	**1.019**

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
AGF 3	0.392							
CG 51	0.001	0.231	0.060					
CG 60				0.005	0.306			
CV 67								0.043
DD 963	0.003	0.221						
DD 968			0.002	0.193	0.014			
DD 970				0.015	0.204			
LHA 4						0.641	0.164	
LHA 3						0.018	0.511	0.016
LHA 2	0.451	0.356					0.059	0.906
Total	**0.847**	**0.808**	**0.062**	**0.213**	**0.524**	**0.659**	**0.734**	**0.965**

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 DLMYs 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
Table 21.1.b	0.808	0.062	0.213	0.524	0.659	0.734	0.965
	0.582	0.291	-----	0.291	0.291	1.032	1.271
Total	1.390	0.353	0.213	0.815	0.950	1.766	2.236

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

22. Shipwork (NonNuclear - COH)

22.1 Given the current configuration of the shipyard, provide by ship's hull number the DLMYs 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**
CV 66	0.033	1.468	0.795					
CV 60		0.015	1.220	1.252				
Total	**0.033**	**1.483**	**2.015**	**1.252**				

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
LHD 1		0.024	0.533				0.001	0.230
Total		**0.024**	**0.533**				**0.001**	**0.230**

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 DLMYs 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
Table 22.1.b	0.024	0.533				0.001	0.230
	0.582	0.291		0.291	0.291	1.032	1.271
Total	0.606	0.824		0.291	0.291	1.033	1.501

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

23. Shipwork (NonNuclear - DPMA)

23.1 Given the current configuration of the shipyard, provide by ship's hull number the DLMYs 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
AD 41								0.145
AS 33							0.054	0.099
AS 36							0.001	0.074
AS 39								0.001
DDG 41				0.070	0.008			
LCC 20							0.010	0.126
Total				**0.070**	**0.008**		**0.065**	**0.445**

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
AS 36	0.062							
AS 38	0.158							
AS 39					0.119			
AS 40		0.141				0.106	0.024	
LCC 20					0.265			
Total	**0.220**	**0.141**			**0.384**	**0.106**	**0.024**	

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 DLMYs 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**
Table 23.1.b	0.141			0.384	0.106	0.024	
	1.580	1.317	0.790	1.053	0.790	1.843	1.843
Total	1.721	1.371	0.790	1.437	0.896	1.867	1.843

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

24. Shipwork (NonNuclear - PMA)

24.1 Given the current configuration of the shipyard, provide by ship's hull number the DLMYs 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
DDG 41		0.066						
DDG 46			0.031		0.017			
DDG 43				0.052				
DDG 17				0.022	0.034			
LCC 20	0.001	0.094	0.019	0.001	0.052			
Total	0.001	**0.160**	**0.050**	**0.075**	**0.103**			

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
AD 43		0.012	0.005					
LCC 20		0.063	0.003	0.047			0.077	0.011
Total		**0.075**	**0.008**	**0.047**			**0.077**	**0.011**

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 DLMYs 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
Table 24.1.b	0.075	0.008	0.047			0.077	0.011
	3.322	2.717	3.413	3.152	2.745	1.849	1.664
Total	3.397	2.725	3.460	3.152	2.745	1.926	1.675

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

25. Shipwork (NonNuclear - DSRA)

25.1 Given the current configuration of the shipyard, provide by ship's hull number the DLMYs 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**
CG 47			0.001	0.068				
CG 56						0.004	0.071	
CG 51								0.007
CV 59					0.028	0.105		
CV 66							0.248	0.190
DD 997				0.044				
Total			**0.001**	**0.112**	**0.028**	**0.109**	**0.319**	**0.197**

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
CG 51	0.094							
AFG 3					0.003	0.236		
Total	**0.094**				**0.003**	**0.236**		

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 DLMYs 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
Table 25.1.b				0.003	0.236		
	0.733	0.733	0.637	0.733	0.335	1.032	1.303
Total	0.733	0.733	0.637	0.736	0.571	1.032	1.303

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

26. Shipwork (NonNuclear - SRA)

26.1 Given the current configuration of the shipyard, provide by ship's hull number the DLMYs 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
AS 39							0.109	
BB 61			0.118					
BB 61				0.001	0.098			
CG 17	0.056	0.002			0.028	0.002		
CG 27	0.010	0.002						
CG 47		0.037			0.000	0.035		
CG 34				0.029				
CG 51					0.013			
CV 43	0.150	0.117	0.072					
CV 67		0.243	0.002	0.160	0.000	0.332		
CV 66				0.002	0.247			
DD 970	0.002	0.051						
DD 979	0.001	0.047						
DDG 40	0.008	0.002						
DDG 3	0.012	0.002						
DDG 5	0.038	0.002						

LCC 20	0.011	0.002						
LHA 2	0.178	0.002				0.096	0.041	
LHA 4					0.000	0.095	0.114	
LHD 1							0.099	0.003
LHD 3								0.002
Total	0.466	**0.509**	**0.192**	**0.192**	**0.386**	**0.560**	**0.363**	**0.005**

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
CV 66	0.181							
LHA 4		0.084	0.044	0.011	0.120			0.040
LHA 2				0.143	0.001	0.099		
LHD 3	0.079		0.148		0.101			
LHD 1	0.230			0.001	0.119	0.014	0.088	
Total	**0.490**	**0.084**	**0.192**	**0.155**	**0.341**	**0.113**	**0.088**	**0.040**

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 DLMYs 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
Table 26.1.b	0.084	0.192	0.155	0.341	0.113	0.088	0.040
	3.322	2.717	3.413	3.152	2.745	1.782	1.653
Total	3.406	2.909	3.568	3.493	2.858	1.870	1.693

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?

NOT APPLICABLE

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.)?

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

27. Shipwork (NonNuclear - SCOs)

27.1 Given the current configuration of the shipyard, provide by ship's hull number the DLMYs 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
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
ARDM 1		0.040	0.116					
Total		**0.040**	**0.116**					

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 DLMYs 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**

AFDM Hull#	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Table 27.1.b	0.040	0.116					
	0.466	0.311	0.155	0.622	0.311	0.777	0.932
Total	0.506	0.427	0.155	0.622	0.311	0.777	0.932

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?

NOT APPLICABLE

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

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

28. Shipwork (NonNuclear - Inactivations)

28.1 Given the current configuration of the shipyard, provide by ship's hull number the DLMYs 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 16						0.034	0.020	0.001
AS 11							0.005	0.036
BB 61					0.002	0.105		
CV 43					0.110	0.009		
Total					**0.112**	**0.148**	**0.025**	**0.037**

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
AD 38		0.001	0.071	0.002				
AD 41			0.054	0.020				
AS 16								
AS 11	0.013							
AS 18	0.031	0.014						
AS 31	0.009	0.037						
AS 34			0.004	0.067				
AS 33					0.000	0.054		
AS 36				0.017	0.038			
AS 39						0.018	0.036	
CV 66			0.028	0.371				
Total	**0.053**	**0.052**	**0.157**	**0.477**	**0.038**	**0.072**	**0.036**	

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 DLMYs 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
Table 28.1.b	0.052	0.157	0.477	0.038	0.072	0.036	
	0.996	0.996	0.996	0.996	0.996	0.996	0.996
Total	1.048	1.153	1.473	1.034	1.068	1.032	0.996

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?

NOT APPLICABLE

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

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

29. Other Productive Work

29.1 Given the current configuration of the yard, provide the DLMYs 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	.208	.138	.109	.104	.153	.174	.138	.178
NonNuclear	.772	.811	.756	.790	.860	.794	.794	.691
Total	**0.980**	**0.949**	**0.865**	**0.894**	**1.013**	**0.968**	**0.932**	**0.869**

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	.227	.258	.258	.258	.258	.258	.259	.258
NonNuclear	.685	.989	1.198	1.137	1.136	1.136	1.198	1.193
Total	**.912**	**1.247**	**1.456**	**1.395**	**1.394**	**1.394**	**1.457**	**1.451**

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 DLMYs 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
Table 29.1.b Nuclear	0.258	0.258	0.258	0.258	0.258	0.259	0.258
Table 29.1.b NonNuclear	0.989	1.198	1.137	1.136	1.136	1.198	1.193
Nuclear	0.687	0.481	0.604	0.558	0.486	0.317	0.294
NonNuclear	2.635	2.235	2.808	2.593	2.259	1.465	1.359
Total	4.569	4.172	4.807	4.545	4.139	3.239	3.104

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?

NOT APPLICABLE

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.)?
NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

29. Shipwork (Other Productive Work), continued

29.5 Break out the total DLMYs 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	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004	0.004
	Radio Comm									
	Wire Comm									
	EW									
	NAVAIDs									
	E-O/NV									
	SC / SS									
Software	Tactical Systems									
	Support Eqmt									
Calibration	Type I									
Calibration	Type II&III	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.027	0.027
Electroplating		0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007
Casting Mfrg										
Other Machining / Manufacturing										
All Other OPW		0.831	0.874	1.209	1.418	1.357	1.356	1.356	1.419	1.413
	Total	0.869	0.912	1.247	1.456	1.395	1.394	1.394	1.457	1.451

30. Restricted Availability/Technical Availability

30.1 Given the current configuration of the yard, provide DLMYs 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	0.175	0.194	0.182	0.346	0.511	0.474	0.394	0.402
NonNuclear	0.480	0.446	0.341	0.284	0.500	0.389	0.173	0.279
Total	**0.655**	**0.640**	**0.523**	**0.630**	**1.011**	**0.863**	**0.567**	**0.681**

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	0.375	0.372	0.354	0.287	0.287	0.287	0.286	0.285
NonNuclear	0.567	0.451	0.359	0.360	0.360	0.360	0.359	0.357
Total	**0.942**	**0.823**	**0.713**	**0.647**	**0.647**	**0.647**	**0.645**	**0.642**

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 DLMYs 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
Table 30.1.b Nucleqr	0.372	0.354	0.287	0.287	0.287	0.286	0.285
Table 30.1.b NonNuclear	0.451	0.359	0.360	0.360	0.360	0.359	0.357
Nuclear	1.501	1.348	1.515	1.399	1.215	0.790	0.734
NonNuclear	1.822	1.369	1.898	1.753	1.526	0.992	0.919
Total	4.146	3.430	4.060	3.799	3.388	2.427	2.295

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?

NOT APPLICABLE

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

NO ENVIRONMENTAL, LEGAL OR OTHERWISE LIMITING FACTORS EXIST.

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 DLMYs 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.

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			
CVN EDSR			
CVN DPIA			
CVN SRA	0.380	1.188	0.808
CVN ESRA			
CVN PIA			
SSBN INACT			
SSBN ERP			
SSBN ROH/RFOH			
SSBN EOH/ERO			
SSN INACT	0.236	0.236	
SSN ROH/RFOH			
SSN EOH/ERO			
SSN DSRA	0.292	0.661	0.369
SSN DMP			
CGN INACT	0.444	0.444	
CGN COH/RCOH			
CGN DSRA/SRA		0.402	0.402
Table 31.1.a Total	1.352	2.931	1.579

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		0.808	0.808	
Non Nuclear COH		0.024	0.024	
Non Nuclear DPMA		0.141	0.141	
Non Nuclear PMA		0.075	0.445	0.370
Non Nuclear DSRA			0.199	0.199
Non Nuclear SRA		0.084	0.769	0.685
Non Nuclear SCO		0.040	0.040	
Other INACTs		0.052	0.052	
OPW:	Nuclear	0.258	0.258	
	NonNuclear	0.989	0.989	
RATA:	Nuclear	0.372	0.588	0.216
	NonNuclear	0.451	0.724	0.273
Table 31.1.b Total		3.294	5.037	1.743
Table 31.1.a Total		1.352	2.931	1.579
FY 1995 Total		4.646	7.968	3.322

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			
CVN EDSR			
CVN DPIA			
CVN SRA	0.387	0.889	0.502
CVN ESRA			
CVN PIA	0.163	0.163	
SSBN INACT			
SSBN ERP			
SSBN ROH/RFOH			
SSBN EOH/ERO			
SSN INACT	0.028	0.028	
SSN ROH/RFOH			
SSN EOH/ERO			
SSN DSRA	0.348	0.619	0.271
SSN DMP			
CGN INACT	0.918	0.918	
CGN COH/RCOH			
CGN DSRA/SRA	0.170	0.572	0.402
Table 31.1.c Total	2.014	3.189	1.175

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		0.062	0.062	
Non Nuclear COH		0.533	0.533	
Non Nuclear DPMA			0.527	0.527
Non Nuclear PMA		0.008	0.285	0.277
Non Nuclear DSRA				
Non Nuclear SRA		0.192	0.535	0.343
Non Nuclear SCO		0.116	0.116	
Other INACTs		0.157	0.157	
OPW:	Nuclear	0.258	0.258	
	NonNuclear	1.198	1.198	
RATA:	Nuclear	0.354	0.550	0.196
	NonNuclear	0.359	0.558	0.199
Table 31.1.d Total		3.237	4.779	1.542
Table 31.1.c Total		2.014	3.189	1.175
FY 1996 Total		5.251	7.968	2.717

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			
CVN EDSR			
CVN DPIA			
CVN SRA		0.701	0.701
CVN ESRA			
CVN PIA	0.506	0.506	
SSBN INACT			
SSBN ERP			
SSBN ROH/RFOH			
SSBN EOH/ERO			
SSN INACT	0.043	0.043	
SSN ROH/RFOH			
SSN EOH/ERO			
SSN DSRA	0.344	0.548	0.204
SSN DMP			
CGN INACT	0.664	0.664	
CGN COH/RCOH			
CGN DSRA/SRA		0.402	0.402
Table 31.1.e Total	1.557	2.864	1.307

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		0.213	0.213	
Non Nuclear COH				
Non Nuclear DPMA			0.791	0.791
Non Nuclear PMA		0.047	0.602	0.555
Non Nuclear DSRA				
Non Nuclear SRA		0.155	0.433	0.278
Non Nuclear SCO				
Other INACTs		0.477	0.477	
OPW:	Nuclear	0.258	0.258	
	NonNuclear	1.137	1.137	
RATA:	Nuclear	0.287	0.501	0.214
	NonNuclear	0.360	0.628	0.268
Table 31.1.f Total		2.934	5.040	2.106
Table 31.1.e Total		1.557	2.864	1.307
FY 1997 Total		4.491	7.904	3.413

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	0.846	0.846	
CVN SRA		0.701	0.701
CVN ESRA			
CVN PIA			
SSBN INACT			
SSBN ERP			
SSBN ROH/RFOH			
SSBN EOH/ERO			
SSN INACT	0.215	0.215	
SSN ROH/RFOH			
SSN EOH/ERO			
SSN DSRA	0.252	0.646	0.394
SSN DMP	0.006	0.006	
CGN INACT	0.086	0.086	
CGN COH/RCOH			
CGN DSRA/SRA	0.017	0.419	0.402
Table 31.1.g Total	1.422	2.919	1.497

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		0.524	0.524	
Non Nuclear COH				
Non Nuclear DPMA		0.384	0.741	0.357
Non Nuclear PMA			0.277	0.277
Non Nuclear DSRA		0.003	0.003	
Non Nuclear SRA		0.340	0.871	0.531
Non Nuclear SCO				
Other INACTs		0.038	0.038	
OPW:	Nuclear	0.258	0.258	
	NonNuclear	1.136	1.136	
RATA:	Nuclear	0.287	0.503	0.216
	NonNuclear	0.360	0.631	0.271
Table 31.1.h Total		3.330	4.982	1.652
Table 31.1.g Total		1.422	2.919	1.497
FY 1998 Total		4.752	7.901	3.149

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	0.376	0.376	
CVN SRA			
CVN ESRA			
CVN PIA	0.502	0.502	
SSBN INACT			
SSBN ERP			
SSBN ROH/RFOH			
SSBN EOH/ERO			
SSN INACT	0.261	0.261	
SSN ROH/RFOH			
SSN EOH/ERO	0.070	0.070	
SSN DSRA		0.410	0.410
SSN DMP	0.490	0.490	
CGN INACT			
CGN COH/RCOH			
CGN DSRA/SRA	0.234	0.385	0.151
Table 31.1.i Total	1.933	2.494	0.561

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		0.659	0.659	
Non Nuclear COH				
Non Nuclear DPMA		0.106	0.369	0.263
Non Nuclear PMA			0.739	0.739
Non Nuclear DSRA		0.236	0.336	0.100
Non Nuclear SRA		0.113	0.684	0.571
Non Nuclear SCO				
Other INACTs		0.072	0.072	
OPW:	Nuclear	0.258	0.258	
	NonNuclear	1.136	1.136	
RATA:	Nuclear	0.287	0.509	0.222
	NonNuclear	0.360	0.638	0.278
Table 31.1.j Total		3.227	5.400	2.173
Table 31.1.i Total		1.933	2.494	0.561
FY 1999 Total		5.160	7.894	2.734

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			
CVN SRA			
CVN ESRA			
CVN PIA	1.279	1.279	
SSBN INACT			
SSBN ERP			
SSBN ROH/RFOH			
SSBN EOH/ERO			
SSN INACT	0.001	0.001	
SSN ROH/RFOH			
SSN EOH/ERO	0.717	0.717	
SSN DSRA	0.045	0.180	0.135
SSN DMP	0.968	0.968	
CGN INACT			
CGN COH/RCOH			
CGN DSRA/SRA	0.114	0.365	0.251
Table 31.1.k Total	3.124	3.510	0.386

31. Mission Area Workload Summary, continued

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

EVENT ***FY 2000***		**Predicted Work**	**Potential Workload**	**Variance**
Non Nuclear ROH		0.734	0.734	
Non Nuclear COH		0.001	0.001	
Non Nuclear DPMA		0.024	0.024	
Non Nuclear PMA		0.077	0.539	0.462
Non Nuclear DSRA			0.299	0.299
Non Nuclear SRA		0.088	0.255	0.167
Non Nuclear SCO				
Other INACTs		0.036	0.036	
OPW:	Nuclear	0.259	0.259	
	NonNuclear	1.198	1.198	
RATA:	Nuclear	0.286	0.493	0.207
	NonNuclear	0.359	0.619	0.260
Table 31.1.l Total		3.062	4.457	1.395
Table 31.1.k Total		3.124	3.510	0.386
FY 2000 Total		6.186	7.967	1.781

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	1.327	1.327	
SSBN INACT			
SSBN ERP			
SSBN ROH/RFOH	0.154	0.154	
SSBN EOH/ERO			
SSN INACT			
SSN ROH/RFOH			
SSN EOH/ERO	1.191	1.191	
SSN DSRA	0.029	0.439	0.410
SSN DMP	0.216	0.798	0.582
CGN INACT			
CGN COH/RCOH			
CGN DSRA/SRA	0.058	0.309	0.251
Table 31.1.m Total	2.975	4.218	1.243

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		0.965	0.965	
Non Nuclear COH		0.230	0.230	
Non Nuclear DPMA				
Non Nuclear PMA		0.011	0.011	
Non Nuclear DSRA				
Non Nuclear SRA		0.040	0.040	
Non Nuclear SCO				
Other INACTs				
OPW:	Nuclear	0.258	0.258	
	NonNuclear	1.193	1.193	
RATA:	Nuclear	0.285	0.489	0.204
	NonNuclear	0.357	0.612	0.255
Table 31.1.n Total		3.339	3.798	0.459
Table 31.1.m Total		2.975	4.218	1.243
FY 2001 Total		6.314	8.016	1.702

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 and Indirect* Labor
Central Tool Shop (06)	4	20	153	1	46
Shipfitting Shop (11)	16	25	248		8
Sheet Metal (17)	3	13	180		4
Forge and Heat Treatment (23)		1	13		3
Welding (26)	11	30	295	2	19
Q.A. Office	9	20	75	1	78
Optical Shop			1		
Weapons Shop (36)					
Inside Machine (31)	6	29	230	2	17
Marine Machine (38)	18	72	332		32
Boilermaker Shop (41)	10	38	134		29
Electrical Shop (51)	13	37	353	5	19
Pipefitter (56)	27	64	432	19	31
Woodworking (64)	3	8	81	1	3
Electronics Shop (67)	6	24	156	1	2
Boat Shop		1	16		
Abrasive Blast Facility					
Painting & Blasting (71)	6	20	135	1	127
Electroplate Shop (36)		1	4		

Note: * Examples in "Other" are Planners, helpers, tool attendants and material expediters.

32. Manpower Factors, continued

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

Shop Type / Work Station	Management	First Line Supervisors	Journeymen	Apprentices	Other Direct and Indirect* Labor
Rigging Shop (72)	12	39	256	8	52
Sail Loft	1	4	57		2
Foundry (81)					
Pattern Maker (94)					
Nuclear Repair **	7	2			5
Temporary Svcs (99)	10	26	184	3	16
Drydocks	1	3	11		
Drydock Pumphouse			3		
Divers Change House	1	3	21		
Ship Svcs Support					
Ships/Spares Storage					
Marine Railway					
Fixed Crane Structures	12	20	125	5	59
Calibration (52)		1	27		1
Refit / Restoration (66)	1	1	32		2
Services (72)					
Public Works (07)					
Utilities (99)	1	2	17		
Shipwright/Boatbuilder / Fabricworker (64)	3	8	75	1	1
Insulator (57)	3	16	78	1	7

Nuclear Log Rm (950)		2		19	

Note: * Examples in "Other" are: Planners, helpers, workers, tool attendants, and material expediters.

** Others nuclear qualified employees are counted in the shop describing their primary trade knowledges, skills, and abilities.

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
Radiological Control (105)	20	31	252		
Safety, Health & Environment	5	9	68		11
Engineering & Planning (200)	7	38	908		
Supply Dept. (500)	15	26	232		
Nuclear Quality Assurance Dept (1300)	7	14	104		
Nuclear Engineering & Planning (2300)	17	29	426		

NOTE: Indirect labor included in table 32.2.

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33. Physical Space for Industrial Support

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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
(Norfolk Naval Shipyard--Total)

CCN	Shop Type / Work Stations	Units	Condition			Comments
			Adequate	Inadequate	Substandard	
213-41	Central Tool (06)	SF	139,471	0	1,376	
213-42	Shipfitting Shop (11)	SF	245,139	0	0	
213-43	Sheet Metal (17)	SF	160,078	0	0	
213-44	Forge & Heat Treatment (23)	SF	51,084	0	0	
213-45	Welding (26)	SF	173,315	0	910	
213-48	Q.A.	SF	26,525	12,944	123,852	(B30, F30); (A30, A32); (F30)
213-50	Optical Shop	SF	0	0	0	
213-51	Weapons Shop (36)	SF	0	0	0	
213-49	Inside Machine (31)	SF	331,923	0	0	
213-52	Marine Machine (38)	SF	155,179	0	23,077	
213-53	Boilermaker (41)	SF	77,314	0	0	
213-54	Electrical (51)	SF	148,138	0	0	
213-55	Pipefitter (56)	SF	29,447	0	106,367	R
213-56	Woodworking (64)	SF	123,388	840	2,946	(B30)
213-57	Electronics (67)	SF	156,045	0	0	
213-58	Boat Shop	SF	0	0	0	
213-59 / 60	Abrasive Blast / Paint Facility (71)	SF	83,931	0	0	

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**
(Norfolk Naval Shipyard--Total)

CCN	Shop Type / Work Stations	Units	Condition			Comments
			Adequate	Inadequate	Substandard	
213-41	Central Tool (06)	SF	139,471	0	1,376	
213-42	Shipfitting Shop (11)	SF	245,139	0	0	
213-43	Sheet Metal (17)	SF	160,078	0	0	
213-44	Forge & Heat Treatment (23)	SF	51,084	0	0	
213-45	Welding (26)	SF	173,315	0	910	
213-48	Q.A.	SF	26,525	12,944	123,852	(B30, F30); (A30, A32); (F30)
213-50	Optical Shop	SF	0	0	0	
213-51	Weapons Shop (36)	SF	0	0	0	
213-49	Inside Machine (31)	SF	331,923	0	0	
213-52	Marine Machine (38)	SF	155,179	0	23,077	
213-53	Boilermaker (41)	SF	77,314	0	0	
213-54	Electrical (51)	SF	148,138	0	0	
213-55	Pipefitter (56)	SF	29,785	0	106,367	
213-56	Woodworking (64)	SF	123,388	840	2,946	(B30)
213-57	Electronics (67)	SF	156.045	0	0	
213-58	Boat Shop	SF	0	0	0	
213-59 / 60	Abrasive Blast / Paint Facility (71)	SF	83,931	0	0	

33. Physical Space for Industrial Support , continued

rev

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	90,123	390	3,509	(F30)	R
213-62	Sail Loft	SF	0	0	0		
213-63	Foundry (81)	SF	0	0	166,115	Bldg 172 vacant	
213-64	Pattern Maker (94)	SF	0	0	28,636		
213-65	Nuclear Repair	SF	111,619	0	19,628		
213-66	Temporary Svc (99)	SF	47,731	0	0		
213-10	Drydocks	SF LF	336,112 2,647	0 0	217,492 1,943		
213-67	Drydock Pumphouse	SF	0	0	0		
213-68	Divers Change House	SF	0	0	5,588		
213-70	Ship Svc Support	SF	60,954	0	182,312		
213-77	Ships/Spares Storage	SF	75,042	91,750	136,876	(E05, B30, A30); (A27, E05, A30) ; (D30)	R
213-20	Marine Railway	EA	0	0	0		
213-40	Fixed Crane Structures	EA	2	0	0		
151-20	GP Berth Pier	FB	5,090	0	1,994		R
151-50	GP Repair Pier	FB	5,236	0	1,090		
152-20	Berth Wharf	FB	0	0	790		R
152-50	Repair Wharf	FB	5,034	0	0		
154-20	Quaywalls	LF	945	0	0		
155-10	Fleet Landing	FB	80	0	0		
155-20	Small Craft Berthing	FB	2,732	0	444		
860-10	Railroad Trackage	MILES	15.45	0	0		

First Character--Deficient Because of:
A. Physical Condtion
B. Functional or Space Criteria
D. Location or Siting Criteria
E. Nonexistent
F. Total Obsolescence or Deterioriation

Second and Third Characters: Area of Deficiency
05. Fire Deterrent Systems
27. Roof
30. Building or Structure (Total)
32. Drainage.

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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	90,123	390	3,509	(F30)	R
213-62	Sail Loft	SF	0	0	0		
213-63	Foundry (81)	SF	0	0	166,115	Bldg 172 vacant	
213-64	Pattern Maker (94)	SF	0	0	28,636		
213-65	Nuclear Repair	SF	111,619	0	19,628		
213-66	Temporary Svc (99)	SF	47,731	0	0		
213-10	Drydocks	SF LF	336,112 2,647	0 0	217,492 1,943		
213-67	Drydock Pumphouse	SF	0	0	0		
213-68	Divers Change House	SF	0	0	5,588		
213-70	Ship Svc Support	SF	60,954	0	182,312		
213-77	Ships/Spares Storage	SF	75,042	91,750	136,876	(E05, E30, A30); (A27, E05, A30) ; (D30)	R
213-20	Marine Railway	EA	0	0	0		
213-40	Fixed Crane Structures	EA	2	0	0		
151-20	GP Berth Pier	FB	7,084	0	0		
151-50	GP Repair Pier	FB	5,236	0	1,090		
152-20	Berth Wharf	FB	790	0	400		
152-50	Repair Wharf	FB	5,034	0	0		
154-20	Quaywalls	LF	945	0	0		
155-10	Fleet Landing	FB	80	0	0		
155-20	Small Craft Berthing	FB	2,732	0	444		
860-10	Railroad Trackage	MILES	15.45	0	0		

First Character–Deficient Because of:
A. Physical Condtion
B. Functional or Space Criteria
D. Location or Siting Criteria
E. Nonexistent
F. Total Obsolescence or Deterioriation
Second and Third Characters: Area of Deficiency
05. Fire Deterrent Systems
27. Roof
30. Building or Structure (Total)
32. Drainage.

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	86,365	390	3,509	(F30)
213-62	Sail Loft	SF	0	0	0	
213-63	Foundry (81)	SF	0	0	166,115	Bldg 172 vacant
213-64	Pattern Maker (94)	SF	0	0	28,636	
213-65	Nuclear Repair	SF	111,619	0	19,628	
213-66	Temporary Svc (99)	SF	47,731	0	0	
213-10	Drydocks	SF LF	336,112 2,647	0 0	217,492 1,943	
213-67	Drydock Pumphouse	SF	0	0	0	
213-68	Divers Change House	SF	0	0	5,588	
213-70	Ship Svc Support	SF	60,954	0	182,312	
213-77	Ships/Spares Storage	SF	75,042	69,050	140,273	(E05, B30, A30); (A27, E05, A30) ; (D30)
213-20	Marine Railway	EA	0	0	0	
213-40	Fixed Crane Structures	EA	2	0	0	
151-20	GP Berth Pier	FB	7,084	0	0	
151-50	GP Repair Pier	FB	5,236	0	1,090	
152-20	Berth Wharf	FB	790	0	400	
152-50	Repair Wharf	FB	5,034	0	0	
154-20	Quaywalls	LF	945	0	0	
155-10	Fleet Landing	FB	80	0	0	
155-20	Small Craft Berthing	FB	2,732	0	444	
860-10	Railroad Trackage	MILES	15.45	0	0	

First Character--Deficient Because of:
A. Physical Condtion
B. Functional or Space Criteria
D. Location or Siting Criteria
E. Nonexistent
F. Total Obsolescence or Deterioriation

Second and Third Characters: Area of Deficiency
05. Fire Deterrent Systems
27. Roof
30. Building or Structure (Total)
32. Drainage.

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:
   QA/213-48
   Bldgs 68, 244, 1335
b. What makes it inadequate
   Bldg 68 Location/Structure
   Bldg 244 Structurally deficient
   Bldg 1335 Deterioration/Structure
c. What use is being made of the facility?
   Bldg 68 QA Office
   Bldg 244 QA Office
   Bldg 1335 QA Office
d. What is the cost to upgrade the facility to substandard?
   Bldg 68 $733K
   Bldg 244 $50K
   Bldg 1335 $30K
e. What other use could be made of the facility and at what cost?
   Bldg 68 Admin Space ($733K)
   Bldg 244 No other suitable function.
   Bldg 1335 No other suitable function.
f. Current improvement plans and programmed funding:
   On NNSY demolition list, projects not funded.
g. Has this facility condition resulted in C3 or C4 designation on your BASEREP?
   No.

a. Facility type/code:
Woodworking/213-56
Bldg 462

b. What makes it inadequate?
Not suitable as woodworking shop.

c. What use is being made of the facility?
Battery charging/storage.

d. What is the cost to upgrade the facility to substandard?
Bldg 462 $40K

e. What other use could be made of the facility and at what cost?
No other suitable function.

f. Current improvement plans and programmed funding:
On NNSY demolition list, project not funded.

g. Has this facility condition resulted in C3 or C4 designation on your BASEREP?
No.

a. Facility type/code:
Rigging Shop/213-61

b. What makes it inadequate?
In the Rigging Shop category code, a 390 square foot building, is totally deteriorated.

c. What use is being made of the facility?
Building 411 is undergoing deterioration, including structural problems.

d. What is the cost to upgrade the facility to substandard?
$120K

e. What other use could be made of the facility and at what cost?
None.

f. Current improvement plans and programmed funding:
On NNSY demolition list, project not funded.

g. Has this facility condition resulted in C3 or C4 designation on your BASEREP?
No.

a. Facility type/code:
   Ships/Spares Storage/ 213-77
   Bldgs 79, 291, 478

b. What makes it inadequate?
   Bldg 79 Fire protection/ Deterioration/Structure
   Bldg 291 Deterioration/structure
   Bldg 478 Location/structure

c. What use is being made of the facility?
   Bldg 79 Ships/spares storage
   Bldg 291 Ships/spares storage
   Bldg 478 Ships/spares storage

d. What is the cost to upgrade the facility to substandard?
   Bldg 79 $300K
   Bldg 291 $300K
   Bldg 478 $120K

e. What other use could be made of the facility and at what cost?
   Bldg 79 Supply Storage $300K
   Bldg 291 Supply Storage $300K
   Bldg 478 Supply Storage $120K

f. Current improvement plans and programmed funding:
   On NNSY demolition list, projects not funded.

g. Has this facility condition resulted in C3 or C4 designation on your BASEREP?
   Yes, Bldg 291

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.	1,453	904	549
Office space for command, management, & administrative, etc.	428	273	155
Office space for drafting, work planning, & computer aided design, etc.	155	152	3
Storage for technical manuals & drawings of equipment/components for life-cycle management, etc.	35	32	3

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: Norfolk Naval Shipyard Main Site

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	20	20	0	0
Operational Note 1	250	250	0	0
Training	5	5	0	0
R & D	1	1	0	0
Supply & Storage	50	50	0	0
Admin	40	35	0	Note 2 5
Housing	20	20	0	0
Recreational	15	15	0	0
'Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	0	0	0	0
Other :Parking	40	40	0	0

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Other: Trophy Park	2	1	1	0
Other: Medical	2	2	0	0
Other: Utilities	53	53	0	0
Total:	498	492	1	Note 2 5

Notes:
1. Main Shipyard function/mission
2. Adjacent to Building 1500

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Site Location: Scott Center Annex

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	0	0	0	0
Operational	0	0	0	0
Training	0	0	0	0
R & D .	0	0	0	0
Supply & Storage	0	0	0	0
Admin	0	0	0	0
Housing	2	2	0	0
Recreational	40	30	8 Note 1	2
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	0	0	0	0
Other: MWR Note 2	20	20	0	0
Total:	62	52	8	2

Notes:
1. Wetlands
2. Morale, Welfare, and Recreation incudes club, child development center, exchange, commissary, auto hobby, etc.

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Activity Norfolk Naval Shipyard
Primary UIC: 00181

Site Location: South Gate Annex

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	0	0	0	0
Operational	36	16	20*	0
Training	0	0	0	0
R & D	0	0	0	0
Supply & Storage	47	37	0	10
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	0	0	0	0
Other	0	0	0	0
Total:	84	54	20*	10

Notes:
* Water

September 7, 1994

Activity Norfolk Naval Shipyard
Primary UIC: 00181

Site Location: St. Helena Annex

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	0	0	0	0
Operational	20 Note 1	20	0	0
Training	0	0	0	0
R & D	0	0	0	0
Supply & Storage	0	0	0	0
Admin	0	0	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	0	0	0	0
Other	0	0	0	0
Total:	20	20	0	0

Notes:
1. Leased to Norfolk Shipbuilding & Drydock (NORSHIPCO)

September 7, 1994

Activity Norfolk Naval Shipyard
Primary UIC: 00181

Site Location: Paradise Creek Annex

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	0	0	0	0
Operational	0	0	0	0
Training	0	0	0	0
R & D	0	0	0	0
Supply & Storage	38	0	3 Note 1	35
Admin	0	0	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	0	0	0	0
Other: SPSA Lease	23	20	3 Note 1	0
Other: Landfill	30	0	2 Note 1	28
Total:	91	20	8 Note 1	63

Notes:
1. Wetlands

September 7, 1994

Activity Norfolk Naval Shipyard
Primary UIC: 00181

Site Location: St. Julien's Creek annex (Ball fields/ Waverly Sykes Training Center only)

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	0	0	0	0
Operational	0	0	0	0
Training	6	6	0	0
R & D	0	0	0	0
Supply & Storage	0	0	0	0
Admin	0	0	0	0
Housing	0	0	0	0
Recreational	34	20	0	14
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	0	0	0	0
Other	0	0	0	0
Total:	40	26	0	14

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	35,544	2,072,498 Note 1	$108,187
1987	25,892	2,052,561 Note 1	$109,960
1988	39,680	2,283,419 Note 1	$121,121
1989	37,418	2,349,976 Note 1	$129,323
1990	35,787	2,514,473 Note 1	$184,849
1991	30,595	2,690,486 Note 1	$195,046
1992	31,058	2,815,384 Note 1	$243,485
1993	22,252	2,200,615 Note 2	$233,009
1994	26,504	2,354,658 Note 3	$234,653
1995	28,143	2,519,484 Note 3	$241,316
1996	26,047	2,695,848 Note 3	$246,666
1997	26,229 Note 4	2,884,557 Note 3	$251,125

Notes:

1. FY86 thru 92 CPV obtained from P164 if available. If not available, CPV obtained from data submitted with the Annual Inspection summary.

2. CPV as reported by FY93 Annual Inspection Summary (AIS) dtd 8 Nov 93 has been reduced, transfer of real property and utilities to Public Works Center and Naval Command Control and Ocean Surveillance Center (NCCOSC).

3. FY94 thru 97 projection based on an inflationary factor of 7%.

4. FY86 thru 97 include capitalized minor construction.

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 Configur-ation	Maximum Production	Limiting Factors
SSN, SSBN/ (DMP, ROH, SRA, DSRA, RAV, TAV)	2	3	HAVE 4 DOCKS (DD-8, DD-4, DD-3 AND DD-2) CAPABLE OF DOCKING SUBMARINES. CAN BERTH AT PIERS 3, 4, 5, 6 (TOTAL OF 10 BERTHS) AND BERTHS 42/43 WITH FULL CRANE AND TEMPORARY SERVICE. CAN BERTH AT WET SLIP 1, WITH REDUCED CRANE AND TEMPORARY SERVICE. MAX CONFIG CONSIDERS USE OF FLOATING DD AVAILABLE AT NEARBY NAVAL STATION.
SSN, SSBN (RF)	2	2	DD-4 PRESENTLY CAPABLE OF 2 REFUELINGS SIMULTANEOUSLY.
SSN, SSBN (DF)	0	1	DD-4 IS PRESENTLY CAPABLE OF 2 DEFUELINGS SIMULTANEOUSLY. MAXIMUM CONFIGURATION CONSIDERS DD-2/3 FACILITY READY.
CVN/ (RFOH)			NO EXISTING CAPABILITY FOR REFUELING CVN'S. HAVE ONE DOCK (DD-8) CAPABLE OF DOCKING CVN'S, CAN BERTH CVN'S AT BERTH 42/43, PIERS 3 AND 5.
CV, CVN/ (DSRA, COH, ROH, RAV)	1	2	HAVE ONE DOCK (DD-8) CAPABLE OF DOCKING CVN'S. CAN BERTH CVN'S AT BERTH 42/43, PIERS 3 AND 5.
LHA, LHD, LPH, AOE, BB/ (ROH, COH, DSRA, RAV, TAV, FOA, PSA)	1	1	HAVE TWO DOCKS (DD-8 AND DD-4) CAPABLE OF DOCKING LHA/LHD/LPH/AOE/BB. CAN BERTH AT BERTHS 42/43, PIERS 3, 4, AND 5 WITH FULL SERVICE. CAN BERTH AT BERTHS 7/8 AND 11/12 WITH LIMITED CRANE AND TEMPORARY SERVICE.
CGN (RFOH, COH, POM) CGN/ (DSRA, RAV, TAV)	1 Note 1 1	1 1	HAVE 3 DOCKS (DD-8, DD-4 AND DD-3) CAPABLE OF DOCKING CGN'S. CGN'S CAN BE REFUELED ONLY IN DD-4. 150 TON STIFF LEG DERRICK ADJACENT TO DD-4 TO SUPPORT REFUELINGS. CAN BERTH AT PIERS 3, 4, 5, 6 (TOTAL OF 10 BERTHS) AND BERTHS 42/43 WITH FULL CRANE AND TEMPORARY SERVICE. CAN BERTH AT WET SLIP 1, WITH REDUCED CRANE AND TEMPORARY SERVICE.
CG, DD, DDG, LPD, LKA, LST, LCC, AE, AFS, AOR, AD, AR, AS, AFG/ (DSRA, SRA, RAV, TAV, ROH, COH)	2	3	HAVE 3 DOCKS (DD-8, DD-4 AND DD-3) CAPABLE OF DOCKING THESE CLASS SHIPS. CAN BERTH AT PIERS 3, 4, 5, 6 (TOTAL OF 10 BERTHS) AND BERTHS 42/43 WITH FULL CRANE AND TEMPORARY SERVICE. CAN BERTH AT WET SLIP 1, BERTHS 1/2, 7/8 AND 11/12 WITH REDUCED CRANE AND TEMPORARY SERVICE.
FF, FFG, ARS, ATS, ASR, ATF/ (ROH, COH, DSRA, SRA, RAV, TAV)		2	HAVE 4 DOCKS (DD-8, DD-4, DD-3 AND DD-2) CAPABLE OF DOCKING THESE CLASS SHIPS. CAN BERTH AT PIERS 3, 4, 5, 6 (TOTAL OF 10 BERTHS) AND BERTHS 42/43 WITH FULL CRANE AND TEMPORARY SERVICE. CAN BERTH AT WET SLIP 1, BERTHS 1/2, 7/8 AND 11/12 WITH REDUCED CRANE AND TEMPORARY SERVICE.
MSO, MCM, MCH/ (ROH, COH, DSRA, SRA, RAV, TAV)			HAVE 5 DOCKS (DD-8, DD-4, DD-3, DD-2 AND DD-1) CAPABLE OF DOCKING THESE CLASS SHIPS. CAN BERTH AT PIERS 3, 4, 5, 6 (TOTAL OF 10 BERTHS) AND BERTHS 1/2 AND 42/43 WITH FULL CRANE AND TEMPORARY SERVICE. CAN BERTH AT WET SLIP 1, BERTHS 7/8, 11/12 AND BERTH 20 WITH REDUCED CRANE AND TEMPORARY SERVICE.

NOTES:

1 Can defuel CGN in Drydock 3 when additional facility is ready.

2. There is an infinite number of ship types and availability types that can comprise the workload mix for this shipyard. The present configuration above reflects a maximum mix similar to that experienced over the past few years.

3. The shipyard owns pier space at St. Helena, but this space is not suitable for an industrial availability in its current condition.

4. Max configuration would require upgrade of crane and temporary services for Berths 1/2, 7/8, 11/12 and Wet Slip 1.

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)	0.060	0.052	0.054	0.049	0.053	0.054	0.062	0.063
Shipfitter (11)	0.267	0.233	0.211	0.189	0.230	0.238	0.287	0.293
Sheetmetal (17)	0.162	0.123	0.127	0.103	0.112	0.128	0.171	0.175
Foundry/Forge/Heat Trtmt Note 1			0.081	0.081	0.081	0.081	0.081	0.082
Welding (260	0.332	0.292	0.261	0.231	0.279	0.258	0.307	0.314
Inside Machine (31)	0.158	0.151	0.162	0.147	0.171	0.216	0.223	0.228
Outside Marine Machine (38)	0.288	0.275	0.291	0.265	0.262	0.333	0.393	0.401
Boilermaker (41)	0.199	0.147	0.152	0.156	0.165	0.185	0.156	0.159
Electrical (51)	0.376	0.298	0.293	0.233	0.284	0.296	0.397	0.405
Pipefitting (56)	0.476	0.354	0.387	0.352	0.446	0.464	0.553	0.564
Wood/Plastics/Insulators (64)	0.295	0.242	0.283	0.235	0.253	0.287	0.344	0.351
Electronics (67)	0.103	0.093	0.099	0.093	0.098	0.122	0.148	0.151
Paint/Blasting (71)	0.173	0.143	0.134	0.105	0.124	0.152	0.213	0.217
Rigging (72)	0.363	0.331	0.415	0.350	0.304	0.340	0.385	0.393
Temporary Svc (99)	0.171	0.160	0.183	0.145	0.160	0.188	0.227	0.232
Radiological Controls (105)	0.121	0.103	0.149	0.117	0.072	0.097	0.109	0.111
Total	3.545	2.966	3.284	2.852	3.098	3.439	4.055	4.139

Note:
1 Foundry is Norfolk NSYD Detachment at Philadelphia.

36. Productive Output Factors, continued

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

Shop Type	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001
Occupational Health & Safety (106)	0.008	0.011	0.010	0.009	0.007	0.009	0.009
Environmental Affairs (106/120)	IN	OSH	ABOVE				
Quality Assurance (130)	0.065	0.076	0.061	0.065	0.080	0.104	0.106
Engineering & Planning (200)	0.781	0.818	0.744	0.808	0.818	0.889	0.805
Operations Dept (300 & Project Mgrs)	0.198	0.252	0.180	0.140	0.122	0.145	0.148
Supply Dept (500)	0.025	0.025	0.024	0.024	0.025	0.027	0.027
Business & Strategic Planning (1200)	0.027	0.028	0.025	0.023	0.021	0.022	0.022
Nuc Quality Assurance (1300)	0.058	0.069	0.063	0.066	0.080	0.134	0.137
Nuc Engineering & Planning (2300)	0.278	0.314	0.261	0.281	0.308	0.342	0.349
Engineers - Conv (240)	IN	ENGR	&	PLAN			
Engineers - Nuc (2300)	IN	NUC	ENGR	&	PLAN		
RADCON (105)	0.028	0.039	0.031	0.020	0.026	0.029	0.030
Security (1120)	0.039	0.039	0.039	0.040	0.039	0.040	0.040
Cranes (980)	0.034	0.050	0.039	0.034	0.036	0.041	0.042
Fire (1125)	0.026	0.026	0.024	0.024	0.024	0.025	0.026
AudioVisual Training (1170)	0.014	0.014	0.014	0.014	0.014	0.014	0.014
Production Other	0.041	0.055	0.042	0.021	0.016	0.023	0.013
Executive Support (1100)	0.007	0.007	0.007	0.007	0.007	0.007	0.006
Military Support (800)	0.030	0.031	0.031	0.031	0.031	0.031	0.031
Table 36.1.b Total:	1.660	1.855	1.593	1.606	1.663	1.880	1.806
Table 36.1.a Total:	2.996	3.284	2.852	3.098	3.439	4.055	4.139
Activity Total	4.656	5.139	4.445	4.704	5.092	5.935	5.945

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
NORFOLK NAVAL SHIPYARD: MAIN SITE									
Berth 1 Wharf 900	52	152-20	724	34	100	40	N	Note 1	0
Berth 2 Wharf 901	83	152-20	800	34	100	54	N	Note 1	0
Berth 3/4, Wharf 902	47	152-20	838	33	180	40	N	Note 1	0
Berth 7/8, Wharf 906	85	152-20	660	34	100	40	N	Note 1	0
Berth 11/12, Wharf 910	85	152-20	525	33	100	100	Y	Note 1	0
Berth 42/43, Wharf 933	52	152-20	1,265	40	200	40	Y	Note 1	0
Pier 3, Wharf 925	72	151-50	1,000	40	295	90	Y	Note 1	0
Pier 4N, Wharf 927	71	151-50	1,000	40	350	100	Y	Note 1	68
Pier 4S, Wharf 927	71	151-50	1,000	40	350	100	Y	Note 1	68
Pier 5N, Wharf 929	54	151-50	1,000	40	350	150	Y	Note 1	0
Pier 5S, Wharf 929	54	151-50	1,000	40	350	150	Y	Note 1	0

September 7, 1994 Activity Norfolk Naval Shipyard
Primary UIC: 00181

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

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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
Pier 6, Wharf 931	51	151-50	986	40	350	40	Y	Note 1	0

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
SOUTH GATE									
Pier A, Wharf 935	47	151-20	640	24	350	40	Y	None	0
Pier B, Wharf 937	47	151-20	635	24	350	40	Y	None	0
Pier C, Wharf 939	47	151-20	335	24	350	40	Y	None	0
Pier D, Wharf 941	47	151-20	635	24	350	40	Y	None	0
Pier E, Wharf 943	52	151-20	550	24	350	40	Y	None	0
Pier F	51	152-20	790	24	100	40	Y	None	0
ST. HELENA									
Pier 11, Wharf 686	53	151-20	705	35	162	81	Y	None	0

Notes:

1. Class 1.3 1500 pounds
   Class 1.4 Unlimited
   Ammunition limited to safety at sea and post overhaul items. All ordnance evolutions conducted between 1120-1200. No restriction to surrounding ships (except radar transmissions).

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

A host activity uses South Gate, Piers A-D, for non-nuclear inactive ships. St. Helena is leased to NORSHIPCO, a private company.

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 4	1989	Total Overhaul

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
All Piers at Main Site	Exemption E1-93 limits Class 1.3 to 1500 pounds and unlimited class 1.4 restricted to safety at sea and post overhaul ammunition.	30 Sept 1998

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	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.

Wet slip #2 between Berth 9 and Berth 10 (small boat basin) now houses tugs, seamules, police, Code 106, Code 105 and Shop 72 small boats. Wetslip #2 is 334 feet on Berth 9 and 367 feet on Berth 10. Width of this slip is 169 feet. There are no dedicated piers or berths for the rest of the service craft. NNSY currently has over 8,000 linear feet of service craft. Crafts not on specific jobs are moored in most convenient location.

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 (GPM)	CHT (GPM)	Oily Waste (GPD)	Steam (LBM/HR & PSI) Note 1	Fendering Limits (Y / N)
		Shore Power	4160V						
NORFOLK NAVAL SHIPYARD									Note 2
Berth 1 Wharf 900	Include answer in separate annex	6350		2400 CFM 110 PSIG	450	500	NONE	12,000 100 PSIG	N
Berth 2 Wharf 901		5000		1600 CFM 110 PSIG	450	400	NONE	8,000 100 PSIG	N
Berth 3/4, Wharf 902		5000		2400 CFM 110 PSIG	450	500	NONE	12,000 100 PSIG	N
Berth 5/6, Wharf		24000		2400 CFM 110 PSIG	450	500	NONE	10,000 100 PSIG	N
Berth 7/8, Wharf 906		9000		2000 CFM 110 PSIG	450	800	NONE	10,000 100 PSIG	N
Berth 11/12, Wharf 910		2300		1600 CFM 110 PSIG	450	500	NONE	8,000 100 PSIG	N
Berth 42/43, Wharf 933		28000	20000	6000 CFM 110 PSIG	800	1200	NONE	50,000 150 PSIG	N
Pier 3, Wharf 925		24000	20000	6000 CFM 110 PSIG	450	1000	NONE	40,000 150 PSIG	N
Pier 4, Wharf 927		12000		8000 CFM 110 PSIG	800	2100	NONE	40,000 150 PSIG	N
Pier 5, Wharf 929		38000	20000	8000 CFM 110 PSIG	450	2300	NONE	40,000 150 PSIG	N

Pier/ Wharf	NPW Berth? (Y / N)	KVA		Comp. Air Pressure & Max Capability	Potable Water (GPM)	CHT (GPM)	Oily Waste (GPD)	Steam (LBM/HR & PSI) Note 1	Fendering Limits (Y / N)
		Shore Power	4160V						
Pier 6, Wharf 931		15000		6000 CFM 110 PSIG	800	1300	NONE	50,000 150 PSIG	N
SOUTH GATE									Note 3
Piers A, B, D					50				N
Pier C					200				N
Pier E									
Pier F									Y
ST. HELENA									
Pier 11Note 4									N

Additional comments:
Note:

1. All steam at piers and berths is certified steam.

2. Wet slip #2 not addressed in table 37.6 because it is used exclusively for tugs/barges. See Table 37.5.

3. Continuing IntraService Support Agreement with Naval Sea Systems Detachment, Inactive Ships Maintenance Facility

4. Leased to Norfolk Shipbuilding and Drydock Corporation until 30 September 1994.

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 Note 1	Ordnance Handling Pierside?	Perform Maintenance Pierside?
NORFOLK NAVAL SHIPYARD				
Berth 1 Wharf 900	4-YFN'S	CG-26	Note 2	1-CG-26
Berth 2 Wharf 901	5-YC'S	AO-177	Note 2	1-AO-177
Berth 3/4, Wharf 902	1-YD 4-YFN's	CGN-9	Note 2	1-CGN-9
Berth 5/6, Wharf 929, 931	SSN-688	CGN-9	Note 2	1-CGN-9
Berth 7/8, Wharf 906	5-YC'S	AS-31	Note 2	1-AS-31
Berth 11/12, Wharf 910	ex-AS-11	AS-31	Note 2	1-AS-31
Berth 42/43, Wharf 933	ex-AS-18	CVN-68	Note 2	1-CVN-68
Pier 3, Wharf 925	CV-63	CVN-68	Note 2	1-CVN-68
Pier 4N, Wharf 927	LHD-1	LHD-1	Note 2	1-LHD-1
Pier 4S, Wharf 927	6-YC'S	LHD-1	Note 2	1-LHD-1
Pier 5N, Wharf 529	CVN-68	CVN-68	Note 2	1-CVN-68

Pier 5S, Wharf 929	3 EACH ex-SSBN-619	CGN-9	Note 2	1-CGN-9
Pier 6, Wharf 931	CGN-37	CGN-36	Note 2	1-CGN-36
SOUTH GATE	**Note 3**			
Pier A	8 MSO, 2 ATF, 2 DHM, 1 LSD, 1 YFN, 2 LKA		None	Only as inactive
Pier B	4 LST, 1 YTB, 2 YTM, 2 PHM,		None	Only as inactive
Pier C	2 FF, 1 ARS, 2 YD, 2 PHM		None	Only as inactive
Pier D	1 AR, 2 CG, 1 YD		None	Only as inactive
Pier E	2 SSN /SSBN, 1 AD/AS	6 SSN/SSBN, 2 AD/AS	None	Only as inactive
Pier F	7 YC, 1 YSR, 1 YD, 1 YFT		None	Only as inactive
ST. HELENA				
Pier 11	2 tankers	1 tanker, 1 cargo ship; or 2 of each	None	

Notes:

1. Largest class of ship that is capable of berthing at piers or berths.

2. Class 1.3 1500 pounds
Class 1.4 Unlimited Ammunition limited to safety at sea and post overhaul items. All ordnance evolutions conducted between 1120-1200. No restriction to surrounding ships (except radar transmissions).

3. Currently, typical steady state and maximum is the same because of the large numbers of inactive ships.

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.

Wet slip #2 between Berth 9 and Berth 10 (small boat basin) now houses tugs, seamules, police, Code 106, Code 105 and Shop 72 small boats. Wetslip #2 is 334 feet on Berth 9 and 367 feet on Berth 10. Width of this slip is 169 feet. There are no dedicated piers or berths for the rest of the service craft. NNSY currently has over 8,000 linear feet of service craft. Crafts not on specific jobs are moored in most convenient location.

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.

None.

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.

DESCRIPTION: The following changes are provided: (a) Berth 1 through 12 pier and wharf facial improvements and repairs, (b) Berth 1 through 8 dredging to 33 to 36 feet, and (c) Installation of north end electrical sub-station.

COST ESTIMATE The following cost estimates are provided:

(a)	Pier and wharf improvements	$1,200K
(b)	Dredging	$ 400K
(c)	Electrical Sub-Station	$ 900K
	Total Cost Estimate:	$2,500K

CAPABILITY: An increase in capability will result from the improvements to Berth 1 through 12 areas.

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

None.

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	
BEQ Bldg 1531 72111	98	98	98	41,269					R
BEQ Bldg 1531 72112	30	60	30	30,068					R
BEQ Bldg 1531 72113	21	42	21	12,886					R
BEQ Bldg 1439 72111	252	195			252	106,189			
BEQ Bldg 1439 72112	35	35			35	19,182			R
BEQ Bldg 1503 72111	118	59			118	24,746			R
BEQ Bldg 1503 72112	98	98			98	41,104			R
BOQ Bldg 1530 72411	29	29	29	35,940					R
BOQ Bldg 1530 72412	52	52	52	39,660					R

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:

Not applicable. No inadequate facilities listed.

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?

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).

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BEQ Bldg 1531 72111	98	98	196	41,269				
BEQ Bldg 1531 72112	30	60	60	30,068				
BEQ Bldg 1531 72113	21	41	41	12,886				
BEQ Bldg 1439 72111	252	195			252	106,189		
BEQ Bldg 1439 72112	35	23			35	19,182		
BEQ Bldg 1439 72113	0	12			0	0		
BEQ Bldg 1503 72111	118	76	152	23,040				
BEQ Bldg 1503 72112	98	49	49	24,960				
BEQ Bldg 1503 72113	0	32	32	0				
BOQ Bldg 1530 72411	29	11	29	24,490				
BOQ Bldg 1530 72412	52	69	52	31,500				

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:

Not applicable. No inadequate facilities listed.

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?

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
BEQ Bldg 1579 72111	202	101	202	52,000				
BEQ Bldg 1579 72112	101	101	101	52,000				

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:

Not applicable. No inadequate facilities listed.

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?

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	
General Mess Bldg 1484 74049	18,000	432	5,750					99
			12,250 Service area storage & food prep-aration area					

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:

Not applicable. No inadequate facilities listed.

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?

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	
General Mess Bldg 1484 74049	18,000	432	5,750					140
			12,250 Service area storage & food prep-aration area					

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:

Not applicable. No inadequate facilities listed.

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?

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 (KWH)	60,000	40,000	35,000	56,000
Natural Gas (CFH)	175,000	175,000	25,620	
Sewage (GPD)	14,000,000	14,000,000	2,914,433	
Potable Water (GPD)	6,000,000	6,000,000	2,686,016	
Steam 600 PSI (lbm/Hr)	920,000	0	277,000	696,400
Long Term Parking	None	None Note 4	Not applicable	Not applicable
Short Term Parking	4,644	2,068 Note 5	5,370	6,712

Note:

1. On Base capacity based on size of distribution systems, except for steam which is the Boiler Capacity.
2. NNSY can generate 48,000 KW of electricity.
3. Peak Demand for Natural gas, sewage and freshwater cannot be provided, recorders do not exist.
4. Off base parking is not contracted.
5. Includes parking at Scott Center Annex.
6. Include clarification that utilities are owned and operated by the Public Works Center Portsmouth as a result of DMRD 967.

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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.

Table 39.1: **Workload Transfers Resulting From RMC**

Commodity Group	Workload (Units Throughput)							Losing / Gaining Activity	
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001		
2. Aircraft (Other: Materials Laboratory) Note 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NADEP/PWC Norfolk (Loss)	R
Total	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Norfolk NSYD (Gain)	R
11. Sea Systems Ships (Machine Shop) Note 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	SIMA (Loss)	R
11. Sea Systems Ships (Machining Services) Note 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Tenders (Loss)	R
Total	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Norfolk NSYD (Gain)	R
11. Sea Systems Ships (Pump Repair)	446	446	446	446	446	446	446	SIMA (Loss)	R
11. Sea Systems Ships (Pump Repair)	84	84	84	84	84	84	84	Tenders (Loss)	R
Total	530	530	530	530	530	530	530	Norfolk NSYD (Gain)	R
11. Sea Systems Ships (shipboard electric motors)	1,342	1,342	1,342	1,342	1,342	1,342	1,342	SIMA (Loss)	
11. Sea Systems Ships (shipboard electric motors)	752	752	752	752	752	752	752	Tenders (AS/AD) (Loss)	
Total:	2,094	2,094	2,094	2,094	2,094	2,094	2,094	Norfolk NSYD (Gain)	

September 7, 1994
CURRENT INFORMATION AS REQUESTED

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Activity Norfolk Naval Shipyard
Primary UIC: 00181

Commodity Group	Workload (Units Throughput)							Losing / Gaining Activity	
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001		
13. TMDE (Air/Sea Ships/Aircraft Calibrated Instruments)	25,092	25,092	25,092	25,092	25,092	25,092	25,092	SIMA (Loss)	R
13. TMDE (Air/Sea Ships/Aircraft Calibrated Instruments)	0	4,500	9,000	9,000	9,000	13,500	13,500	Tenders (AS/AD) (Loss)	R
13. TMDE (Air/Sea Ships/Aircraft Calibrated Instruments)	11,871	11,871	11,871	11,871	11,871	11,871	11,871	AIMD (Loss)	R
13. TMDE (Air/Sea Ships/Aircraft Calibrated Instruments)	25,673	25,673	20,600	20,600	20,600	20,600	20,600	Depots: Yorktown & Norfolk, VA	R
Total	62,636	67,136	66,563	66,563	66,563	71,063	71,063	Norfolk NSYD (Gain)	R

Notes
N/A Not applicable
1 Units of throughput are not standard.

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Table 39.2: **Workload Transfers Resulting From RMC**

Commodity Group	Workload (DLMHs)							Losing / Gaining Activity	
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001		
2. Aircraft (Other: Materials Laboratory)	66,842	66,842	43,975	43,975	46,433	46,433	46,433	NADEP/PWC Norfolk (Loss)	R
Total	66,842	66,842	43,975	43,975	46,433	46,433	46,433	Norfolk NSYD (Gain)	R
11. Sea Systems Ships (Machine Shop)	21,225	21,225	21,225	21,225	21,225	21,225	21,225	SIMA (Loss)	R
11. Sea Systems Ships (Machining Services)	0	45,220	45,220	45,220	45,220	45,220	45,220	Tenders (Loss)	R
Total	21,225	66,445	66,445	66,445	66,445	66,445	66,445	Norfolk NSYD (Gain)	R
11. Sea Systems Ships (Pump Repair)	34,330	34,330	34,330	34,330	34,330	34,330	34,330	SIMA (Loss)	R
11. Sea Systems Ships (Pump Repair)	15,464	15,464	15,464	15,464	15,464	15,464	15,464	Tenders (Loss)	R
Total	49,794	49,794	49,794	49,794	49,794	49,794	49,794	Norfolk NSYD (Gain)	R
11. Sea Systems Ships (shipboard electric motors)	46,433	46,433	46,433	46,433	46,433	46,433	46,433	SIMA (Loss)	
11. Sea Systems Ships (shipboard electric motors)	23,914	23,914	23,914	23,914	23,914	23,914	23,914	Tenders (AS/AD) (Loss)	
Total:	70,347	70,347	70,347	70,347	70,347	70,347	70,347	Norfolk NSYD (Gain)	
13. TMDE (Air/Sea Ships/Aircraft Calibrated Instruments)	47,773	47,773	47,773	47,773	47,773	47,773	47,773	SIMA (Loss)	R
13. TMDE (Air/Sea Ships/Aircraft Calibrated Instruments)	0	14,400	28,800	28,800	28,800	43,200	43,200	Tenders (AS/AD) (Loss)	R

Commodity Group	Workload (DLMHs)							Losing / Gaining Activity	
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001		
13. TMDE (Air/Sea Ships/Aircraft Calibrated Instruments)	54,197	54,197	54,197	54,197	54,197	54,197	54,197	AIMD (Loss)	R
13. TMDE (Air/Sea Ships/Aircraft Calibrated Instruments)	135,580	135,580	108,768	108,768	108,768	108,768	108,768	Depots: Yorktown & Norfolk, VA (Loss)	R
Total	237,550	251,950	239,538	239,538	239,538	253,938	253,938	Norfolk NSYD (Gain)	R

NNSY has been a key player in the Fleet Maintenance Officer's development of the Regional Maintenance Concept. This activity is the most capable government ship repair facility in the local geographical area, and as such will provide the most advanced technical ship repair skills, and specialized ship repair facilities the fleet requires. The shipyard has been an active participant in transitioning both intermediate to depot and depot to intermediate, regional maintenance pilot projects. The first pilot project, currently in operation, is the consolidation of electric motor repair from the local SIMA's and tenders into the shipyard's Motor Repair Shop. Forty-four military Electrician Mates (EM's) have joined with 21 civilians to create a work center sized for the actual workload determined by industrial engineering analysis based upon current and projected Norfolk homeported vessels. These 65 individuals are working in a repair shop where only 6 people were working prior to consolidation, a ten fold increase in both manning and the projected volume of electric motors to be repaired. An additional spin off of the electric motor repair consolidation is the associated close coupled pump workload that is now going to the Inside Machine Shop.

This initial phase of pump workload consolidation has led to an additional 5 MPD in our Inside Machine Shop. The total regional consolidation of all pump repairs that is estimated to begin by 15 November will add approximately 530 pumps and 49,794 manhours to Norfolk Naval Shipyard's workload. This is based upon the transfer of workload from the SIMA's and from the local tenders that are being decommissioned.

Additionally, based upon the higher capability available within our Inside Machine Shop compared to the SIMA's or tenders, 66,445 manhours of machining support workload is projected to begin transitioning to Norfolk Naval Shipyard on 24 October 1994. Final regional maintenance work group approval is anticipated 14 October to begin this transition.

Another pilot project involves the consolidation of the Materials Testing Laboratories from Norfolk Naval Shipyard and Naval Air Depot Norfolk. An original manning of approximately 90 scientists and engineers will be reduced to about 70. Significant capital equipment reductions, maintenance contract savings, and fewer facility requirements will be

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.

Table 39.1: **Workload Transfers Resulting From RMC**

Commodity Group	Workload (Units Throughput)							Losing / Gaining Activity
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000.	FY 2001	
11. Sea Systems Ships (shipboard electric motors)	1,342	1,342	1,342	1,342	1,342	1,342	1,342	SIMA's (Loss)
11. Sea Systems Ships (shipboard electric motors)	752	752	752	752	752	752	752	Tenders (AS/AD) (Loss)
Total:	2,094	2,094	2,094	2,094	2,094	2,094	2,094	NNSY (Gain)

Table 39.2: **Workload Transfers Resulting From RMC**

Commodity Group	Workload (DLMHs)							Losing / Gaining Activity
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	FY 2001	
11. Sea Systems Ships (shipboard electric motors)	46,433	46,433	46,433	46,433	46,433	46,433	46,433	SIMA's (Loss)
11. Sea Systems Ships (shipboard electric motors)	23,914	23,914	23,914	23,914	23,914	23,914	23,914	Tenders (AS/AD) (Loss)
Total:	70,347	70,347	70,347	70,347	70,347	70,347	70,347	NNSY (Gain)

realized. Implementation is in the final stages with consolidation targeted for 1 November 1994. R

The largest and most complex regional maintenace consolidation to date involves reducing 31 regional calibration activities to a single Regional Calibration Center. This effort crosses SYSCOM lines, involves over 300 personnel (military and civilian), and will result in major reductions in personnel, equipment, facilities and duplication of effort. Implementation is underway with a target consolidation of 31 March 1995. R

Additional regional area reviews for potential industrial consolidations are in progress. Norfolk Naval Shipyard cannot identify additional changes in workload based on the Regional Maintenance Concept at this time.

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?

The disruption caused by downsizing has constrained the productive output of the shipyard. While incentives have reduced or eliminated the number of employees impacted by Reduction-in-Force, the loss of expertise impacts productivity.

In a declining workload environment, loss of highly technical skilled personnel is not easily controllable. Whenever, possible, the shipyard seeks to retain current personnel to fill critical vacancies.

NNSY has been a key player in the Fleet Maintenance Officer's development of the Regional Maintenance Concept. This activity is the most capable government ship repair facility in the local geographical area, and as such will provide the most advanced technical ship repair skills, and specialized ship repair facilities the fleet requires. The shipyard has been an active participant in transititioning both intermediate to depot and depot to intermediate, regional maintenance pilot projects. The first pilot project, currently in operation, is the consolidation of electric motor repair from the local SIMA's and tenders into the shipyard's Motor Repair Shop. Forty-four military Electrician Mates (EM's) have joined with 21 civilians to create a work center sized for the actual workload determined by industrial engineering analysis based upon current and projected Norfolk homeported vessels. These 65 individuals are working in a repair shop where only 6 people were working prior to consolidation, a ten fold increase in both manning and the projected volume of electric motors to be repaired. An additional spin off of the electric motor repair consolidation is the associated close coupled pump workload that is now going to the Inside Machine Shop. This has led to approximately an additional 5 MPD of pump workload, that is expected to grow, and is the next review area for potential regional consolidation.

Additional regional area reviews for potential industrial consolidations are in progress. Norfolk Naval Shipyard cannot identify additional changes in workload based on the Regional Maintenance Concept at this time.

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?

The disruption caused by downsizing has constrained the productive output of the shipyard. While incentives have reduced or eliminated the number of employees impacted by Reduction-in-Force, the loss of expertise impacts productivity.

In a declining workload environment, loss of highly technical skilled personnel is not easily controllable. Whenever, possible, the shipyard seeks to retain current personnel to fill critical vacancies.

ACTIVITY LISTING:

Type	Title	Location
Naval Shipyard	NSYD LONG BEACH	Long Beach CA
Naval Shipyard	NSYD NORFOLK	Portsmouth VA
Naval Shipyard	NSYD PEARL HARBOR	Pearl Harbor HI
Naval Shipyard	NSYD PORTSMOUTH	Kittery ME
Naval Shipyard	NSYD PUGET SOUND	Bremerton WA
Naval Ship Repair Facility	SRF GUAM	Guam

September 7, 1994 Activity Norfolk Naval Shipyard
Primary UIC: 00181

DATA CALL SUPPLEMENT
FOR
JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

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September 7, 1994 Activity Norfolk Naval Shipyard
Primary UIC: 00181

DATA CALL SUPPLEMENT FOR JOINT CROSS SERVICE GROUP-DEPOT MAINTENANCE

This supplement is designed to facilitate the cross service analysis required of the 1995 Base Realignment and Closure (BRAC-95) process. It requests data in a standardized format that will be used by the Joint Cross Service Group-Depot Maintenance (JCSG-DM) to develop closure and realignment alternatives to be given to the Military Departments for their analysis and final recommendations. The JCSG-DM Data Call consists of two sections, one for capacity measurements and a second measuring "measures of merit". This Data Call has been formatted to assist the preparer in providing the required information with the minimum amount of effort. If questions arise, contact your Military Department BRAC-95 office for clarification.

Notes in the context of this data call:

1. Base your responses on workload as programmed for your activity. Unless otherwise specified, use workload mixes as programmed in the FYDP.

2. Direct Labor Hours (DLH) is the common unit of measure unless specifically noted otherwise in the question.

3. Information requested in this supplement may duplicate data requested by BRAC 95 data calls from the individual Military Departments. If this occurs, read both questions carefully to ensure that they are in fact asking for identical information, and if that is the case, transfer information from one data call to the other.

4. These questions should be passed up and down the chain of command without editing or rewriting. This standardized data call is designed to support an auditable process by having each activity (regardless of Military Department assigned) respond to the same question.

5. "Core" capability calculations are to be performed in accordance with Office of the Under Secretary of Defense (Logistics) Memorandum dated November 15, 1993 (Subject: Policy for Maintaining Core Depot Maintenance Capability).

6. Capacity and utilization index calculations will be performed in accordance with the Defense Depot Maintenance Council approved update to DoD 4151.15H (Depot Maintenance Capacity/Utilization Index Measurement) dated December 5, 1990.

7. All calculations will assume a one shift, 40 hour work week.

8. Workload, capabilities, and capacities will be measured by commodity groups. A detailed breakout of the JCSG-DM commodity groups is contained in the following box. Insert the commodity groups applicable to your depot maintenance activity into the tables whenever a specific break out is requested by the question. Individual Military Departments in their Service specific data calls, may measure data in different commodity groups or categories, but for the Joint Cross Service analysis, these commodity groups must be utilized.

9. Data will be amounts as of the end of the applicable fiscal year.

Commodity Groups List

1. Aircraft Airframes:
   a. Rotary
   b. VSTOL
   c. Fixed Wing
      (1) Transport / Tanker / Bomber /
      (2) Command and Control
      (3) Light Combat
      (4) Admin / Training
   d. Other

2. Aircraft Components
   Dynamic Components
   Aircraft Structures
   Hydraulic/Pneumatic
   Instruments
   Landing Gear
   Aviation Ordnance
   Avionics/Electronics
   APUs
   Other

3. Engines (Gas Turbine)
   Aircraft
   Ship
   Tank
   Blades / Vanes (Type 2)

4. Missiles and Missile Components
   Strategic
   Tactical / MLRS

5. Amphibians
   Vehicles
   Components (less GTE)

6. Ground Combat Vehicles
   Self-propelled
   Tanks
   Towed Combat Vehicles
   Components (less GTE)

7. Ground and Shipboard Communications and Electronic Equipment
   Radar
   Radio Communications
   Wire Communications
   Electronic Warfare
   Navigational Aids
   Electro-Optics / Night Vision
   Satellite Control / Space Sensors

8. Automotive / Construction Equipment

9. Tactical Vehicles
   Tactical Automotive Vehicles
   Components

10. Ground General Purpose Items
    Ground Support Equipment (except aircraft)
    Small Arms / Personal Weapons
    Munitions / Ordnance
    Ground Generators
    Other

11. Sea Systems
    Ships
    Weapons Systems

12. Software
    Tactical Systems
    Support Equipment

13. Special Interest Items
    Bearings Refurbishment
    Calibration (Type I)
    TMDE

14. Other

JOINT CROSS SERVICE - DEPOT MAINTENANCE

Table of Acronyms

$/DLH	Cost per Direct Labor Hour
$K	Thousands of Dollars
ADMIN	Administrative; administration
AICUZ	Air Installations Compatible Use Zone
AOC$	Annual Operating Cost (dollars)
CCN	Category Code Number
DBOF	Defense Business Operating Fund
DLH	Direct Labor Hour
DoD	Department of Defense
ESQD	Explosive Safety Quantity Distance
FMS	Foreign Military Sales
FY	Fiscal Year
FYDP	Future Year Defense Plan
GTE	Gas Turbine Engines
HERF	Hazardous Electronic Radiation - Fuels
HERO	Hazardous Electronic Radiation - Ordnance
HERP	Hazardous Electronic Radiation - Personnel
JCSG-DM	Joint Cross Service Group - Depot Maintenance
KSF	Thousands of Square Feet
PRV	Plant Replacement Value
R&D	Research and Development
RPM	Real Property Maintenance
SF	Square Feet
WG	Wage Grade

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Activity Norfolk Naval Shipyard
Primary UIC: 00181

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
7.1 Ground & Shipboard Communications & Electronic Equipment (Radar)	5825	5825	5825	5825	5825
11.1 Sea Systems (ships)	9336201	9336201	9336201	9336201	9336201
11.2 Sea Systems (weapons)	201240	201240	201240	201240	201240
11.3 Sea Systems: (Ship/shipboard Support)	673320	673320	673320	673320	673320
11.4 Sea Systems (Shipyard support)	348309	348309	348309	348309	348309
11.5 Sea Systems (Design Services)	977945	977945	977945	977945	977945
TOTAL	11542840	11542840	11542840	11542840	11542840

Activity Norfolk Naval Shipyard
Primary UIC: 00181

DATA CALL SUPPLEMENT

rev

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 Radar	9500	9500	9500	9500	9500	R
11 Ships	8097357	8097357	8097357	8097357	8097357	R
11 Weapon Systems	174537	174537	174537	174537	174537	R
14 Other	3261446	3261446	3261446	3261446	3261446	R
TOTAL	11542840	11542840	11542840	11542840	11542840	R

Table 1.1.a data provided by NAVSEA Headquarters. R

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Primary UIC 00181

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	
11. Sea systems: (Ships)	13,211,007	12,800,190	12,794,293	12,790,362	12,776,603	R
11. Sea systems: (Weapons Systems)	284,761	275,906	275,779	275,694	275,397	R
7. Ground & Shipboard Communications & Electronic Equipment (Radar)	8,032	8,032	8,032	8,032	8,032	R
14. Other	2,495,944	2,915,616	2,793,128	2,791,120	2,791,120	
TOTAL	15,999,744	15,999,744	15,871,232	15,865,208	15,851,152	

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Activity Norfolk Naval Shipyard
Primary UIC: 00181

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
11. Sea systems: (Ships, Weapons Systems)	13,495,768	13,076,096	13,070,072	13,066,056	13,052,000
7. Ground & Shipboard Communications & Electronic Equipment	8,032	8,032	8,032	8,032	8,032
14. Other	2,495,944	2,915,616	2,793,128	2,791,120	2,791,120
TOTAL	15,999,744	15,999,744	15,871,232	15,865,208	15,851,152

Activity Norfolk Naval Shipyard
Primary UIC: 00181

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 .1 Ground & Shipboard Communications & Electronic Equipment (RADAR)	138	138	138	138	138
11.1 Sea Systems (ships)	72	74	76	51	61
11.2 Sea Systems (weapons)	72	80	65	71	79
11.3 Sea Systems: (Ship/Shipboard Support)	136	138	139	138	138
11.4 Sea Systems (Shipyard Support)	69	183	146	146	146
11.5 Sea Systems (Design Services)	137	138	138	138	138
11 Ships (Drydock)(Total)	72	74	76	51	61
Total (all others)	120	140	133	133	134

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Activity Norfolk Naval Shipyard
Primary UIC: 00181

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 Radar	85	85	85	85	85	
11 Ships	72	74	76	51	61	
11Weapons Systems	83	92	75	82	91	
14 Other	77	89	86	86	86	
11 Ships (Drydock)(Total)	72	74	76	51	61	R
7, 11 (weapons), 14 (Total)	77	90	85	85	86	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 Radar	85	85	85	85	85	R
11 Ships	72	74	76	51	61	R
11Weapons Systems	83	92	75	82	91	R
14 Other	77	89	86	86	86	R

Table 1.2.a data provided by NAVSEA Headquarters. R

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Activity Norfolk Naval Shipyard
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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	
11. Sea systems: (Ships)	50.6%	58.3%	47.6%	51.6%	57.9%	R
11. Sea systems: (Weapons Systems)	50.6%	58.3%	47.6%	51.6%	57.9%	R
7. Ground & Shipboard Communications & Electronic Equipment (Radar)	100.0%	100.0%	100.0%	100.0%	100.0%	R
14. Other	100.0%	100.0%	100.0%	100.0%	100.0%	
TOTAL	58.3%	65.9%	56.8%	60.1%	65.4%	

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
11. Sea systems: (Ships, Weapons Systems)	50.6%	58.3%	47.6%	51.6%	57.9%
7. Ground & Shipboard Communications & Electronic Equipment	100.0%	100.0%	100.0%	100.0%	100.0%
14. Other	100.0%	100.0%	100.0%	100.0%	100.0%
TOTAL	58.3%	65.9%	56.8%	60.1%	65.4%

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Activity Norfolk Naval Shipyard
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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 .0 Ground and Shipboard Communications and Electronic Equipment						
7.1 Radar	8,032	8,032	8,032	8,032	8,032	R
11.0 Sea systems						
11.1 Ships	13,211,007	12,800,190	12,794,293	12,790,362	12,776,603	R
11.2 Weapons Systems	284,761	275,906	275,779	275,694	275,397	R
11.3 Ship/Shipboard Support	913,640	931,712	933,720	931,712	931,712	R
11.4 Shipyard Support	240,960	636,536	508,024	508,024	508,024	R
11.5 Design Services	1,341,344	1,347,368	1,351,384	1,351,384	1,351,384	R
TOTAL	15,999,744	15,999,744	15,871,232	15,865,208	15,851,152	

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Activity Norfolk Naval Shipyard
Primary UIC 00181

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	
11. Sea systems: (Ships)	13,211,007	12,800,190	12,794,293	12,790,362	12,776,603	R
11. Sea systems: (Weapons Systems)	284,761	275,906	275,779	275,694	275,397	R
7. Ground & Shipboard Communications & Electronic Equipment (Radar)	8,032	8,032	8,032	8,032	8,032	R
14. Other	2,495,944	2,915,616	2,793,128	2,791,120	2,791,120	
TOTAL	15,999,744	15,999,744	15,871,232	15,865,208	15,851,152	

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
11. Sea systems: (Ships, Weapons Systems)	13,495,768	13,076,096	13,070,072	13,066,056	13,052,000
7. Ground & Shipboard Communications & Electronic Equipment	8,032	8,032	8,032	8,032	8,032
14. Other	2,495,944	2,915,616	2,793,128	2,791,120	2,791,120
TOTAL	15,999,744	15,999,744	15,871,232	15,865,208	15,851,152

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 Note 1	1,591,153	1,638,888	1,688,055	1,738,696	1,790,857
Equipments Note 2	485,175	499,730	514,722	530,164	546,069
TOTAL	2,076,328	2,138,618	2,202,777	2,268,860	2,336,926

Note:

1 The PRV was provided by Naval Facilities Command for DBOF only of $1,504,193,018 of 30 September 1993 and inflated per NAVSEA supplied factors.

The PRV given was for DBOF funded facilities for the Norfolk NSYD, South Gate, Paradise Creek, and St. Julien's Creek Annex. Because the majority of St. Julien's Creek Annex activities are assigned an O&M,N related PRV, this factor was not included as part of the PRV total. For this data call, we have excluded St. Julien's Creek Annex due to its transfer to COMNAVBASE.

2 Equipment PRV was calculated by multiplying the sum of Class 3 and Class 4 plant property CPV by 1.403.

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Primary UIC: 00181

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						
7.1 Radar	448	429	459	472	487	R
11.0 Sea systems						
11.1 Ships	374,146	399,908	349,131	390,029	450,520	R
11.2 Weapons Systems	8,065	8,620	7,525	8,407	9,711	R
11.3 Ship/Shipboard Support	41,251	39,095	42,531	43,716	45,030	R
11.4 Shipyard Support	10,879	26,709	23,140	23,836	24,553	R
11.5 Design Services	60,562	56,535	61,556	63,407	65,312	R
TOTAL	495,351	531,296	484,342	529,867	595,613	

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CAPACITY

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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	
11. Sea systems: (Ships)	374,146	399,908	349,131	390,029	450,520	R
11. Sea systems: (Weapons Systems)	8,065	8,620	7,525	8,407	9,711	R
7. Ground & Shipboard Communications & Electronic Equipment (Radar)	448	429	459	472	487	R
14. Other	112,692	122,339	127,227	130,959	134,895	
TOTAL	495,351	531,296	484,342	529,867	595,613	

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Activity Norfolk Naval Shipyard
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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	
11. Sea systems: (Ships)	374,083	399,972	349,166	390,042	450,379	R
11. Sea systems: (Weapons Systems)	8,063	8,621	7,526	8,407	9,708	R
7. Ground & Shipboard Communications & Electronic Equipment (Radar)	448	429	459	472	487	R
14. Other	112,692	122,339	127,227	130,959	134,895	
TOTAL	495,285	531,361	484,378	529,881	595,468	

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
11. Sea systems: (Ships, Weapons Systems)	382,146	408,593	356,693	398,450	460,087
7. Ground & Shipboard Communications & Electronic Equipment	448	429	459	472	487
14. Other	112,692	122,339	127,227	130,959	134,895
TOTAL	495,285	531,361	484,378	529,881	595,468

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Primary UIC 00181

Table 3.1.b: Programmed Workload

COMMODITY GROUP	DLHs					
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	
7.0 Ground and Shipboard and Electronic Equipment						
7.1 Radar	8,032	8,032	8,032	8,032	8,032	R
11.0 Sea systems						
11.1 Ships	6,681,180	7,459,570	6,085,594	6,600,590	7,402,567	R
11.2 Weapons Systems	144,012	160,790	131,174	142,274	159,561	R
11.3 Ship/Shipboard Support	913,640	931,712	933,720	931,712	931,712	R
11.4 Shipyard Support	240,960	636,536	508,024	508,024	508,024	R
11.5 Design Services	1,341,344	1,347,368	1,351,384	1,351,384	1,351,384	R
TOTAL	9,329,168	10,544,008	9,017,928	9,542,016	10,361,280	

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Activity Norfolk Naval Shipyard
Primary UIC 00181

Table 3.1.b: **Programmed Workload**

COMMODITY GROUP	DLHs					
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	
11. Sea systems: (Ships)	6,681,180	7,459,570	6,085,594	6,600,590	7,402,567	R
11. Sea systems: (Weapons Systems)	144,012	160,790	131,174	142,274	159,561	R
7. Ground & Shipboard Communications & Electronic Equipment (Radar)	8,032	8,032	8,032	8,032	8,032	R
14. Other	2,495,944	2,915,616	2,793,128	2,791,120	2,791,120	
TOTAL	9,329,168	10,544,008	9,017,928	9,542,016	10,361,280	

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Table 3.1.b: **Programmed Workload**

COMMODITY GROUP	DLHs					
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999	
11. Sea systems: (Ships)	6,680,045	7,469,769	6,086,221	6,600,817	7,400,249	R
11. Sea systems: (Weapons Systems)	143,987	160,815	131,187	142,279	159,511	R
7. Ground & Shipboard Communications & Electronic Equipment (Radar)	8,032	8,032	8,032	8,032	8,032	R
14. Other	2,495,944	2,915,616	2,793,128	2,791,120	2,791,120	
TOTAL	9,328,008	10,545,232	9,018,568	9,542,248	10,358,912	

Table 3.1.b: **Programmed Workload**

COMMODITY GROUP	DLHs				
	FY 1995	FY 1996	FY 1997	FY 1998	FY 1999
11. Sea systems: (Ships, Weapons Systems)	6,824,032	7,621,584	6,217,408	6,743,096	7,559,760
7. Ground & Shipboard Communications & Electronic Equipment	8,032	8,032	8,032	8,032	8,032
14. Other	2,495,944	2,915,616	2,793,128	2,791,120	2,791,120
TOTAL	9,328,008	10,545,232	9,018,568	9,542,248	10,358,912

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.

At the Commodity group specified, there are no Service Centers of Excellence designated; however, Norfolk Naval Shipyard is currently designated as the depot overhaul point (DOP) for **over 2,000 items**. Typical examples of items for which Norfolk is DOP:

Commodity Group 7:
NAVAIR 2F Cog restoration: Radar repair

Commodity Group 11:
Hydraulic Actuator Valve repair
Main Feed Pump repair
Propulsion Shaft repair
Forced Draft Blower repair
Electronic Foundation fabrication
Locker fabrication
Barge Maintenance
SPCC 7H Cog restoration: Mechanical repair
NAVAIR 2S Cog restoration: Shaft repair

Commodity Group 14:
Navigation System Repair
Motor Rewind
Electric Motor Repair
Motor Generator Repair
NAVAIR 2Q Cog restoration: Aircraft carrier landing systems repair
300KW SSMG Rotors Refurbishment
SPCC 7H Cog restoration: Electrical repair (RPM Transmitters/Shafts)
SPCC 7E Cog restoration: Antenna repair
SPCC 7G Cog restoration: Electronic Crypto Equipment repairs
SPCC 7G Cog restoration: Electronic Module repair
SPCC 7H Cog restoration: Electronic repair
Norfolk NSYD is a stock point for
NAVSEA 08H managed 2S COG
X-1 primary reactor components
Ships Parts Control Center managed
X-4 nuclear high pressure valves
X-2 canopy seal rings
X-3 nuclear repair parts repairable center
Norfolk NSYD is NAVSEA's East Coast Storage Point for Refueling Servicing Equipment for the Naval Nuclear Propulsion Program.
Norfolk NSYD Detachment at Philadelphia: Propeller Shop and Foundry

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	Description of Strategic Importance/ Military Value
Norfolk Naval Shipyard	Portsmouth VA	Strategically located adjacent to the largest U.S. Fleet homeport concentration, Norfolk NSYD conducts scheduled overhauls, in addition to emergency repairs on ships. Norfolk NSYD has 7 drydocks and 4 piers and a berthing area capable of small craft, e.g., YTB's, YC-YFN's; submarines, and the world largest aircraft carriers. Norfolk NSYD is capable of performing any kind of repair or modernization on all platforms in the naval inventory. Centrally located to provide regional support to numerous Regional DoD activities, Norfolk NSYD provides an inland safe haven for homeported ships, service craft, and barges during destructive weather. Norfolk NSYD is located within 1 mile of Portsmouth Naval Hospital, 2 miles from government housing, 12 nautical miles from Naval Station Norfolk, 25 nautical miles from Naval Amphibious Base Little Creek, 3 miles from St. Julien's Creek which hosts the following activities: SIMA, Cryogenic School, Fleet ILO, DRMO, Fleet Technical Support Center Atlantic Detachment, Naval Command Control Ocean Surveillance Service Engineering, and Joint Operation Technical System.

On several ships Norfolk NSYD has been the "one-stop-shop" for Type Commanders during CNO availabilities, contracting through SUPSHIP Portsmouth for work temporarily beyond our capacity. Having them resident in-yard makes this public private teaming much more effective.

Close to the headquarters for all 3 Type commanders and CINCLANTFLT, as well as our various customers in D.C.

Proximity to Naval Station Norfolk helps in supporting new initiative of performing upkeeps on submarines without a resident submarine tender.

Central location for providing fly-away support for off-yard, and especially overseas, voyage repairs (ready access to air transportation).

Short shipping distance for Readiness Support Group (RSG) to ship motors for rewind to our Center of Excellence.

Proximity to Washington, D.C. for the Planning Yard in dealing with the different NAVSEA codes involved in support of the ship classes under our cognizance.

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?

Yes.

If not in full compliance, provide a comprehensive list of individual regulations that require actions to be taken. What compliance waivers have been granted? **None required.**
When must the activity come into compliance? **Not applicable.**

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

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? **No.**

If so, provide the details of the impact of the restrictions or delays.

Programmed Work	Restriction/Delay	Describe Impact

Not applicable.

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? **Yes.** If so, provide the details.

Special Program	Environmental/ Industrial Waste	Describe
Occupational Safety, Health, & Environment Office	Environmental Management and Industrial Waste processes	Total compliance with federal, state, and local regulation requires shipyard processes and task group instructions (TGI's) to reflect drydock discharges, ship to shore sanitary connections, and best management practices.

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

Type	Provisions	Describe
Hazardous Wastes per Federal and State Regulations	Code of Federal Regulations and Virginia Hazardous Waste Management Regulations	These regulations identify treatment, storage, disposal and management practices to be employed for all material considered hazardous waste.
Radiological Materials per Federal Regulations	Code of Federal Regulations and Department of Energy Division of Naval Reactors Regulations	These regulations identify handling, storage, disposal and management practices to be employed for all radiological material.

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.

UIC	Collocated Activity	Benefit/ Relationship: Describe Impact
PARENT UIC = N00187	PUBLIC WORKS CENTER, PORTSMOUTH SITE	Provides facility maintenance and engineering support. Owns and operates utilities (including Refuse Derived Fuel Plant) supplying Norfolk NSYD as well as St. Julien's Creek Annex.
N30018	NAVAL SURFACE WARFARE CENTER/CARDEROCK DIVISION (Formerly UERD)	Receive common services and Base Support Services.
N32532	BRANCH MEDICAL CLINIC NAVSHIPYD NORFOLK	Provides general outpatient health care to authorized personnel. Monitors employees health.
N35045	NAVAL DENTAL CLINIC BRANCH NSYD PORTSMOUTH, VA	Provides dental treatment to military personnel at NSYD, dependent commands, and units of the operating forces without dental facilities, and to eligible retirees in the Portsmouth area.
N42928	NAVAL CRIMINAL INVESTIGATIVE SERVICE NORFOLK DETACHMENT NSYD PORTSMOUTH	Provides investigative services.
N44617	NAVAL REACTORS REPRESENTATIVE'S OFFICE (NRRO)	DON and DOE representative for nuclear related matters.

UIC	Collocated Activity	Benefit/ Relationship: Describe Impact
N45405	PLANNING, ENGINEERING, REPAIR & ALTERATIONS (SURFACE) ATLANTIC OFFICE	Advanced planning for assigned surface ships/craft.
N45807	ATLANTIC DIVISION CONTRACTS DIVISION NORFOLK VA	Administers construction contracts for Norfolk NSYD.
N47271	INTRA-FLEET SUPPLY SUPPORT OPERATIONS TEAM	Furnishes reimbursable support services through the use of fixed price indefinite quantity/time and materials contracts with commercial vendors.
N55631	NAVAL SEA SYSTEMS DETACHMENT, NAVAL INACTIVE SHIPS MAINTENANCE FACILITY	Has custody and provides for the inactivation, security, maintenance, cannibalization, disposal, readiness, and preparation for activation of naval ships and craft as assigned.
N62472	(3 Person office of) NAVAL FACILITIES ENGINEERING COMMAND NORTHERN DIVISION HOME OFFICE: LESTER PA	Provides assistance for crane services for various activities.
N62678	SUPERVISOR OF SHIPBUILDING, CONVERSION & REPAIR, PORTSMOUTH VA	Administers DON and other DoD shipbuilding, design, conversion, and facility contracts at assigned shipyards.
N62761	NAVAL AUDIT SERVICE SITE DETACHMENT	Provides on-site review as assigned.

UIC	Collocated Activity	Benefit/ Relationship: Describe Impact
N65580	NAVAL COMMAND CONTROL OCEAN SURVEILLANCE SERVICE ENGINEERING (NISE EAST)	Plans and directs the provision of electronics material support, including installation design, installation, maintenance engineering, and technical guidance and assistance for systems and equipment for which the NISE East command is assigned responsibility.
N66953	DEFENSE PRINTING SERVICE DETACHMENT BRANCH OFFICE	Provides on-site printing and duplication services for Norfolk NSYD and the geographic area.
N68551	PERSONNEL SUPPORT ACTIVITY DETACHMENT PORTSMOUTH VA	Provides advancements on travel and transportation orders and obtains transportation tickets as requested. Provides general counter service to military personnel.
N68793	FLEET INDUSTRIAL SUPPLY CENTER (FISC)	Provides on-site liaison in support of fleet material requirements.
HQCCBK	DEFENSE COMMISSARY AGENCY	Operates Commissary for active duty and eligible retired military and their dependents.
HQ0103	DEFENSE FINANCE & ACCOUNTING SERVICE	Provides payroll and related services to Norfolk NSYD and other activities.
SB3100	DEFENSE DISTRIBUTION DEPOT, NORFOLK VA	Provides stocked repairables for refurbishment by Norfolk NSYD.
NX1677	DEFENSE INVESTIGATIVE SERVICE DETACHMENT NORFOLK	Provides investigative services.
Parent UIC N0181	COOPERATIVE ASSOCIATION NSYD PORTSMOUTH	Operates snack bars and safety shoe store for shipyard employees.
Not applicable	SCHEDULED AIRLINE TICKET OFFICE	On site contractor who provides travel services, including tickets.
N62688	NAVAL DEPERMING STATION	Provides degaussing services for ships as required.

UIC	Collocated Activity	Benefit/ Relationship: Describe Impact
Not applicable	NAVY YARD CREDIT UNION, INC.	Provides on-site banking services to members.
Not applicable	NORFOLK SHIPBUILDING & DRYDOCK CORP. OF NORFOLK, VA	Leases pier space at St. Helena via a contract administered by SUPSHIP PORTSVA.
Not applicable.	UNITED STATES POSTAL SERVICE, NORFOLK NAVAL SHIPYARD STATION--IDENTIFIED: BY ZIP: 23709-5000	Provides mail services to Norfolk NSYD, its tenants, and assigned ships and personnel.
Not applicable	VIRGINIA DEPARTMENT FOR THE VISUALLY HANDICAPPED, 397 AZALEA AVE., RICHMOND, VA 23227	Operates snack bars.
DODACC Z71105	FIFTH COAST GUARD DISTRICT, PORTSMOUTH, VA	Operates under a memorandum of understanding by which Norfolk NSYD provides BOQ/BEQ services to military

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

Collocated Activity Describe Relationship

As noted above, all collocated activities support Norfolk NSYD, its active duty military, dependents, and employees. In return, each collocated activity contracts for space and services with the exception of the Fifth Coast Guard District, who contracts only for housing services.

Geographic, continued

4. Other Collocated Activities, continued

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

UIC	Collocated Activity	Describe Impact if Not Collocated
PARENT UIC = N00187	PUBLIC WORKS CENTER, PORTSMOUTH SITE	Lack of ability to operate utilities and provide on-site facility maintenance.
N30018	NAVAL SURFACE WARFARE CENTER/CARDEROCK DIVISION (Formerly UERD)	No significant impact. Currently seeking a new location.
N32532	BRANCH MEDICAL CLINIC NAVSHIPYD NORFOLK	Increased response time for Norfolk NSYD employees requiring emergency treatment for industrial accidents. Excessive travel time for required, routine monitoring.
N35045	NAVAL DENTAL CLINIC BRANCH NSYD PORTSMOUTH, VA	Decreased dental availability for active duty military.
N42928	NAVAL CRIMINAL INVESTIGATIVE SERVICE NORFOLK DETACHMENT NSYD PORTSMOUTH	Employees would be required to travel offsite to participate in investigations. Agents would be required to travel to the Norfolk NSYD.
N44617	NAVAL REACTORS REPRESENTATIVE'S OFFICE (NRRO)	Inability to provide on-site assistance for nuclear matters.
N45405	PLANNING, ENGINEERING, REPAIR & ALTERATIONS (SURFACE) ATLANTIC OFFICE	No significant impact.
N45807	ATLANTIC DIVISION CONTRACTS DIVISION NORFOLK VA	Increased cost of contract services.
N47271	INTRA-FLEET SUPPLY SUPPORT OPERATIONS TEAM	Increased cost of material transportation.

UIC	Collocated Activity	Describe Impact if Not Collocated
N55631	NAVAL SEA SYSTEMS DETACHMENT, NAVAL INACTIVE SHIPS MAINTENANCE FACILITY	Would require substantial investment in additional berthing for non-nuclear ships.
N62472	(3 person office of) NAVAL FACILITIES ENGINEERING COMMAND NORTHERN DIVISION HOME OFFICE: LESTER PA	No significant impact.
N62678	SUPERVISOR OF SHIPBUILDING, CONVERSION & REPAIR, PORTSMOUTH VA	Increased cost of contract administration.
N62761	NAVAL AUDIT SERVICE SITE DETACHMENT	Increased travel time and expense of employees and agents.
N65580	NAVAL COMMAND CONTROL OCEAN SURVEILLANCE SERVICE ENGINEERING (NISE EAST)	No significant impact. BRAC93 requires relocation to Charleston.
N66953	DEFENSE PRINTING SERVICE DETACHMENT BRANCH OFFICE	Increased cost of printing services. Increased lead time.
N68551	PERSONNEL SUPPORT ACTIVITY DETACHMENT PORTSMOUTH VA	No significant impact.
N68793	FLEET INDUSTRIAL SUPPLY CENTER (FISC)	Increased transportation cost of material.
HQCCBK	DEFENSE COMMISSARY AGENCY	Decreased MWR for military.
HQ0103	DEFENSE FINANCE & ACCOUNTING SERVICE	Increased cost of financial services.
SB3100	DEFENSE DISTRIBUTION DEPOT, NORFOLK VA	Increased transportation cost of material.
NX1677	DEFENSE INVESTIGATIVE SERVICE DETACHMENT NORFOLK	Increased cost of travel of employees and agents.

UIC	Collocated Activity	Describe Impact if Not Collocated
Parent UIC N0181	COOPERATIVE ASSOCIATION NSYD PORTSMOUTH	No on-site food services or ready access to approved safety shoes. Increased administrative costs of safety shoe program.
Not applicable	SCHEDULED AIRLINE TICKET OFFICE	Increased cost of travel processing.
N62688	NAVAL DEPERMING STATION	No significant impact.
Not applicable	NAVY YARD CREDIT UNION, INC.	No significant impact. Morale might be lower.
Not applicable	NORFOLK SHIPBUILDING & DRYDOCK CORP. OF NORFOLK, VA	No significant impact.
Not applicable.	UNITED STATES POSTAL SERVICE, NORFOLK NAVAL SHIPYARD STATION--IDENTIFIED: BY ZIP: 23709-5000	No onsite postal services to ships, activities, and military personnel housed at Norfolk NSYD.
Not applicable	VIRGINIA DEPARTMENT FOR THE VISUALLY HANDICAPPED, 397 AZALEA AVE., RICHMOND, VA 23227	By law, equivalent facility, support, and market must be provided by federal government.
DODACC Z71105	FIFTH COAST GUARD DISTRICT, PORTSMOUTH, VA	Not applicable.

Geographic, continued

5. Encroachment

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

No.

Type of Encroachment	Operation Impacted	Describe

None.

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

Type of Encroachment	Constraint on Expansion	Describe

None.

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
Hydrostatic Test Center for compressed gas cylinders	This facility utilizes the water jacket volumetric expansion method to hydrostatically test gas cylinders with a rating up to DOT-3A 3500. This process consists of enclosing the cylinder in a vessel completely filled with water, measuring the total and permanent volumetric expansion of the cylinder. This is accomplished by measuring the amount of water that is displaced by expansion of the cylinder when under pressure and after pressure is released.
Antenna Range	To range, align and test antennas, after restoration and before they are installed aboard ship. On a 1,000 ft range located on a piece of land 1,500 ft long by 400 ft wide.
Accredited Environmental Test Laboratory	Third party accredited test facility meeting all Fed/State tests and quality control requirements.

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

Test Facility	Reasons Required for Maintenance
Hydrostatic Test Center for compressed gas cylinders	Norfolk Naval Shipyard consumes large amounts of Nitrogen and Oxygen in the performance of ship alterations and repairs. Due to the volume of gas used, it has been proven that purchasing gas in the bulk liquid form and filling cylinders is more cost effective than leasing the cylinders. In addition, the need for Nuclear grade Nitrogen during reactor plant repairs requires NNSY to supply this gas at a moments notice.

Antenna Range	We are depot level restorer for Search Radar antennas SPS-48 and SPA 72, IFF antennas, AS-2188, AS-2189, and Aircraft Landing Systems Antennas SPN-43, SPN-35 for both linear and circular polarized reflectors. All which must be ranged before installation. We also test SPQ-9 Radomes.
Accredited Environmental Test Laboratory	State and Federal environmental compliance requirements must be tested in support of (and in addition to) operational maintenance functions.

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

Test Facility	Describe Testing Alternatives
Hydrostatic Test Center for compressed gas cylinders	This testing is a requirement of the Department of Transportation (DOT). The only other option would be to contract out this testing. It has been proven that NNSY can perform this function at a cost lower than commercially available.
Antenna Range	Antennas would have to be transported to another range (we have the only government owned range on the east coast) to be tested. The SPS-48 and SPA-72 are too big to be carried by truck and must be barged or flown, adding transportation cost and danger of damage to antenna.
Accredited Environmental Test Laboratory	By contracting out these functions to private facilities at a much higher cost and with significant potential of not meeting turn around times possibly incurring fines.

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
		Adequate	Substandard	Inadequate	
213-41	Central Tool (06)	139,471	1,376	0	
213-42	Shipfitting Shop (11)	245,139	0	0	
213-43	Sheet Metal (17)	160,078	0	0	
213-44	Forge & Heat Treatment (23)	51,084	0	0	
213-45	Welding (26)	173,315	910	0	
213-48	Q.A.	26,525	123,852	12,944	(B30, F30) (A30, A32) (F30)
213-50	Optical Shop	0	0	0	
213-51	Weapons Shop (36)	0	0	0	
213-49	Inside Machine (31)	331,923	0	0	
213-52	Marine Machine (38)	155,179	23,077	0	
213-53	Boilermaker (41)	77,314	0	0	
213-54	Electrical (51)	148,138	0	0	
213-55	Pipefitter (56)	29,447	106,367	0	
213-56	Woodworking (64)	123,388	2,946	840	(B30)
213-57	Electronics (67)	156,045	0	0	
213-58	Boat Shop	0	0	0	
213-59 / 60	Abrasive Blast / Paint Facility (71)	83,931	0	0	

September 7, 1994
Correction to Reconcile with Auditor Findings

Activity Norfolk Naval Shipyard
Primary UIC: 00181

CCN	Facility Type	Condition / Area (#KSF)			Comments
		Adequate	Substandard	Inadequate	
213-61	Rigging Shop (72)	90,123	3,509	390	(F30)
213-62	Sail Loft	0	0	0	
213-63	Foundry (81)	0	166,115	0	Bldg 172 vacant
213-64	Pattern Maker (94)	0	28,636	0	
213-65	Nuclear Repair	111,619	19,628	0	
213-66	Temporary Svc (99)	47,731	0	0	
213-10	Drydocks SF LF	336,112 2,647	217,492 1,943	0	
213-67	Drydock Pumphouse	0	0	0	
213-68	Divers Change House	0	5,588	0	
213-70	Ship Svc Support	60,954	182,312	0	
213-77	Ships/Spares Storage	75,042	136,876	91,750	(E05, B30, A30); (A27, E05, A30); (D30)
	Total (SF)	2,622,558	1,018,684	105,924	
213-20	Marine Railway EA	0	0	0	
213-40	Fixed Crane Structure EA	2	0	0	
151-20	GP Berth Pier FB	5,090	1,994	0	R
151-50	GP Repair Pier FB	5,236	1090	0	
152-20	Berth Wharf FB	0	790	0	R
152-50	Repair Wharf FB	5,034	0	0	
154-20	Quaywalls LF	945	0	0	
155-10	Fleet Landing FB	80	0	0	
155-20	Small Craft Berthing FB	2,732	444	0	
860-10	Railroad Trackage Miles	15.45	0	0	

First Character--Deficient Because of:
A. Physical Condition
B. Functional or Space Criteria
D. Location or Siting Criteria
E. Nonexistent
F. Total Obsolescence or Deterioration
Second and Third Characters: Area of Deficiency
05. Fire Deterrent Systems
27. Roof
30. Building or Structure (Total)
32. Drainage

CCN	Facility Type	Condition / Area (#KSF)			Comments
		Adequate	Substandard	Inadequate	
213-61	Rigging Shop (72)	90,123	3,509	390	(F30)
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213-68	Divers Change House	0	5,588	0	
213-70	Ship Svc Support	60,954	182,312	0	
213-77	Ships/Spares Storage	75,042	136,876	91,750	(E05, B30, A30); (A27, E05, A30); (D30)
	Total (SF)	2,622,558	1,018,684	105,924	
213-20	Marine Railway EA	0	0	0	
213-40	Fixed Crane Structures EA	2	0	0	
151-20	GP Berth Pier FB	7,084	0	0	
151-50	GP Repair Pier FB	5,236	1090	0	
152-20	Berth Wharf FB	790	400	0	
152-50	Repair Wharf FB	5,034	0	0	
154-20	Quaywalls LF	945	0	0	
155-10	Fleet Landing FB	80	0	0	
155-20	Small Craft Berthing FB	2,732	444	0	
860-10	Railroad Trackage Miles	15.45	0	0	

First Character--Deficient Because of:
A. Physical Condition
B. Functional or Space Criteria
D. Location or Siting Criteria
E. Nonexistent
F. Total Obsolescence or Deterioration

Second and Third Characters: Area of Deficiency
05. Fire Deterrent Systems
27. Roof
30. Building or Structure (Total)
32. Drainage

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	
171	213-49	316			316
261	213-45	65			65
163	213-42	134			134
234	213-43	151			151
202	213-55		105		105
268	213-52	136			136
510	213-57	151			151
172	213-63		166		166
369	213-56	107			107
TOTAL:		1,060	271		1,331

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?

Describe Maintenance Capability/Capacity	Describe Why Unique/Peculiar
Nuclear Refueling Facility	Only DON East coast facility to support CGN refuelings
Gas Plant	Unique to government, this plant tests, cleans, and fills oxygen, nitrogen, and compressed air gas cylinders and gravity fill liquid argon tanks. Other activities purchase their gases.
350-ton Hammerhead Crane	Unique to the government, this crane is on berth 2 on the Elizabeth River and is used to lift large nuclear components, deck edge elevators of aircraft carriers, and small service craft.
100-ton Special Purpose Floating Derrick	Unique to the East coast, this floating crane is certified to lift special purpose loads.
Propeller Shop	In FY96, the Propeller Shop at Philadelphia NYSD will become a NNSY Detachment. It is the only propeller shop in the world which can fabricate and repair certain large, complex propellers.
Foundry	In FY96, the Foundry at Philadelphia NYSD will become a NNSY Detachment. It provides products for all East Coast naval shipyards.
Capability of manufacturing SPQ-9 radomes	Only government activity which is certified to manufacture SPQ-9 radomes, a fiberglass process.

Describe Maintenance Capability/Capacity	Describe Why Unique/Peculiar
Automated Hazardous Waste Management System	Norfolk NSYD is capable of the pick up, storage, inventory, management, and shipment of hazardous waste. This capability includes a specific Shipment and Technical Section that maintains full compliance with Department of Transportation requirements. Normally this service is provided by contract through Defense Reutilization and Marketing Office.
Naval Sea Systems Command Training Information Resources (TIRO)	Moving as a result of BRAC93 from Mare Island, unique human resources and equipment moving to support function at Norfolk NSYD.
Naval Shipbuilding Support Office (NAVSHIPSO)	A BRAC93 decision, this unique activity is scheduled to operate its computerized resources as a detachment of Norfolk NYSD.
Tender Planning Yard	From Charleston NYSD as a result of BRAC93, unique combination of planning resources for tenders, etc. with unique nuclear requirements.
Intermediate Maintenance Activity Planning Yard	From Charleston NYSD as a result of BRAC93, unique move of mockups as well as military students to support required training.
Non-Nuclear Tender Planning Yard	From Charleston NYSD as a result of BRAC93, unique combination of planning resources for non-nuclear portions of tenders, etc.
Ship Silencing Test Room	Norfolk NSYD's ship silencing test room allows tests on noise critical motors and can measure low noise levels. This test room is required for depot maintenance to ensure the noise levels of motors are as low as possible or within test criteria. Without this specialized room, these tests would have to be performed onboard ship during installation. Motors which tested outside the limits would then have to be removed, repaired, reinstalled, and tested again. This test room prevents these unnecessary, inefficient steps.

Describe Maintenance Capability/Capacity	Describe Why Unique/Peculiar

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

Facility/Equipment	Describe Why It is One of a Kind
Nuclear Refueling Facility	Only DON East coast facility to support CGN refuelings
Gas Plant	Unique to government, this plant tests, cleans, and fills oxygen, nitrogen, and compressed air gas cylinders and gravity fill liquid argon tanks. Other activities purchase their gases.
350-ton Hammerhead Crane	Unique to the government, this crane is on berth 2 on the Elizabeth River and is used to lift large nuclear components, deck edge elevators of aircraft carriers, and small service craft.
100-ton Special Purpose Floating Derrick	Unique to the East coast, this floating crane is certified to lift special purpose loads.
Propeller Shop	In FY96, the Propeller Shop at Philadelphia NYSD will become a NNSY Detachment. It is the only propeller shop in the world which can fabricate and repair certain large, complex propellers.
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Capability of manufacturing SPQ-9 radomes	Only government activity which is certified to manufacture SPQ-9 radomes, a fiberglass process.

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Naval Shipbuilding Support Office (NAVSHIPSO)	A BRAC93 decision, this unique activity is scheduled to operate its computerized resources as a detachment of Norfolk NYSD.
Tender Planning Yard	From Charleston NYSD as a result of BRAC93, unique combination of planning resources for tenders, etc. with unique nuclear requirements.
Intermediate Maintenance Activity Planning Yard	From Charleston NYSD as a result of BRAC93, unique move of mockups as well as military students to support required training.
Non-Nuclear Tender Planning Yard	From Charleston NYSD as a result of BRAC93, unique combination of planning resources for non-nuclear portions of tenders, etc.

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**

Site Location: Norfolk Naval Shipyard Main Site

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	20	20	0	0
OperationalNote 1	250	250	0	0
Training	5	5	0	0
R & D	1	1	0	0
Supply & Storage	50	50	0	0
Admin	40	35	0	Note 2 5
Housing	20	20	0	0
Recreational	15	15	0	0
'Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	0	0	0	0
Other :Parking	40	40	0	0
Other: Trophy Park	2	1	1	0
Other: Medical	2	2	0	0
Other: Utilities	53	53	0	0
Total:	498	492	1	Note 2 5

Notes:
1. Main Shipyard function/mission
2. Adjacent to Building 1500

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Activity Norfolk Naval Shipyard
Primary UIC: 00181

Site Location: Scott Center Annex

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	0	0	0	0
Operational	0	0	0	0
Training	0	0	0	0
R & D	0	0	0	0
Supply & Storage	0	0	0	0
Admin	0	0	0	0
Housing	2	2	0	0
Recreational	40	30	8 Note 1	2
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	0	0	0	0
Other: MWR Note 2	20	20	0	0
Total:	62	52	8	2

Notes:

1. Wetlands
2. Morale, Welfare, and Recreation incudes club, child development center, exchange, commissary, auto hobby, etc.

September 7, 1994

Activity Norfolk Naval Shipyard
Primary UIC: 00181

Site Location: South Gate Annex

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	0	0	0	0
Operational	36	16	20*	0
Training	0	0	0	0
R & D	0	0	0	0
Supply & Storage	47	37	0	10
Admin	1	1	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	0	0	0	0
Other	0	0	0	0
Total:	84	54	20*	10

Notes:
* Water

September 7, 1994

Activity Norfolk Naval Shipyard
Primary UIC: 00181

Site Location: St. Helena Annex

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	0	0	0	0
Operational	20 Note 1	20	0	0
Training	0	0	0	0
R & D	0	0	0	0
Supply & Storage	0	0	0	0
Admin	0	0	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	0	0	0	0
Other	0	0	0	0
Total:	20	20	0	0

Notes:

1. Leased to Norfolk Shipbuilding & Drydock (NORSHIPCO)

September 7, 1994

Activity Norfolk Naval Shipyard
Primary UIC: 00181

Site Location: Paradise Creek Annex

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	0	0	0	0
Operational	0	0	0	0
Training	0	0	0	0
R & D	0	0	0	0
Supply & Storage	38	0	3 Note 1	35
Admin	0	0	0	0
Housing	0	0	0	0
Recreational	0	0	0	0
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	0	0	0	0
Other: SPSA Lease	23	20	3 Note 1	0
Other: Landfill	30	0	2 Note 1	28
Total:	91	20	8 Note 1	63

Notes:
1. Wetlands

September 7, 1994

Activity Norfolk Naval Shipyard
Primary UIC: 00181

Site Location: St. Julien's Creek annex (Ball fields/ Waverly Sykes Training Center only)

Land Use	Total Acres	Developed Acreage	Available for Development	
			Restricted	Unrestricted
Maintenance	0	0	0	0
Operational	0	0	0	0
Training	6	6	0	0
R & D	0	0	0	0
Supply & Storage	0	0	0	0
Admin	0	0	0	0
Housing	0	0	0	0
Recreational	34	20	0	14
Navy Forestry Program	0	0	0	0
Navy Agricultural Outlease Program	0	0	0	0
Hunting/Fishing Programs	0	0	0	0
Other	0	0	0	0
Total:	40	26	0	14

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.	

11. Industrial Waste

11.1 Are there any inhibiting factors that would limit future expansion on the base? Provide the details if applicable. **No.**

Inhibiting Factor	Provide Detailed Description

Not applicable.

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
7.1 Radar	7340	7340	7340	7340
11.1 Ships	6293532	6293532	6293532	6293532
11.2 Weapons Systems	135656	135656	135656	135656
11.3 Ship/S.board Sup.	851873	851873	851873	851873
11.4 Shipyard Support	493600	493600	493600	493600
11.5 Design Services	1234000	1234000	1234000	1234000
TOTAL	9016001	9016001	9016001	9016001

NOTE: Table 12.1.a: **Service Required Core**
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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
7.1 Radar	5089	5089	5089	5089
11.1 Ships	8103954	8103954	8103954	8103954
11.2 Weapons Systems	174679	174679	174679	174679
11.3 Ship/S.board Sup.	590649	590649	590649	590649
11.4 Shipyard Support	342239	342239	342239	342239
11.5 Design Services	855599	855599	855599	855599
TOTAL	10072209	10072209	10072209	10072209

NOTE: Table 12.1.a: **Service Required Core**
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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
7	5082	5082	5082	5082
Radar	5082	5082	5082	5082
11	8322311	8322311	8322311	8322311
Ships	8146710	8146710	8146710	8146710
Weapons Sys	175601	175601	175601	175601
14	1744816	1744816	1744816	1744816
TOTAL	10072209	10072209	10072209	10072209

NOTE: Table 12.1.a: **Service Required Core**
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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
7	5082	5082	5082	5082
Radar	5082	5082	5082	5082
11	8322311	8322311	8322311	8322311
Ships	8146710	8146710	8146710	8146710
Weapons Sys	175601	175601	175601	175601
14	1744816	1744816	1744816	1744816
TOTAL	10072209	10072209	10072209	10072209

NOTE: Table 12.1.a: **Service Required Core**
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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**
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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**
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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
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
7.1 Radar	7340	7340	7340	7340
11.1 Ships	6293532	6293532	6293532	6293532
11.2 Weapons Systems	135656	135656	135656	135656
11.3 Ship/S.board Sup.	851873	851873	851873	851873
11.4 Shipyard Support	493600	493600	493600	493600
11.5 Design Services	1234000	1234000	1234000	1234000
TOTAL	9016001	9016001	9016001	9016001

NOTE: 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
7.1 Radar	5089	5089	5089	5089
11.1 Ships	8103954	8103954	8103954	8103954
11.2 Weapons Systems	174679	174679	174679	174679
11.3 Ship/S.board Sup.	590649	590649	590649	590649
11.4 Shipyard Support	342239	342239	342239	342239
11.5 Design Services	855599	855599	855599	855599
TOTAL	10072209	10072209	10072209	10072209

NOTE: 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	5082	5082	5082	5082
Radar	5082	5082	5082	5082
11	8322311	8322311	8322311	8322311
Ships	8146710	8146710	8146710	8146710
Weapons Sys	175601	175601	175601	175601
14	1744816	1744816	1744816	1744816
TOTAL	10072209	10072209	10072209	10072209

NOTE: 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	5082	5082	5082	5082
Radar	5082	5082	5082	5082
11	8322311	8322311	8322311	8322311
Ships	8146710	8146710	8146710	8146710
Weapons Sys	175601	175601	175601	175601
14	1744816	1744816	1744816	1744816
TOTAL	10072209	10072209	10072209	10072209

NOTE: Table 12.3.a: **Service-Controlled Core (Title 10)**
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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
7.1 Radar	7340	7340	7340	7340
11.1 Ships	6293532	6293532	6293532	6293532
11.2 Weapons Systems	135656	135656	135656	135656
11.3 Ship/S.board Sup.	851873	851873	851873	851873
11.4 Shipyard Support	493600	493600	493600	493600
11.5 Design Services	1234000	1234000	1234000	1234000
TOTAL	9016001	9016001	9016001	9016001

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
7.1 Radar	5089	5089	5089	5089
11.1 Ships	8103954	8103954	8103954	8103954
11.2 Weapons Systems	174679	174679	174679	174679
11.3 Ship/S.board Sup.	590649	590649	590649	590649
11.4 Shipyard Support	342239	342239	342239	342239
11.5 Design Services	855599	855599	855599	855599
TOTAL	10072209	10072209	10072209	10072209

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	5082	5082	5082	5082
Radar	5082	5082	5082	5082
11	8322311	8322311	8322311	8322311
Ships	8146710	8146710	8146710	8146710
Weapons Sys	175601	175601	175601	175601
14	1744816	1744816	1744816	1744816
TOTAL	10072209	10072209	10072209	10072209

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	5082	5082	5082	5082
Radar	5082	5082	5082	5082
11	8322311	8322311	8322311	8322311
Ships	8146710	8146710	8146710	8146710
Weapons Sys	175601	175601	175601	175601
14	1744816	1744816	1744816	1744816
TOTAL	10072209	10072209	10072209	10072209

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				

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
7.1 Radar	1244	2	428	1095
11.1 Ships	1066610	1345	367180	939059
11.2 Weapons Systems	22991	29	7914	20241
11.3 Ship/S.board Sup.	144373	182	49700	127108
11.4 Shipyard Support	83654	105	28798	73650
11.5 Design Services	209135	264	71995	184126
TOTAL	1528007	1927	526015	1345279

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
7.1 Radar	272	272	272	272
11.1 Ships	432983	432983	432983	432983
11.2 Weapons Systems	9333	9333	9333	9333
11.3 Ship/S.board Sup.	31558	31558	31558	31558
11.4 Shipyard Support	18285	18285	18285	18285
11.5 Design Services	45713	45713	45713	45713
TOTAL	538144	538144	538144	538144

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	272	272	272	272
Radar	272	272	272	272
11	444649	444649	444649	444649
Ships	435267	435267	435267	435267
Weapons Sys	9382	9382	9382	9382
14	93223	93223	93223	93223
TOTAL	538144	538144	538144	538144

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	272	272	272	272
Radar	272	272	272	272
11	444649	444649	444649	444649
Ships	435267	435267	435267	435267
Weapons Sys	9382	9382	9382	9382
14	93223	93223	93223	93223
TOTAL	538144	538144	538144	538144

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**
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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
7.1 Radar	2671	2671	2671	2671
11.1 Ships	4263254	4257357	4253426	4239667
11.2 Weapons Systems	91894	91767	91682	91385
11.3 Ship/S.board Sup	309505	311513	309505	309505
11.4 Shipyard Support	276011	147499	147499	147499
11.5 Design Services	446056	450072	450072	450072
TOTAL	5389391	5260879	5254855	5240799

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

COMMODITY GROUP	Workload (DLHs)			
	FY 1996	FY 1997	FY 1998	FY 1999
7	2678	2678	2678	2678
Radar	2678	2678	2678	2678
11	4309136	4303112	4299096	4285040
Ships	4218213	4212316	4208385	4194626
Weapons Systems	90923	90796	90711	90414
14	1077577	955089	953081	953081
TOTAL	5389391	5260879	5254855	5240799

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

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
See Note, Table 14.1.a				
TOTAL				

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Workload and Capabilities, continued Primary UIC: 00181

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	2678	2678	2678	2678
Radar	2678	2678	2678	2678
11	4309136	4303112	4299096	4285040
Ships	4218213	4212316	4208385	4194626
Weapons Systems	90923	90796	90711	90414
14	1077577	955089	953081	953081
TOTAL	5389391	5260879	5254855	5240799

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

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
See Note, Table 14.1.a				
TOTAL				

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				

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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				

Provided by NAVSEA Headquarters

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				

Provided by NAVSEA Headquarters

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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				

Provided by NAVSEA Headquarters

rev

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 Primary UIC: 00181

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				

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
7.1 Radar	1244	2	428	1095
11.1 Ships	1066610	1345	367180	939059
11.2 Weapons Systems	22991	29	7914	20241
11.3 Ship/S.board Sup.	144373	182	49700	127108
11.4 Shipyard Support	83654	105	28798	73650
11.5 Design Services	209135	264	71995	184126
TOTAL	1528007	1927	526015	1345279

NOTE: Table 14.1.h: **Total Above Core Workload**
Provided by NAVSEA Headquarters

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
7.1 Radar	2943	2943	2943	2943
11.1 Ships	4696237	4690340	4686409	4672650
11.2 Weapons Systems	101227	101100	101015	100718
11.3 Ship/S.board Sup.	341063	343071	341063	341063
11.4 Shipyard Support	294296	165784	165784	165784
11.5 Design Services	491769	495785	495785	495785
TOTAL	5927535	5799023	5792999	5778943

NOTE: Table 14.1.h: **Total Above Core Workload**
Provided by NAVSEA Headquarters

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	2950	2950	2950	2950
Radar	2950	2950	2950	2950
11	4753785	4747761	4743745	4729689
Ships	4653480	4647583	4643652	4629893
Weapons Sys	100305	100178	100093	99796
14	1170800	1048312	1046304	1046304
TOTAL	5927535	5799023	5792999	5778943

NOTE: Table 14.1.h: **Total Above Core Workload**
Provided by NAVSEA Headquarters

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Workloads and Capabilities, continued Primary UIC: 00181

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	2950	2950	2950	2950
Radar	2950	2950	2950	2950
11	4753785	4747761	4743745	4729689
Ships	4653480	4647583	4643652	4629893
Weapons Sys	100305	100178	100093	99796
14	1170800	1048312	1046304	1046304
TOTAL	5927535	5799023	5792999	5778943

NOTE: Table 14.1.h: **Total Above Core Workload**
Provided by NAVSEA Headquarters

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
7.1 Radar	7340	7340	7340	7340
11.1 Ships	6293532	6293532	6293532	6293532
11.2 Weapons Systems	135656	135656	135656	135656
11.3 Ship/S.board Sup.	851873	851873	851873	851873
11.4 Shipyard Support	493600	493600	493600	493600
11.5 Design Services	1234000	1234000	1234000	1234000
TOTAL	9016001	9016001	9016001	9016001

NOTE: All designated CORE ship work is unique to NSYs.

Provided by NAVSEA Headquarters

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
7.1 Radar	5089	5089	5089	5089
11.1 Ships	8103954	8103954	8103954	8103954
11.2 Weapons Systems	174679	174679	174679	174679
11.3 Ship/S.board Sup.	590649	590649	590649	590649
11.4 Shipyard Support	342239	342239	342239	342239
11.5 Design Services	855599	855599	855599	855599
TOTAL	10072209	10072209	10072209	10072209

NOTE: All designated CORE ship work is unique to NSYs.

Provided by NAVSEA Headquarters

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				

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Workload and Capabilities, continued Primary UIC: 00181

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				

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				

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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
7.1 Radar	1244	2	428	1095
11.1 Ships	1066610	1345	367180	939059
11.2 Weapons Systems	22991	29	7914	20241
11.3 Ship/S.board Sup.	144373	182	49700	127108
11.4 Shipyard Support	83654	105	28798	73650
11.5 Design Services	209135	264	71995	184126
TOTAL	1528007	1927	526015	1345279

NOTE: All non-core ship work is unique to NSYs

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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
7.1 Radar	2943	2943	2943	2943
11.1 Ships	4696237	4690340	4686409	4672650
11.2 Weapons Systems	101227	101100	101015	100718
11.3 Ship/S.board Sup.	341063	343071	341063	341063
11.4 Shipyard Support	294296	165784	165784	165784
11.5 Design Services	491769	495785	495785	495785
TOTAL	5927535	5799023	5792999	5778943

NOTE: All non-core ship work is unique to NSYs

Provided by NAVSEA Headquarters

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				

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				

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
Branch Medical Clinic	Provides general outpatient health care to authorized personnel. Monitors employees health.
Branch Dental Clinic	Provides dental treatment to military personnel to NSYD, dependent commands, and units of the operating forces without dental facilities, and to eligible retirees in the Portsmouth area.
Morale, Welfare, and Recreation	A variety of services are available to ensure quality of life is maintained for ships undergoing overhaul, as well as resident shipyard and tenant military personnel. Services include: Recreation Center, swimming pools, Exchange, Clubs, Child Care Center, as well as a hobby shop and chapel.
Bachelor Officer/Enlisted Quarters	Provides on-base housing to shipboard, shipyard, tenant, and TDY personnel near ships and offices.

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
Branch Medical Clinic	Beneficial by providing ready access in the case of industrial accidents to ships force or shipyard personnel. In addition, saves travel time by allowing personnel to be monitored on site vice traveling to other medical facilities..
Branch Dental Clinic	Allows active duty military to avoid excess travel to receive routine and emergency dental care.
Morale, Welfare, and Recreation Services	Provides safe, secure, inexpensive activities for the ships forces who now do not have to leave the base to find recreation and shopping outlets after their work day.
Bachelor Officer/Enlisted Quarters	Provides safe, regulated environment for ships forces as well as unaccompanied military personnel at the shipyard and tenants.

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
Ship Alteration Development Planning Yard Functions Engineering Design Agent	NNSY is the Engineering Design Agent for all cruisers (East & West coasts) and provides full fleet support as Design agent for large air capable ships including: a.) All NIMITZ class carriers (East & West coasts). b.) All East coast conventional carriers. c.) All Helicopter Landing ships (LHA's). d.) All Dock Landing ships (LHD's). and is responsible for all Engineering & Design work including shipalt development. Customer interface is required for guidance as shipalts are engineered & drawings prepared to customer's specifications.
Ship Alteration Installation First Time Shipalts Alteration Installation Teams (AIT) Submarine Extended-Operating Cycle Fly Away Teams Air Launch & Recovery (ALRE) Tycom Alteration Requests (AR) Reliability & Maintenance (R&M)	Usually first time shipalts are installed by naval shipyards to eliminate problems before tasking private yards. Recent example is "Women at Sea" installed on first carrier by NNSY attracting national media attention and Secretary of Defense visit. NNSY also coordinates teams which travel to off yard locations anywhere in the world to install planned shipalts. Engineering drawings supporting these efforts for FY 94 include: a.) AIT - 1301 drawings for 17 different sponsors. b.) ALRE service changes - 80 drawings. c.) Tycom AR's - 671 drawings. d.) R&M items - 63 drawings.

Service/function	Describe Required Interface/Relationship/Benefit
Ship's Solid & Plastic Waste. Lead Design Agent	Ensure Fleet wide compliance with environmental standards. Interface Navy wide with other Planning Yards, Fleet Commanders, NAVSEA, PERA's, & ships.
Configuration Control Data Manager	Maintenance of Weapon Systems File (spare parts) for assigned ships resulting in proper critical logistics support for onboard repair parts, test equipment, technical documentation, & operating instructions. Interfaces include customers from SPCC, Tycoms, CD-NSWC, FTSC, overhauling activities, & ships.
Emergent Repairs Voyage Repairs Battle Damage Emergency Repairs Tiger Teams Engineering Response	NNSY is able to respond quickly to emergent work anywhere in the world. Because it is located just minutes from the largest fleet in the world, most of the response is to local repairs for three major customers, AIRLANT, SUBLANT, & SURFLANT. However, during emergencies teams are able to respond in hours anywhere in the world with portable facilities. Engineers are able to provide technical resolutions immediately assessing material, labor, time, & cost requirements such as with Desert Storm, where engineers were on location to assess battle damage to USS STARK & USS ROBERTS within twenty four hours. This reliable response to customer needs is unobtainable anywhere else.
Regional Consolidated Fleet Support for Motor Repair	Constant interface with customers involved is required to set priorities in order to support ship deployment, operating cycles, and timely completion of availabilities.

September 7, 1994

Activity Norfolk Naval Shipyard
Primary UIC: 00181

Service/function	Describe Required Interface/Relationship/Benefit
Antenna Range Support	Norfolk NYSD provides overall management and engineering support for the Navy's East Coast Antenna Range located at St. Julien's Creek Annex. This facility supports the fleet by validating/testing surface ship search radar antennas after overhaul.
Unique Engineering Support Original Ship Design Miscellaneous Investigations Surveys Outside Navy	Norfolk NSYD assists NAVSEA & original shipbuilders by providing technical input during development design for new ship designs such as: a.)ARLEIGH BURKE Class (DDG-51 CL). b.) Heat Stress Surveys c.)"LX" Amphibious Assault Class. d.)CVN-76 Class Nuclear Aircraft Carriers. Norfolk NYSD provides technical fleet support for investigations such as: a.) Aircraft Carrier Climate Control b.) Heat Stress Surveys. c.) Inclining Experiments & Displacement checks. d.) Shock Testing. Norfolk NSYD provides engineering support to activities outside the Navy including: a.) Coast Guard. b.) National Oceanic & Atmospheric Administration. c.) Military Sealift Command. d.) Local community (bridge repairs.) This unique support requires interface to produce the best, most cost effective, state of the art product.

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)?

$83,331 K

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)	27,043	24,117	19,832	24,611

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**

EXPENSE	FY 1990	FY 1991	FY 1992	FY 1993
AOC ($ K)	$547,389	$551,662	$582,830	$614,449
$ / DLH	$45.38	$49.63	$42.65	$49.86

[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.

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	4,115	4,851	5,360	5,449	5,175 to date	N/A	N/A	N/A
Programmed	3,478	5,072	5,121	6,981	9,581	11,862	11,736	11,868

Note:
1. Norfolk NYSD offers the following explanation for the budget increase from FY93 to FY95: Compliance with changing permit requirements for Hazardous Waste, Water Quality, and reflects closure costs deferred from FY93 as well as the loss of centralized Pollution Abatement funds.

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?

Zero dollars.
Given no change in environmental deficiencies, regulatory requirements, or cost increases programmed funding, would achieve compliance.

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 / Step 3	$12.04	$12.53	$13.05	$13.53

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 ($K)	200	1,450	0*	0*
REPLACEMENT ($K)	4,259	4,725	2,125*	1,800*

Notes:

* Planned but not budgeted (as of March 1994).

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UIC N00181

Data Being Certified: BRAC 95 Data Call Number 9, Supplemental Joint Cross Service Group - Depot Maintenance, Revised Tables 12-15 provided by NAVSEA, Norfolk 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

UIC N00181

Data Being Certified: BRAC 95 Data Call Number 9, Norfolk Naval Shipyard, Tables 39.1 and 39.2, 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 — W. H. Ryzewic

NAME (Please type or print) — Signature

Executive Director for Naval Shipyard and SUPSHIP Management and Field Activity Support Directorate — 10/13/94

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

G. R. STERNER — G. R. Sterner

NAME (Please type or print) — Signature

Commander
Naval Sea Systems Command — 10/13/94

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)

J. B. GREENE, JR. — J. B. Greene Jr.

NAME (Please type or print) — Signature

ACTING — 14 OCT 1994

Title — Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

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

Data Being Certified: DATA CALL NUMBER NINE: CAPACITY ANALYSIS FOR NAVAL SHIPYARDS AND SHIP REPAIR FACILITIES; REVISION FOUR, TABLES 39.1 AND 39.2 DATED 6 OCTOBER 1994.

ACTIVITY COMMANDER

CAPT W.R. KLEMM
NAME (Please type or print)

W R Klemm
Signature

SHIPYARD COMMANDER
Title

10/6/94
Date

NORFOLK NAVAL SHIPYARD
Activity

UIC N00181

Data Being Certified: BRAC 95 Data Call Number 9, Norfolk 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 — Signature

NAME (Please type or print)

Deputy Commander for Naval Shipyard and SUPSHIP Management and Field Activity Support Directorate (Acting)

Title

9/8/94

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

Signature

NAME (Please type or print)

G. R. STERNER
Commander
Naval Sea Systems Command

Title

9/8/94

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

Signature

NAME (Please type or print)

9/9/94

Title

Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

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

Data Being Certified: DATA CALL NUMBER NINE: CAPACITY ANALYSIS FOR NAVAL SHIPYARDS AND NAVAL SHIP REPAIR FACILITIES AND SUPPLEMENT FOR JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE

ACTIVITY COMMANDER

CAPT W. R. KLEMM
NAME (Please type or print)


Signature

SHIPYARD COMMANDER
Title

9/7/94
Date

NORFOLK NAVAL SHIPYARD
Activity

Pg 5, 6, 7, 9, 10

UIC N00181

Data Being Certified: BRAC 95 Data Call Number 9. Norfolk 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 — W. H. Ryzewic

NAME (Please type or print) — Signature

Executive Director for Naval Shipyard and SUPSHIP Management and Field Activity Support Directorate — 9/12/94

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

S. R. Steiner

NAME (Please type or print) — Signature

G. R. STEINER
Commander
Naval Sea Systems Command — 9/12/94

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)

J. B. GREENE, JR.

NAME (Please type or print) — Signature

ACTING — 14 SEP 1994

Title — Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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

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

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

Data Being Certified: DATA CALL NUMBER NINE: CAPACITY ANALYSIS FOR NAVAL SHIPYARDS AND NAVAL SHIP REPAIR FACILITIES AND SUPPLEMENT FOR JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE: REVISION ONE TO SUBSTITUTE TABLES 1.1.a, 1.2.a, 1.3.a, 3.1.a AND 3.1.b OF SEPTEMBER 10, 1994 FOR TABLES 1.1.a, 1.2.a, 1.3.a, 3.1.a, 3.1.b OF SEPTEMBER 7, 1994 ~~IN ORDER TO RECORD CALCULATIONS FOR 1992, BASELINE YEAR~~

J Bowden 9/10/94

ACTIVITY COMMANDER

CAPT W.R. KLEMM	W R Klemm
NAME (Please type or print)	Signature
SHIPYARD COMMANDER	9/10/94
Title	Date
NORFOLK NAVAL SHIPYARD	
Activity	

115 87

Data Being Certified: BRAC 95 Data Call Number 9, Supplemenal, Joint Cross Service Group - Depot Maintenance Tables 12-15, Norfolk Naval Shipyard.

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 — Signature

NAME (Please type or print)

Commander

Naval Sea Systems Command — 9/12/94

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)

J. B. GREENE, JR. — Signature

NAME (Please type or print)

ACTING — 14 SEP 1994

Title — Date

UIC N00181

Data Being Certified: BRAC 95 Data Call Number 9, Norfolk Naval Shipyard, 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

9/21/94
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. A. Sterner
Signature

G. R. STERNER
Commander
Naval Sea Systems Command
Title

9/21/94
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

10/5/94
Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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Data Being Certified: BRAC 95 DATA CALL NINE : CAPACITY ANALYSIS FOR NAVAL SHIPYARDS AND SHIP REPAIR FACILITIES AND SUPPLEMENT FOR JOINT CROSS SERVICE GROUP-DEPOT MAINTENANCE REVISION TWO TO DATA CALL NINE, TABLE 33.1 AND JOINT CROSS SERVICE GROUP, TABLE 3.1.A AND 3.1.B DATED 19 SEPTEMBER 1994

ACTIVITY COMMANDER

CAPT W.R. KLEMM
NAME (Please type or print)

Signature

SHIPYARD COMMANDER
Title

9/19/94
Date

NORFOLK NAVAL SHIPYARD
Activity

UIC N00181

Data Being Certified: BRAC 95 Data Call Number 9, Supplemental, Joint Cross Service Group - Depot Maintenance Tables 1.1a and 1.2a, Norfolk Naval Shipyard.

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 — Signature

NAME (Please type or print)

G. R. STERNER
Commander
Naval Sea Systems Command

Title

9/29/94

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 — Signature

NAME (Please type or print)

30 SEP 1994

Title

Date

UIC N00181

Data Being Certified: BRAC 95 Data Call Number 9, Supplemenal, Joint Cross Service Group - Depot Maintenance Tables 12-15, Norfolk Naval Shipyard.

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 — S. R. Sterner

NAME (Please type or print) — Signature

Commander

Naval Sea Systems Command — 9/29/94

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)

W. A. EARNER — W A Earner

NAME (Please type or print) — Signature

30 SEP 1994

Title — Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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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 NINE ; CAPACITY ANALYSIS FOR NAVAL SHIPYARDS AND SHIP REPAIR FACILITIES AND SUPPLEMENT FOR JOINT CROSS SERVICE GROUP-DEPOT MAINTENANCE REVISION THREE TO DATA CALL NINE, TABLE 33.1 AND TABLE 38.1 AND JOINT CROSS SERVICE GROUP, TABLE 7.1 DATED 2 OCTOBER 1994

ACTIVITY COMMANDER

CAPT W.R. KLEMM
NAME (Please type or print)


Signature

SHIPYARD COMMANDER
Title

10/2/94
Date

NORFOLK NAVAL SHIPYARD
Activity

UIC N00181

Data Being Certified: BRAC 95 Data Call Number 9, Revisions, Norfolk 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)

Signature

G. R. STERNER
Commander
Naval Sea Systems Command
Title

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

115

UIC N00181

Data Being Certified: BRAC 95 Data Call Number 9, Supplemenal, Joint Cross Service Group - Depot Maintenance Table 1.2a, Norfolk 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

G. R. STERNER — NAME (Please type or print)

G. R. Sterner — Signature

Commander — Title

10-4-94 — 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.

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

NAME (Please type or print)

Signature

Title

10/5/94 — Date

BRAC-95 CERTIFICATION

Reference: SECNAVNOTE 11000 of 08 December 1993

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

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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: DATA CALL NUMBER 9: CAPACITY ANALYSIS; SUPPLEMENT FOR JOINT CROSS SERVICE GROUP - DEPOT MAINTENANCE; REVISION FIVE, TABLE 1.3.a., TABLE 3.1.a. AND TABLE 3.1.b., DATED 6 OCTOBER 1994

ACTIVITY COMMANDER

CAPT W.R. KLEMM
NAME (Please type or print)

W R Klemm
Signature

SHIPYARD COMMANDER
Title

10/6/94
Date

NORFOLK NAVAL SHIPYARD
Activity

UIC N00181

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, Norfolk 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 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)

W. A. EARNER	
NAME (Please type or print)	Signature
	10/7/94
Title	Date

R

UIC N00181

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, Norfolk 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	
Naval Sea Systems Command	10/7/94
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)

W. A. EARNER	
NAME (Please type or print)	Signature
	10/7/94
Title	Date