



SHIPMAIN CHRONICLE

The right maintenance at the right cost at the right time



Volume I Number I

SHIPMAIN: The changing face of ship maintenance

SHIPMAIN was launched in the fall of 2002 to gain efficiencies in surface ship maintenance from the point where ship's force first identifies the work through to the point when wrenches start turning to ensure the right people fix the ship, at the right place, and for the right price. The initiative seeks to identify redundancies in maintenance processes and eliminate them.

SHIPMAIN has four Cross Functional Teams that focus on different areas of the maintenance process. Each is led by a flag officer who oversees their efforts and initiatives.



CFT 1: ID The Right Maintenance

Cross Functional Team One (CFT 1) is responsible for the "requirements" part of this process. This includes efficiently and effectively identifying, prioritizing, communicating, and measuring the maintenance needs of the ship. As work requirements are identified, they are documented in the ship's CSMP. It is CFT1's responsibility to support the maintenance process by shortening the amount of time it takes to get accurately stated work candidates (2-Kilos) screened to a maintenance activity for accomplishment.

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MINUTES FROM LAST PIT MEETING

For more info... RMC Websites

Hawaii Regional Maintenance Center

Northwest Regional Maintenance Center

Southwest Regional Maintenance Center

Southeast Regional Maintenance Center

Mid-Atlantic Regional Maintenance Center

South Central Regional Maintenance Center

CFT 2: Develop Work Packages

The mission of CFT 2 is to introduce work package preparation improvements that leverage existing planning information and process capabilities to make final work package content decisions closer to the time work is actually schedule to begin. This will allow work packages to better reflect the real time maintenance needs of the ship, thereby allowing more accurate maintenance budgets, and eliminating wasted planning costs for work that will not be performed. More importantly, these changes will eliminate the need for last minute changes to the work package for which the contractor usually charges a "premium" or penalty that can be up to 40% higher than the normal cost for the same maintenance. In addition, the new processes allow sufficient time for the executing activity to integrate all the work that has been identified including ship's force, IMA and AIT modernization work.

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CFT 3: Placement and Oversight

The mission of CFT 3 is to improve the efficiency of the SHIPMAIN process by reducing premiums, increasing productivity, and providing cycles of learning from the planning, placement, and execution processes.

For the Placement and Oversight parts of the SHIPMAIN processes, CFT 3 has defined and mapped the processes, installed metrics, written business rules, and prepared training materials for implementation of the entitled processes. Key processes that have been addressed since the beginning of the program include:

- * The Maintenance and Modernization Business planning process which is the tool the Maintenance Teams, RMCs, and TYCOMs are using to build annual, individual ship maintenance budgets.
- * A Hotwash Feedback Process to identify process issues that need improvement based upon feedback from completed avails.
- * Defining business rules for the CMAV process, which is a disciplined method of doing maintenance during short, planned avails outside of CNO avails.

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CFT 4: Alteration Management

CFT-4 developed the Entitled Process, which represents sweeping change in the modernization of our ships. It replaces the Fleet Modernization Program (FMP), collapses 40+ alteration types into two categories (Fleet and Program), streamlines and consolidates a number of existing modernization practices, processes, meetings, and supporting documents, and provides a single, hierarchical decision making process for modernizing surface ships and aircraft carriers using three stakeholder decision boards, one each, at the O-6, 1&2 Star, and 3 Star Level comprised of Fleet and CNO representatives.



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