



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
2000 NAVY PENTAGON
WASHINGTON, D.C. 20350-2000

IN REPLY REFER TO
OPNAVINST 4700.38B
N43
17 Dec 07

OPNAV INSTRUCTION 4700.38B

From: Chief of Naval Operations

Subj: BERTHING AND MESSING DURING CNO SCHEDULED MAINTENANCE
AVAILABILITIES

Ref: (a) OPNAVINST 9640.1A
(b) OPNAVINST 4780.6E
(c) OPNAVINST C9210.2A
(d) NAVSO P-1000, 075159

1. Purpose. To set forth policy for maintaining Quality of Life (QOL) standards for berthing and messing of crews on ships or submarines undergoing Chief of Naval Operations (CNO) scheduled maintenance availabilities. This revision aligns this instruction with the requirements of references (a) through (c). This revision is significant and should be read in its entirety.

2. Cancellation. OPNAVINST 4700.38A.

3. Discussion.

a. The scope of work during maintenance availabilities may render a ship uninhabitable. Ships deemed uninhabitable lose the ability to berth and mess the crew and are no longer able to provide adequate training and administrative facilities to support various shipboard functions. Once a ship is declared uninhabitable, all crewmembers that berth on the ship must be relocated to suitable off-ship berthing and messing facilities.

b. Berthing Barges are placed in close proximity to ships to provide for Duty Section emergency response to fire, flooding, engineering casualty control, and security breaches. Additionally, the duty crew barges are provided to mess the entire crew and ensure adequate space for training facilities and administrative purposes.

4. Scope. This instruction applies to all ships and submarines undergoing scheduled CNO maintenance availabilities, whether in public or private shipyards.

5. Background. Duty Crew Barge utilization has increased significantly due to "fast start" availabilities, Submarine modernization programs Alteration Installation Teams (AIT), Antiterrorism/Force Protection (AT/FP) concerns and the critical requirement for ships to maintain their Local Area Networks (LANs). These issues have increased the requirement for duty crew berthing barges.

6. Policy. When a ship is declared uninhabitable, action must be taken to provide adequate off-ship berthing and messing to those crewmembers affected. Transportation between the off-ship berthing and the availability site will be provided to support crewmembers temporarily displaced from the ship.

a. The criteria for declaration of uninhabitable is defined as follows: Declaration will be based upon the judgment of the expected physical condition of the ship, guided by the shipboard habitability criteria stated in reference (a) and prevailing Bureau of Medicine & Surgery US Navy (BUMED) directives. Personnel safety will not be compromised. Ships and Submarines may be wholly or partially uninhabitable during the availability. A ship is not uninhabitable based solely on being in an industrial facility. A ship can be simultaneously habitable in some spaces and uninhabitable in others. Partial crew relocation may satisfy requirements vice total crew relocation.

b. Adequate quarters and transportation will normally be used to accommodate displaced crewmembers. The priority for off-ship berthing for a ship declared uninhabitable during ship availability is prioritized in the following order:

(1) Government quarters when available within a reasonable commute.

(2) Contractor-provided or Navy-leased quarters within a reasonable commute. Lodging accommodations may be obtained for personnel deprived of quarters on board ship, regardless of whether such personnel are entitled to BAH.

(3) Other quarters not included in paragraph 6b(1) or 6b(2), must meet the criteria of title 10 USC 7572.

(4) Duty crew barges for the berthing of the entire crew will be considered only as a last resort.

c. Duty crew barges will be utilized to primarily berth the ship's duty section when the ship is declared uninhabitable.

Duty crew barges will have facilities necessary to mess the entire crew. Ships may elect to issue commuted rations (COMRATS) in lieu of operating the galley on the duty crew barge. Duty crew barges may also provide for administrative offices and training facilities.

7. Action.

a. The CNO availability resource sponsor that is responsible for programming a specific availability is also responsible for programming off-ship Berthing and Messing requirements that support that availability.

b. CNO (N43) will:

(1) Program funding to support Operational and Maintenance, Navy (O&MN) requirements with respect to barge maintenance and operations.

(2) Review and evaluate the effectiveness of the program and recommend changes as necessary to fully support program objectives.

c. Commander, Naval Sea Systems Command (COMNAVSEASYSKOM) will:

(1) Develop contract specifications to be invoked when contractors are required to provide messing and berthing support during scheduled CNO availabilities.

(2) Function as Ship Program Manager and Life Cycle Manager for Duty Crew barges.

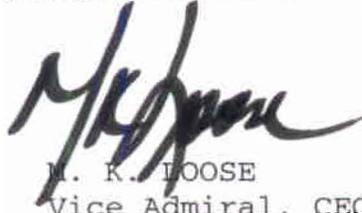
(3) Reimburse Fleet Commanders for any berthing barge support on NAVSEA funded projects. Reimbursable costs shall include all aspects of barge towing, operation, and maintenance.

d. Fleet Commanders will:

(1) Provide management and execution oversight of the program including budgeting, funding, administrative requirements, assignment, repair and overhaul of crafts.

(2) Provide berthing barges for other than scheduled CNO maintenance availabilities when available. Barge support shall be cost reimbursable and provided only on a not to interfere basis with scheduled CNO maintenance availabilities.

(3) Budget policy and procedures for Berthing and Messing during scheduled CNO availabilities will be in accordance with reference (d).



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