



DEPARTMENT OF THE NAVY
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
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WASHINGTON, DC 20350-2000

OPNAVINST 4730.5Q
N09P
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OPNAV INSTRUCTION 4730.5Q

From: Chief of Naval Operations

Subj: TRIALS AND MATERIAL INSPECTIONS OF SHIPS CONDUCTED BY THE
BOARD OF INSPECTION AND SURVEY

Ref: (a) 10 U.S.C. 7304
(b) SECNAVINST 5040.3A
(c) OPNAVINST 5420.70F
(d) CNO WASHINGTON DC 252203Z SEP 98 (NAVOP 009/98) IDTC
Reductions (NOTAL)
(e) OPNAVINST 4730.7E
(f) OPNAVINST 4770.5G
(g) OPNAVINST 4700.8H
(h) OPNAVINST 4780.6E
(i) OPNAVINST 5430.48D
(j) OPNAVINST 5090.1C
(k) OPNAVINST 5100.19E
(l) INSURVINST 4730.1F
(m) INSURVINST 4730.2F
(n) INSURVINST 4730.3A

1. Purpose. To set policy for trials and material inspections (MI) of U.S. naval vessels conducted by the Board of Inspection and Survey (INSURV). These inspections provide assurance to Secretary of the Navy (SECNAV), Chief of Naval Operations (CNO), fleet commanders, systems commanders (SYSCOMs), type commanders (TYCOMs), and commanding officers that mechanisms to identify, document, and resolve material deficiencies are adequate; that these systems are being judiciously executed and are providing the commensurate level of effectiveness, efficiency, and material readiness.

2. Cancellation. OPNAVINST 4730.5P.

3. Background. Reference (a) prescribes that examination of naval vessels be conducted by boards of naval officers in order to make recommendations to SECNAV as to which vessels, if any, should be stricken from the U.S. Naval Vessel Register. Per reference (b), this examination shall provide assurance to

SECNAV, CNO, and fleets of an inspected unit's fitness for service; identify material conditions that limit mission capability; and report to SECNAV, CNO, fleet commanders, and TYCOMs statistical information regarding material deficiencies. Additionally, reference (b) establishes inspection policy which promotes ascertaining an individual command's self-assessment effectiveness. A skilled self-assessment capability promotes responsibility and accountability in each command. Accordingly, each inspection report should be used to evaluate the status of the command's material readiness and its self-assessment effectiveness. As noted in reference (b), reports of the MI findings and recommendations will be provided to the commanding officer and higher authority as appropriate in a timely, accurate, candid, and objective manner. References (c) through (e) provide guidelines for the periodicity of the MI. Reference (f) provides policy for MIs of ships and service craft scheduled for inactivation and disposal. Reference (g) provides policy for conducting trials and inspections associated with construction and conversion of U.S. naval ships. This instruction is augmented by reference (h), inspections of service craft.

4. Responsibilities. SECNAV and CNO designate President, Board of Inspection and Survey (PRESINSURV), as their agent to perform the following statutory, regulatory, and contractual requirements:

a. In accordance with references (c) and (i), develop and establish CNO policy and procedures for trials, MIs, and surveys of ships and service craft consistent with law, regulations, and the terms of contracts.

b. In accordance with reference (a), examine naval vessels periodically by a board of naval officers to determine fitness for further service.

c. In accordance with references (b) and (c), conduct MIs and surveys of ships and service craft to determine the material readiness of these vessels.

d. In accordance with references (c) and (g), provide independent verification of a newly constructed ship's readiness

for acceptance/delivery; and to determine if builder responsible equipment is operating satisfactorily during the guarantee period following acceptance.

e. In accordance with references (b) and (i), and based on observations during INSURV assessments, provide timely, candid, and accurate findings to fleet commanders, TYCOMs, SYSCOMs, and appropriate SECNAV and Office of the Chief of Naval Operations (OPNAV) offices, together with recommended actions where appropriate.

f. In accordance with references (c), (j), and (k), conduct environmental protection and Naval Occupational Safety and Health oversight inspection of naval ships to include equipment, program compliance, and training.

g. In accordance with references (b) and (c), compile statistical information and analyses on material deficiencies to provide the SECNAV, CNO, fleet commanders, SYSCOMs, and higher authorities such information as they may require.

5. Trial and Inspection Precepts and Procedures

a. An MI consists of a physical examination of the ship, its spaces, and installed equipment. It includes witnessing demonstrations of operating equipment and systems, and the examination of appropriate records. Furthermore, INSURV is responsible for identifying and reporting ship material conditions that substantially reduce a ship's fitness for naval service, and its ability to perform its primary and secondary missions and reach its expected service life. In so doing, INSURV shall perform independent, third party shipboard maintenance process audits validating reported material condition metrics. Additionally, based on audit findings:

(1) INSURV may recommend a ship's equipment (e.g., flight deck), systems (e.g., oil pollution abatement) or programs (e.g., Planned Maintenance System (PMS)) be decertified or suspended/repared before operated and request a remediation plan of actions and milestones (POA&M).

(2) INSURV may report maintenance processes (e.g., Class Maintenance Plan) as ineffective [non-conforming] and request a remediation POA&M.

(3) INSURV may submit technical feedback reports to COMNAVSEASYSKOM.

b. The CNO and Commander, U.S. Fleet Forces Command (COMUSFLTFORCOM) will not issue procedural directives (precepts) for the conduct of individual trials and MIs except where special considerations are indicated. Procedures for conducting routine trials and MIs shall be specified by PRESINSURV and can be found in references (1) through (n). Normally, trials and MIs will contain an underway period. However, if a ship is unable to achieve minimum criteria for safely conducting underway operations within the designated inspection period, or if the ship is unable to conduct one or more of the underway demonstrations, the Board shall:

(1) Complete the examination to the best of its ability.

(2) Identify those areas of the examination that were not completed and either request that the cognizant TYCOM (as applicable) conduct those parts of the MI not completed and report results to PRESINSURV within 60 days of completion of the MI, or require that the delinquent events be re-inspected by the Board at the earliest supportable date. For requests to the TYCOM to re-inspect, INSURV will provide assistance in completing this task if requested and if practicable.

c. Inspection results will be characterized as follows:

(1) Satisfactory. A ship's material condition is deemed "satisfactory" if the "as found" material condition of its mission-critical war fighting and support systems meet design specifications for capability, survivability, redundancy, and logistical sustainability when operated per approved technical references.

(2) Degraded. A ship's material condition is deemed "degraded" if, although "satisfactory" in most areas, a significant deficiency or combination of deficiencies exists which severely limit the ship's capabilities in a mission critical area.

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(3) Unsatisfactory

(a) A ship's material condition is deemed "unsatisfactory" if the "as found" material condition of a significant portion of its mission-critical war fighting and support systems do not meet design specifications for capability, survivability, redundancy, and logistical sustainability when operated per approved technical references.

(b) A ship is deemed "unfit for further service" if the material condition of the ship does not support most mission areas and appears to be beyond economical repair. Ships found in this condition will likely result in a recommendation to SECNAV to be stricken from the U.S. Naval Vessel Registry.

d. In order to consolidate inspections and avoid redundancy, deficiencies identified during other major ship inspections and assessments, such as combat systems, command, control, communication, and computer readiness assessments (C5RA), shall be incorporated into the final INSURV inspection report if the assessment was conducted within 60 days of the scheduled MI or as negotiated between INSURV and the TYCOM. Although deficiencies generated during the assessment will become part of the final INSURV report, these deficiencies will be annotated as "corrected" where applicable. The TYCOM will document this linked event by message request to INSURV, cognizant regional maintenance centers, and the affected unit, nominally 4 months prior to the scheduled MI. INSURV will evaluate the request and determine the scope and applicability of linkage.

6. Policy. Ship MI intervals and "overdue" determination will be based on the following:

a. Active Commissioned Ships

(1) A ship's INSURV MI will be scheduled in accordance with current COMUSFLTFORCOM scheduling guidance. If a ship is not inspected in accordance with COMUSFLTFORCOM scheduling guidelines, it shall be considered overdue. The maximum interval between INSURVs is noted in references (c) through (e), and shall not be exceeded without a waiver granted by President, Board of Inspection and Survey (OPNAV (N09P)). For submarines, this includes the 3-month post-availability requirement of

reference (e). If the INSURV inspection due date occurs during pre-overseas movement (POM) or deployment, the INSURV inspection will be scheduled and conducted prior to POM and deployment. If a ship's INSURV due date falls within a CNO-scheduled maintenance availability, the inspection date will be adjusted to occur at least 4 months prior to the maintenance period start date. Optimum use of COMUSFLTFORCOM scheduling guidance should preclude overdue situations and waiver requests.

(2) If an MI is scheduled following completion of another major pre-deployment assessment (e.g., C5RA), the MI shall be separated from the end of the assessment by a minimum of 2 weeks.

(3) Whenever practicable, inspections will be held sufficiently in advance of a maintenance availability to permit incorporation of appropriate INSURV repair and alteration recommendations in the authorized work package.

b. Inactive Ships and Service Craft. MIs of inactive ships in Navy custody and ships or service craft scheduled for inactivation will be conducted in accordance with reference (f).

c. Military Sealift Command (MSC) Ships. Applicable MSC ships will be inspected in accordance with the current memorandum of understanding between PRESINSURV, and Commander, Military Sealift Command (COMSC). MSC ships will be inspected during each American Bureau of Shipping survey cycle. This will result in one inspection each maintenance cycle as prescribed by part 46, Code of Federal Regulations.

d. Naval Research Vessels (AGORS). AGORs are owned by the Office of Naval Research. Inspections of these vessels will occur in accordance with reference (a). SECNAV will determine the practicability of inspection periodicity.

7. Nominations for Inspection

a. Active and New Construction Ships

(1) Cognizant commanders will propose inspection schedules for their ships to PRESINSURV. Commander, Naval Research will propose inspection schedules for AGORs. Ship inspections will be scheduled in an efficient and timely manner.

(2) A proposed disposition matrix of all naval vessels will be submitted by Deputy, Shipbuilding Manager Warfare Integration Division (OPNAV (N8F1)) to PRESINSURV. All retention assets and vessels designed for foreign military sales (FMS) will be reviewed by PRESINSURV for MI/survey requirements. It is the responsibility of the cognizant TYCOM to propose a retention asset for a survey, and the responsibility of COMNAVSEASYSKOM Navy Inactive Ship Program (PMS 333) to propose an FMS asset for survey. These surveys will be tailored in accordance with reference (f).

b. Inactive Ships. Proposals for inspections of inactive ships will be submitted by COMNAVSEASYSKOM to PRESINSURV. Inactive ships will be nominated to INSURV for an "open and inspect" type of inspection only when material conditions are not clearly known or whenever it appears warranted, as described in reference (f).

c. MSC Ships. The current memorandum of understanding between PRESINSURV and COMSC will be used to schedule MSC ships. Inspection schedules will be forwarded to PRESINSURV.

8. Material Discrepancies

a. Results of active and Naval Reserve Fleet ship inspections will be appropriately documented in accordance with fleet and TYCOM maintenance directives.

b. PRESINSURV will ensure that reports of MIs document any discrepancy trends noted for equipment, systems, or ship platforms. PRESINSURV should make recommendations in his or her annual report or via separate correspondence suggesting resolution of these deficiency trends.

c. The resolution of technical issues identified by PRESINSURV will be in accordance with the current memorandum of understanding between PRESINSURV and COMNAVSEASYSKOM, or agreements with other technical agent systems commands.

d. Fleet commanders and COMSC will establish INSURV deficiency correction and follow-up procedures to ensure discrepancies are corrected in a timely manner.

9. Reclassification of Deficiencies. Deficiencies identified and documented by PRESINSURV constitute a valid assessment of the material condition of that ship. Once a deficiency has been reported, it remains valid until resolved or superseded by the next MI of that ship. PRESINSURV will neither maintain a record of the status of all deficiencies nor cancel or downgrade documented deficiencies.

10. Waivers

a. Requests for deviation from this instruction should be kept to a minimum. Reference (a) requires that all naval vessels be inspected every 3 years. While that periodicity may not be practicable, OPNAV has determined that the MIs should occur no later than 5 years for surface ships (reference (d)) and 7 years for submarines (reference (e)). In those rare circumstances where it has been determined that it is not possible to adhere to those MI intervals, waiver requests will be considered by OPNAV (N09P). Waiver requests are submitted by message as follows:

From Fleet Commander/Commander, Naval
Research/Commander, Military Sealift (as applicable)
Action to OPNAV (N09P) NORFOLK, VA
Info to PRESINSURV NORFOLK, VA

b. Waiver requests shall include the commander's endorsement discussing those compelling requirements that make it impractical to adhere to the INSURV MI intervals of references (c) through (e). A proposed alternate date for the inspection will be included.

11. Action

a. INSURV inspecting teams will make reports of MIs, trials, and surveys to PRESINSURV. PRESINSURV will review these reports and submit them to SECNAV, CNO, and COMUSFLTFORCOM with copies to appropriate commands.

b. PRESINSURV will consolidate individual reports, analyze data, and make annual report to COMUSFLTFORCOM noting trends and making recommendations to resolve pertinent issues. This report

will be provided to TYCOMs 1 week prior to presentation to COMUSFLTFORCOM. The report will also be provided to SECNAV and CNO.

c. On a semi-annual basis, PRESINSURV will apprise the SECNAV, CNO, and cognizant commanders by message of active ships that are overdue for inspection.

12. Records Management. Records created as a result of this instruction, regardless of media and format, shall be managed per SECNAV Manual (M-)5210.1 of November 2007.

13. Reports Control. The reporting requirements contained in this directive are exempt from reports control by SECNAV M-5214.1 of December 2005.



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