



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

IN REPLY REFER TO

OPNAVINST 4780.6E  
N4

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OPNAV INSTRUCTION 4780.6E

From: Chief of Naval Operations

Subj: POLICY FOR ADMINISTERING SERVICE CRAFT AND BOATS IN THE  
U.S. NAVY

Ref: (a) OPNAVINST 4770.5F  
(b) SECNAVINST 5030.1L  
(c) OPNAVINST 4720.2G  
(d) U.S. Code, Title 10, Section 7304  
(e) SECNAVINST 11420.1  
(f) U.S. Navy Regulations, 1990, Article 1162  
(g) SECNAVINST 1700.11C  
(h) Naval Ship's Technical Manual, NAVSEA S9086-TX-STM-010, Chapter 583 (Boats and Small Craft)  
(i) OPNAVINST 4790.4D  
(j) DoD 5000.2-R of Apr 02  
(k) SECNAVINST 5000.2C

Encl: (1) Definitions  
(2) Commanders Authorized to Appoint Service Craft  
Material Inspection Boards  
(3) Overhaul Cycles for Active Service Craft

1. Purpose

a. To set forth revised policy and responsibilities for service craft and boat acquisitions, allowance establishment, inventory management, material inspections, maintenance, modernization, logistics, boat disposal, service craft strike, and funding support.

b. To provide basic references for the execution responsibilities.

2. Cancellation. OPNAVINST 4780.6D.

3. Scope. This instruction applies to all craft classified as combatant craft and service craft by reference (b) and to all boats listed in the Craft and Boat Support System (CBSS). Service craft are to be disposed in accordance with reference

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(a). For the purpose of this instruction, combatant craft are considered as boats. The term "boats" applies to boats supported by appropriated funds. This instruction does not apply to Landing Craft Air Cushion (LCAC), Ship Waste Off-Loading Barge (SWOB), nor craft that are part of the Cargo Offloading and Transfer System (COTS). LCAC assets will be maintained in the CBSS inventory for record purposes only. SWOBs are neither a service craft nor a boat and are not maintained in the CBSS inventory. This instruction is a major revision and should be reviewed in its entirety.

4. Definitions See enclosure (1).

5. Policy

a. Service Craft

(1) Service craft are assigned to the user command/activity, also referred to as the custodian. An increase in service craft is not justification for an increase in personnel. Prior to submitting a request for a service craft, sufficient billets and funds to man and maintain the service craft should already be established, or established separately.

(2) Service craft shall be supported by an allowance document (i.e., a Coordinated Shipboard Allowance List (COSAL) or Coordinated Shore Based Allowance List (COSBAL)) in accordance with program requirements.

(3) When a service craft must be permanently modified/reconfigured to perform a mission for which it was not originally designed or intended, the service craft must be reclassified. Service craft shall not be modified to perform other than the intended mission without approval from Chief of Naval Operations (CNO).

(4) Service craft shall be modernized within the Fleet Modernization Program (FMP), as described in reference (c).

(5) Service craft inspections shall be accomplished through the Service Craft Material Inspection Program (SCMIP).

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Service craft material inspections shall be conducted by President Board of Inspection and Survey (PREINSURV) utilizing the assigned board authority commanders listed in enclosure (2). The assigned board authority commanders shall provide logistical, administrative, and required technical support (e.g., gas free engineers) from regional maintenance authorities.

(6) As required by reference (d), a service craft's material inspection shall be scheduled 3 years from the previous inspection. At no time will the interval between material inspections exceed 54 months. All material inspection discrepancies reported will be corrected as soon as practicable within 1 calendar year from the date of the inspection report. Discrepancies affecting the safe operation of the craft will be corrected immediately. Corrected discrepancies will be reported to the Board Authority.

(7) Active service craft will be scheduled for Regular Overhaul (ROH) in accordance with the intervals stipulated in enclosure (3). Deviations from the standard intervals can vary with local conditions and type of hull construction.

(8) Former Navy service craft, including those owned or previously owned by private and public agencies, will not be accepted into inventory unless a Material Inspection Board finds the craft fit for U.S. Navy service.

(9) Navy-controlled, non-excess floating drydocks are leased in accordance with procedures in reference (e).

b. Boats

(1) Commander, Naval Sea Systems Command (COMNAVSEASYS COM) shall purchase, procure, acquire or otherwise obtain all boats including boats required by the Military Sealift Command for operational use.

(2) Boats are purchased and supported by appropriated funds to provide transportation for official purposes and shall not be used for recreational activities (e.g., swimming, diving, fishing, water skiing), purely social events, or activities

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undertaken for personal benefit. When personally authorized by the officer to whom assigned, barges and gigs may be used for hosting events that enhance the mission of the command. Some examples of authorized uses include hosting promotion, frocking, reenlistment, and retirement ceremonies; U.S. and foreign visitors in support of diplomatic and community relation goals; gatherings to present awards or other forms of professional recognition (e.g., a commander hosting members of his or her command in recognition of superior performance); gatherings hosted by a commander to discuss official business and which enhance the professional relationship between the commander and subordinates; or events that otherwise further important Department of the Navy, DOD, or Joint service interests. Wearing of military uniforms is not a requirement but is a factor in determining whether use of a gig or barge serves an official purpose. Such uses must not interfere with operational requirements. Commanders and commanding officers shall exercise sound judgment when authorizing use of barges and gigs for such events. The introduction, possession, or use of alcoholic beverages on board barges and gigs must comply with the policies contained in references (f) and (g).

(3) Special purpose boats will not be assigned or used for general transportation of personnel or staff or for other miscellaneous uses that can be met by the authorized boat allowance.

(4) Boat assets in support of the Oil Response Program shall be assigned hull registry numbers in accordance with reference (h) and maintained in the CBSS inventory.

(5) Boats assigned to Fleet Boat Pools will be limited to support of the Fleet.

(6) Proper boat maintenance is the responsibility of the user command/activity. Each user command/activity or custodian will establish a boat maintenance program following policies and procedures contained in reference (i). Additional boat maintenance procedures will be established by COMNAVSEASYSOM, as required. COMNAVSEASYSOM will not replace boats that are determined beyond economical repair by support commanders resulting from inadequate maintenance, pilfering, or cannibalization, unless the criteria established in reference (h)

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is met.

(7) Boat modernization is not included in the Fleet

Modernization Program. Procedures for alteration of boats shall be established by COMNAVSEASYSKOM, as required.

(8) Boats in excess of the established allowance will be returned to stock by the custodian, and may not be carried by any other ship or service craft, except as cargo.

(9) Boats shall not be reclassified.

(10) Boats shall be supported by a COSAL or COSBAL.

c. Barges and Gigs

(1) Allocations must be authorized by the appropriate resource sponsor within the Office of the Chief of Naval Operations.

(2) Barges are assigned to flag officers when no other suitable means of transportation exists and there is a requirement to: 1) visit ships at anchor or moored at other than an accessible pier facility; 2) conduct facility inspections; or 3) host high level national, local, and/or foreign government military dignitaries in an afloat setting.

(3) Gigs are assigned to afloat chiefs of staff, group, squadron, or division commanders, and commanding officers, not of flag rank, provided adequate boat stowage exists in the ships in which the gig is normally embarked and usage is sufficiently frequent to warrant long-term assignment to the specific billet. Gigs are assigned to these billets ashore when no other suitable means of transportation exists and there is a requirement to 1) visit ships at anchor or moored at other than an accessible pier facility; 2) conduct facility inspections; or 3) host local, national or foreign military or civilian leaders of at least the 06 level or equivalent in an afloat setting.

6. Responsibilities

a. OPNAV Requirements and Resource Sponsors. The OPNAV

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sponsors are responsible for service craft and/or boat user command/activity mission requirements oversight, boat allowance approval for afloat activities, funding support and approval authority of the reclassification of craft.

b. PRESINSURV

(1) Will participate and monitor the effectiveness of the SCMP and provide an annual report to CNO, with copies to COMNAVSEASYSKOM and Board Authorities, describing the results of PRESINSURV's oversight visits conducted during the previous fiscal year.

(2) Conduct acceptance trials of new construction service craft or when inspection by permanent INSURV boards is not practicable, appoint a semi-permanent board of inspection and survey to conduct acceptance trials.

(3) Appoint, reassign and disestablish board authorities.

c. COMNAVSEASYSKOM

(1) Execute the policies set forth in this instruction, including establishing allowances, assignments, and reassignments of service craft and boats.

(2) Be responsible for the acquisition of all types of service craft.

(3) Develop and submit modernization funding requirements to CNO service craft program sponsors and execute the modernization program for Title "D", "K", and "KP" Ship Alteration (SHIPALT) development; Title "D" SHIPALT prototype installations; Title "K" and "KP" SHIPALT installations, and associated Planning Yard costs. The Navy Crane Center shall perform this function for weight handling equipment installed in service craft.

(4) Be responsible for the acquisition of all types of U.S. Navy boats unless otherwise delegated.

(5) Establish additional boat maintenance procedures as

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required.

(6) Establish procedures for alteration of boats, as required.

(7) Develop and submit funding requirements to the applicable CNO sponsor for CBSS maintenance and for new and replacement service craft and boats.

(8) Develop and execute strike procedures for service craft and disposal procedures for boats.

(9) Develop procedures for the reclassification of service craft.

(10) Administer and execute the SCMIP and develop procedures to conduct and report material inspections of service craft.

(11) Be responsible for the approval/disapproval of ROH deviations.

(12) Lease Navy-controlled, non-excess floating dry docks following procedures contained in reference (e).

(13) Develop and maintain the CBSS.

(14) Handle routine requests and develop procedures for the establishment of or change to a boat allowance. Establish boat allowance for ashore activities only.

(15) Be responsible for annual validation of all boats and service craft with data provided by user Commands/activities.

d. Support commanders

(1) Support commanders shall fund the operation and maintenance of assigned service craft and boats to their subordinate activities. Support commanders are authorized to effect temporary reassignments within their commands. Support commanders may authorize a specific ship (custodian) to carry fewer boats than the allowance requirement on a temporary basis provided adequate boats remain on board to ensure mission

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capability and safety-of-life at sea.

(2) Commander, Naval Facilities Engineering Command shall manage boats in support of the Oil Response Program. Boat assets in support of this program shall be assigned hull registry numbers in accordance with reference (h) and will be maintained in the CBSS inventory. Final disposition of excess boats will be coordinated with COMNAVSEASYSKOM.

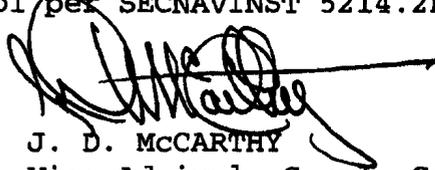
e. User Commands

(1) Be responsible for the administration, operation, manning, safety, security, development and submission of maintenance requirements budgets, maintenance, stocking and replacement of repair parts for assigned service craft and boats, and for establishing service craft and boats maintenance programs following the policies and procedures contained in reference (i). Be responsible for disposition of excess service craft, including recommendation to inactivate the craft and place in mobilization storage, shall be submitted via the chain of command to COMNAVSEASYSKOM. These responsibilities, and the responsibility for maintaining service craft and boats, are terminated only upon authorized reassignment or completion of disposal action(s). Procedures for user command/activity to generate new requirements for service craft and boats are found in references (j) and (k).

(2) Former user commands/activities are required to identify funding to return an excess boat to ready-for-issue condition if COMNAVSEASYSKOM determines during receipt inspection that the boat was not maintained properly.

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7. Report. The reporting requirement contained in paragraph 6b is exempt from reports control per SECNAVINST 5214.2B.



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DEFINITIONS

1. Board Authority. A commander, when directed by INSURV, shall be authorized to appoint and convene service craft material inspection boards. Enclosure (2) lists these commanders.
  
2. Boats. A self-propelled craft suitable primarily to be carried on-board ships and to operate in and around naval activities. These include landing craft, standard Navy design, commercial and non-developmental small boats, including Rigid Inflatable Boats (RIBs). Other inflatable boats and rafts are not managed as boats. Punts are plant property and not part of the boat inventory.
  
3. Boat Allowance Parts List (BAPL). BAPLs are assigned Repairable Item Identification Code (RIC) numbers in the 72 series and are unique to the boat to which assigned. A direct correlation exists between the BAPL RIC and the hull registry number. The BAPL provides:
  - a. Boat type and hull registry number.
  - b. Characteristics of the boat.
  - c. Construction drawing number and revisions thereto (includes as-built drawings and revisions).
  - d. Equipment and equipage required to operate and maintain the boat.
  - e. Technical Manual numbers and titles that are applicable to the boat and installed equipment. Boat Information Book (BIB) numbers are to be included.
  - f. A defined quantity of non-standard spare and repair parts required to provide initial supply support.
  
4. Cargo Offloading and Transfer System (COTS). COTS is Navy's major system for vehicular and containerized cargo discharge, from vessels moored offshore, and delivery to the beach during Logistic Over The Shore (LOTS) operations. COTS is used in amphibious, maritime prepositioning, and advanced base environments, and consists of the following major facilities: (1) Causeway Section, Powered; (2) Side Loadable Warping Tug; (3) Causeway Section, Non-powered; (4) Roll-on/Roll-off Discharge Facility; and (5) and Modular Elevated Causeway.

Enclosure (1)

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5. Coordinated Shipboard Allowance List (COSAL). The basic documents for assembling and placing onboard equipment/component repair parts and special tools, equipage, and supplies. The documents also provide essential information for shipboard management of the material (e.g., identification, requisitioning, stowage, inventory, and maintenance of stock records).
6. Coordinated Shorebased Allowance List (COSBAL). A document for a specific shore activity that lists installed equipment for which the Naval Inventory Control Point (NAVICP) has program responsibility.
7. Craft and Boat Support System (CBSS). The inventory management system maintained by COMNAVSEASYSKOM to account for Navy service craft and boat assets.
8. OPNAV Requirements and Resource Sponsor. The OPNAV sponsors assigned responsibility for service craft and/or boat user command/activity mission requirements oversight, boat allowance approval for afloat activities, funding support and approval authority of the reclassification of craft.
9. Regular Overhaul (ROH). An availability for the accomplishment of general repairs and alterations at a naval shipyard, private shipyard, or other shore based repair activity, normally scheduled in advance with an established cycle.
10. Service Craft. A classification of waterborne craft which comprises generally the waterborne utilitarian craft not classified as ships or boats, designed to operate in coastal and protected waters and provide general support to combatant forces and shore establishments. Service craft are designated by type in reference (b), and listed in the CBSS and the Naval Vessel Register.
11. Service Craft and Boat Accounting Report (SABAR). The SABAR is a CBSS report listing all U.S. Navy service craft and boats assigned to user commands/activities, except boats assigned to unified commands, e.g. SOCOM, U.S. Transportation Command (TRANSCOM), etc.
12. Support Commander. Commanders who have budgeting and funding responsibility for support of service craft and boats assigned to their subordinate activities.

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13. User Command/Activity (Users or Custodians). The command/activity, which has been assigned physical custody of a service craft or boat. User commands/activities are also referred to as service craft and boat custodians.

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COMMANDERS AUTHORIZED TO APPOINT  
SERVICE CRAFT MATERIAL INSPECTION BOARDS

<u>COMMANDER</u>	<u>RESPONSIBLE FOR</u>
Commander, Navy Region Northeast	Connecticut, Rhode Island, Massachusetts, Maine, New Hampshire, Vermont, New York, and New Jersey
Commander, Navy Region Mid-Atlantic	Pennsylvania, Delaware, Maryland, Virginia (less NAVSTA Annapolis and Baltimore/Washington National Capital Region assigned to Superintendent Naval Academy), North Carolina, Iceland, and Bermuda
Commander, Navy Region Southeast	South Carolina, Georgia, Florida, Alabama, Mississippi, Puerto Rico, Cuba, West Indies, and South America Commander, Navy Region Southwest California Commander, Navy Region Northwest Oregon, Washington, Alaska
Commander, Navy Region Hawaii	Hawaii and Islands of Midway, Jure, Wake, Johnson, Palmyra, and Kingman Reef
Commander, U.S. Naval Forces, Japan	Japan and Okinawa
Commander, U.S. Naval Forces, Marianas	Guam, Federated States of Micronesia, Republic of Palau, and Commonwealth of Northern Marianas Islands

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COMMANDER

Commander, Fleet Air, Mediterranean

Commander, U.S. Naval Activities,  
United Kingdom

Commander, Naval Reserve Force

Commander, Mine Warfare Command

Superintendent, United States  
Naval Academy

RESPONSIBLE FOR

Mediterranean Littoral  
(including Rota)

UK and Northern Europe  
(excluding Iceland)

Louisiana

Texas

Naval Station Annapolis  
and Baltimore/Washington  
National Capital Region

1. The authority to appoint Boards may not be delegated.

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OVERHAUL CYCLES FOR ACTIVE SERVICE CRAFT

1. Regular overhaul (ROH) cycles for service craft other than berthing and messing barges are as follows:

<u>Type Service Craft</u>	<u>ROH Interval</u>
Self-propelled	6 yrs
Non-self-propelled with machinery	6 yrs
Non-self-propelled without machinery	8 yrs
Floating Drydocks	6 yrs

2. ROH cycles for berthing and messing barges follows:

<u>Description</u>	<u>Interval</u>
Refurbish/renovate	4 yrs
ROH	8 yrs

3. Deviations from service craft standard overhaul cycles will vary with local conditions and type of hull construction. Submit request for deviation via the chain of command and the Support Commander to COMNAVSEASYSKOM.

4. These overhaul cycles do not apply to the USS CONSTITUTION, or to other historical vessels with inventory records maintained in the CBSS.

5. Support commanders should develop and implement a program to assure adequate organizational and intermediate maintenance during the operating cycle.