



NAVAL SURFACE FORCES SURFACE WARFARE ENTERPRISE

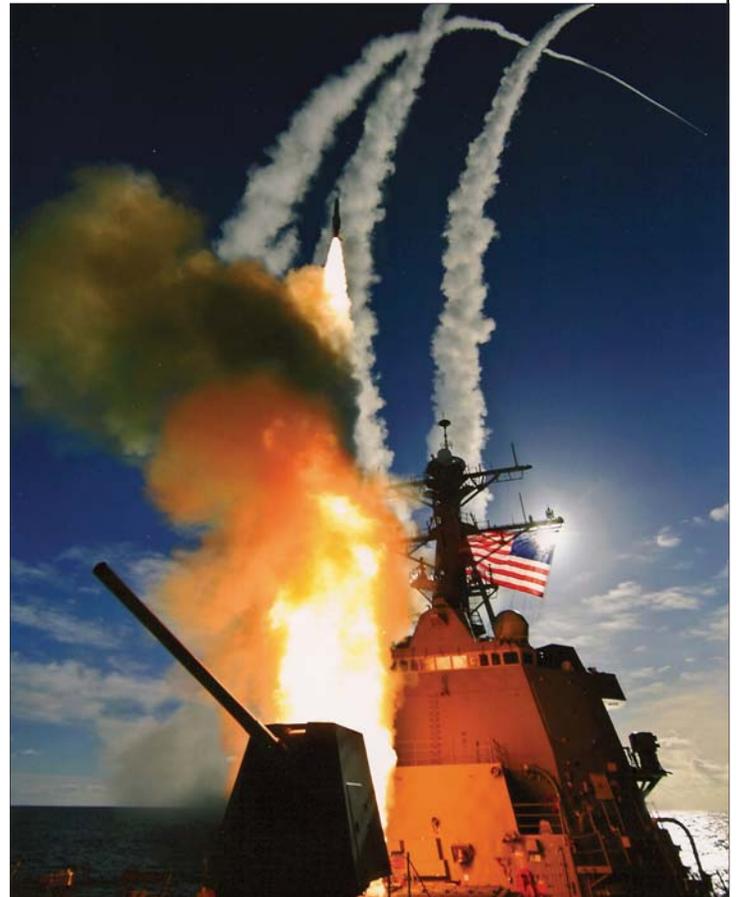
"Warships Ready For Tasking"



FISCAL YEAR 2009 IN REVIEW

Through a "Back to Basics" approach the SWE continues to make strides in ensuring warfighting readiness by breaking organizational barriers to identify cross-cutting issues and address areas for efficiencies and improvements. Following are some highlights:

- Worked across the SWE to fully fund Surface Ship maintenance requirements
- Conducted a readiness baseline analysis which led to increased warfighting readiness
- Maintained high Force Personnel Readiness: 98% AGG (Total personnel assigned), 92% FIT (Rating and pay band), 95% Forward Deployed Naval Forces (FDNF) FIT
- Improved NEC FIT from 54% to 64% by aggressively correcting Enlisted Distribution and Verification Report (EDVR) errors and eliminating certain OJT NEC requirements
- Implemented Optimal Manning deployment strategy, ensuring Optimally Manned ships deploy with no less than 95% of BA. Included a comprehensive crossdeck and divert approach, drawing personnel from lower readiness ships to those deployers and instituting a mitigation strategy for those ship personnel losses
- Significantly improved 3M Assessment performance by enforcing high standards, embracing a "Back-to-Basics" philosophy and providing assistance teams to ships. Assessment rates rose from 58% to 82%
- Instituted Surface Ship Life Cycle Maintenance (SSLCM) activity to provide centralized surface ship lifecycle maintenance engineering, class maintenance planning and management
- Supported the LCS program, facilitating early deployment of LCS-1 through guidance and innovative solutions to manning, training and equipping ship class challenges
- Created metrics and performance measures to define and measure Warships Ready for Tasking
- Collaborated across SWE stakeholders to develop and promulgate PR 11 requirements incorporating the prioritized needs of the Surface Navy
- Increased retention of diverse Surface Warfare Officers through focused mentorship, policy changes, work life balance and inclusion efforts. Female Surface Warfare Officer retention highest since women first allowed on combatants. Minority Officer retention higher than community average across all year groups



Manning

- Increased EDVR accuracy by working collaboratively with BUPERS 4013 to align Sailors to the correct NECs and with the FRE to bring a web-based EDVR tool to the Fleet
- Launched innovative online SWO E-Mentor program to capitalize on the diversity of talent with the community and to increase sharing of knowledge and expertise outside of the lifelines. Over 600 Surface Warfare Officers participating
- Revised the SAR Swimmer detailing process, filling billets with Sailors from the Boatswain Mate "A" School to ensure qualified swimmers report to ships instead of ships sending sailors for training
- Decreased Air Intercept Controller (AIC) Anti-Submarine/Anti-Surface Warfare Tactical Air Controller (ASTAC) attrition. Instituted a preparatory course of instruction and enforced pre-training requirements

Maintaining

- Piloted CNO Availability Work Packages, which shifted responsibility for development of shipyard availability planning to the newly commissioned Surface Ship Life Cycle Maintenance (SSLCM) Activity and the CLASSRONS. Vastly improved our ability to accurately define and defend the actual cost of maintaining our surface ship force
- Established enhanced FDNF logistics and maintenance infrastructure for MCMs and PCs by shifting Ingleside, TX logistics support overseas and focusing resources in Bahrain to better support platforms permanently deployed to Fifth Fleet
- Developed and implementing a distance support maintenance program to meet the high OPTEMPO needs for LCS while minimizing repair costs
- Installed Integrated Condition Assessment System (ICAS) automated remote monitoring units on seven additional ships bringing the surface fleet total to 47, providing near real time hull, mechanical and electrical (HM&E) equipment operating status for corrective action to prevent major equipment failures and high repair costs
- Piloted Distance Support Condition Based Maintenance (DS CBM) on MCMs. DS CBM provides real-time monitoring of equipment operation for both ship and shore support personnel to ensure maintenance planning occurs at the right time and at a reduced cost, while increasing mission availability
- Executed the Diesel Readiness System (DRS) plan for LSDs to reduce diesel engine maintenance costs. Expansion to other ship classes is in progress
- Piloted a DDG vibration analysis program to monitor failure modes within turbine engines and support systems. Estimated an annual cost avoidance of \$125K per ship per year
- Established West Coast teams to collect tank condition data and load in the Corrosion Control Information Management System (CCIMS) data base for tracking and evaluation

Equipping

- Made Sponsor Owned Material (SOM) and excess inventory available for issue to surface ships, saving the SWE significant funding outlays
- Developed the Best Value Tool prototype, now in testing, to identify HM&E equipment that represents the best value to the Navy and provide a convenient way to select best value and standardize equipment
- Established the SWE Chief Technology and published first SWE Science and Technology Strategic Plan to increase S&T engagement to ensure science, technology, research and development are properly aligned to meet future surface force capability needs