



INSURV

Insights

We at INSURV are continuing our voyage to publish a more light-hearted, fun-to-read, electronic newsletter with tips and tidbits from all aspects of the inspection process! **HOLD ON!** Just because it says INSURV doesn't mean it's bad! On the contrary! On a bi-monthly basis we will provide tips from the deck plates, highlights of successful inspections and good things happening in the Fleet with relation to inspections or trials. We will provide expert advice from the inspectors and a column called "Advice from a Crusty Old Salt" which will be past experiences, humorous stories, or just some great advice to the younger sailors from the guys who have been around for a while! Read through it, share it with your shipmates, and let us know what you think!

CELEBRATING VICTORIES

The Transition to the Optimized Fleet Response Plan and Material Inspections

Lieutenant Jason Clark , INSURV Engineering Inspector

On 14 November 2014 Chief of Naval Operations promulgated the OPNAV Instruction 3000.15A outlining the vision of the Optimized Fleet Response Plan (OFRP). On 8 December 2014, United States Fleet Forces and Pacific Fleet released their joint Instruction 3000.15A on OFRP detailing this vision. In essence, the Fleet will be transitioning to a more regular battle rhythm once we get to this new cycle. Currently, most ships in the Fleet operate on a 21-24 or 27 month cycle independently of each other where the first day of this cycle is the first day of the Maintenance and Modernization Phase (CNO Selected Restricted Availability or Planned Incremental Availability) and the last day of the cycle being the day before. With OFRP the fleet will be transitioning to a 36-month cycle (with the exception of Forward Deployed Naval Force ships) with Carrier Strike Group's cruisers, destroyers, staffs and the air wing schedules aligned with their aircraft carrier's while the Amphibious Ready Group's amphibious ships, staff and Marine Expeditionary Unit aligned with the amphibious assault ship's schedule.

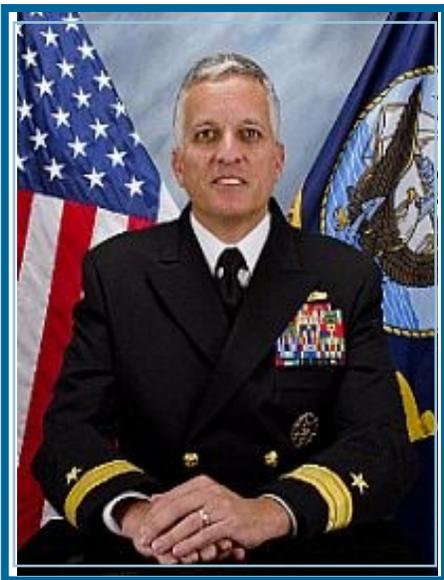
INSIDE THE ISSUE

Welcome.....	1
Celebrating Victories "Transition to the Opti- mized Fleet Response Plan and Material Inspections"	1
Notes from the Boss	2
It's All About the Deck Featuring Combat Systems (Cybersecurity/Information Systems)	3
Advice from a Crusty Old Salt "Zone Inspec- tions".....	5
INSURV Plain Talk on IFOM and Ship Capable Scores.....	5
About INSURV.....	6

THE TRANSITION (CONT.)

Here at the Board of Inspection and Survey (INSURV), we are excited to be a part of this transition and how it will normalize a ship's schedule. In the new OFRP schedule construct, a ship will have in alternating OFRP cycles an INSURV Material Inspection (MI) or a Type Commander (TYCOM) Mid-Cycle Inspection (MCI)/Mid-Cycle Material Assessment (MCMA). This codification of the MIs and MCI/MCMAs with the READ-E 7 is ideally the graduation event of the Basic Phase. At this point, every ship should ideally be either at or near the peak of their material readiness. This also maximizes the ability of the ship to LINK various demonstrations such as the anchor drop, EPCC dynamics, or other approved ICAV events. This will allow INSURV to get a standardized snapshot of the material condition of the Fleet, continue the execution of Smarter INSURV Inspections, and, most importantly, this allows a ship adequate time to correct any major deficiencies found prior to steaming off on deployment at the beginning of the Sustainment Phase.

NOTES FROM THE BOSS



The Optimized Fleet Response Plan (O-FRP) is designed to optimize the readiness generation process to achieve and sustain maximum employability for all afloat Naval forces. From a strategic standpoint, it transforms

ship operational availability from a demand-based model (Combatant Commanders tell the Navy what they want) to a supply-based model (the Navy tells the Combatant Commanders what is available). It does this by aligning the “ways” and “means” by which the Navy produces ready forces to maximize naval combat readiness. Each Strike Group then goes through a process to become a ready asset, and each ship goes through a similar process to validate readiness. There are four phases to the O-FRP: 1) maintenance phase which includes a CNO maintenance availability; 2) basic phase which includes all “within the lifelines” training and certifications required to ensure a ship is ready for the 3) integrated or advanced phase (normally beginning at “Group Sail”) where multi-ship training and certification occurs; and 4) sustainment which includes pre-deployment, deployment, and post –deployment sus-

tainment activities.

Surface combatants will experience either an INSURV Material Inspection (MI) or a TYCOM-led Mid-Cycle Inspection (MCI) at the conclusion of the basic phase which will act as the material readiness “graduation event” from the basic phase. The window for the MI/MCI would occur from the end of the basic phase up until Group Sail. Given that each ship in the Strike Group likely ends their basic phase on different dates, the start of the MI/MCI window will likely be different for each ship in any given Strike Group. Group Sail, however, is the event that synchronizes every ship in an individual Strike Group to the same point in the O-FRP so the end point of the window will be the same for each ship. Thus, while each window may be a little different for each ship, it will ultimately be large enough that each ship can execute an MI/MCI before commencing their integrated phase activities.

Timing the MI/MCI at the same point in each cycle enables two things: first, it allows us to better plan linked events by leveraging independent material assessments that occur during the basic phase prior to the MI/MCI; and second, allows us to better and more consistently develop material readiness trends by comparing results of ships that should be in a similar state of material readiness. Material readiness throughout the O-FRP is not static and we learn little that can be used to improve Fleet Readiness when we compare a ship that is post-basic phase and at the presumed pinnacle of material readiness, with a ship that is in the later stages of the sustainment phase when material readiness is usually

at its lowest. Additionally, ships in this post-basic phase window should have similar manning, training, and supply support levels.

Conducting these events in a defined, consistent and narrow window directly enables an “apples-to-apples” comparison of results which yields more valid material readiness trends that better serve INSURV’s ultimate purpose of improving the material readiness of the entire fleet.

The MI/MCI conducted at the end of the basic phase provides Type Commanders and Strike Group Commanders confidence that their ships are materially ready to fully participate in integrated phase events. In this way they serve as an important milestone in the O-FRP that greatly aides and directly promote combat-ready ships that are immediately available for Combatant Command tasking.

IT’S ALL ABOUT THE DECK

Plain Talk from Combat Systems (Cybersecurity/Information Systems)

Submitted by Lieutenant Peter Locklear

During a Material Inspection (MI), the Board examines an average of 20 functional areas, one of which is Information Systems (IS). In addition to simply ensuring that the material condition of IS is sound, the Board includes such aspects as Information Assurance, Cybersecurity, and Physical Security as it relates to Information Security. This enhanced inspection was developed in consultation with Fleet Cyber Command, Naval Network Warfare Command, and Tenth Fleet. The program was ultimately approved by the Chief of Naval Operations, and both Commander, United States Pacific Fleet and Commander, United States Fleet Forces Command.

INSURV continues to discover similar discrepancies when conducting IS inspections. This trend is concerning as our inspection results are released to the fleet post inspection in an attempt to inform and rectify IS weaknesses throughout the fleet. The fleet’s IS posture has been thoroughly examined in a Cybersecurity Study released by INSURV in August 2014. This study focused on determining how ships could effectively achieve a solidified network security stance. It presented shipboard network security challenges that were attributed more to organizational than technical deficiencies and illustrated how they could be resolved or mitigated if greater ownership was established and oversight was provided to ensure ships were better manned, trained, and equipped to respond to requirements.

Two areas that we concentrate on during an MI that continue to be problematic are Inventory Controls and control of administrative privileges. Lacking an accurate inventory makes it nearly impossible to determine which computing assets are expected to appear in network scans or even if the all the assets reflected in the scan are authorized. Without a physical inventory it is impossible to implement a Scan-Patch-Scan methodology, ensuring that all assets are scanned, patched and then rescanned to verify a successful application of required security updates. Similarly, lacking a complete and accurate inventory makes it nearly impossible to verify that all assets are successfully monitored for unauthorized hardware.

Just as important is the processes of controlling administrative privileges, which is critical to maintaining positive control over the network. All network accounts with administrative privileges should be identified and properly managed by authorized network administrators. Network administrators should have two accounts, one for normal network usage and one with elevated network rights. Accounts created for network maintenance, should be disabled following network maintenance. Ensuring that these simple, yet affective, processes are followed would greatly assist in protecting the network from vulnerabilities.

In addition to the lack of completed inventories and proper control of network administrative privileges, the following items continue to impact Cybersecurity inspection:

- The lack of anti-virus definition updates and application of software and security patches
- Backups are not being completed on a routine basis. This includes backing up of router and switch configurations as well as user and system data.

IT'S ALL ABOUT THE DECK (CONT.)

Plain Talk from Combat Systems (Cybersecurity/Information Systems)

Submitted by Lieutenant Peter Locklear

- Wireless devices must be closely controlled and not allowed into spaces processing classified information.
- Physical security controls are not consistently applied. Access control lists, challenging visitors, and sign-in sheets must be consistently used.
- Network expansion has also created a number of physical security challenges. As the networks are extended into spaces that were not designed to process classified information, physical security controls have not kept pace. Lock boxes are often missing or when they are installed either interference or poor lock box design prevents using a high security lock to secure the network drop.
- Non-GSA approved safes remain in use throughout the fleet. There are approved shipboard containers that do not require welding or bolting the security container itself (new safe has a pedestal for securing in place) to the deck.
- Site Accreditations routinely do not accurately reflect what systems are actually installed onboard the ship. Inherited controls are not tracked from system ATOs for inclusion in the commands DIA-CAP package.

In order to limit these common issues there needs to be a shared common understanding of the threat and clearly stated and well understood requirements. For more information regarding Cybersecurity and Information Systems inspections, please contact a member of the inspection team.

Would **YOU** like to contribute to this newsletter? Do you have a topic, story, a lesson learned, maybe a success you want to discuss or share? What about offering good advice to with your shipmates and the Fleet? Please let us know!

Contact us at:

[INSURV LTLC Communication Operations@navy.mil](mailto:INSURV_LTLC_Communication_Operations@navy.mil)

INSURV Combat Systems Inspectors

[INSURV LTLC COMBAT SYS WRITERS@navy.mil](mailto:INSURV_LTLC_COMBAT_SYS_WRITERS@navy.mil)

LT Peter Locklear (757) 462-1140

Peter.L.Locklear@navy.mil

LT Refus Combs (757) 462-1080

Refus.Combs@navy.mil

LT Kevin Martin (757) 462-2308

Kevin.L.Martin1@navy.mil

Mr. Alvin Gonzalez (757) 462-2222

Alvin.M.Gonzalez.ctr@navy.mil

INSURV Handbooks

Visit our website at

<http://www.public.navy.mil/fltfor/insurv>

To download a handbook, visit the "Inspection Resources" — "Getting Started" — "Notes from President" section. If you need extra handbooks mailed to you please feel free to contact us.

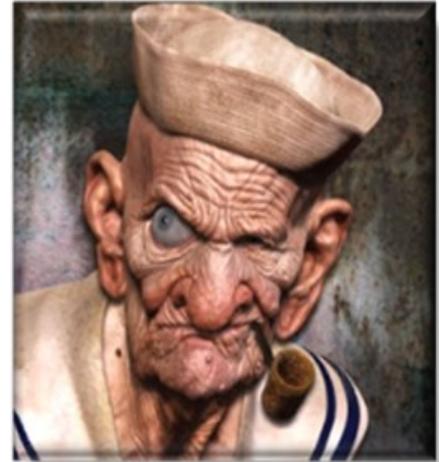


ADVICE FROM A CRUSTY OLD SALT

Zone Inspections

Mr. Joseph O'Hara, Deputy, Board of Inspection and Survey

Zone Inspections are critical for self-assessment and identifying material deficiencies that impact overall material readiness. The 2014 INSURV Annual Report stated that many ships seem to have ineffective Zone Inspection programs. In Surface Ships for example, ineffective zone inspection programs were a key contributing factor to Habitability and Aviation functional areas being degraded. A Ships' Zone Inspection Program is all about leadership taking the time to get out and Inspect your Ship. Leadership that shouldn't be delegated down with the expectation that the program is being accomplished and tracked correctly. Challenge your Wardroom and Chief's Mess. Enhance your ability to self-assess and watch your readiness improve.



INSURV PLAIN TALK

IFOM and Ship Capable Scores

Michael Lauruska, INSURV Analyst

INSURV Figure of Merit (IFOM) is a rolled up average of a ship's performance during a Material Inspection (MI) or Mid-Cycle Inspection (MCI) over its functional areas and demonstrations. The final IFOM given to the ship should not be thought of as a "grade" such as a 0.85 means I got a B; but rather the score is a relative comparison to other ships in its class. For example if a certain DDG gets a 0.82 that ship would be thought of as average because the 5 year average for DDGs is 0.83. However, if a PC got the same IFOM it would be thought of as well below average because the average IFOM for PCs is 0.91. So, in summary, do not think of your final IFOM as a way to "grade" yourself but more as a way to see how your ship compares to other ships of the same class.

The way INSURV evaluates a ship's IFOM results is by using a Ship's Capable Score (SCS). Without going into a graduate level statistics class, this system takes the EOC scores and overall IFOM and assigns a category of Excellent, Above Average,

Average, and Below Average and Significantly below Average. We take data collected over the last 5 complete years; calculate an average and standard deviation. One standard deviation above average correlates to a grade of Above Average and Excellent would be two standard deviations above average and so on. These evaluations determine where a ship's EOC fits on a "Bell Curve" based on other ships in its class.

Both of these methods of scoring are relative grades. Meaning they are only relevant to the ships in their specific classes. The numerical grades received are only meaningful if used to compare results of one ship to other ships in the class to maintain an "apples to apples" type of comparison.

To access INSURV's 2014 Annual Report, please visit the following link and select your NON-EMAIL certificate <http://www.public.navy.mil/fltfor/insurv> ("Inspection Resources" -- "Recent Briefs & Reports")

INSURV

The Board of Inspection and Survey (INSURV), Virginia Beach, VA is an independent activity established under Title 10, under direction of a President, with direct reporting requirements to the Chief of Naval Operations (CNO) and the Commander, U.S. Fleet Forces Command (USFF).

The Board of Inspection and Survey conducts acceptance trials of ships and service craft for the purpose of determining the quality of construction, compliance with specifications and Navy requirements, to determine if builder responsible equipment is operating satisfactorily during the guarantee period following acceptance and to make recommendations upon their acceptance by the Navy. They conduct material inspections of all naval ships at least once every 3 years if practical, for the purpose of determining and reporting upon a ship's fitness for further service and material conditions which limits its ability to carry out assignment missions. The Board conducts surveys when directed by the Chief of Naval Operations (CNO), for the purpose of determining and documenting the material condition of the ship in conjunction with their inactivation. They periodically ascertain and report of the material condition and performance capabilities or limitations, the status of fleet operations safety and health and on the status of fleet environmental protection program compliance.

In addition, the Board compiles statistical information regarding recurring or significant acquisition or maintenance deficiencies for the ships, reviews specifications for new ship designs, reporting the results to SECNAV, CNO, fleet commanders, SYSCOMs, and higher authorities such information as they may require. They conduct other inspections and trials of ships and service craft as directed by the CNO and CFFC, while performing other functions as may be assigned by higher authority. Based on observations during INSURV assessments, the Board provides timely, candid, and accurate findings to fleet commanders, TYCOMs, SYSCOMs, and appropriate SECNAV and office of the CNO, (OPNAV) offices, and higher authority, together with recommended actions where appropriate.



Board of Inspection and Survey

Joint Expeditionary Base—Little Creek
2600 Tarawa Court, Suite 250
Virginia Beach, VA 23459

Phone: 757-462-7325

DSN: 253-7325

Fax: 757-462-7090

Website: <http://www.public.navy.mil/fltfor/insurv>

SIPR Website: <http://cffo.fleetforces.navy.smil.mil/insurv>

Facebook: <https://www.facebook.com/Official.INSURV>

YouTube: <http://www.youtube.com/insurvboard>

Publication POC:
INSURV Communications Department

INSURV_LTLC_Communication_Operations@navy.mil

(757) 462-2273