



DEPARTMENT OF THE NAVY
MILITARY SEA TRANSPORTATION SERVICE, PACIFIC AREA
N.S.C., OAKLAND, CALIFORNIA 94625

MSTSPAC 3590.9A

P-01B

17 April 1967

MSTSPAC INSTRUCTION 3590.9A

From: Commander Military Sea Transportation Service, Pacific
To: Distribution List

Subj: Reliability Program; MSTSPAC ships

Ref: (a) COMSTSINST 3590.1E, Subj: Inspection and Reliability
Program; MSTS Civil-Service-Manned Ships

1. Purpose. The purpose of this Instruction is to set forth the factors to be evaluated and to assign responsibility for determining the reliability of MSTSPAC ships, as required by reference (a).

2. Cancellation. MSTSPAC Instruction 3590.9 is cancelled. *

3. Action. Commanding officers of MSTS Offices under COMSTSPAC administering ships shall comply with the following procedures:

a. Determination of Reliability. Reliability shall be determined on an annual basis to keep COMSTSPAC advised of the conditions prevailing in his ships and to provide the ships with means of comparison with other ships of the same type. *

b. Submission of Reliability Marks

(1) MSTSPAC Form 3590/2 (Ship Reliability Marking Sheet) *
shall be used for the annual reliability marks. It will be noted that the total mark-percentage attainable by the use of this form, less bonuses, is 85%. This is in keeping with the grade classifications contained in reference (a) and indicates that the ship is being managed and operated at the level expected by COMSTSPAC. Bonuses, when justified and fully substantiated, can raise the overall mark-percentage and place the ship in the "Smart Ship" category for reliability.

(2) The reliability marks shall be submitted to COMSTSPAC *
(P-01B) for the preceding fiscal year by 5 July annually, and shall be based on a scale of 100. The Chief Inspector will apply weight factors and bonuses and assign each ship a mark-percentage for overall reliability.

4. Reliability Factors. Factors to be considered in evaluating the reliability of ships are:

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a. <u>Readiness - 45%</u>	Weight Factor	
(1) Readiness of ship to receive and/or discharge passengers and cargo.	15	
(2) Pre-sailing handling of logistic requirements.	5	
(3) Preventive medicine.	5	*
(4) Reliability of communications.	10	*
(5) Proficiency of crew in pre-sail drills.	10	
b. <u>Management - 40%</u>		
(1) Degree of leadership and supervision displayed by responsible ship's personnel.	5	
(2) Shipboard administrative procedures and operating methods and their effect on morale.	5	
(3) Promptness and accuracy in submission of reports.	5	
(4) Financial management with particular attention to expenditures controlled by the master.	10	*
(5) Preparation and timely submission of repair lists.	5	
(6) Fuel economy.	5	
(7) Adequacy of internal and external security measures.	5	
c. <u>Other - 1 to 15 points</u>	<u>Points</u>	
(1) Bonuses.		
(a) Ability of ship's personnel to effect own repairs to meet commitments.	1 to 5 (Note #1)	
(b) Ability to maintain arduous operating schedules as opposed to routine or less arduous schedules.	1 to 5 (Note #1)	
(c) Commendable reports.	1 to 5 (Note #1)	

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Points

(2) Penalties.

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|---|---------------------|---|
| (a) Delays due to machinery derangements resulting from faulty maintenance procedures. | 1 to 5
(Note #2) | |
| (b) Delays due to mismanagement or non-cooperation of the master or other ship's officers. | 1 to 5
(Note #2) | * |
| (c) Adverse reports or comments. | 1 to 5
(Note #2) | |
| (d) Improper navigation. Stranding, grounding, or collision attributed to improper navigation or failure on the part of responsible personnel to institute timely and effective precautionary measures. | (Note #3) | |
| (e) Incidents of food poisoning of epidemic proportions caused by improper food handling techniques or inadequate training or supervision. | (Note #4) | |

Note #1. A bonus of 1 to 5 points will be added to the final overall grade by the Chief Inspector in cases where a bonus is recommended and substantiated in the qualifying remarks submitted by the cognizant officer.

Note #2. A penalty of 1 to 5 points will be subtracted from the final overall grade by the Chief Inspector in cases where a penalty is recommended and substantiated in the qualifying remarks submitted by the cognizant officer. *

Note #3. Limits ship to a grade no higher than UNSATISFACTORY in overall reliability.

Note #4. Limits ship to a grade no higher than SATISFACTORY in overall reliability.

5. Forms. The supply source for MSTSPAC Form 3590/2 is COMSTSPAC (P-01B). An initial supply of forms will be forwarded to MSTS Offices having action responsibility. *

T. F. SAUNDERS
Acting

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(See reverse)


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