Ship Work Breakdown Structure Swbs

The Depot Maintenance Planning and Programming System (DMPPS) is a large computer system developed over a period of two and a half years. The system was developed to project shipyard resource requirements (i.e., labor mandays and costs as well as material costs) by shipyard production shop and by ship work breakdown structure (SWBS). It enables management to assess the impact on the shipyards and ship systems of: Changes in depot-level maintenance/alterations policy; Major changes in force levels and/or composition; and Budgetary constraints.

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The Business of Shipbuilding thoroughly analyses vessel construction, from material receipt and preparation, to final outfitting. It explains the central role of computer technology in the design process, the growing importance of supply chain management for materials and services and the use of subcontractors. Methods of measuring progress, productivity, performance and the need for enforcing standards during construction are also discussed. Through the use of practical examples, The Business of Shipbuilding explains the structure of shipbuilding in Japan, Korea, the European Union, China, Eastern Europe and the Americas and places this in the context of the economic and political climate of each region. Written in a clear and concise style and illustrated throughout with diagrams, charts and plans, The Business of Shipbuilding will be an invaluable reference tool both for experienced shipbuilders and for shipowners, managers, operators, brokers, insurers, lawyers, universities, surveyors and equipment suppliers.

The Ship Systems Staging Diagram (SSSD), heretofore known as Ship Systems Definition and Index (SSDI), is an orderly identification and structuring of the systems and subsystems that make up a ship. By defining ship systems as well as their boundaries and interfaces, the SSSD provides a common language for communicating information about ship configurations. The SSSD is thus useful to all Navy activities involved in the life-cycle operation, maintenance, modernization, and support of ships. The SSSD presented herein is an original compilation for the DDG-2 class of Navy ships. It incorporates the latest changes to the coding identifications of systems, subsystems, equipments, and components to bring them into conformance with the current SWBS/SWAB/SECAS Staging Index for Surface Ships. Ths Staging Index, and its supporting Component Dictionary Code (CDC), is compatible with the Ships Work Breakdown Structure (SWBS) and the Ship Work Authorization Boundary (SWAB) descriptions. This document discusses the general properties of SSSDs (Section 2); points out the many ways SSSDs can be utilized by the various Navy activities (Section 3); and presents the SSSDs for the DDG-2 ship class (Section 4).

The National Shipbuilding Research Program. 1997 Ship Production Symposium, Paper Number 16: Towards a Generic Product-Oriented Work Breakdown Structure for Shipbuilding

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U.S. Navy ship acquisitions are currently managed using the Ship Work Breakdown Structure, or SWBS, which decomposes ships by separating out their operational systems. This was effective in an era when the entire ship procurement program was physically accomplished using a ship system orientation. However, this is no longer the case and the right type of design and management information is not being collected and analyzed under SWBS. This paper reports the results of a cooperative effort on the part of shipyards, academia, and the Navy to develop a generic product-oriented work breakdown structure. This new work breakdown structure is a cross-shipyard hierarchical representation of work associated with the design and production of a ship using today's industry practice. It is designed to (a) support design for production trade-offs and investigation of alternative design and production scenarios at the early stages of ship acquisition, (b) supply a framework for improved cost and schedule modeling, (c) translate into and out of existing shipbuilding work breakdown structures, (d) incorporate system specifiers within its overall product-oriented environment, (e) improve data transfer among design, production planning, cost estimating, procurement, and production personnel using a common framework and description of both the material and labor content of a ship project, and (f) provide a structure for 3-D product modeling data organization.

The management of technical plants for productivity and safety is generally a complex activity, particularly when many plants in one territory are affected, quality guarantees and cost results are required, and the technology involved is heterogeneous and innovative. To enable readers to manage technical plants efficiently, despite the above complications, Methodologies and Techniques for Advanced Maintenance presents theories, methodologies and practical tools for the realization of an intelligent maintenance management system for distant monitoring. It also covers the development and running of a remote control center. The so-called granted availability management system (GrAMS) was conceived to enable organizations involved in technical-industrial plant management to move towards “well known availability” and “zero failures” management. In particular, Methodologies and Techniques for Advanced Maintenance deals with the diagnostic aspects and safety levels of technical plants (such as elevators, thermo-technical plants, etc.). The author also discusses the usage of ad hoc designed software analysis tools based on neural networks and reliability indicators. Methodologies and Techniques for Advanced Maintenance is a useful text for practitioners and researchers in

maintenance and facilities. Its application spans industrial, plant, technological, infrastructure and civil fields.
The objective of the standards database projects has been to develop and maintain a compendium of standards (from international, national, government and regulatory bodies) that have relevance to the U.S. shipbuilding and repair industry. The first project in the current series was reported as NSRP 0361. It had standards titles, numbers, and issuing organizations cross-referenced by Ship Work Breakdown Structure (SWBS) numbers. The second was NSRP 0456 and was intended as a follow-on to NSRP 0361, but the timing was such that 0456 was essentially a new database index. This report is another new database index of shipbuilding-related standards. It is an expanded and updated version of 0456 with over 37,000 (up from 17,000) standards listed. This database should provide shipyards and related marine industries with a ready reference to standards that are of use to shipbuilding, and avoid the development of new standards where acceptable standards exist.
The amphibious versatility, marine speed and low footprint pressure have given the hovercraft a role in specialized applications. Among them are search and rescue, emergency medical services, military and arctic operations, icebreaking, patrol, law enforcement, ferries, and recreational activities such as racing. To meet these demands, the hovercraft has undergone considerable development since its inception. A comprehensive and timely review of the analysis, design, operation, economics and applications of hovercraft is presented in this volume by a team of highly qualified experts. The topics covered range from first principles to the state-of-the-art, with extensive references to current literature. The overall presentation is intended not to exceed the final year level of undergraduate engineering. The introduction and summary sections of all chapters are intended to give a qualitative grasp of the material covered without having to read all the technical portions. In varying degrees, the volume will appeal to managers, decision-support staff, operators, technologists, undergraduate students, and anyone entering the hovercraft field or seeking an introduction to it. It will also be of interest to design engineers, researchers and graduate students. Thus, this volume can serve as an up-to-date reference on several important aspects of hovercraft for a wide range of readers.
There is a driving need for naval professionals to focus on human factors issues. The number of maritime accidents is increasing and the chief cause is human error, both by the designer and the operator.Up to now, there has been no overarching resource available to naval marine vehicle designers and human factors professionals which bridges the gap between the human and the machine in this context. This book integrates knowledge from numerous sources as well as the advice of a panel of eight recognized experts in the fields of related research, development and operation. The result is a reference that bridges the communications gap, and stands to help enhance the design and operation of all naval marine vehicles.
The Depot Maintenance Planning and Programming System (DMPPS) is a large computer system developed over a period of two and a half years by the David W. Taylor Naval Ship Research and Development Center (DTNSRDC), Code 186 for the Naval Sea Systems Command (NAVSEA), Code 070T. The System was developed to project shipyard resource requirements (i.e., labor mandays and costs as well as material costs) by shipyard production shop and by ship work breakdown structure (SWBS). It enables management to assess the impact on the shipyards and ship systems of changes in depot-level maintenance/alterations policy, major changes in force levels and/or composition and budgetary constraints. DMPPS consists of a network of interdependent computer programs written in FORTRAN IV. It was developed at DTNSRDC using the CDC 6000 series computers and was subsequently converted for the IBM 360/370 series computers. It is now installed and operational at the NAVSEA 070 computer terminal (which accesses an IBM 370/168 computer). This document presents the IBM 360/370 version of the DMPPS program modules. The modules have been grouped into six subsystems. Each of Volumes 2-7 of this document describes, in detail, one of these subsystems. An executive summary of the entire DMPPS is presented in Volume 1.
The objective of this project was to develop an updated compendium of standards (from international, national, military, and regulatory bodies) that have relevance to the U.S. shipbuilding and repair industry. This project was intended as a follow-on to NSRP 0361, but the timing was such that it is an essentially new database that has standard titles, numbers, issuing organization. Each title is assigned a Ship Work Breakdown Structure (SWBS) number to facilitate cross referencing. The intended benefits are to provide shipyards and related marine industries with a ready reference to standards that are of use to shipbuilding, and to eliminate the development of new standards where acceptable standards exist.
Collins Primary Focus: Handwriting Book 6 is aimed at children in Year 6. It focuses on speed, presentation and layout, encouraging further development of a personal style through calligraphy and modern stylistic activities. The connection between handwritten and computer fonts is also covered. Handwriting skills are developed and consolidated as the course progresses Handwriting activities are based on high-frequency words so that spelling is a key part of the learning process Photocopiable sheets are ideal for homework or independent work in the classroom Teaching notes provide support for teachers, teaching assistants and parents
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Ship Hydrostatics and Stability is a complete guide to understanding ship hydrostatics in ship design and ship performance, taking you from first principles through basic and applied theory to contemporary mathematical techniques for hydrostatic modeling and analysis. Real life examples of the practical application of hydrostatics are used to explain the theory and calculations using MATLAB and Excel. The new edition of this established resource takes in recent developments in naval architecture, such as parametric roll, the effects of non-linear motions on stability and the influence of ship lines, along with new international stability regulations. Extensive reference to computational techniques is made throughout and downloadable MATLAB files accompany the book to support your own hydrostatic and stability calculations. The book also includes definitions and indexes in French, German, Italian and Spanish to make the material as accessible as possible for international readers. Equips naval architects with the theory and context to understand and manage ship stability from the first stages of design through to construction and use. Covers the prerequisite foundational theory, including ship dimensions and geometry, numerical integration and the calculation of heeling and righting moments. Outlines a clear approach to stability modeling and analysis using computational methods, and covers the international standards and regulations that must be kept in mind throughout design work. Includes definitions and indexes in French, German, Italian and Spanish to make the material as accessible as possible for international readers.

Developments in Maritime Transportation and Exploitation of Sea Resources covers recent developments in maritime transportation and exploitation of sea resources, encompassing ocean and coastal areas. The book brings together a selection of papers reflecting fundamental areas of recent research and development in the fields of:- Ship Hydrodynamics-

Disseminates information concerning new developments and effective actions taken relative to the management of defense systems programs and defense systems acquisition.

Initial zone technology implementation at the Philadelphia Naval Shipyard (PNSY) in 1986 set the stage for one of the most significant shifts in culture and repair philosophy ever witnessed at a public naval shipyard. Attempting to fundamentally change the way that the shipyard conducted business forced senior and middle management to completely understand the dynamic and interrelated processes that were utilized to perform depot level work. Through the Philadelphia Quality Process (PQP), this understanding was achieved and changes that were necessary to shift from a Ship Work Breakdown Structure (SWBS) to a Product Work Breakdown Structure (PWBS) began. As all quality processes will point out, measurement is the key to obtaining the necessary data to make corporate decisions. As the zone technology model was refined from 1987 through 1991, the understanding of "how we do work" continued to improve. Attacking processes that are sluggish, manual and not responsive enough to support the manufacturing process is the direct result of meaningful measurement focusing management attention. The purpose of this paper is to point out that the emphasis of the shipyard is now on the total "manufacturing process" rather than just "odds and ends" of planning and production.

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The purpose of the study project was to make an evaluation of the applicability of SWBS or the CWBS to the PHM production program. The study project is organized to give an overview of the PHM program, an explanation of the SWBS system, an explanation of the PHM CWBS, a comparison between SWBS and CWBS for the PHM program, and then a conclusion and recommendation section. The results of the study showed that SWBS would not be a good system to use on the PHM production program because of the modular method of construction used vice the standard method of building ships. A recommendation is made that a careful examination of future shipbuilding programs be made to determine whether SWBS is the proper system to use or some other WBS system more compatible with modern shipbuilding techniques. (Author).

The Depot Maintenance Planning and Programming System (DMPPS) is a means of projecting shipyard requirements for manpower and material by production shop category and Ship Work Breakdown Structure (SWBS). Development of DMPPS included the development of computer programs and data bases describing both repair and alteration type work. This report presents the results of the initial effort to develop the ship alteration data base for all ship types except carriers. (Author).

The Depot Maintenance SWBS System (DMSS) is a means of projecting shipyard requirements for manpower and material by Ship Work Breakdown Structure (SWBS). Development of DMSS included the development of computer programs and the associated data bases. This report presents the results of the effort to develop the initial DMSS data base. (Author).

This book details the efforts to build a large naval vessel capable of traveling at one hundred knots. It is the first book to summarize this extensive work from historical and technical perspectives. It explores the unique principles and challenges in the design of high-speed marine craft. This volume explores different hull form concepts, requiring an understanding of the four forces affecting the lift and the drag of the craft. The four forces covered are hydrostatic (buoyancy), hydro-dynamic, aerostatic, and aerodynamic. This text will appeal to naval researchers, architects, graduate students and historians, as well as others generally interested in naval architecture and propulsion.

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