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# Small Boats and Government Accelerating Provisioning (GAP)

By

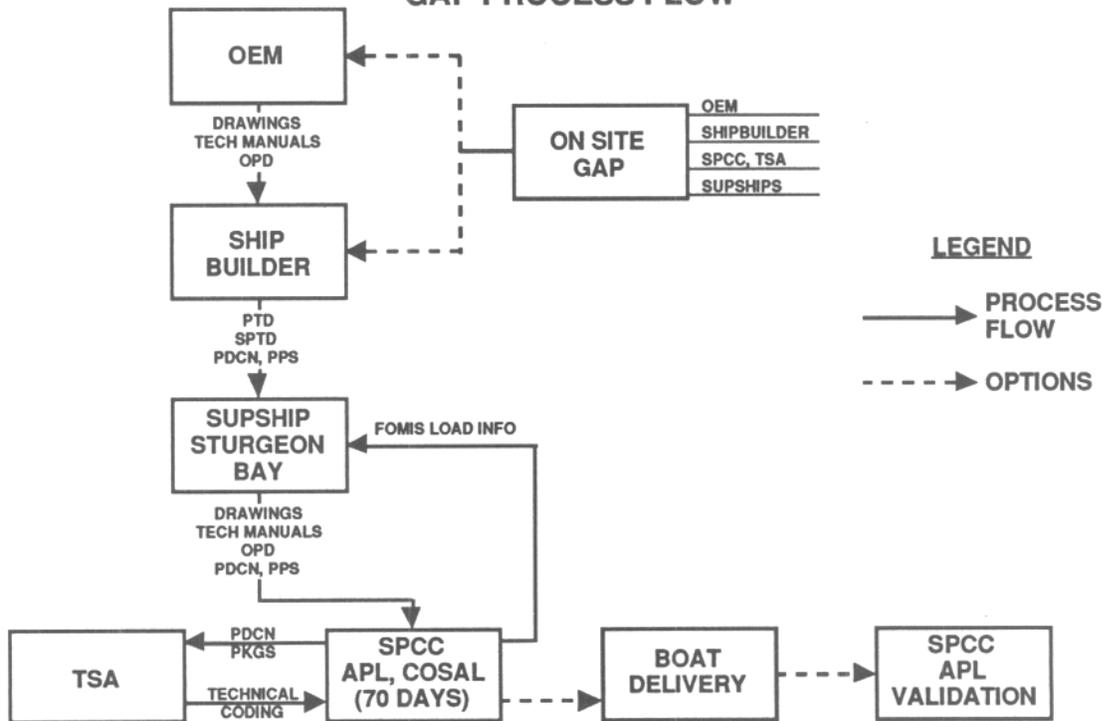
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SPCC is involved in the Small Boat Program with the Naval Sea Systems Command (NAVSEA) by doing the provisioning, providing Coordinated Shipboard Allowance List (COSAL), Coordinated Shorebase Material Allowance List (COSMAL), and recommended spare listings.

Because the needs and requirements of our foreign naval customers are very much the same as those of the U. S. Navy and because historical data for new design or first time installations only become available late in the shipbuilding process, Government Accelerated Provisioning (GAP) became an alternative to traditional provisioning.

The traditional provisioning flow was a serial process with each activity, OEM/vendors, shipbuilders, SUPSHIP, Technical Support Activity (TSA), and ICP taking a specific action and developing data in formats prescribed by Military Standards (MIL-STD).

## GAP PROCESS FLOW



### GAP DRAWBACKS:

- Serial Process
- Reject - Correct - Reject Loop
- Late Provisioning Technical Documentation
- Allowance Appendix Pages (AAP)

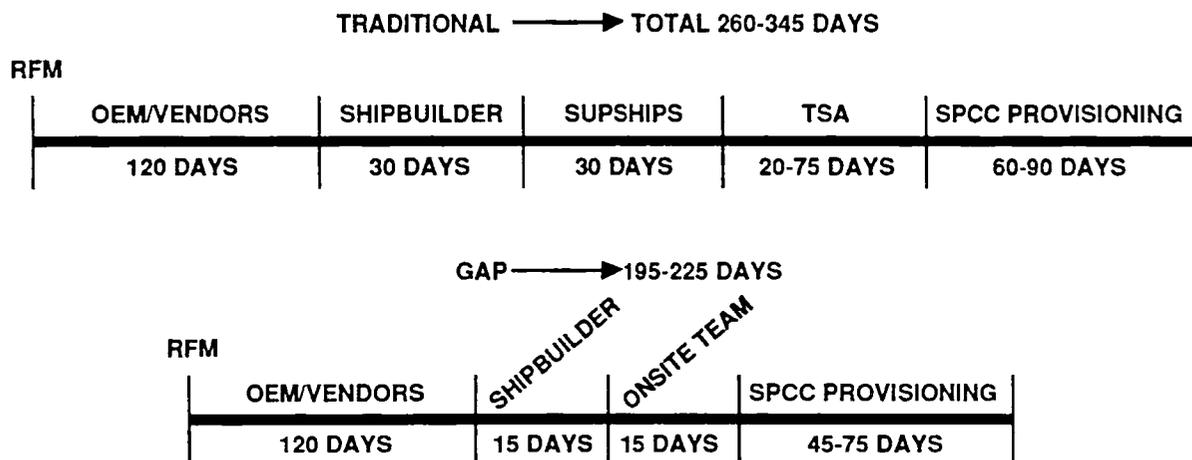
### GAP ADVANTAGES:

- Parallel Process
- Team Effort
- Eliminate Reject - Correct - Reject Loop
- Reduced Interim Support Period
- Reduce/Eliminate Allowance Appendix Pages (AAPs)
- Reduce Cost

GAP offers many advantages to the customer which significantly reduces the processing time, reduces the need for Interim Supply Support (ISS), and ultimately reduces outfitting and supply support costs. The savings starts by not requiring the ship or equipment builder to develop Provisioning Technical Documentation (PTD) in accordance with MIL-STD's. The standard, formatted PTD which includes Provisioning Parts Lists (PPL), Tool and Test Equipment Lists (TTEL), Long Lead Time Items List (LLIL), etc., are not required in this process. The shipbuilder or equipment manufacturer only provides certain Data For Provisioning (DFP) that includes drawings, commercial technical manuals, catalogue data, and product

specification sheets which form the minimum data to provision a system or equipment. This data is then developed into PTD by SPCC provisioners and loaded into the Interactive Computer Aided Provisioning System ( ICAPS) program for downloading to SPCC's Ships Provisioning System (SPS) producing APL and COSAL required by the customer.

**TIME LINES**  
Traditional vs GAP



Developing the data in this way allows provisioning in a concurrent, or teaming concept. The TSA accomplishes the maintenance and technical coding at the same time SPCC provisioners enter cataloging and supply coding. This time savings, in addition to the time saved by not having the ship or equipment builder format data for submittal to the TSA and SPCC, can shave from six months to one year off the standard provisioning process.

**Summary.** GAP is not a standard process—it is really a range of available services with varied potential outcomes, products, and services:

- On Board Repair Parts (OBRP)
- Level A Weapon System File Loading
- Tools and Test Equipment List (TTEL)
- Site Validations
- Buy Lists
- Concurrent ISS Requirement Development
- Advance Repairable Identification Code (RIC) Assignment

The goal is to provide unique solutions to unique situations. Currently, we are working on three FMS Patrol Boat GAP Projects:

- 51' Patrol Craft Fast
- 27' Harbor Patrol Boats
- 42' Patrol Craft Coastal