



DEPARTMENT OF THE NAVY
COMMANDER
NAVAL EDUCATION AND TRAINING COMMAND
250 DALLAS STREET
PENSACOLA, FLORIDA 32508-5220

NETCINST 4780.6
N4

06 APR 2025

NETC INSTRUCTION 4780.6

From: Commander, Naval Education and Training Command

Subj: CONSOLIDATED ENHANCED SMALL BOAT MAINTENANCE PROGRAM
POLICY AND GUIDANCE

Ref: (a) CENSECFOR Craft Consolidated Maintenance Plans
(b) OPNAVINST 4780.6G
(c) Naval Ships Technical Manual, S9086-TX-STM-010,
Chapter 583, Volume 1, Boats and Small Craft of
1 Apr 2010
(d) NETCINST 4730.1A
(e) DoDM 4715.06, Volume 4, Regulations on Vessels
Owned or Operated by the Department of Defense:
Discharges Incidental to Normal Operations of
25 October 2022
(f) CENSECFORINST 4780.1G
(g) OPNAVINST 4790.4
(h) NAVSEAINST 4790.8

Encl: (1) Naval Education and Training Command Boat Authorized
Allowance List
(2) Boat Issue and Receipt Process for Training - Boat
Inspection and Testing Assessment

1. Purpose. To establish policy and guidance for the Naval Education and Training Command (NETC) Consolidated Enhanced Small Boat Maintenance (CESBM) Program. It defines procedures for initial issue, maintenance management, phased replacement, logistics support, final disposition, custodial responsibilities, and funding for NETC-assigned boats. Additionally, this instruction establishes each learning center (LC) as the overall custodian for all Navy-owned small boats used to deliver coxswain, security force, expeditionary warfare, and rescue swimmer training. Sub-custodian assignment will vary depending upon location and organizational boat maintenance structure. Where there is a Center for Security Forces (CENSECFOR) led NETC CESBM effort, that CENSECFOR detachment will assume sub-custodian responsibilities. In this scenario, the CENSECFOR led NETC CESBM detachment will issue the boats for training to the

learning sites (LS) for their use. Where there is no NETC CESBM, the LS providing the training will be assigned sub-custodian responsibilities.

2. Scope. This instruction applies to geographically co-located NETC LCs and LSs that use and maintain Navy-owned small boats to deliver coxswain, security force, expeditionary warfare, and rescue swimmer training.

3. Background. The rigorous training environment in which boats support NETC LC courses, combined with the resources required to acquire and maintain them, necessitates an increased level of cooperation between LCs consolidation of preventive and emergent maintenance efforts. Boats used by the various LCs and LSs in the NETC training environment are often similar in design and equipment. Boats used in the training environments in the NETC domain typically require replacement of parts more frequently than boats assigned to Navy ships or other shore-based commands. Consolidation of maintenance efforts offers the opportunity to enhance the ability to more efficiently and effectively support required training across the NETC domain.

a. A study of data developed from a NETC consolidated boat maintenance pilot program has demonstrated that this approach is ideally suited for the force development domain where two or more LCs are using boats for training.

b. Where practicable, and if more than one LC or LS conducts boat training activities in the same geographic location, a NETC CESBM program and associated facilities are directed for establishment and use. The maintenance model has been developed based on the required level of preventive and corrective maintenance for each class of small boat in the individual inventories of the NETC LCs and is designed to support a 15-year life cycle.

c. For all maintenance conducted under this model, contracted maintenance and spare parts resourcing will be shared accordingly and levied according to the number and types of boats each LC and LS maintains at a CESBM site.

d. Maintenance manpower will remain under the cognizance of the individual parent LC (uniformed, government civilians, and contracted employees). Each LC and LS will ensure that the

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Sailors and employees under their cognizance participate fully in scheduled and unscheduled maintenance of the boats in their custody, and assist to greatest extent possible on other boat maintenance efforts when requested by the site lead maintenance officer or manager. The site maintenance lead (CENSECFOR) will coordinate with other site members and NETC Facilities and Logistics (N4) prior to any change in contracted technician manning.

e. Government civilian and contracted maintenance technician labor costs will also be shared by member LCs and LSs at each location. The amount will be a combination of projected routine scheduled maintenance costs. Any additional emergent organizational level repairs, intermediate or depot level maintenance costs will be the responsibility of the member who has custodian responsibility assigned for the boat needing repair. Such additional repairs will be coordinated between the lead for the on-site CESBM activity, the on-site LC and LS users, and the boat's custodian.

4. Objectives. NETC LCs and LSs in this initiative must conduct boat maintenance, material inspections, boat laydown, and operations under the NETC CESBM model to enhance efficiencies, reduce costs, and maximize boat availability for training. To ensure accomplishment of the overarching objective, LCs and LSs will:

a. Maintain material condition readiness of all Navy-owned boats in the various LC custodian inventories per references (a) through (f).

b. Provide consolidated management information encompassing boat preventive and corrective maintenance management requirements, logistic support, and technical assistance.

c. Provide accurate and timely planning data to learning activities in support of training.

d. Maintain an enhanced organizational boat maintenance capability for all Navy-owned small boats in the NETC domain per reference (a).

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e. Provide planned maintenance guidance and support in a manner that will maximize cost efficiencies, and the operational readiness of boats issued to NETC learning activities.

f. The NETC CESBM model meets or exceeds the Navy's material inspection criteria and is accepted by the Board of Inspection and Survey in lieu of Navy Maintenance and Material Management (3M) maintenance. However, this program is not intended to replace Navy 3M. It is designed to be used in conjunction with 3M if the boat custodian or sub-custodian determines that it will continue to maintain 3M documentation of preventative, routine, and depot level maintenance actions. Maintenance of any Navy 3M documentation will be the sole responsibility of the custodian and the sub-custodian as applicable.

5. Responsibilities

a. NETC N4. Perform oversight of the NETC CESBM program and "by direction" responsibilities as required on behalf of Commander, NETC (CNETC). Sign "by direction" on behalf of CNETC for received NETC LC boat allowance change requests (ACR), boat alteration (BOATALT) requests, and liaison action record (LAR) documents.

b. NETC Force Maintenance and Training Equipment (N442).

(1) Provide oversight of LC custodial duties for all NETC domain boats per references (b) and (c). Coordinate with the LCs for the management of boat sub-custody assignment within the NETC domain. Ensure boat sub-custodians make required reports per references (b) and (c).

(2) Arbitrate coordination between LCs determine fair share cost for recurring maintenance and emergent repair, and projected budget requirements for submission for resource sponsor consideration via program objective memorandum (POM) submission.

(3) Schedule NETC small boat material inspections per reference (d).

(4) NETC N4 will coordinate with the LCs and LSs to establish required boat allowances and assist as required to

fill approved ACR or BOATALT requests per reference (c), annual inventory requirements, disposition instructions, boat surveys, boat transfers and receipts, BOATALT records, LAR, type commander issued alterations, and alterations equivalent to repair documentation. Ensure LCs provide any requests to NETC N4 for endorsement.

(5) NETC N4 will coordinate small boat phased replacement plans with the NETC LCs to maximize platform commonality and minimize the boat inventory required for effective training delivery. This will also apply to the use of the "ready spare" boats stored at Cheatham Annex (CAX) to replace boats needing scheduled or emergent depot level repair, or overhaul as required.

(6) NETC N4 will designate CENSECFOR as the CESBM program lead in the appropriate locations. Additionally, NETC N4 will assist the LCs and LSs in the resolution of maintenance equipment and facilities issues.

c. NETC LCs and LSs geographically co-located with other NETC LCs and LSs will:

(1) Implement the NETC CESBM program. While participating in the CESBM at designated NETC LC and LS locations, the LCs and LSs retain control over boat scheduling for class convenes. They also retain responsibility for determining all training requirements and the use of their assigned Navy-owned boats based upon their class curriculums.

(2) Contribute fair-share resourcing to support the performance of the NETC CESBM per references (a) through (d). NETC CESBM is resourced by the participating LCs, each of which contributes a "fair share" amount based upon the number of boats being maintained at the CESBM program serviced locations. The fair share provides program funding in support of required resources, required boat inventory, and operational and preventative maintenance (to include spare parts and "pack up kits," depot-level repairs, boat maintenance work force, and boat maintenance training requirements).

(3) CESBM boat scheduling in support of class convenes will be accomplished via coordination directly between the LCs and LSs and the CESBM Site Boat Maintenance Manager (BMM). The

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LCs and LSs will submit support requests to BMM as soon as practicable for the periods when they need boats so that routine or scheduled maintenance can be accomplished in advance of the class convening. When boat availability is lacking, the BMM will use other site CESBM boats (sub-custodied from other participating site CESBM LCs) to meet the demand and support scheduled training events.

(4) LCs will establish and maintain a Uniform National Discharge Standards (UNDS) program which will be managed by the BMM at each of the CESBM sites. The UNDS program establishes national discharge standards for vessels of the Armed Forces that operate nationwide in coastal and inland waters.

d. CENSECFOR N4

(1) Responsible for execution of the NETC CESBM program at the designated sites to ensure standardization and modernization per this instruction and the accompanying references.

(2) Coordinates with the participating LCs to determine program requirements in year of execution and for POM and Future Year Defense Program resourcing. CENSECFOR develops the contract requirements for each participating site, develops the contract, and selects the contract maintenance staff accordingly.

(3) Coordinates with the participating LCs to determine the program support requirements and interfaces with Naval Surface Warfare Center (NSWC) Combatant Craft Division (CCD) to achieve those requirements.

(4) Performs the necessary analysis of program activities and training assets usage and trends. In coordination with the participating LCs, determine required program funding requirements. Provide required funding data to assist LCs in addressing requirements via the POM process submissions to their respective resource sponsors. Analysis products will consist of quarterly LC site specific maintenance and repair metrics reports, data driven current costs, and projections. These products will also be utilized to identify each LCs fair share cost of annual recurring maintenance,

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contract maintenance support, scheduled boat overhauls, and phased replacement of unserviceable or obsolete boats in their inventories supported by the NETC CESBM program.

(5) Responsible for the management and control of the specific CESBM repair parts inventory and location. CENSECFOR N4 serves as the inventory control point for the NETC CESBM participating LCs regarding associated equipment, spare parts and Maintenance Fly Away Team "pack up kit," and any specialized maintenance test and repair equipment or toolkits.

(6) Responsible for management of the mobile maintenance "fly-away" team capability and assignment of it, to remedy emergent maintenance issues either at participating CESBM sites or for remote LC detachment sites without a CESBM program on-site (e.g., Pearl Harbor, Yokosuka, and Mayport).

(7) Manage ready boats inventory, overhaul requirements, and storage for NETC CESBM program participants at Naval Weapons Station Yorktown - CAX. Coordinate with LCs participating in the NETC CESBM to liaise with NSWC Carderock, CCD regarding Naval Sea Systems Command boat inventory support requirements.

(8) Coordinate with the participating LCs to determine boat overhaul schedules to deconflict necessary scheduled maintenance and training schedules. CENSECFOR N4 will, in coordination with the LCs, liaise with NSWC CCD regarding contract support for scheduled refurbishments, emergent repairs, and required training safety modifications for assigned NETC domain boats.

(9) Liaise with NETC N442 and NSWC CCD regarding mandatory 36-54-month boat material inspections per reference (d).

(10) Manage and maintain LC established Uniform National Discharge Standards (UNDS) program per reference (a) at NETC CESBM sites.

(11) Responsible for assessing overall program efficiency and effectiveness. Conduct periodic program inspections to ensure subordinate sites maintain CESBM standards per references (a) through (e) and enclosures (1) and (2).

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Provide any required maintenance related data to LCs and LSs participating in the NETC CESBM for their custodial or sub-custodial responsibilities.

(12) Maintain accountability of all boats, authorized ready spare boat parts, special tools, and other associated items in support of the NETC CESBM program.

e. CESBM Site Activity Leadership. Site activity leadership executes the program per this instruction at the activity.

f. Site CESBM BMM. The BMM reports to activity leadership concerning the program status and any emergent issues at the activity which impact training events.

6. Boat Allowances and ACR Procedures

a. Per reference (f), LC boat allowances are established through the Program Executive Office (PEO) Ships Projects Management and Scheduling (PMS) 325G via the NSWC CCD Boat Inventory Manager (BIM). Prior to submitting a request for new boats, sufficient billets, and funding to maintain the boats should be established. Additionally, approved boat allowances are not filled until program funding has been identified and becomes available via the POM process. Program funding for initial procurement of boats is managed by PEO Ships PMS 325G and NSWC CCD.

b. Requests for a change in a LC boat inventory requires a boat ACR clearly stating the reasons for the change and commanding officer's (CO) approval. Approved ACRs are sent to NETC N4 for review and endorsement and then are forwarded to the NSWC CCD BIM for action. Once the actual boat allowance is filled, the NSWC CCD BIM will ensure the new assets are added to the LC or LS boat registry via the NSWC CCD craft and boat support system (CBSS) database. NSWC CCD will then issue custody of the new assets to the LC or LS via DD Form 1149 (Requisitions and Invoice/Shipping Document).

c. A consolidated maintenance plan (CMP) for each boat class must be developed, approved by CENSECFOR N4, the CENSECFOR

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BMM, and the LC with custodian responsibility for the boat. The CMP must be implemented by the site CESBM BMM prior to the use of any new boat.

7. NETC CESBM Boat CMPs. NETC CESBM boat CMPs developed and implemented by civilian led, contracted maintenance personnel will meet or exceed guidance contained in references (c), (g), and (h). The NETC CESBM CMPs provide the required level of preventive and corrective maintenance for each class of small boat in the inventory.

a. Participating NETC CESBM learning activities must implement and manage the boat maintenance program adhering to the maintenance procedures outlined in the applicable NETC CESBM CMP.

b. At a minimum, the following preventive and corrective maintenance and systems checks will be conducted and documented by the designated CENSECFOR led activity boat mechanics per the applicable NETC CESBM CMP:

- (1) Periodic maintenance checks.
- (2) Limited technical inspections (LTI).
- (3) Corrective maintenance.

c. Documentation of the preventive and corrective maintenance required for the 7-meter rigid-hull inflatable boat (RIB):

- (1) Hull
- (2) Engine
- (3) Outdrive
- (4) Boat Trailer

d. Documentation of the preventive and corrective maintenance required for all other boat types:

- (1) Hull

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- (2) Port Engine
- (3) Starboard Engine
- (4) Port Water Jet
- (5) Starboard Water Jet
- (6) Port Marine Gear
- (7) Starboard Marine Gear
- (8) Boat Trailer

8. Boat Overhauls. Boat overhauls are conducted via a coordinated boat planned maintenance availability (PMA) cycle.

a. To keep the NETC domain LC or LS boat inventory in a safe operating condition, all boats will be on a six year PMA cycle, which includes complete refurbishment every six years and an "in-house" groom performed by the learning activities or NETC CESBM site lead every three years between complete refurbishments.

b. The scheduled six year PMA boat refurbishments, which are contracted out via NSWC CCD or Fleet Regional Maintenance Centers (RMC) will include: new or remanufactured engines, jet drives, marine gears, bilge pumps, steering, electrical, communications and navigation systems, boat hull paint and preservation, and new trailer. Non-CESBM locations LCs or LSS will coordinate scheduling and resourcing of all required boat refurbishments with NSWC CCD or RMC. If they have boats co-located with other NETC LCs or LSS and they are participants in the NETC CESBM at that location, they will coordinate with the CENSCFOR N4, CENSECFOR BMM, and the CESBM site lead for the six year PMA boat refurbishments.

c. The three year "in-house" grooms performed by the LC, LS, or the CENSECFOR led NETC CESBM site activity boat mechanics will include: engine repair and overhaul (minus diagnostics testing) or engine replacement, marine gear replacement, water jet repair, sponson replacement, limited electrical system repair, limited boat intercom and communications system repair, and limited electronic navigation repair.

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NOTE: After the completion of a scheduled refurbishment, "in-house" groom, or major repair (e.g., engine or jet drive replacement), the boat requires a formal inspection and operational test prior to placing it back into service. Boat inspection and testing assessment documentation must be generated upon completion of the inspection and operational test with the activity leadership's endorsement prior to placing the boat back into service. Completed boat inspection and testing assessment documentation will be retained in the applicable boat's maintenance record for a period of five years.

9. Record Keeping. Records will be established and maintained for every boat in the LC, LS, or CENSECFOR led NETC CESBM boat inventory through the Command Property Accountability System (CPAS) database. Minimum items to be documented via CPAS include:

- a. Accumulated engine hours.
- b. Fuel usage.
- c. Preventative maintenance.
- d. LTIs (pre-operational checks performed by qualified boat mechanics).
- e. Corrective maintenance.
- f. Pre-class and post-class inspections (performed by coxswains).
- g. Pre-underway and post-underway checks (performed by coxswains).
- h. Scheduled six-year boat overhauls.

10. Pre-Expended Parts and Special Tools Accountability and Control. Accountability and control of all pre-expended boat parts, special tools, and other associated boat maintenance related items is the responsibility of the LC, LS, or the CENSECFOR site BMM.

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a. Pre-Expended Bin (PEB) Items. PEB items in the category of low dollar "consumable parts," which provide continuous availability of high usage, fast-moving items for the boat mechanics, are funded by the learning activity's operating budget or via funds provided to the CENSECFOR led NETC CESBM site manager. These items include frequently used boat repair parts (e.g., hoses, gaskets, impellers, props, v-belts, etc.) and items needed in support of scheduled periodic maintenance (e.g., oil filters, fuel filters, zincs, and trailer brake kits).

b. Unique, high dollar items that will affect operational readiness if not stocked are centrally managed, controlled items procured by the LC or LS activity or by the CENSECFOR led NETC CESBM site manager via centrally managed boat maintenance funds upon request from the learning activity (e.g., spare engines, lower units, jet drives). Funds for CENSECFOR led NETC CESBM site manager maintenance efforts involving these items will be transferred from the boat's custodian or sub-custodian parent LC to CENSECFOR N4 for expenditure. Any other high value parts previously purchased by participating LCs will be given to the specific site CESBM BMM for retention, use, or check-out.

c. PEB stocks should be minimal; stock only the items that are frequently used in keeping the LC or LS activity or the CENSECFOR led NETC CESBM site manager boat inventory operational. Some boats in the inventory require stocking unique items and require more frequent maintenance and repair.

d. The LC or LS activity or the CENSECFOR led NETC CESBM site manager activity leadership will review items for their PEB inventory at least annually. LC or LS activity BMMs or the CENSECFOR led NETC CESBM site manager will assist their respective funding source and maintenance program organizations with establishing and maintaining the authorized PEB item range and depth.

e. The LC or LS activity or the CENSECFOR led NETC CESBM site BMM will conduct a quarterly inventory of all serialized spare parts in their PEB via CPAS and provide the reports to their respective activity's leadership. This will include NETC CESBM site information provided to individual LC or LS site organizations regarding boats in the custody or sub-custody.

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11. UNDS

a. UNDS regulates the incidental discharges occurring from the normal operation of vessels of the armed forces and applies to discharges within 12 nautical miles of the nearest land worldwide. The following is the list of discharges that specifically pertain to small boat training operations:

- (1) Deck runoff.
- (2) Surface vessel bilge water.
- (3) Small boat engine wet exhaust.

b. All NETC learning activities operating Navy-owned vessels must designate an UNDS person-in-charge (PIC) to establish and maintain their site specific UNDS program. PIC duties must be assigned to a person who has day-to-day operational knowledge of the vessel or group of vessels. PIC responsibilities include:

- (1) Verify all assigned vessels comply with UNDS.
- (2) Coordinate with region or installation during instances of UNDS non-compliance.
- (3) Maintain UNDS records by following all record keeping and reporting requirements.
- (4) Initiate UNDS non-compliance reports as required.
- (5) Determine when compliance is not required due to an exemption.

c. The PIC must report any non-compliance to the designated office in writing or electronically within five calendar days from the time the PIC becomes aware of the non-compliance event per reference (a). In instances where non-compliance occurs at a CENSECFOR led NETC CESBM site, reporting responsibility falls to the learning activity controlling or operating the vessel when the non-compliance occurred, regardless of whether the learning activity controlling or operating the vessel is the boat custodian or sub-custodian responsible for it in all other considerations.

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12. Boat Phased Replacement or Disposition Process

a. A 15-year boat phased replacement plan for all boats in the custody or sub-custody inventory of a LC or LS activity or a CENSECFOR led NETC CESBM site inventory will be established and maintained by the LC or LS activity or by the CENSECFOR N4. This phased replacement plan will be used to identify and justify future program funding for the following:

(1) Boat replacement every 15 years or as other procurement, Navy (OPN) funding permits.

(2) In the event LC OPN funding for procurement or maintenance is not approved via the POM process, additional Operations and Maintenance, Navy funding will be budgeted to support an extended boat PMA cycle, which will include: replacement of the entire propulsion system, replacement of the boat trailer, and complete renovation of the hull and all sub-systems.

b. The disposition of any boat in the LC or LS activity or a CENSECFOR led NETC CESBM site inventory will be coordinated through the respective LC or LS activity by the CENSECFOR led NETC CESBM program manager in the CENSECFOR N4 organization. The disposition process of a boat requires a boat ACR and a disposition request routed to NSWC CCD BIM. When a NETC activity no longer needs a boat to conduct training, the respective LC or the NETC CESBM program lead (CENSECFOR N4), will be notified and will initiate the disposition process for turn-in or transfer. The LC or the NETC CESBM program manager (CENSECFOR N4), are responsible for completing the following items:

(1) LC or CENSECFOR N4 prepare and route a boat ACR and disposition paperwork to the respective organization's CO for review and approval.

(2) LC BIM or NETC CESBM program manager (CENSECFOR N4 BIM) will provide a boat inspection report (BIR) with digital photos documenting the boat's condition. The respective LC or LS or the NETC CESBM program manager (CENSECFOR N4), will provide the BIR form upon request.

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(3) The LC or LS maintenance manager or the NETC CESBM CENSECFOR led site BMM will prepare the boat for turn-in. The boat must be environmentally neutral. This means free of hull growth, batteries removed, tanks drained, bilges flushed, and drain plugs removed. For a boat to be returned to stock, the boat's engine(s) and related systems must also be prepared for long-term storage by accomplishing long-term preservation per reference (c). The boat is required to be turned in with a functional trailer.

(4) The LC or LS maintenance manager or the NETC CESBM CENSECFOR led site BMM is responsible for transporting the boat to the approved transfer or designated turn-in site as identified by NSWC CCD BIM.

(5) The LC or LS activity leadership and maintenance manager, or the NETC CESBM CENSECFOR led site BMM will provide complete documentation (DD Form 1149) confirming completion of the transfer or turn-in to NSWC CCD BIM. A copy of the completed DD Form 1149 will be e-mailed to the respective LC or LS maintenance manager (usually the LC N4) or the NETC CESBM CENSECFOR led site BMM, and CENSECFOR N4.

(6) Upon receipt of the completed DD Form 1149, the LC or LS maintenance manager or the CENSECFOR BMM, and CENSECFOR N4, will ensure the accountability and applicable maintenance records are removed from the learning activity's inventory in the CPAS and NSWC CCD (Navy BIM) CBSS databases.

13. Annual Boat Inventory Validation Procedures. Validation of the boat inventory is required to be conducted annually and reported to the NSWC CCD BIM. The LC or LS maintenance manager or the NETC CESBM (CENSECFOR N4) led site BMM are responsible for ensuring the validation of all boats in their respective activities are accomplished annually via the NSWC CCD boat inventory manager CBSS web site. Upon notification of completion from all activities, the LC or LS maintenance manager (usually the LC N4) or the NETC CESBM CENSECFOR led site BMM, or CENSECFOR N4, will report this information to their parent organization CO, NETC N4, and NSWC CCD BIM.

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NOTE: Accountable property record data for boats is entered into the Defense Property Accountability System (DPAS) and maintained by the NSWC CCD BIM per reference (c). The NSWC CCD BIM is the accountable owner of all Navy boats and individual NETC learning activity boat sub-custodians must not enter boat records into DPAS.

14. Alterations to Boats

a. It is prohibited to alter, modify, or convert any Navy-owned boat in any manner except when authorized in writing by the PEO Ships PMS 325G. Any request to alter, modify, or convert a boat under the cognizance of NETC N4 and NETC LC or LSs must be reviewed and endorsed in writing by the respective NETC LC CO and forwarded to NETC N4 for endorsement. Final approval comes from PEO Ships PMS 325G. All approved boat alterations, modifications, or conversions are managed by NSWC CCD.

b. If a LC or LS BMM or the NETC CESBM CENSECFOR led site BMM determines that a boat in their inventory requires a modification due to reduced operational capabilities or safety reasons, the designated BMM must submit either a BOATALT or LAR request to CENSECFOR N4 via the respective parent LC BMM or via the NETC CESBM program manager (CENSECFOR N4). The type of alteration or modification to the boat dictates whether a BOATALT or LAR request is submitted to NSWC CCD for consideration. The NETC CESBM program manager (CENSECFOR N4), can provide a copy of a BOATALT or LAR form upon request.

c. Once a modification has been completed via an approved BOATALT or LAR, a formal inspection and operational test of the boat must be accomplished prior to placing the boat back into service.

15. Program Assistance. Learning activity BMMs or LS leadership requiring any boat related assistance will contact either NETC N44 or the NETC CESBM program manager, CENSECFOR N4 Logistics and Material Readiness Office.

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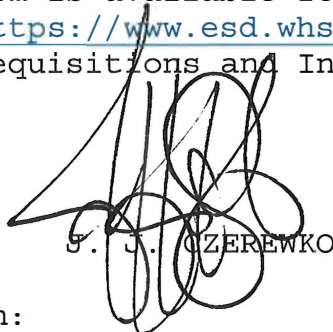
16. Records Management

a. Records created as a result of this instruction, regardless of format or media, must be maintained and dispositioned per the records disposition schedules located on the Department of the Navy Assistant for Administration, Directives and Records Management Division portal page at <https://portal.secnav.navy.mil/orgs/DUSNM/DONAA/DRM/Records-and-Information-Management/Approved%20Record%20Schedules/Forms/AllItems.aspx>.

b. For questions concerning the management of records related to this instruction or the records disposition schedules, please contact the local records manager.

17. Review and Effective Date. Per OPNAVINST 5215.17A, NETC will review this instruction annually around the anniversary of its issuance date to ensure applicability, currency, and consistency with Federal, DoD, Secretary of the Navy, and Navy policy and statutory authority using OPNAV 5215/40 (Review of Instruction). This instruction will be in effect for 10 years, unless revised or cancelled in the interim, and will be reissued by the 10-year anniversary date if it is still required, unless it meets one of the exceptions in OPNAVINST 5215.17A, paragraph 9. Otherwise, if the instruction is no longer required, it will be processed for cancellation as soon as the need for cancellation is known following the guidance in OPNAV Manual 5215.1 of May 2016.

18. Forms. The following form is available for download from the DoD Issuances web site (<https://www.esd.whs.mil/DD/DoD-Issuances/>): DD Form 1149 (Requisitions and Invoice/Shipping Document).



S. J. CZEREWKO

Releasability and distribution:

This instruction is cleared for public release and is available electronically on the NETC public web site (www.netc.navy.mil) or by e-mail at netc-directives@us.navy.mil.

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NAVAL EDUCATION AND TRAINING COMMAND BOAT AUTHORIZED ALLOWANCE LIST

Note: This list pertains to the entire NETC domain.

BOAT TYPE	PROPULSION SYSTEM	HULL TYPE	MANUFACTURER	ALLOWANCE
11-Meter STD RIB	380HP Cummins Diesel Engines Doen DJ110Z Jet Drives	GRP-Cored	Willard Marine	4 each
11-Meter Enhanced RIB	480HP Cummins Diesel Engines Hamilton HJ292 Jet Drives	GRP-Cored	Willard Marine	2 each
11-Meter NSW RIB	470HP Caterpillar Engines KaMeWa FF-280 Jet Drives	GRP-Cored	USMI	4 each
36' Force Protection Large,	380HP Cummins Diesel Engines Hamilton HJ292 Jet Drives	Aluminum	Moose Boat	8 each
32' Force Protection, Medium	Twin Outboard Engines 225HP Mercury Verado	Aluminum	Metal Shark	3 each
27' Force Protection, Small	Twin Outboard Engines 225HP Mercury Seapro	Aluminum	Metal Shark	2 each
25' Force Protection, Small	Twin Outboard Engines 225HP Mercury Verado	Aluminum	SAFE Boat	3 each
25' Force protection, Small	Twin Outboard Engines 225HP Mercury Seapro	Aluminum	SAFE Boat	8 each
7-Meter STD RIB	210HP Cummins Diesel Engine Mercury Brovo II Outdrive	GRP-Cored	Northport	2 each
7-Meter STD RIB	230HP Cummins Diesel Engine Mercury Brovo II Outdrive	GRP-Cored	Zodiac	10 each
7-Meter STD RIB	258HP STEYR Diesel Engine	GRP-Cored	Ribcraft	6 each

Enclosure (1)

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BOAT ISSUE AND RECEIPT PROCESS FOR TRAINING -
BOAT INSPECTION AND TESTING ASSESSMENT

Hull Number: _____

Date: _____

Description of Item to be
tested: __________

Visual Inspection and static test: SAT UNSAT

Comments _____

Completed By (Print)_____
Signature_____
Date

Dynamic Test - Coxswain portion: SAT UNSAT

Comments _____

Completed By (Print)_____
Signature_____
Date

Dynamic Test - Mechanic portion: SAT UNSAT

Comments _____

Completed By (Print)_____
Signature_____
Date

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LC or LS Site BMM or NETC CESBM CENSECFOR led site BMM Review:

SAT UNSAT

Comments _____

Completed By (Print)

Signature

Date

LC or LS Site BMM or NETC CESBM CENSECFOR led site BMM
Endorsement

Authorize: Use / Do Not Use

Comments _____

Completed By (Print)

Signature

Date

Enclosure (2)