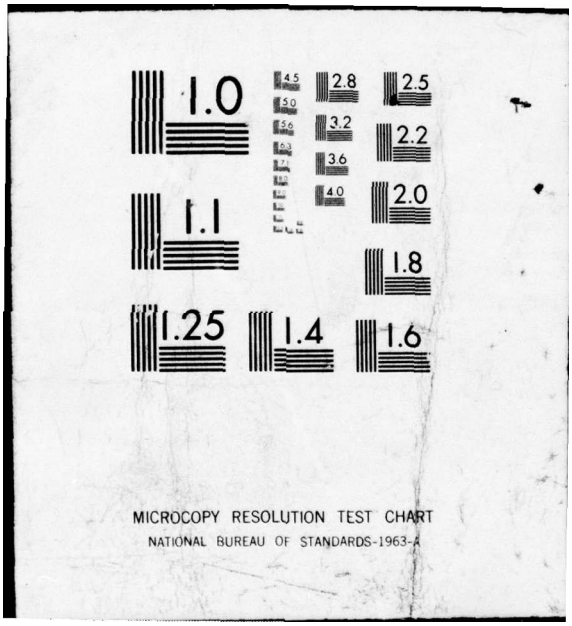
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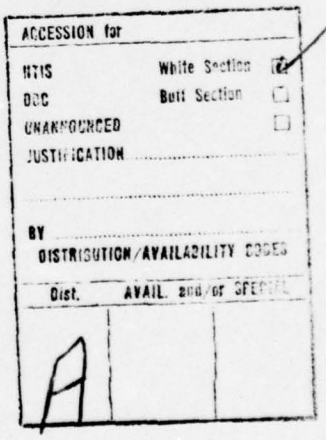
October 1976

COMBAT SYSTEM MAINTENANCE EFFECTIVENESS BASED ON 3M DATA

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San Diego, California 92152

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A Combat System Department was implemented aboard selected pilot ships with the goal of improving maintenance effectiveness. Pilot and control ships were compared on the basis of data collected and supplied by the MSO 3M reporting system. The data failed to demonstrate that improved maintenance effectiveness resulted from implementation of the new organizational structure.

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FOREWORD

This study was conducted in support of Advanced Development Subproject ZPN07.22 (Combat System Personnel Training and Management) under the sponsorship of the Chief of Naval Operations (OP-39). The report is one of a series concerning the maintenance effectiveness of ships having an experimental combat system organizational structure.

The cooperation and assistance of the Maintenance Support Office Department, Mechanicsburg, PA, in supplying data, and of Mr. John G. Balaban and Mr. Rocco J. Cicchetti, NPRDC, in planning and accomplishing computer data processing are gratefully acknowledged.

J. J. CLARKIN
Commanding Officer

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SUMMARY

Problem

Computerization and automation have integrated shipboard weapons subsystems into modern combat systems, but management of the personnel responsible for subsystem maintenance has not been integrated. This may be a factor contributing to the less-than-optimum electronic readiness of Navy ships.

Purpose

The purpose of this effort was to compare the maintenance effectiveness achieved by ships having the experimental combat system organizational structure with that achieved by ships having conventional organizational structures.

Approach

Pilot and control ships were compared on the basis of maintenance effectiveness on common subsystems as determined by the 3M Record Layout. Equipment configuration was considered in matching pilot and control ships. Insofar as was possible, data were taken from comparable operational periods. The measures of maintenance effectiveness were: (1) number of maintenance actions, (2) proportion of personnel-caused equipment malfunctions, (3) total days of downtime, (4) average days of downtime per maintenance action, (5) total man-hours of maintenance, and (6) average man-hours required per maintenance action. Separate analyses were performed for maintenance actions that were deferred for spare parts or outside assistance.

Results

Of 300 comparisons between pilot and control ships, 177 showed no significant difference in maintenance effectiveness, 79 appeared to favor control ships, 32 appeared to favor pilot ships, and in 12 cases the data were insufficient for statistical analysis. Half of these 300 comparisons were based upon frequency data, the assumption being that ships with low frequency of repair, total downtime, and total man-hours of maintenance would have a high degree of electronic readiness. There is a possibility, though, that low frequency data represent failure to report equipment malfunctions and that this is not randomly distributed between pilot and control ships. If this were true, maintenance frequency data could have a meaning exactly opposite to that assumed. It was decided, therefore, to do a separate analysis of half of the 300 comparisons that were free of this potential source of experimental error. Of 150 measures based upon the proportion of personnel-caused equipment malfunctions to the number of maintenance actions, and average downtime and man-hours required per maintenance action, 119 indicated that there was no significant difference in maintenance effectiveness, 13 favored control ships, 12 favored pilot ships, and in 6 cases the data were insufficient for statistical analysis. Thus, with an elimination of frequency data, the apparent differences between pilot and control ships disappear.

Conclusion

Overall, the data fail to demonstrate that improved maintenance effectiveness has resulted from implementation of the combat system organizational structure.

Recommendation

The present study concerns itself solely with maintenance effectiveness as defined herein. The pilot organizational structure also has had other impacts (e.g., on management relationships, career development, and crew morale) that are only partially related to maintenance effectiveness and that merit separate consideration. All of these factors, several of which will be summarized in a forthcoming final report (Note 5), should be weighed before a decision is made concerning the effectiveness of the combat system organizational concept.

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INTRODUCTION

Problem

Traditionally, shipboard weapons subsystems such as anti-submarine, anti-aircraft, and electronic warfare have been somewhat independent. The introduction of complex computers and automation has led to the integration of these subsystems into what is now referred to as a ship's combat system. Management of the personnel responsible for maintaining these subsystems, however, has not been integrated, and this may be a factor contributing to the less-than-optimum electronic readiness of Navy ships.

Purpose

The purpose of the present study was to compare the maintenance effectiveness achieved by selected pilot ships having the experimental combat system organizational structure with that achieved by selected control ships having conventional organizational structures.

Background

The combat system research program was initiated by the Bureau of Naval Personnel with the publication of a plan (Note 1) for developing and evaluating an improved combat system organization. Included in the plan was a new concept in shipboard organization--the integration of personnel who maintain ship's sensors and weapons subsystems into a single Combat System Department. NPRDC was assigned the task of evaluating the new concept (Note 2). Evaluation was to be added to the regularly scheduled mission and activities of pilot ships, and no changes were to be made in the mission and activities of control ships.

An initial evaluation, covering only three pilot ships, is described in an earlier report (Williams & Standlee, 1975). The present evaluation replicates the data gathered on these three ships and includes data from four additional pilot ships.

APPROACH

As the evaluation was to be an added feature and as ships' operating schedules could not be standardized, analysis of data provided by the existing 3M reporting system was selected as an evaluation method that would minimize interference with ships' day-to-day operations.

Selection of Pilot and Control Ships

Equipment configuration was considered in matching pilot and control ships (Note 3). Individual ship evaluations are not identified in this report. Collectively, however, the pilot ships were USS HALSEY (CG 23), USS JOUETT (CG 29), USS TRUXTON (CGN 35), USS MACDONOUGH (DDG 39), USS MAHAN (DDG 42), USS DAHLGREN (DDG 43), and USS PRATT (DDG 44). The control ships were USS WORDEN (CG 18), USS DALE (CG 19), USS TURNER (CG 20), USS ENGLAND (CG 22), USS WAINWRIGHT (CG 28), USS HORNE (CG 30), USS STANDLEY (CG 32), USS FARRAGUT (DDG 37), USS LUCE (DDG 38), USS COONTZ (DDG 40), USS DEWEY (DDG 45), and USS PREBLE (DDG 46).

Selection of Operational Periods

Pilot ships entered the experimental program at different times, generally following a period of equipment moderization. Data-gathering time spans ranged from 5 to 23 months. To allow stabilization of both hardware and experimental organizational structure, no data were gathered within the first three months of a ship's entering the pilot program. Pilot and control ship comparisons are based upon the same number of months and, when possible, on the same calendar months. In some instances--for more comparable data in terms of repair and overhaul, post-shakedown availability, and extended overseas deployment periods--different calendar months were used.

Identification of Common Subsystems

A computer search of relevant 3M data (Note 4) indicated that there was little commonality between specific equipments on board pilot and control ships. The decision was made, therefore, to compare maintenance performance at the subsystem level as determined by the first two digits of the Equipment Identification Code (EIC). Thus determined, all comparisons between pilot and control ships were based upon the maintenance of common equipment subsystems.

Selection of Criteria

The following criteria of maintenance effectiveness were selected from data collected and supplied by the Maintenance Support Office Department (MSOD) 3M reporting system:

1. Number of maintenance actions.

2. Proportion of personnel-caused equipment malfunctions ("lack of knowledge or skill," and "communication problems") to number of maintenance actions.

3. Total days of downtime (nonoperational or reduced capability status), if repairs were not deferred for spare parts or outside assistance.

4. Same as item (3), except if repairs were deferred.

5. Average days of downtime per maintenance action, if repairs were not deferred.

6. Same as item (5), except if repairs were deferred.

7. Total man-hours of maintenance, if repairs were not deferred.

8. Same as item (7), except if repairs were deferred.

9. Average man-hours per maintenance action, if repairs were not deferred.

10. Same as item (9), except if repairs were deferred.

Statistical Analysis

The comparison of maintenance effectiveness, based on common subsystems, is equivalent to an experimental design involving matched-pairs observations. The Wilcoxon Matched-Pairs Signed-Ranks Test was used for those evaluations based on the total and average days of downtime and on the total and average man-hours of maintenance. The Chi-Square Test was used for those evaluations based upon the number of maintenance actions, on the proportion of personnel-caused equipment malfunctions, and on a summary frequency distribution of the Wilcoxon Test results. All tests were made at the .05 level of significance.

RESULTS

Number of Maintenance Actions

The results of a comparison of pilot and control ship maintenance performance based on the number of reported maintenance actions are presented in Table 1. The length of the test period was the same for each pilot ship and its control, but varied from 5 to 23 months among the different pilot-control comparisons. Tests of significance are based upon the Chi-Square Test and are at the .05 level of confidence.

Table 1 indicates that, in 20 comparisons, control ships reported fewer maintenance actions; in 4 comparisons, pilot ships reported fewer maintenance actions; and in 6 comparisons, the differences were not significant.

The single fact that a majority of control ships reported fewer maintenance actions does not necessarily mean that electronic readiness was lower for pilot ships. There is a possibility that low frequency data represent failure to report equipment malfunctions and that this is not randomly distributed between pilot and control ships. This might mean, then, that pilot ships were more diligent in reporting maintenance actions or that--possibly through better test procedures and higher equipment performance standards--they located a greater percentage of their casualties. Thus, interpretation of the data of Table 1 concerning electronic readiness is uncertain.

Proportion of Personnel-caused Equipment Malfunctions

The results of a comparison of pilot and control ship maintenance performance based on the proportion of total maintenance actions that were caused by ships' personnel (i.e., equipment failure caused by "lack of knowledge or skill" or "communication problems") are presented in Table 2.

Table 2 indicates that, in 6 comparisons, control ships reported a lower proportion of personnel-caused equipment malfunctions and, in 24 comparisons, the differences were not significant. In terms of this criterion, control ships appear to have the advantage.

Downtime and Maintenance Man-hours

The results of a comparison of pilot and control ship maintenance performance based on days of downtime (non-operational or reduced capability status) and man-hours expended in making repairs are presented in Tables 3, 4, and 5. Table 3 compares performance based on casualties where repairs were not deferred for spare parts or outside assistance. Table 4 compares performance based on casualties where repairs were deferred. Table 5 summarizes the fairly extensive data of Tables 3 and 4.

Table 3 indicates that, in 16 comparisons, control ships reported fewer non-deferred days of downtime; in 2 comparisons, pilot ships reported fewer days down; and in 12 comparisons, the differences were not significant. In 15 comparisons, control ships reported fewer non-deferred man-hours of maintenance; in 1 comparison, a pilot ship reported fewer man-hours of maintenance; and in 14 comparisons, the differences were not significant.

Table 1

Differences Between Pilot and Control Ships in

Number of Maintenance Actions

Ship		(Months)[a]	Number of Maintenance Actions			Fewer Actions
Pilot	Control		Pilot	Control	Difference	
			Replication of Initial Ship Data			
1	1	(11)	222	233	-11	-
1	2	(22)	740	660	80	C
1	3	(22)	768	475	293	C
1	4	(13)	245	382	-137	P
1	5	(12)	220	58	162	C
2	6	(23)	857	901	-44	-
2	7	(23)	858	1149	-291	P
2	8	(23)	843	460	383	C
2	9	(19)	728	245	483	C
3	10	(15)	744	220	524	C
3	11	(15)	846	888	-42	-
3	12	(15)	832	846	-14	-
			Additional Ship Data			
4	1	(11)	260	238	22	-
4	2	(18)	707	395	312	C
4	3	(18)	719	311	408	C
4	4	(14)	545	385	160	C
4	5	(12)	423	58	365	C
5	1	(11)	332	236	96	C
5	2	(17)	652	379	273	C
5	3	(17)	663	279	384	C
5	4	(12)	420	378	42	-
5	5	(12)	373	58	315	C
6	1	(7)	387	205	182	C
6	2	(7)	388	197	191	C
6	3	(7)	381	74	307	C
6	4	(7)	382	249	133	C
6	5	(7)	303	25	278	C
7	10	(5)	27	6	21	C
7	11	(5)	35	155	-120	P
7	12	(5)	36	155	-119	P

Note. Significantly fewer maintenance actions in pilot ships is indicated by "P", in control ships by "C"; no significant difference is indicated by "-". Tests of significance are based on the Chi-Square Test, equal ratio hypothesis, .05 level of confidence.

[a]Pilot and control ships were not always matched on the same calendar months; therefore, frequency data may differ for the same number of months.

Table 2

Differences Between Pilot and Control Ships in

Personnel-caused Equipment Malfunctions

Ship		Number of Malfunctions			Lower Proportion
Pilot	Control	Pilot	Control	Difference	
		Replication of Initial Ship Data			
1	1	4	0	4	C
1	2	10	16	-6	-
1	3	13	3	10	-
1	4	5	5	0	-
1	5	5	0	5	-
2	6	22	19	3	-
2	7	23	11	12	C
2	8	23	1	22	C
2	9	15	1	14	-
3	10	19	2	17	-
3	11	19	12	7	-
3	12	19	7	12	C
		Additional Ship Data			
4	1	4	0	4	-
4	2	18	4	14	-
4	3	18	2	16	C
4	4	10	5	5	-
4	5	9	0	9	-
5	1	3	0	3	-
5	2	3	4	-1	-
5	3	3	2	1	-
5	4	3	5	-2	-
5	5	3	0	3	-
6	1	9	0	9	C
6	2	9	2	7	-
6	3	9	0	9	-
6	4	8	3	5	-
6	5	5	0	5	-
7	10	0	0	0	-
7	11	0	6	-6	-
7	12	0	2	-2	-

Note. Significantly lower proportion of personnel-caused equipment malfunctions in pilot ships is indicated by "P", in control ships by "C"; no significant difference is indicated by "-". Tests of significance are based on the Chi-Square Test, equal proportion hypothesis (data of Tables 1 and 2 combined), .05 level of confidence.

Table 3

Differences Between Pilot and Control Ships in

Days of Downtime and Maintenance Man-hours (Without Deferral)

Ship		Fewer Days of Downtime		Fewer Maintenance Man-hours	
Pilot	Control	Total	Average	Total	Average
		Replication of Initial Ship Data			
1	1	-	-	-	-
1	2	-	-	-	-
1	3	-	-	C	-
1	4	-	-	-	-
1	5	-	-	-	-
2	6	P	P	-	-
2	7	-	-	-	-
2	8	C	C	C	-
2	9	C	-	C	C
3	10	C	-	C	-
3	11	C	-	C	-
3	12	C	C	-	-
		Additional Ship Data			
4	1	C	-	-	-
4	2	C	-	-	-
4	3	C	-	C	-
4	4	-	-	-	-
4	5	C	-	C	-
5	1	-	P	-	-
5	2	-	-	-	-
5	3	C	-	C	-
5	4	-	-	-	-
5	5	C	-	C	-
6	1	C	-	C	-
6	2	C	-	C	P
6	3	C	-	C	-
6	4	C	-	C	-
6	5	C	-	C	-
7	10	-	-	C	-
7	11	P	-	-	-
7	12	-	-	P	-

Note. Significantly fewer days of downtime or maintenance man-hours in pilot ships is indicated by "P", in control ships by "C"; no significant difference is indicated by "-". Tests of significance are based on the Wilcoxon Matched-Pairs Signed-Ranks Test applied to the raw data presented in the appendix, .05 level of confidence.

Table 4

Differences Between Pilot and Control Ships in

Days of Downtime and Maintenance Man-hours (With Deferral)

Ship		Fewer Days of Downtime		Fewer Maintenance Man-hours	
Pilot	Control	Total	Average	Total	Average
		Replication of Initial Ship Data			
1	1	-	-	-	-
1	2	-	-	P	P
1	3	-	-	P	P
1	4	P	-	P	-
1	5	-	-	-	-
2	6	P	-	-	-
2	7	-	-	-	C
2	8	-	-	-	-
2	9	C	-	C	-
3	10	-	-	-	-
3	11	-	-	P	-
3	12	P	-	-	-
		Additional Ship Data			
4	1	C	-	C	-
4	2	C	P	C	-
4	3	C	-	-	P
4	4	-	P	C	C
4	5	C	-	C	-
5	1	C	C	-	-
5	2	C	-	-	-
5	3	C	C	-	P
5	4	P	-	-	-
5	5	C	-	C	-
6	1	P	-	-	-
6	2	P	P	P	P
6	3	-	-	-	-
6	4	P	P	P	-
6	5	-	-	-	-
7	10	ID	ID	ID	ID
7	11	ID	ID	ID	ID
7	12	ID	ID	ID	ID

Note. Significantly fewer days of downtime or maintenance man-hours in pilot ships is indicated by "P", in control ships by "C"; no significant difference is indicated by "-" and insufficient data by "ID". Tests of significance are based on the Wilcoxon Matched-Pairs Signed-Ranks Test applied to the raw data presented in the appendix, .05 level of confidence.

Table 5

Summary of Differences Between Pilot and Control Ships in Days of Downtime and Maintenance Man-hours

(With and Without Deferral)

Difference Variable	Frequency			
	Pilot Ship	Control Ship	No Significant Dif	Total
Fewer Days of Downtime				
Total	9	25	23	57
Average	6	4	47	57
Fewer Maintenance Man-hours				
Total	7	21	29	57
Average	6	3	48	57

Note. The frequency distributions of pilot and control ships with lower total, lower average, and no difference in days of downtime and maintenance man-hours are significantly different from chance distribution, Chi-Square Test, equal ratio hypothesis (data of Tables 3 and 4 combined), .05 level of confidence.

In terms of average non-deferred downtime and average non-deferred man-hours required per maintenance action many of the foregoing differences between pilot and control ships disappear. In 2 comparisons, control ships reported lower average days down; in 2 comparisons, pilot ships reported lower average days down; and in 26 comparisons, the differences were not significant. In 1 comparison, a control ship reported lower average man-hours of maintenance; in 1 comparison, a pilot ship reported lower average man-hours of maintenance; and in 28 comparisons, the differences were not significant.

Table 4 indicates that, in 9 comparisons, control ships reported fewer deferred days of downtime; in 7 comparisons, pilot ships reported fewer days down; in 11 comparisons, the differences were not significant; and in 3 comparisons, there were insufficient data. In 6 comparisons, control ships reported fewer deferred man-hours of maintenance; in 6 comparisons, pilot ships reported fewer man-hours of maintenance; in 15 comparisons, the differences were not significant; and in 3 comparisons, there were insufficient data.

In terms of average deferred downtime and average deferred man-hours required per maintenance action, the data appear to shift slightly in favor of pilot ships. In 2 comparisons, control ships reported lower average days down; in 4 comparisons, pilot ships reported lower average days down; in 21 comparisons, the differences were not significant; and in 3 comparisons; there

were insufficient data. In 2 comparisons, control ships reported lower average man-hours of maintenance; in 5 comparisons, pilot ships reported lower average man-hours of maintenance; in 20 comparisons, the differences were not significant; and in 3 comparisons, there were insufficient data.

In summarizing the comparison of pilot and control ship performance based on days of downtime and man-hours expended in making repairs, Table 5 shows that, in the majority of cases, there is no significant difference in pilot and control ship performance. There is a definite trend, though, for control ships to report fewer total days of downtime and total man-hours of maintenance. There is also a slight trend for pilot ships to report lower average days of downtime and average man-hours required per maintenance action. The latter would appear to be the more valid indicator of maintenance proficiency, as it corrects for any difference that may exist in ships actually reporting casualty data.

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DISCUSSION

The maintenance effectiveness of pilot and control ships was compared on the basis of data collected and supplied by the MSOD 3M reporting system. The measures used were: (1) number of maintenance actions, (2) proportion of personnel-caused equipment malfunctions, (3) total days of downtime, (4) average days of downtime per maintenance action, (5) total man-hours of maintenance, and (6) average man-hours required per maintenance action. Separate analyses were performed for maintenance actions that were deferred for spare parts or outside assistance.

Of the 300 comparisons made between pilot and control ships, 177 indicated that there was no significant difference in maintenance effectiveness, 79 appeared to favor control ships, 32 appeared to favor pilot ships, and in 12 cases the data were insufficient for statistical analysis.

The fact that control ships reported fewer maintenance actions (which would influence total days down and total man-hours of maintenance) may not mean that electronic readiness is lower on pilot ships. It may mean that pilot ships are more diligent in reporting maintenance actions or that--possibly through better test procedures and higher equipment performance standards--they locate a greater percentage of their casualties. This possibility cannot be determined from the present data. However, it does appear to be generally accepted that Navy ships differ considerably in the degree to which they conform to 3M data reporting requirements, and it may be worthwhile to examine separately that data that is free of this potential source of experimental error.

Of the 150 comparisons made between pilot and control ships that were based upon the proportion of personnel-caused equipment malfunctions to the number of maintenance actions, to the average days down, and to the average man-hours expended per maintenance action, 119 indicated that there was no significant difference in maintenance effectiveness, 13 favored control ships, 12 favored pilot ships, and in 6 cases the data were insufficient for statistical analysis. Thus, by eliminating frequency data, the apparent differences between pilot and control ships disappear.

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CONCLUSION

Overall, the data fail to demonstrate that improved maintenance effectiveness has resulted from implementation of the combat system organizational structure on board pilot ships.

RECOMMENDATION

The present study concerns itself solely with maintenance effectiveness as defined herein. The pilot organizational structure also has had other impacts (e.g., on management relationships, career development, and crew morale) that are only partially related to maintenance effectiveness and that merit separate consideration. All of these factors, several of which will be summarized in a forthcoming final report (Note 5), should be weighed before a decision is made concerning the effectiveness of the combat system organizational concept.

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APPENDIX

SUMMARY OF DATA: PILOT VERSUS CONTROL SHIPS

SUMMARY OF DATA
PILOT SHIP # 1 VS. CONTROL SHIP # 1

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GB	0	0.	10	10.	13	13.	25	25.	0	0.	0	0.	0	0.	0	0.
G1	36	2.	195	11.	166	14.	1089	91.	137	34.	29	7.	506	101.	28	6.
JJ	0	0.	0	0.	0	0.	0	0.	105	35.	6	2.	0	0.	0	0.
JN	0	0.	0	0.	0	0.	1	1.	0	0.	0	0.	213	71.	10	3.
LB	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	102	51.	4	2.
LD	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M1	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M3	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M4	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M5	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
NC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
N8	144	48.	42	14.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P1	0	0.	1	1.	32	32.	1	1.	0	0.	0	0.	0	0.	0	0.
P3	30	30.	1	1.	0	0.	0	0.	0	0.	0	0.	40	40.	15	15.
P4	153	14.	22	2.	264	15.	138	8.	848	71.	70	6.	326	65.	17	3.
P6	38	19.	2	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P7	3	3.	8	8.	18	18.	2	2.	73	73.	2	2.	0	0.	0	0.
QB	0	0.	0	0.	0	0.	2	2.	0	0.	0	0.	0	0.	0	0.
QD	42	4.	63	6.	0	0.	15	2.	36	36.	10	10.	93	31.	15	5.
QE	1	0.	30	6.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QF	49	49.	4	4.	0	0.	0	0.	61	61.	2	2.	0	0.	0	0.
QM	110	12.	259	29.	3	1.	17	3.	0	0.	0	0.	0	0.	0	0.
Q7	0	0.	0	0.	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.
Q9	17	9.	7	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
R1	1	0.	20	4.	45	15.	11	4.	0	0.	0	0.	0	0.	0	0.
R5	0	0.	0	0.	0	0.	3	1.	0	0.	0	0.	0	0.	0	0.
WB	21	21.	2	2.	0	0.	0	0.	262	131.	4	2.	0	0.	0	0.
WC	0	0.	0	0.	12	2.	17	2.	571	95.	13	2.	374	75.	33	7.
WD	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	209	52.	24	6.
WG	33	33.	10	10.	0	0.	0	0.	118	59.	9	5.	282	56.	18	4.
WH	0	0.	0	0.	0	0.	0	0.	168	168.	2	2.	17	17.	9	9.
WK	13	13.	1	1.	0	0.	0	0.	172	172.	2	2.	0	0.	0	0.
WQ	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
W3	0	0.	0	0.	0	0.	0	0.	947	118.	21	3.	39	13.	11	4.
W5	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	49	49.	2	2.
W7	0	0.	0	0.	49	49.	9	9.	0	0.	0	0.	116	58.	4	2.
W9	0	0.	0	0.	16	16.	1	1.	0	0.	0	0.	0	0.	0	0.
5A	0	0.	0	0.	10	5.	26	13.	146	146.	51	51.	197	99.	36	18.
5B	1794	23.	1234	16.	418	5.	916	12.	314	105.	350	117.	0	0.	0	0.
5C	6	2.	14	4.	22	11.	6	3.	0	0.	0	0.	0	0.	0	0.
5F	27	5.	9	2.	125	4.	143	4.	0	0.	0	0.	0	0.	0	0.
5H	170	11.	362	23.	9	1.	27	3.	0	0.	0	0.	0	0.	0	0.
5Z	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.

FREEDOM OF INFORMATION ACT EXEMPTION NOT FILMED

SUMMARY OF DATA
PILOT SHIP # 1 VS. CONTROL SHIP # 2

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
G1	36	2.	214	9.	96	3.	228	8.	686	57.	78	7.	917	57.	253	16.
JJ	0	0.	0	0.	4	2.	25	13.	356	71.	10	2.	35	35.	17	17.
JN	0	0.	12	2.	0	0.	5	5.	207	207.	2	2.	157	39.	17	4.
JY	0	0.	0	0.	0	0.	0	0.	58	58.	11	11.	0	0.	0	0.
LB	17	9.	5	3.	0	0.	0	0.	62	31.	6	3.	379	95.	70	18.
LD	0	0.	4	2.	0	0.	1	1.	0	0.	0	0.	607	202.	29	10.
LH	0	0.	0	0.	0	0.	0	0.	55	55.	3	3.	665	222.	17	6.
L6	1	1.	13	7.	29	7.	27	7.	578	116.	17	3.	635	212.	12	4.
M3	1	1.	4	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M4	0	0.	0	0.	0	0.	1	1.	303	101.	14	5.	1438	240.	55	9.
M5	0	0.	0	0.	20	20.	2	2.	0	0.	0	0.	363	182.	5	3.
M6	0	0.	0	0.	0	0.	0	0.	210	210.	2	2.	1491	136.	115	10.
M7	0	0.	0	0.	0	0.	0	0.	99	50.	6	3.	325	54.	1016	169.
NC	0	0.	0	0.	0	0.	0	0.	229	229.	32	32.	53	53.	2	2.
N1	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
N8	165	33.	60	12.	3	0.	66	9.	17	17.	36	36.	452	45.	211	21.
N9	0	0.	2	1.	24	12.	5	3.	143	72.	402	201.	0	0.	0	0.
P1	0	0.	15	3.	37	4.	49	5.	0	0.	0	0.	75	38.	14	7.
P3	41	6.	12	2.	0	0.	5	5.	55	55.	2	2.	157	52.	279	93.
P4	183	9.	46	2.	179	5.	962	27.	2173	103.	113	5.	947	86.	721	66.
P6	54	7.	19	2.	75	4.	170	9.	322	107.	6	2.	594	59.	192	19.
P7	13	1.	25	3.	5	0.	177	16.	91	46.	5	3.	1020	93.	225	20.
P9	0	0.	1	1.	15	5.	18	6.	0	0.	0	0.	84	84.	6	6.
QB	6	3.	3	2.	33	3.	59	5.	59	30.	4	2.	747	187.	16	4.
QD	92	2.	276	5.	412	5.	426	5.	563	63.	44	5.	2401	141.	165	10.
QE	1	0.	63	5.	9	1.	65	8.	0	0.	0	0.	246	49.	59	12.
QF	50	13.	45	11.	209	5.	360	8.	70	35.	14	7.	632	63.	142	14.
QK	30	1.	177	4.	11	2.	99	17.	14	14.	4	4.	258	52.	73	15.
QM	205	5.	370	10.	7	1.	17	2.	57	57.	16	16.	431	216.	13	7.
Q7	0	0.	1	1.	2	1.	9	3.	0	0.	0	0.	237	119.	7	4.
Q9	37	2.	65	4.	1	1.	2	2.	337	48.	83	12.	422	106.	82	21.
R1	24	2.	39	2.	29	2.	22	1.	0	0.	0	0.	22	22.	2	2.
R5	0	0.	0	0.	4	1.	12	4.	52	52.	3	3.	66	66.	4	4.
R7	10	10.	1	1.	0	0.	0	0.	9	9.	7	7.	461	154.	8	3.
WB	21	21.	2	2.	0	0.	0	0.	1163	145.	16	2.	783	157.	15	3.
WC	0	0.	1	1.	4	1.	17	6.	3852	113.	69	2.	2201	147.	62	4.
WD	0	0.	0	0.	0	0.	0	0.	1436	160.	17	2.	1037	148.	16	2.
WF	0	0.	0	0.	11	6.	54	27.	1071	179.	12	2.	343	114.	8	3.
WG	33	33.	10	10.	31	6.	22	4.	2728	160.	46	3.	1222	136.	50	6.
WH	0	0.	0	0.	0	0.	1	1.	1748	146.	24	2.	0	0.	0	0.
WK	13	13.	1	1.	0	0.	0	0.	1040	149.	15	2.	462	154.	11	4.
WQ	0	0.	0	0.	2	2.	2	2.	519	260.	3	2.	668	167.	10	3.
W1	0	0.	0	0.	0	0.	0	0.	91	91.	2	2.	424	141.	14	5.
W3	0	0.	1	1.	0	0.	0	0.	5989	139.	82	2.	1783	137.	42	3.
W5	0	0.	0	0.	0	0.	0	0.	342	114.	6	2.	576	144.	22	6.
W9	0	0.	0	0.	0	0.	0	0.	2981	229.	24	2.	237	119.	4	2.
5A	1	0.	35	3.	0	0.	0	0.	765	96.	224	28.	0	0.	0	0.
5B	2170	15.	1548	11.	311	5.	1036	16.	1173	69.	393	23.	664	66.	104	10.
5C	52	3.	91	5.	6	0.	63	3.	0	0.	0	0.	133	44.	9	3.
5F	31	2.	51	3.	0	0.	9	3.	26	26.	2	2.	70	70.	2	2.

SUMMARY OF DATA
PILOT SHIP # 1 VS. CONTROL SHIP # 3

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GB	0	0.	157	11.	58	15.	70	18.	114	29.	27	7.	201	201.	14	14.
G1	56	2.	214	9.	153	19.	41	5.	686	57.	78	7.	1149	128.	71	8.
JJ	0	0.	0	0.	0	0.	0	0.	356	71.	10	2.	0	0.	0	0.
JN	0	0.	12	2.	64	6.	57	6.	207	207.	2	2.	353	177.	98	49.
LB	17	9.	5	3.	0	0.	4	1.	62	31.	6	3.	694	139.	103	21.
LH	0	0.	0	0.	33	11.	3	1.	55	55.	3	3.	151	76.	8	4.
L6	1	1.	13	7.	1	0.	34	5.	578	116.	17	3.	2413	219.	96	9.
M1	1	1.	10	10.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M3	1	1.	4	2.	0	0.	0	0.	0	0.	0	0.	97	24.	11	3.
M4	0	0.	0	0.	0	0.	0	0.	303	101.	14	5.	322	107.	17	6.
M5	0	0.	0	0.	0	0.	2	2.	0	0.	0	0.	10	10.	8	8.
M6	0	0.	0	0.	0	0.	2	2.	210	210.	2	2.	454	50.	29	3.
M7	0	0.	0	0.	0	0.	0	0.	99	50.	6	3.	0	0.	0	0.
NC	0	0.	0	0.	0	0.	0	0.	229	229.	32	32.	112	112.	18	18.
N8	165	33.	60	12.	0	0.	0	0.	17	17.	36	36.	294	98.	49	16.
N9	0	0.	2	1.	0	0.	11	6.	143	72.	402	201.	244	61.	36	9.
P1	0	0.	15	3.	0	0.	2	2.	0	0.	0	0.	217	54.	58	15.
P3	41	6.	12	2.	3	2.	18	9.	55	55.	2	2.	1421	102.	642	46.
P4	183	9.	46	2.	336	12.	148	5.	2173	103.	113	5.	1143	229.	141	28.
P6	54	7.	19	2.	59	20.	16	5.	322	107.	6	2.	1513	89.	258	15.
P7	13	1.	25	3.	0	0.	1	1.	91	46.	5	3.	1249	104.	750	63.
P9	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.	430	54.	185	23.
QB	6	3.	3	2.	0	0.	2	1.	59	30.	4	2.	326	41.	84	11.
QC	12	12.	2	2.	0	0.	0	0.	87	87.	3	3.	63	63.	95	95.
QD	92	2.	276	5.	16	2.	25	4.	563	63.	44	5.	4003	76.	1388	26.
QE	1	0.	63	5.	0	0.	0	0.	0	0.	0	0.	414	69.	39	7.
QF	50	13.	45	11.	0	0.	10	10.	70	35.	14	7.	298	75.	100	25.
QK	30	1.	177	4.	17	1.	386	13.	14	14.	4	4.	124	62.	4	2.
QM	205	5.	370	10.	70	5.	119	9.	57	57.	16	16.	243	243.	2	2.
Q9	37	2.	65	4.	0	0.	0	0.	337	48.	83	12.	1123	75.	183	12.
R1	24	2.	39	2.	26	7.	25	6.	0	0.	0	0.	121	24.	228	46.
R5	0	0.	0	0.	0	0.	0	0.	52	52.	3	3.	36	36.	6	6.
WA	0	0.	0	0.	0	0.	0	0.	335	112.	5	2.	186	93.	4	2.
WB	21	21.	2	2.	0	0.	0	0.	1163	145.	16	2.	892	223.	28	7.
WC	0	0.	1	1.	0	0.	0	0.	3852	113.	69	2.	220	110.	26	13.
WD	0	0.	0	0.	0	0.	0	0.	1436	160.	17	2.	519	104.	37	7.
WF	0	0.	0	0.	0	0.	0	0.	1071	179.	12	2.	185	62.	28	9.
WG	33	33.	10	10.	0	0.	0	0.	2728	160.	46	3.	464	66.	61	9.
WH	0	0.	0	0.	0	0.	0	0.	1748	146.	24	2.	0	0.	0	0.
WK	13	13.	1	1.	17	17.	5	5.	1040	149.	15	2.	221	221.	5	5.
WL	0	0.	0	0.	0	0.	0	0.	215	215.	2	2.	0	0.	0	0.
WQ	0	0.	0	0.	0	0.	0	0.	519	260.	3	2.	158	158.	9	9.
W1	0	0.	0	0.	0	0.	0	0.	91	91.	2	2.	0	0.	0	0.
W3	0	0.	1	1.	0	0.	0	0.	5989	139.	82	2.	171	43.	45	11.
W5	0	0.	0	0.	0	0.	0	0.	342	114.	6	2.	146	73.	24	12.
W7	0	0.	0	0.	0	0.	0	0.	1887	210.	15	2.	0	0.	0	0.
W9	0	0.	0	0.	0	0.	0	0.	2981	229.	24	2.	0	0.	0	0.
5A	1	0.	35	3.	2	2.	26	26.	765	96.	224	28.	354	71.	917	183.
5B	2170	15.	1548	11.	260	4.	499	8.	1173	69.	393	23.	369	46.	126	16.
5C	52	3.	91	5.	27	1.	79	4.	0	0.	0	0.	47	47.	5	5.
5F	31	2.	51	3.	14	5.	23	8.	26	26.	2	2.	0	0.	0	0.
5Z	0	0.	0	0.	0	0.	3	3.	0	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 1 VS. CONTROL SHIP # 4

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GB	0	0.	10	10.	2	2.	2	2.	0	0.	0	0.	662	166.	54	14.
G1	36	2.	195	11.	74	5.	97	6.	174	35.	31	6.	583	117.	25	5.
JJ	0	0.	0	0.	5	2.	28	9.	105	35.	6	2.	159	80.	8	4.
JN	0	0.	0	0.	13	3.	187	37.	0	0.	0	0.	232	77.	10	3.
LB	0	0.	0	0.	21	5.	36	9.	0	0.	0	0.	1279	160.	88	11.
LD	0	0.	0	0.	0	0.	4	4.	0	0.	0	0.	256	128.	4	2.
L6	0	0.	0	0.	1	0.	7	2.	523	131.	15	4.	589	59.	25	3.
M3	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	545	545.	3	3.
M4	0	0.	0	0.	732	41.	66	4.	0	0.	0	0.	1800	257.	52	7.
M5	0	0.	0	0.	1	1.	6	6.	0	0.	0	0.	128	128.	9	9.
M6	0	0.	0	0.	11	4.	22	7.	0	0.	0	0.	702	78.	28	3.
M7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	429	429.	11	11.
NC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	157	79.	6	3.
N8	144	48.	42	14.	24	8.	6	2.	0	0.	0	0.	1118	93.	21	2.
N9	0	0.	0	0.	0	0.	30	10.	0	0.	0	0.	85	43.	18	9.
P1	0	0.	1	1.	0	0.	1	1.	0	0.	0	0.	280	70.	9	2.
P3	30	30.	1	1.	0	0.	0	0.	0	0.	0	0.	701	100.	16	2.
P4	153	14.	22	2.	35	3.	55	5.	848	71.	70	6.	753	108.	68	10.
P6	38	19.	2	1.	55	28.	3	2.	0	0.	0	0.	772	97.	24	3.
P7	3	3.	8	8.	0	0.	0	0.	73	73.	2	2.	532	106.	24	5.
QB	0	0.	0	0.	0	0.	0	0.	25	25.	2	2.	35	35.	2	2.
QC	12	12.	2	2.	0	0.	0	0.	0	0.	0	0.	59	59.	2	2.
QD	45	3.	97	6.	89	5.	60	4.	36	36.	10	10.	785	71.	42	4.
QF	49	49.	4	4.	0	0.	3	2.	61	61.	2	2.	399	399.	1	1.
QK	1	0.	43	4.	14	5.	13	4.	0	0.	0	0.	0	0.	0	0.
QM	110	11.	261	26.	128	4.	158	5.	0	0.	0	0.	2018	288.	30	4.
Q9	27	5.	21	4.	0	0.	0	0.	0	0.	0	0.	36	12.	9	3.
R1	1	0.	20	4.	94	8.	82	7.	0	0.	0	0.	141	47.	58	19.
R5	0	0.	0	0.	0	0.	16	4.	0	0.	0	0.	0	0.	13	13.
WB	21	21.	2	2.	0	0.	0	0.	262	131.	4	2.	393	131.	5	2.
WC	0	0.	0	0.	0	0.	1	1.	687	86.	15	2.	0	0.	0	0.
WF	0	0.	0	0.	48	48.	4	4.	0	0.	0	0.	556	139.	14	4.
WG	33	33.	10	10.	0	0.	0	0.	118	59.	9	5.	150	50.	6	2.
WH	0	0.	0	0.	0	0.	0	0.	406	203.	4	2.	89	89.	2	2.
WK	13	13.	1	1.	0	0.	0	0.	172	172.	2	2.	289	72.	7	2.
W3	0	0.	0	0.	0	0.	0	0.	1680	129.	30	2.	688	86.	16	2.
W5	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	56	56.	2	2.
5A	0	0.	0	0.	0	0.	0	0.	146	146.	51	51.	982	246.	247	62.
5B	1913	23.	1279	15.	362	6.	583	10.	512	128.	353	88.	744	93.	127	16.
5C	51	6.	29	3.	104	12.	13	1.	0	0.	0	0.	0	0.	0	0.
5F	27	5.	9	2.	0	0.	0	0.	0	0.	0	0.	82	82.	2	2.
5Z	0	0.	0	0.	78	26.	17	6.	0	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 1 VS. CONTROL SHIP # 5

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
G1	36	2.	195	11.	5	1.	34	9.	174	35.	31	6.	0	0.	0	0.
LB	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	305	44.	375	54.
LD	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LH	0	0.	0	0.	8	8.	10	10.	0	0.	0	0.	0	0.	0	0.
M3	0	0.	0	0.	8	8.	50	50.	0	0.	0	0.	48	48.	100	100.
M4	0	0.	0	0.	8	8.	30	30.	0	0.	0	0.	0	0.	0	0.
M5	0	0.	0	0.	0	0.	3	3.	0	0.	0	0.	0	0.	0	0.
M6	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
NC	0	0.	0	0.	58	12.	81	16.	0	0.	0	0.	33	33.	3	3.
N8	144	48.	42	14.	26	4.	55	9.	0	0.	0	0.	53	18.	18	6.
P1	0	0.	1	1.	66	66.	2	2.	0	0.	0	0.	0	0.	0	0.
P4	153	14.	22	2.	66	7.	126	13.	848	71.	70	6.	0	0.	0	0.
P6	38	19.	2	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P7	3	3.	8	8.	132	66.	6	3.	73	73.	2	2.	0	0.	0	0.
P9	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QB	0	0.	0	0.	0	0.	0	0.	25	25.	2	2.	0	0.	0	0.
QC	12	12.	2	2.	0	0.	0	0.	0	0.	0	0.	77	77.	2	2.
QD	45	4.	82	7.	46	46.	1	1.	36	36.	10	10.	0	0.	0	0.
QE	1	0.	30	6.	21	21.	5	5.	0	0.	0	0.	0	0.	0	0.
QF	49	49.	4	4.	0	0.	2	1.	61	61.	2	2.	0	0.	0	0.
QK	1	0.	43	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QM	110	11.	261	26.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WD	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WG	33	33.	10	10.	0	0.	0	0.	118	59.	9	5.	0	0.	0	0.
WH	0	0.	0	0.	0	0.	0	0.	406	203.	4	2.	85	85.	2	2.
WK	13	13.	1	1.	0	0.	0	0.	172	172.	2	2.	0	0.	0	0.
W3	0	0.	0	0.	0	0.	0	0.	1680	129.	30	2.	190	95.	4	2.
5A	0	0.	0	0.	0	0.	0	0.	146	146.	51	51.	0	0.	0	0.
5B	1906	24.	1257	16.	0	0.	11	4.	512	128.	353	88.	56	56.	4	4.
5F	27	5.	9	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
5H	170	11.	362	23.	0	0.	0	0.	0	0.	0	0.	115	58.	120	60.

SUMMARY OF DATA
PILOT SHIP # 2 VS. CONTROL SHIP # 6

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GT	19	6.	22	7.	345	19.	46	3.	189	189.	10	10.	1245	156.	101	13.
JJ	0	0.	0	0.	0	0.	0	0.	78	78.	5	5.	99	33.	176	59.
LB	59	20.	14	5.	0	0.	0	0.	0	0.	0	0.	84	84.	3	3.
LD	24	12.	14	7.	60	30.	26	13.	229	229.	36	36.	48	48.	17	17.
LH	24	24.	13	13.	0	0.	0	0.	66	66.	23	23.	13	13.	18	18.
L6	24	24.	1	1.	261	37.	145	21.	383	96.	63	16.	302	151.	18	9.
M3	94	19.	13	3.	0	0.	0	0.	0	0.	0	0.	461	231.	10	5.
M4	74	19.	41	10.	201	201.	1	1.	330	110.	24	8.	386	129.	69	23.
M5	0	0.	1	1.	17	17.	1	1.	0	0.	0	0.	0	0.	0	0.
M6	18	9.	3	2.	706	141.	43	9.	111	111.	4	4.	303	101.	31	10.
M7	36	18.	18	9.	0	0.	0	0.	692	231.	21	7.	0	0.	0	0.
NC	14	4.	16	4.	15	2.	334	42.	155	68.	14	7.	1975	247.	140	18.
ND	20	20.	10	10.	0	0.	0	0.	0	0.	0	0.	198	198.	26	26.
NA	94	6.	224	15.	49	3.	164	11.	188	94.	9	5.	1749	219.	201	25.
N9	0	0.	0	0.	235	47.	86	17.	278	139.	44	22.	64	64.	5	5.
P1	74	9.	105	13.	157	52.	34	11.	0	0.	0	0.	53	53.	24	24.
P3	51	5.	217	20.	210	35.	84	14.	1025	146.	134	19.	469	235.	79	40.
P4	159	7.	778	35.	195	7.	69	3.	720	120.	400	67.	385	35.	52	5.
P6	210	8.	215	8.	484	40.	73	6.	413	59.	220	31.	197	99.	9	5.
P7	76	7.	271	25.	334	32.	68	7.	1029	103.	789	79.	873	218.	59	15.
P9	4	4.	2	2.	0	0.	0	0.	0	0.	0	0.	130	130.	7	7.
QB	69	6.	167	15.	1001	50.	181	9.	0	0.	0	0.	716	179.	35	9.
QC	9	9.	11	11.	198	99.	9	5.	0	0.	0	0.	62	62.	9	9.
QD	542	8.	694	10.	4404	37.	954	8.	849	82.	36	3.	1483	212.	81	12.
QF	33	4.	51	6.	293	94.	44	15.	0	0.	0	0.	385	96.	36	9.
QE	26	13.	5	3.	168	56.	5	2.	0	0.	0	0.	169	169.	6	6.
QH	6	6.	1	1.	79	79.	1	1.	0	0.	0	0.	0	0.	0	0.
QK	72	2.	217	6.	35	35.	3	3.	88	88.	11	11.	58	58.	7	7.
QL	1	1.	6	6.	50	50.	8	8.	0	0.	0	0.	193	198.	33	33.
QM	654	5.	635	5.	1750	24.	224	3.	2516	140.	160	9.	2756	125.	97	4.
Q9	108	11.	54	6.	139	29.	34	7.	498	71.	28	4.	309	309.	18	18.
R1	30	30.	20	20.	91	4.	42	2.	521	521.	120	120.	2590	84.	125	4.
R7	12	12.	2	2.	0	0.	0	0.	0	0.	0	0.	374	94.	28	7.
RB	48	24.	17	9.	93	31.	11	4.	61	31.	6	3.	0	0.	0	0.
RC	0	0.	0	0.	683	76.	36	4.	1295	162.	37	5.	2477	146.	116	7.
RG	0	0.	0	0.	441	88.	10	2.	161	54.	19	6.	721	180.	30	8.
RK	0	0.	0	0.	117	117.	4	4.	49	49.	5	5.	0	0.	0	0.
R3	23	6.	6	2.	576	41.	34	2.	177	59.	23	8.	312	156.	9	5.
SA	15	4.	15	4.	0	0.	12	3.	222	111.	38	19.	333	56.	42	7.
SB	1277	5.	13546	49.	1850	7.	2015	8.	2717	129.	1316	63.	5261	120.	418	10.
SC	175	5.	59	2.	736	35.	125	6.	270	135.	3	2.	86	86.	8	8.
SE	2	1.	10	3.	82	41.	27	14.	97	97.	2	2.	251	126.	23	12.
SL	17	9.	11	6.	0	0.	0	0.	176	176.	17	17.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 2 VS. CONTROL SHIP # 7

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GT	19	6.	22	7.	488	15.	51	2.	189	189.	10	10.	285	36.	19	2.
JJ	0	0.	0	0.	366	183.	4	2.	78	78.	5	5.	779	130.	12	2.
JY	1	1.	1	1.	0	0.	0	0.	0	0.	0	0.	415	138.	8	3.
LR	59	20.	14	5.	14	7.	4	2.	0	0.	0	0.	100	100.	2	2.
LH	24	24.	13	13.	6	2.	8	3.	66	66.	23	23.	120	120.	21	21.
L6	24	24.	1	1.	37	3.	44	4.	383	96.	63	16.	47	16.	612	204.
M3	94	19.	13	3.	13	1.	15	2.	0	0.	0	0.	409	102.	7	2.
M4	74	19.	41	10.	43	2.	41	2.	330	110.	24	8.	244	81.	9	3.
M5	0	0.	1	1.	105	21.	14	3.	0	0.	0	0.	0	0.	0	0.
M6	18	9.	3	2.	66	22.	45	15.	111	111.	4	4.	440	220.	6	3.
M7	36	18.	18	9.	43	7.	7	1.	692	231.	21	7.	1099	122.	40	4.
NC	14	4.	16	4.	3	1.	5	2.	135	68.	14	7.	633	127.	112	22.
N8	94	6.	224	15.	33	2.	86	6.	188	94.	9	5.	96	48.	22	11.
N9	0	0.	0	0.	37	9.	50	13.	278	139.	44	22.	0	0.	0	0.
P1	74	9.	105	13.	37	2.	98	6.	0	0.	0	0.	156	156.	2	2.
P3	51	5.	217	20.	64	2.	163	5.	1025	146.	134	19.	247	62.	37	9.
P4	159	7.	778	35.	302	6.	651	13.	720	120.	400	67.	796	133.	60	10.
P6	210	8.	215	8.	30	1.	267	5.	413	59.	220	31.	924	103.	149	17.
P7	76	7.	271	25.	192	9.	177	8.	1028	103.	789	79.	236	79.	170	57.
P9	4	4.	2	2.	9	5.	15	8.	0	0.	0	0.	0	0.	0	0.
QB	89	6.	167	15.	537	11.	357	7.	0	0.	0	0.	441	110.	21	5.
QC	9	9.	11	11.	141	28.	18	4.	0	0.	0	0.	542	542.	2	2.
QD	542	8.	694	10.	779	6.	1802	14.	899	82.	36	3.	885	44.	271	14.
QE	33	4.	51	6.	133	10.	125	10.	0	0.	0	0.	0	0.	0	0.
QF	26	13.	5	3.	95	6.	141	9.	0	0.	0	0.	101	20.	26	5.
QH	6	6.	1	1.	0	0.	5	3.	0	0.	0	0.	0	0.	0	0.
QK	72	2.	217	6.	9	0.	214	11.	88	88.	11	11.	71	71.	6	6.
QL	1	1.	6	6.	27	27.	40	40.	0	0.	0	0.	46	46.	24	24.
QM	654	5.	635	5.	135	9.	119	8.	2516	140.	160	9.	1352	225.	36	6.
Q1	0	0.	0	0.	59	30.	3	2.	0	0.	0	0.	345	115.	86	29.
Q7	4	4.	3	3.	25	5.	33	7.	0	0.	0	0.	0	0.	0	0.
Q9	108	11.	64	6.	208	14.	185	12.	498	71.	28	4.	555	69.	42	5.
R1	30	30.	20	20.	2	1.	15	4.	521	521.	120	120.	857	122.	558	80.
WH	48	24.	17	9.	0	0.	0	0.	61	31.	6	3.	318	318.	3	3.
WC	0	0.	0	0.	445	17.	76	3.	1295	162.	37	5.	147	37.	14	4.
WG	0	0.	0	0.	121	15.	23	3.	161	54.	19	6.	116	58.	11	6.
WH	0	0.	0	0.	64	21.	129	43.	0	0.	0	0.	0	0.	0	0.
WK	0	0.	0	0.	24	8.	4	1.	49	49.	5	5.	0	0.	0	0.
W3	23	6.	6	2.	21	7.	11	4.	177	59.	23	8.	381	127.	9	3.
5A	15	4.	15	4.	0	0.	10	10.	222	111.	38	19.	853	171.	24	5.
5B	1277	5.	13546	49.	1260	4.	2436	8.	2717	129.	1316	63.	2088	77.	343	13.
5C	178	5.	69	2.	82	3.	80	3.	270	135.	3	2.	195	195.	3	3.
5F	2	1.	10	3.	26	7.	6	2.	97	97.	2	2.	1300	144.	21	2.
5K	31	8.	8	2.	48	12.	10	3.	0	0.	0	0.	0	0.	0	0.
5L	17	9.	11	6.	1	1.	21	11.	176	176.	17	17.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 2 VS. CONTROL SHIP # 8

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GT	19	6.	22	7.	6	1.	11	1.	189	189.	10	10.	45	11.	11	3.
JJ	0	0.	0	0.	0	0.	36	36.	78	78.	5	5.	25	25.	41	41.
LB	59	20.	14	5.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LD	24	12.	14	7.	2	1.	22	11.	229	229.	36	36.	331	166.	15	8.
LH	24	24.	13	13.	0	0.	0	0.	66	66.	23	23.	26	26.	23	23.
L6	24	24.	1	1.	48	16.	45	15.	383	96.	63	16.	358	179.	273	137.
M4	74	19.	41	10.	0	0.	0	0.	330	110.	24	8.	36	36.	10	10.
M5	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.	832	208.	26	7.
M6	18	9.	3	2.	0	0.	0	0.	111	111.	4	4.	710	178.	173	43.
M7	36	18.	18	9.	0	0.	0	0.	692	231.	21	7.	274	55.	19	4.
NC	14	4.	16	4.	15	2.	74	9.	135	68.	14	7.	4	4.	29	29.
N8	94	6.	224	15.	40	3.	79	6.	188	94.	9	5.	623	104.	94	16.
N9	0	0.	0	0.	0	0.	0	0.	278	139.	44	22.	391	391.	2	2.
P1	74	9.	105	13.	1	1.	10	5.	0	0.	0	0.	7	7.	4	4.
P3	51	5.	217	20.	1	1.	18	9.	1025	146.	134	19.	418	105.	70	18.
P4	159	7.	778	35.	1	0.	20	3.	720	120.	400	67.	332	66.	51	10.
P6	210	8.	215	8.	9	2.	19	3.	413	59.	220	31.	296	99.	42	14.
P7	76	7.	271	25.	7	2.	31	16.	1028	103.	789	79.	2454	307.	77	10.
P9	4	4.	2	2.	1	1.	1	1.	0	0.	0	0.	0	0.	0	0.
QB	69	6.	167	15.	7	1.	27	4.	0	0.	0	0.	2936	294.	1033	103.
QC	9	3.	11	11.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QD	542	8.	694	10.	162	3.	761	15.	899	82.	36	3.	1045	61.	564	33.
QE	33	4.	51	6.	14	3.	18	4.	0	0.	0	0.	32	32.	14	14.
QF	26	13.	5	3.	0	0.	5	5.	0	0.	0	0.	0	0.	0	0.
QH	6	6.	1	1.	0	0.	9	3.	0	0.	0	0.	0	0.	0	0.
QK	72	2.	217	6.	1	0.	33	11.	88	88.	11	11.	0	0.	0	0.
QM	654	5.	635	5.	49	4.	173	16.	2516	140.	160	9.	1243	124.	610	61.
Q7	4	4.	3	3.	0	0.	3	3.	0	0.	0	0.	0	0.	0	0.
Q9	108	11.	64	6.	6	2.	22	6.	498	71.	28	4.	483	161.	18	6.
R1	30	30.	20	20.	0	0.	1	1.	521	521.	120	120.	261	52.	11	2.
WB	48	24.	17	9.	0	0.	0	0.	61	31.	6	3.	453	453.	2	2.
WC	0	0.	0	0.	0	0.	0	0.	1295	162.	37	5.	2620	239.	29	3.
WG	0	0.	0	0.	0	0.	1	1.	161	54.	19	6.	948	237.	8	2.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	372	372.	3	3.
WL	42	42.	2	2.	29	15.	11	6.	0	0.	0	0.	83	42.	19	10.
W3	23	6.	6	2.	0	0.	0	0.	177	59.	23	8.	1647	235.	14	2.
5B	1277	5.	13546	49.	232	2.	981	8.	2717	129.	1316	63.	2399	80.	586	20.
5C	178	5.	69	2.	742	37.	101	5.	270	135.	3	2.	730	91.	51	6.
5K	31	8.	8	2.	195	98.	3	2.	0	0.	0	0.	94	94.	5	5.
5L	17	9.	11	6.	0	0.	0	0.	176	176.	17	17.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 2 VS. CONTROL SHIP # 8

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
6T	0	0.	9	9.	17	17.	1	1.	189	189.	10	10.	0	0.	0	0.
L0	24	12.	14	7.	0	0.	0	0.	229	229.	36	36.	0	0.	0	0.
L6	24	24.	1	1.	0	0.	0	0.	383	96.	63	16.	64	64.	14	14.
90	45	15.	5	2.	0	0.	0	0.	330	110.	24	8.	0	0.	0	0.
95	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M5	18	9.	3	2.	0	0.	0	0.	111	111.	4	4.	0	0.	0	0.
M7	56	14.	18	9.	0	0.	6	2.	692	231.	21	7.	246	246.	6	6.
NC	14	4.	16	4.	52	13.	16	4.	135	68.	14	7.	0	0.	0	0.
NS	20	20.	10	10.	0	0.	0	0.	0	0.	0	0.	129	129.	35	35.
0P	96	6.	226	15.	1	0.	107	15.	188	94.	9	5.	248	248.	37	37.
P1	75	9.	105	13.	9	9.	2	2.	0	0.	0	0.	0	0.	0	0.
P3	51	5.	217	20.	1	1.	3	3.	1025	146.	134	19.	0	0.	0	0.
P6	207	9.	207	9.	0	0.	0	0.	413	59.	220	31.	380	190.	10	5.
P7	61	6.	246	27.	11	11.	2	2.	1028	103.	789	79.	0	0.	0	0.
P9	4	4.	2	2.	0	0.	0	0.	0	0.	0	0.	519	173.	6	2.
R7	53	6.	165	18.	0	0.	2	1.	0	0.	0	0.	0	0.	0	0.
R8	541	8.	675	10.	1	0.	31	2.	899	82.	36	3.	287	287.	7	7.
0R	72	2.	217	6.	0	0.	2	2.	88	88.	11	11.	279	279.	11	11.
S4	654	5.	635	5.	82	3.	73	3.	2516	140.	160	9.	486	486.	77	77.
R1	30	30.	20	20.	0	0.	0	0.	521	521.	120	120.	34	34.	5	5.
5A	12	2.	3	2.	0	0.	0	0.	222	111.	38	19.	0	0.	0	0.
5B	1282	5.	13024	49.	1939	12.	983	6.	2717	129.	1316	63.	178	89.	7	4.
5C	178	5.	98	2.	36	12.	7	2.	270	135.	3	2.	0	0.	0	0.
5F	2	1.	10	3.	3	1.	10	3.	97	97.	2	2.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 3 VS. CONTROL SHIP #10

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GB	49	16.	53	18.	27	4.	89	13.	515	129.	633	158.	176	176.	97	97.
GF	0	0.	0	0.	0	0.	0	0.	79	40.	8	4.	325	325.	1	1.
G1	724	15.	960	20.	17	2.	186	27.	2812	117.	361	15.	230	46.	50	10.
JP	8	8.	1	1.	20	20.	2	2.	500	125.	12	3.	0	0.	0	0.
JY	0	0.	3	3.	0	0.	0	0.	0	0.	0	0.	58	29.	4	2.
LB	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	97	24.	236	59.
LD	20	10.	80	40.	0	0.	1	1.	0	0.	0	0.	10	10.	3	3.
LH	146	49.	26	9.	0	0.	0	0.	0	0.	0	0.	372	372.	1	1.
L1	80	40.	21	11.	0	0.	0	0.	263	88.	22	7.	325	163.	5	3.
M1	0	0.	0	0.	0	0.	0	0.	443	443.	2	2.	135	68.	4	2.
M3	0	0.	0	0.	0	0.	1	1.	60	60.	2	2.	69	35.	10	5.
M4	0	0.	0	0.	2	2.	1	1.	0	0.	0	0.	1766	252.	159	23.
M5	126	126.	7	7.	0	0.	0	0.	0	0.	0	0.	18	18.	5	5.
M6	233	78.	16	5.	0	0.	1	1.	0	0.	0	0.	214	107.	6	3.
M7	0	0.	0	0.	13	13.	12	12.	532	133.	13	3.	0	0.	0	0.
NC	17	3.	25	5.	0	0.	0	0.	29	29.	11	11.	286	286.	2	2.
ND	0	0.	0	0.	0	0.	0	0.	119	60.	4	2.	224	224.	1	1.
N8	137	5.	117	4.	44	15.	33	11.	2204	105.	198	9.	87	87.	3	3.
N9	36	3.	98	8.	7	7.	2	2.	291	97.	17	6.	0	0.	0	0.
P1	343	29.	220	18.	0	0.	0	0.	179	90.	7	4.	0	0.	0	0.
P3	1487	55.	730	27.	0	0.	0	0.	529	529.	3	3.	56	56.	13	13.
P4	162	5.	283	8.	6	0.	48	2.	175	44.	51	13.	132	66.	103	52.
P8	2267	36.	305	5.	0	0.	0	0.	7003	175.	698	17.	21	21.	2	2.
QB	360	17.	70	3.	6	3.	3	2.	537	90.	37	6.	230	58.	8	2.
QD	1846	31.	487	8.	2	1.	7	2.	3380	97.	673	19.	807	269.	5	2.
Q1	39	13.	110	37.	0	0.	0	0.	470	59.	1102	138.	20	20.	3	3.
Q9	7	7.	3	3.	0	0.	9	3.	169	85.	32	16.	0	0.	0	0.
R1	101	9.	54	5.	357	32.	418	38.	190	190.	3	3.	378	95.	149	37.
R6	0	0.	0	0.	0	0.	3	3.	13	13.	3	3.	0	0.	0	0.
R7	0	0.	0	0.	125	125.	40	40.	39	39.	2	2.	64	32.	36	18.
WB	86	86.	2	2.	0	0.	0	0.	62	62.	12	12.	69	69.	2	2.
WC	1511	69.	122	6.	0	0.	0	0.	1315	329.	28	7.	1652	64.	61	2.
WF	391	130.	17	6.	0	0.	0	0.	0	0.	0	0.	182	46.	11	3.
WG	149	38.	8	2.	0	0.	0	0.	0	0.	0	0.	989	110.	25	3.
WH	39	39.	2	2.	0	0.	0	0.	186	62.	9	3.	61	31.	3	2.
WK	39	39.	2	2.	0	0.	0	0.	0	0.	0	0.	74	37.	7	4.
WL	200	200.	5	5.	0	0.	0	0.	0	0.	0	0.	219	219.	2	2.
W3	753	94.	51	6.	0	0.	0	0.	0	0.	0	0.	271	45.	14	2.
5A	225	45.	140	28.	0	0.	21	5.	870	290.	29	10.	1034	115.	73	8.
5B	898	9.	751	7.	167	9.	32	2.	1061	82.	112	9.	0	0.	0	0.
5C	748	17.	198	5.	8	4.	13	7.	228	114.	25	13.	0	0.	0	0.
5F	122	41.	15	5.	33	5.	52	7.	109	55.	12	6.	0	0.	0	0.
5H	30	10.	4	1.	40	5.	37	5.	82	82.	6	6.	27	27.	76	76.

SUMMARY OF DATA
PILOT SHIP # 3 VS. CONTROL SHIP #11

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GB	49	16.	53	18.	48	24.	7	4.	515	129.	633	158.	228	21.	131	12.
GE	56	28.	43	22.	0	0.	0	0.	399	399.	6	6.	0	0.	0	0.
GN	72	36.	13	7.	1	0.	11	2.	440	220.	17	9.	0	0.	0	0.
GT	724	15.	960	20.	574	11.	107	2.	2812	117.	361	15.	893	128.	31	4.
JF	16	16.	1	1.	0	0.	0	0.	26	26.	2	2.	36	36.	2	2.
JP	8	8.	1	1.	41	3.	32	3.	500	125.	12	3.	200	200.	3	3.
JY	0	0.	3	3.	4	4.	8	8.	0	0.	0	0.	0	0.	0	0.
LH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	46	46.	10	10.
LD	20	10.	80	40.	23	23.	2	2.	0	0.	0	0.	299	43.	158	23.
LH	146	49.	26	9.	10	10.	15	15.	0	0.	0	0.	27	14.	22	11.
L1	80	40.	21	11.	0	0.	0	0.	263	88.	22	7.	440	220.	7	4.
L6	282	94.	61	20.	11	11.	75	75.	0	0.	0	0.	267	89.	111	37.
M1	0	0.	0	0.	0	0.	0	0.	443	443.	2	2.	111	111.	7	7.
M3	0	0.	0	0.	4	4.	3	3.	60	60.	2	2.	368	46.	30	4.
M4	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	513	86.	24	4.
M5	126	126.	7	7.	0	0.	0	0.	0	0.	0	0.	1533	170.	97	11.
M6	233	78.	16	5.	0	0.	0	0.	0	0.	0	0.	1306	131.	79	8.
M7	0	0.	0	0.	2	2.	1	1.	532	133.	13	3.	429	54.	55	7.
NC	17	3.	25	5.	0	0.	3	3.	29	29.	11	11.	0	0.	0	0.
N8	137	5.	117	4.	290	29.	238	24.	2204	105.	198	9.	1486	135.	535	49.
N9	36	3.	98	8.	16	8.	10	5.	291	97.	17	6.	448	112.	122	31.
P1	343	29.	220	18.	119	15.	90	11.	179	90.	7	4.	409	58.	150	21.
P3	1487	55.	730	27.	5	2.	24	8.	529	529.	3	3.	472	157.	34	11.
P4	162	5.	283	8.	149	6.	413	15.	175	44.	51	13.	35	35.	2	2.
P6	152	25.	39	7.	1	0.	24	8.	539	135.	26	7.	652	109.	156	26.
P7	719	42.	234	17.	159	32.	19	4.	176	44.	135	34.	996	100.	102	10.
P8	2267	36.	305	5.	564	33.	195	11.	7003	175.	698	17.	7958	103.	1602	21.
P9	5	3.	6	3.	0	0.	0	0.	0	0.	0	0.	1507	84.	57	3.
QB	360	17.	70	3.	529	88.	11	2.	537	90.	37	6.	2295	121.	137	7.
QC	6	6.	7	7.	88	44.	6	3.	210	70.	19	6.	183	92.	4	2.
QD	1846	31.	487	8.	961	23.	181	4.	3380	97.	673	19.	2496	59.	318	8.
QE	292	73.	11	3.	63	21.	13	4.	162	81.	14	7.	477	68.	113	16.
QF	77	26.	7	2.	2	0.	8	2.	0	0.	0	0.	132	33.	11	3.
QJ	289	72.	96	24.	59	59.	51	51.	0	0.	0	0.	0	0.	0	0.
QK	1171	84.	165	12.	0	0.	0	0.	4297	253.	163	10.	168	168.	75	75.
QL	2	1.	14	7.	0	0.	0	0.	0	0.	0	0.	575	115.	103	21.
QM	21	11.	7	4.	18	9.	21	11.	0	0.	0	0.	901	225.	219	55.
QR	202	101.	22	11.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Q1	39	13.	110	37.	0	0.	0	0.	470	59.	1102	138.	134	45.	61	20.
Q9	7	7.	3	3.	136	19.	42	6.	169	85.	32	16.	391	98.	16	4.
R1	101	9.	54	5.	447	9.	101	2.	190	190.	3	3.	3397	69.	1192	24.
R6	0	0.	0	0.	76	25.	6	2.	13	13.	3	3.	0	0.	0	0.
R7	0	0.	0	0.	0	0.	8	8.	39	39.	2	2.	0	0.	0	0.
WA	144	144.	10	10.	0	0.	0	0.	14	14.	3	3.	152	152.	2	2.
WB	86	86.	2	2.	0	0.	0	0.	62	62.	12	12.	17	17.	2	2.
WC	1511	69.	122	6.	0	0.	0	0.	1315	329.	28	7.	1985	104.	41	2.
WF	391	130.	17	6.	0	0.	0	0.	0	0.	0	0.	443	89.	13	3.
WG	189	38.	8	2.	0	0.	0	0.	0	0.	0	0.	909	101.	22	2.
WH	39	39.	2	2.	0	0.	0	0.	186	62.	9	3.	255	128.	4	2.
WK	39	39.	2	2.	0	0.	0	0.	0	0.	0	0.	373	75.	13	3.
W3	753	94.	51	6.	9	9.	2	2.	0	0.	0	0.	415	138.	6	2.
5A	225	45.	140	28.	0	0.	4	4.	870	290.	29	10.	691	77.	51	6.
5B	898	9.	731	7.	1425	9.	757	5.	1061	82.	112	9.	1739	56.	562	18.
5C	748	17.	138	5.	53	11.	6	1.	228	114.	25	13.	0	0.	0	0.
5E	0	0.	1	1.	0	0.	12	6.	235	78.	16	5.	0	0.	0	0.
5F	122	41.	15	5.	20	20.	4	4.	109	55.	12	6.	232	77.	8	3.
5H	50	10.	4	1.	0	0.	0	0.	82	82.	6	6.	0	0.	0	0.
5L	14	3.	4	2.	14	14.	2	2.	0	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 3 VS. CONTROL SHIP #12

LIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GB	49	16.	33	18.	29	4.	56	7.	515	129.	633	158.	2145	113.	1577	83.
GN	72	36.	13	7.	0	0.	0	0.	440	220.	17	9.	314	63.	44	9.
G1	720	15.	960	20.	0	0.	6	2.	2812	117.	361	15.	2209	96.	178	8.
JP	5	3.	1	1.	13	2.	49	6.	500	125.	12	3.	1627	163.	168	17.
JY	0	0.	3	3.	0	0.	0	0.	0	0.	0	0.	590	148.	8	2.
LD	20	10.	80	40.	0	0.	0	0.	0	0.	0	0.	35	35.	66	66.
LH	146	49.	26	9.	0	0.	0	0.	0	0.	0	0.	64	32.	26	13.
L1	80	40.	21	11.	0	0.	0	0.	263	88.	22	7.	84	84.	5	5.
L6	282	94.	61	20.	0	0.	0	0.	0	0.	0	0.	1142	381.	8	3.
M3	0	0.	0	0.	0	0.	1	1.	60	60.	2	2.	756	189.	108	27.
M4	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	307	154.	35	18.
M5	126	126.	7	7.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M6	233	78.	16	5.	0	0.	0	0.	0	0.	0	0.	25	13.	26	13.
M7	0	0.	0	0.	0	0.	1	1.	532	133.	13	3.	1625	135.	68	6.
NC	17	3.	25	5.	3	1.	8	3.	29	29.	11	11.	277	277.	12	12.
NA	137	5.	117	4.	79	5.	74	5.	2204	105.	198	9.	1007	126.	226	28.
N9	36	3.	38	3.	0	0.	0	0.	291	97.	17	6.	854	427.	6	3.
P1	343	29.	220	18.	21	4.	17	3.	179	90.	7	4.	263	263.	3	3.
P3	1437	55.	730	27.	32	32.	800	800.	529	529.	3	3.	0	0.	0	0.
P4	162	5.	283	8.	425	7.	550	10.	175	44.	51	13.	3339	88.	516	14.
P6	152	25.	39	7.	173	22.	26	3.	539	135.	26	7.	887	177.	14	3.
P7	719	42.	284	17.	481	44.	108	10.	176	44.	135	34.	1201	200.	49	8.
P8	2267	36.	305	5.	3	1.	25	5.	7003	175.	698	17.	245	245.	2	2.
P9	5	3.	6	3.	3	3.	8	8.	0	0.	0	0.	0	0.	0	0.
QB	360	17.	70	3.	344	13.	125	5.	537	90.	37	6.	646	129.	30	6.
QC	6	6.	7	7.	86	29.	6	2.	210	70.	19	6.	0	0.	0	0.
QD	1846	31.	487	8.	625	6.	2076	21.	3380	97.	673	19.	696	99.	41	6.
QE	292	73.	11	3.	285	11.	86	3.	162	81.	14	7.	236	79.	27	9.
QF	77	26.	7	2.	109	18.	29	5.	0	0.	0	0.	0	0.	0	0.
QJ	289	72.	96	24.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QK	1171	84.	165	12.	0	0.	0	0.	4297	253.	163	10.	0	0.	0	0.
QM	21	11.	7	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Q1	59	13.	110	37.	0	0.	0	0.	470	59.	1102	138.	352	176.	5	3.
Q7	1	1.	3	3.	72	36.	5	3.	195	195.	2	2.	0	0.	0	0.
Q9	7	7.	3	3.	60	30.	4	2.	169	85.	32	16.	248	124.	10	5.
R1	101	9.	54	5.	77	2.	307	7.	190	190.	3	3.	2187	122.	328	18.
R6	0	0.	0	0.	2	2.	1	1.	13	13.	3	3.	0	0.	0	0.
R7	0	0.	0	0.	0	0.	0	0.	39	39.	2	2.	287	144.	5	3.
WA	144	144.	10	10.	0	0.	0	0.	14	14.	3	3.	143	48.	9	3.
WB	86	86.	2	2.	0	0.	0	0.	62	62.	12	12.	229	33.	16	2.
WC	1511	69.	122	6.	0	0.	0	0.	1315	329.	28	7.	2668	64.	117	3.
WF	391	130.	17	6.	2	1.	6	3.	0	0.	0	0.	1119	124.	29	3.
WG	189	63.	8	2.	44	15.	17	6.	0	0.	0	0.	1724	56.	87	3.
WH	59	59.	2	2.	0	0.	0	0.	196	62.	9	3.	134	67.	5	3.
WK	59	59.	2	2.	0	0.	0	0.	0	0.	0	0.	1462	122.	31	3.
W3	753	94.	51	6.	0	0.	0	0.	0	0.	0	0.	2151	67.	84	3.
5A	225	45.	140	28.	23	12.	3	2.	870	290.	29	10.	447	89.	28	6.
5R	838	9.	731	7.	315	3.	1154	10.	1061	82.	112	9.	1511	116.	420	32.
5C	748	17.	138	5.	6	1.	127	12.	228	114.	26	13.	118	118.	36	36.
5F	122	41.	15	5.	40	3.	53	4.	109	55.	12	6.	284	71.	37	9.
5H	30	10.	4	1.	127	13.	14	1.	82	82.	6	6.	101	25.	38	10.
5K	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	24	24.	3	3.

SUMMARY OF DATA
PILOT SHIP # 4 VS. CONTROL SHIP # 1

EIC CODE	NOT DEFERRED PILOT SHIP TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	NOT DEFERRED CONTROL SHIP TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	DEFERRED PILOT SHIP TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	DEFERRED CONTROL SHIP TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GB	62	31.	8	4.	13	13.	25	25.	244	122.	22	11.	0	0.	0	0.
GW	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	53	53.	5	5.
G1	0	0.	0	0.	166	14.	1089	91.	66	33.	15	8.	506	101.	28	6.
JF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
JJ	0	0.	0	0.	0	0.	0	0.	129	65.	93	47.	0	0.	0	0.
JN	1	1.	4	4.	0	0.	1	1.	0	0.	0	0.	213	71.	10	3.
LB	150	38.	19	5.	0	0.	0	0.	28	28.	1	1.	102	51.	4	2.
LC	32	16.	16	8.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LD	8	8.	28	28.	0	0.	0	0.	104	52.	9	5.	0	0.	0	0.
L1	0	0.	3	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M1	14	14.	7	7.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M3	9	9.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M4	195	39.	17	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M5	32	32.	3	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
NC	0	0.	0	0.	0	0.	0	0.	104	52.	128	64.	0	0.	0	0.
NF	0	0.	0	0.	0	0.	0	0.	279	279.	2	2.	0	0.	0	0.
P1	9	1.	24	3.	32	32.	1	1.	134	67.	3	2.	0	0.	0	0.
P3	13	1.	24	2.	0	0.	0	0.	0	0.	0	0.	40	40.	15	15.
P4	141	14.	261	26.	264	15.	138	8.	192	38.	291	58.	326	65.	17	3.
P6	179	20.	28	3.	0	0.	0	0.	154	77.	10	5.	0	0.	0	0.
P7	33	2.	51	2.	18	18.	2	2.	0	0.	0	0.	0	0.	0	0.
QB	424	61.	18	3.	0	0.	2	2.	72	72.	4	4.	0	0.	0	0.
QQ	414	17.	158	6.	0	0.	15	2.	362	60.	130	22.	93	31.	15	5.
QE	86	22.	47	12.	0	0.	0	0.	217	109.	15	8.	0	0.	0	0.
QF	87	17.	10	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QM	93	31.	6	2.	3	1.	17	3.	48	24.	8	4.	0	0.	0	0.
Q1	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	52	10.	85	17.
Q7	10	10.	6	6.	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.
Q9	183	37.	128	26.	0	0.	0	0.	327	109.	11	4.	0	0.	0	0.
R1	0	0.	0	0.	45	15.	11	4.	66	66.	5	5.	0	0.	0	0.
R5	28	28.	3	3.	0	0.	3	1.	43	43.	7	7.	0	0.	0	0.
WB	0	0.	0	0.	0	0.	0	0.	406	68.	14	2.	0	0.	0	0.
WC	1	1.	1	1.	12	2.	17	2.	882	80.	28	3.	374	75.	33	7.
WD	0	0.	0	0.	0	0.	0	0.	230	77.	7	2.	0	0.	0	0.
WF	0	0.	0	0.	0	0.	0	0.	250	83.	5	2.	209	52.	24	6.
WG	0	0.	0	0.	0	0.	0	0.	415	69.	15	3.	282	56.	18	4.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	17	17.	9	9.
WK	0	0.	0	0.	0	0.	0	0.	277	69.	11	3.	0	0.	0	0.
WQ	0	0.	0	0.	0	0.	0	0.	71	71.	3	3.	0	0.	0	0.
WR	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	6	6.	11	11.
W3	0	0.	0	0.	0	0.	0	0.	688	69.	32	3.	39	13.	11	4.
W5	0	0.	0	0.	0	0.	0	0.	112	56.	4	2.	49	49.	2	2.
WE	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	22	11.	4	2.
W7	0	0.	0	0.	49	49.	9	9.	0	0.	0	0.	116	58.	4	2.
W9	0	0.	0	0.	16	16.	1	1.	72	72.	3	3.	0	0.	0	0.
5F	157	20.	31	4.	418	5.	916	12.	367	52.	228	33.	0	0.	0	0.
5C	103	13.	18	2.	22	11.	6	3.	94	94.	2	2.	0	0.	0	0.
5F	225	20.	28	3.	125	4.	143	4.	2	2.	31	31.	0	0.	0	0.
5H	145	24.	6	1.	9	1.	27	3.	31	31.	3	3.	0	0.	0	0.
5L	20	10.	3	2.	0	0.	0	0.	50	50.	7	7.	0	0.	0	0.
57	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 4 VS. CONTROL SHIP # 2

ETC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
G1	19	10.	22	11.	90	4.	202	9.	472	79.	35	6.	165	55.	82	27.
JD	75	75.	2	2.	92	92.	1	1.	58	58.	2	2.	0	0.	0	0.
JF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	52	52.	2	2.
JJ	0	0.	0	0.	2	2.	24	24.	129	65.	93	47.	35	35.	17	17.
JN	41	5.	31	3.	0	0.	0	0.	17	17.	3	3.	58	58.	9	9.
LB	150	30.	23	5.	0	0.	0	0.	751	107.	210	30.	73	73.	43	43.
LC	36	9.	52	13.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LD	8	8.	28	28.	0	0.	0	0.	236	47.	42	8.	0	0.	0	0.
LH	110	110.	9	9.	0	0.	0	0.	32	32.	10	10.	69	69.	7	7.
L1	0	0.	3	2.	1	1.	7	7.	149	149.	1	1.	0	0.	0	0.
L3	0	0.	4	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
L6	1	1.	7	4.	25	9.	19	6.	157	52.	19	6.	0	0.	0	0.
M3	9	9.	1	1.	0	0.	0	0.	362	181.	72	36.	0	0.	0	0.
M4	195	39.	17	3.	0	0.	0	0.	25	25.	74	74.	430	215.	43	22.
M5	32	32.	3	3.	20	20.	2	2.	0	0.	0	0.	41	41.	2	2.
M6	107	21.	28	6.	0	0.	0	0.	550	138.	50	13.	513	86.	93	16.
M7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	299	75.	1012	253.
NC	0	0.	0	0.	0	0.	0	0.	169	28.	180	30.	53	53.	2	2.
N8	2	2.	18	18.	1	1.	30	30.	680	76.	350	39.	79	26.	63	21.
N9	0	0.	0	0.	24	12.	5	3.	144	72.	38	19.	0	0.	0	0.
P1	16	1.	53	3.	12	3.	17	4.	618	124.	23	5.	75	38.	14	7.
P3	18	1.	42	3.	0	0.	0	0.	1159	61.	135	7.	47	24.	240	120.
P4	190	8.	427	17.	173	6.	934	30.	521	35.	948	63.	666	111.	265	44.
P6	189	16.	37	3.	6	1.	43	7.	745	83.	56	6.	418	84.	102	20.
P7	48	1.	126	3.	0	0.	41	10.	47	24.	7	4.	620	89.	149	21.
P9	0	0.	1	1.	1	1.	4	4.	45	23.	7	4.	84	84.	6	6.
QB	439	29.	57	4.	25	3.	22	3.	502	84.	39	7.	498	166.	14	5.
QD	533	9.	529	9.	321	6.	304	6.	1300	39.	581	18.	1279	116.	141	13.
QE	91	11.	96	12.	5	1.	35	6.	380	76.	45	9.	164	82.	42	21.
QF	131	6.	99	5.	156	7.	234	11.	256	85.	24	8.	515	64.	87	11.
QH	6	6.	30	30.	0	0.	0	0.	76	38.	7	4.	50	50.	5	5.
QK	78	6.	395	28.	0	0.	1	1.	147	21.	163	23.	80	40.	62	31.
QM	111	9.	43	3.	4	1.	9	2.	395	66.	32	5.	0	0.	0	0.
Q1	0	0.	2	2.	0	0.	0	0.	46	46.	35	35.	0	0.	0	0.
Q7	10	5.	10	5.	2	1.	7	4.	0	0.	0	0.	237	119.	7	4.
Q9	215	24.	153	17.	1	1.	2	2.	456	65.	54	8.	422	106.	82	21.
RA	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
R1	6	1.	21	2.	29	2.	21	1.	339	113.	15	5.	22	22.	2	2.
R5	28	28.	3	3.	0	0.	7	4.	43	43.	7	7.	0	0.	0	0.
WB	0	0.	0	0.	0	0.	0	0.	406	68.	14	2.	154	154.	4	4.
WC	4	1.	13	3.	4	2.	14	7.	1420	71.	54	3.	574	144.	8	2.
WD	0	0.	0	0.	0	0.	0	0.	230	77.	7	2.	870	145.	14	2.
WF	3	3.	2	2.	11	6.	54	27.	580	116.	13	3.	0	0.	0	0.
WG	6	3.	12	6.	30	10.	14	5.	725	73.	32	3.	902	150.	36	6.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WK	0	0.	0	0.	0	0.	0	0.	313	63.	14	3.	0	0.	0	0.
W0	0	0.	0	0.	2	2.	2	2.	131	66.	9	5.	0	0.	0	0.
W3	0	0.	0	0.	0	0.	0	0.	1015	85.	47	4.	263	132.	4	2.
W5	0	0.	0	0.	0	0.	0	0.	112	56.	4	2.	480	160.	19	6.
W9	0	0.	0	0.	0	0.	0	0.	178	59.	7	2.	70	70.	2	2.
5B	274	6.	203	5.	272	5.	1003	18.	2013	42.	819	17.	509	73.	88	13.
5C	115	5.	257	11.	6	0.	55	3.	206	41.	54	11.	0	0.	0	0.
5F	227	15.	69	5.	0	0.	2	2.	273	39.	161	23.	70	70.	2	2.
5L	20	10.	3	2.	8	4.	18	9.	50	50.	7	7.	91	91.	4	4.

SUMMARY OF DATA
PILOT SHIP # 4 VS. CONTROL SHIP # 3

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GB	62	31.	8	4.	18	6.	66	22.	449	112.	29	7.	0	0.	0	0.
G1	19	10.	22	11.	96	24.	12	3.	472	79.	35	6.	603	121.	47	9.
JD	75	75.	2	2.	0	0.	2	2.	58	58.	2	2.	240	240.	4	4.
JF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
JJ	0	0.	0	0.	0	0.	0	0.	129	65.	93	47.	0	0.	0	0.
JN	41	5.	31	3.	64	6.	57	6.	17	17.	3	3.	353	177.	98	49.
LA	150	30.	23	5.	0	0.	0	0.	751	107.	210	30.	312	104.	74	25.
LC	36	9.	52	13.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LH	110	110.	9	9.	33	11.	3	1.	32	32.	10	10.	151	76.	8	4.
L1	0	0.	3	2.	0	0.	0	0.	149	149.	1	1.	98	98.	1	1.
L3	0	0.	4	4.	0	0.	0	0.	0	0.	0	0.	317	159.	2	1.
L6	1	1.	7	4.	1	0.	34	5.	157	52.	19	6.	155	52.	58	19.
M1	17	3.	18	4.	0	0.	0	0.	30	10.	27	9.	0	0.	0	0.
M3	9	9.	1	1.	0	0.	0	0.	362	181.	72	36.	19	19.	5	5.
M4	135	33.	17	3.	0	0.	0	0.	25	25.	74	74.	0	0.	0	0.
M5	32	32.	3	3.	0	0.	0	0.	0	0.	0	0.	10	10.	8	8.
M6	107	21.	28	6.	0	0.	0	0.	550	138.	50	13.	54	27.	8	4.
M7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
NC	0	0.	0	0.	0	0.	0	0.	169	28.	180	30.	112	112.	18	18.
NA	2	2.	18	18.	0	0.	0	0.	680	76.	350	39.	237	119.	37	19.
N9	0	0.	0	0.	0	0.	11	6.	144	72.	38	19.	25	25.	15	15.
P1	16	1.	53	3.	0	0.	2	2.	618	124.	23	5.	97	49.	50	25.
P3	19	1.	42	3.	3	2.	18	9.	1159	61.	135	7.	1024	85.	628	52.
P4	190	8.	427	17.	306	17.	110	6.	521	35.	948	63.	941	235.	107	27.
P6	189	16.	37	3.	59	20.	16	5.	745	83.	56	6.	797	72.	74	7.
P7	48	1.	126	3.	0	0.	1	1.	47	24.	7	4.	719	80.	481	53.
P9	0	0.	1	1.	0	0.	0	0.	45	23.	7	4.	239	48.	75	15.
QA	439	29.	57	4.	0	0.	2	1.	502	84.	39	7.	166	42.	76	19.
QC	81	27.	28	9.	0	0.	0	0.	168	168.	4	4.	63	63.	95	95.
QD	533	9.	529	9.	16	2.	25	4.	1300	39.	581	18.	2716	71.	634	17.
QE	91	11.	96	12.	0	0.	0	0.	380	76.	45	9.	165	55.	22	7.
QF	131	6.	99	5.	0	0.	10	10.	256	85.	24	8.	235	78.	89	30.
QK	78	6.	395	28.	15	1.	377	13.	147	21.	163	23.	0	0.	0	0.
QM	111	9.	43	3.	53	7.	32	4.	395	66.	32	5.	0	0.	0	0.
Q1	0	0.	2	2.	0	0.	0	0.	46	46.	35	35.	0	0.	0	0.
Q9	215	24.	153	17.	0	0.	0	0.	456	65.	54	8.	438	73.	70	12.
R1	6	1.	21	2.	26	7.	25	6.	339	113.	15	5.	75	38.	47	24.
R5	28	28.	3	3.	0	0.	0	0.	43	43.	7	7.	36	36.	6	6.
WA	0	0.	0	0.	0	0.	0	0.	233	117.	5	3.	0	0.	0	0.
WB	0	0.	0	0.	0	0.	0	0.	406	68.	14	2.	892	223.	28	7.
WC	4	1.	13	3.	0	0.	0	0.	1420	71.	54	3.	220	110.	26	13.
WD	0	0.	0	0.	0	0.	0	0.	230	77.	7	2.	426	107.	35	9.
WF	3	3.	2	2.	0	0.	0	0.	580	116.	13	3.	185	62.	28	9.
WG	6	3.	12	6.	0	0.	0	0.	725	73.	32	3.	464	66.	61	9.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WK	0	0.	0	0.	0	0.	0	0.	313	63.	14	3.	221	221.	5	5.
WG	0	0.	0	0.	0	0.	0	0.	131	66.	9	5.	158	158.	9	9.
WR	0	0.	0	0.	0	0.	0	0.	134	134.	3	3.	0	0.	0	0.
W3	0	0.	0	0.	0	0.	0	0.	1015	85.	47	4.	171	43.	45	11.
W5	0	0.	0	0.	0	0.	0	0.	112	56.	4	2.	146	73.	24	12.
W6	31	31.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
W7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
W9	0	0.	0	0.	0	0.	0	0.	178	59.	7	2.	0	0.	0	0.
S[illegible]	274	6.	203	5.	126	5.	335	12.	2013	42.	819	17.	217	54.	92	23.
SC	115	5.	257	11.	18	1.	44	3.	206	41.	54	11.	47	47.	5	5.
SF	227	15.	59	5.	13	7.	20	10.	273	39.	161	23.	0	0.	0	0.
S[illegible]	[illegible]	10.	3	2.	1	1.	4	4.	50	50.	7	7.	0	0.	0	0.
[illegible]	[illegible]	0.	0	0.	0	0.	0	0.	105	105.	5	5.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 4 VS. CONTROL SHIP # 4

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GB	62	31.	8	4.	2	2.	2	2.	449	112.	29	7.	662	166.	54	14.
GW	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	205	205.	5	5.
G1	19	10.	22	11.	74	5.	97	6.	472	79.	35	6.	583	117.	25	5.
JD	75	75.	2	2.	0	0.	0	0.	58	58.	2	2.	0	0.	0	0.
JF	0	0.	0	0.	20	20.	34	34.	0	0.	0	0.	409	409.	2	2.
JJ	0	0.	0	0.	5	2.	28	9.	129	65.	93	47.	159	80.	8	4.
JN	36	6.	17	3.	13	3.	187	37.	17	17.	3	3.	232	77.	10	3.
LB	0	0.	4	4.	21	5.	36	9.	109	27.	141	35.	1279	160.	88	11.
LC	36	9.	52	13.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LD	0	0.	0	0.	0	0.	4	4.	156	39.	24	6.	256	128.	4	2.
L3	0	0.	4	4.	0	0.	0	0.	0	0.	0	0.	18	18.	2	2.
L6	1	1.	7	4.	1	0.	7	2.	156	78.	14	7.	589	59.	25	3.
M3	0	0.	0	0.	0	0.	0	0.	362	181.	72	36.	545	545.	3	3.
M4	126	126.	5	5.	732	41.	66	4.	25	25.	74	74.	1800	257.	52	7.
M5	0	0.	0	0.	1	1.	6	6.	0	0.	0	0.	128	128.	9	9.
M6	49	49.	7	7.	11	4.	22	7.	451	150.	30	10.	702	78.	28	3.
M7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	429	429.	11	11.
NC	0	0.	0	0.	0	0.	0	0.	169	28.	180	30.	157	79.	6	3.
N8	2	2.	18	18.	24	8.	6	2.	664	83.	238	30.	1118	93.	21	2.
N9	0	0.	0	0.	0	0.	30	10.	77	77.	1	1.	85	43.	18	9.
P1	10	1.	32	3.	0	0.	1	1.	618	124.	23	5.	280	70.	9	2.
P3	18	1.	40	3.	0	0.	0	0.	1159	61.	135	7.	701	100.	16	2.
P4	167	9.	324	18.	35	3.	55	5.	397	28.	915	65.	753	108.	68	10.
P6	183	18.	31	3.	55	28.	3	2.	400	80.	41	8.	772	97.	24	3.
P7	37	2.	63	3.	0	0.	0	0.	47	24.	7	4.	532	106.	24	5.
QB	433	36.	43	4.	0	0.	0	0.	463	93.	34	7.	35	35.	2	2.
QC	81	27.	28	9.	0	0.	0	0.	168	168.	4	4.	59	59.	2	2.
QD	492	9.	491	9.	88	5.	60	4.	1205	45.	543	20.	785	71.	42	4.
QF	130	7.	61	3.	0	0.	3	2.	256	85.	24	8.	399	399.	1	1.
QK	78	7.	390	35.	14	5.	13	4.	91	15.	161	27.	0	0.	0	0.
QM	111	9.	39	3.	128	4.	158	5.	395	66.	32	5.	2018	288.	30	4.
Q1	0	0.	0	0.	0	0.	0	0.	46	46.	35	35.	317	159.	28	14.
Q9	181	45.	124	31.	0	0.	0	0.	403	67.	47	8.	36	12.	9	3.
R1	2	0.	18	2.	94	8.	82	7.	339	113.	15	5.	141	47.	58	19.
R5	28	28.	3	3.	0	0.	16	4.	43	43.	7	7.	0	0.	13	13.
WB	0	0.	0	0.	0	0.	0	0.	406	68.	14	2.	393	131.	5	2.
WC	1	1.	2	2.	0	0.	1	1.	1064	89.	37	3.	0	0.	0	0.
WF	0	0.	0	0.	48	48.	4	4.	487	122.	10	3.	556	139.	14	4.
WG	0	0.	0	0.	0	0.	0	0.	612	77.	28	4.	150	50.	6	2.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	89	89.	2	2.
WK	0	0.	0	0.	0	0.	0	0.	313	63.	14	3.	289	72.	7	2.
WR	0	0.	0	0.	0	0.	0	0.	134	134.	3	3.	251	251.	2	2.
W3	0	0.	0	0.	0	0.	0	0.	871	79.	43	4.	688	86.	16	2.
W5	0	0.	0	0.	0	0.	0	0.	112	56.	4	2.	56	56.	2	2.
5B	256	7.	170	5.	362	6.	583	10.	1884	47.	754	19.	744	93.	127	16.
5C	115	5.	237	11.	104	12.	13	1.	206	41.	54	11.	0	0.	0	0.
5F	227	15.	69	5.	0	0.	0	0.	273	39.	161	23.	82	82.	2	2.
5Z	0	0.	0	0.	79	26.	17	6.	105	105.	5	5.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 4 VS. CONTROL SHIP # 5

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
G1	19	10.	22	11.	5	1.	34	9.	472	79.	35	6.	0	0.	0	0.
LR	0	0.	4	4.	0	0.	0	0.	109	27.	141	35.	305	44.	375	54.
LC	36	12.	46	15.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LD	0	0.	0	0.	0	0.	0	0.	156	39.	24	6.	0	0.	0	0.
LH	110	110.	9	9.	8	8.	10	10.	32	32.	10	10.	0	0.	0	0.
M3	0	0.	0	0.	8	8.	50	50.	362	181.	72	36.	48	48.	100	100.
M4	126	126.	5	5.	8	8.	30	30.	25	25.	74	74.	0	0.	0	0.
M5	0	0.	0	0.	0	0.	3	3.	0	0.	0	0.	0	0.	0	0.
M6	49	49.	7	7.	0	0.	0	0.	451	150.	30	10.	0	0.	0	0.
NC	0	0.	0	0.	58	12.	81	16.	169	28.	180	30.	33	33.	3	3.
N8	2	2.	18	18.	26	4.	55	9.	664	83.	238	30.	53	18.	18	6.
P1	10	1.	32	3.	66	66.	2	2.	618	124.	23	5.	0	0.	0	0.
P4	163	10.	303	18.	66	7.	126	13.	397	28.	915	65.	0	0.	0	0.
P6	51	13.	18	5.	0	0.	0	0.	400	80.	41	8.	0	0.	0	0.
P7	34	2.	55	3.	132	66.	6	3.	47	24.	7	4.	0	0.	0	0.
P9	0	0.	0	0.	0	0.	0	0.	45	23.	7	4.	0	0.	0	0.
QB	433	36.	43	4.	0	0.	0	0.	463	93.	34	7.	0	0.	0	0.
QC	81	27.	28	9.	0	0.	0	0.	168	168.	4	4.	77	77.	2	2.
QD	492	9.	488	9.	46	46.	1	1.	1205	45.	543	20.	0	0.	0	0.
QE	45	11.	38	10.	21	21.	5	5.	327	82.	21	5.	0	0.	0	0.
QF	130	7.	61	3.	0	0.	2	1.	256	85.	24	8.	0	0.	0	0.
QK	57	6.	78	9.	0	0.	0	0.	91	15.	161	27.	0	0.	0	0.
QM	108	10.	38	3.	0	0.	0	0.	395	66.	32	5.	0	0.	0	0.
Q1	0	0.	0	0.	0	0.	0	0.	46	46.	35	35.	0	0.	0	0.
WD	0	0.	0	0.	0	0.	0	0.	230	77.	7	2.	0	0.	0	0.
WF	0	0.	0	0.	0	0.	0	0.	487	122.	10	3.	0	0.	0	0.
WG	0	0.	0	0.	0	0.	0	0.	612	77.	28	4.	0	0.	0	0.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	85	85.	2	2.
WK	0	0.	0	0.	0	0.	0	0.	313	63.	14	3.	0	0.	0	0.
W3	0	0.	0	0.	0	0.	0	0.	871	79.	43	4.	190	95.	4	2.
5B	256	7.	170	5.	0	0.	11	4.	1884	47.	754	19.	56	56.	4	4.
5F	72	7.	58	6.	0	0.	0	0.	273	39.	161	23.	0	0.	0	0.
5H	123	25.	5	1.	0	0.	0	0.	325	36.	81	9.	115	58.	120	60.

SUMMARY OF DATA
PILOT SHIP # 5 VS. CONTROL SHIP # 1

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GB	3	1.	58	19.	13	13.	25	25.	255	85.	9	3.	0	0.	0	0.
G1	41	2.	384	15.	166	14.	1089	91.	1417	177.	113	14.	299	75.	26	7.
JF	0	0.	0	0.	0	0.	0	0.	270	270.	615	615.	0	0.	0	0.
JJ	0	0.	0	0.	0	0.	0	0.	474	158.	6	2.	0	0.	0	0.
JN	0	0.	10	1.	0	0.	1	1.	0	0.	0	0.	213	71.	10	3.
LB	3	3.	4	4.	0	0.	0	0.	0	0.	0	0.	102	51.	4	2.
LC	4	1.	15	5.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LD	0	0.	0	0.	0	0.	0	0.	45	45.	2	2.	0	0.	0	0.
L1	36	36.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M3	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M4	10	3.	7	2.	0	0.	0	0.	234	234.	34	34.	0	0.	0	0.
M5	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M7	1	1.	13	13.	0	0.	0	0.	36	36.	2	2.	0	0.	0	0.
NC	101	11.	128	14.	0	0.	0	0.	1049	175.	45	8.	0	0.	0	0.
ND	0	0.	0	0.	0	0.	0	0.	200	200.	5	5.	0	0.	0	0.
N8	162	8.	505	25.	0	0.	0	0.	559	140.	90	23.	0	0.	0	0.
P1	31	5.	38	6.	32	32.	1	1.	0	0.	0	0.	0	0.	0	0.
P3	44	5.	37	4.	0	0.	0	0.	227	227.	14	14.	40	40.	15	15.
P4	5	1.	19	3.	264	15.	138	8.	2296	135.	107	6.	326	65.	17	3.
P6	0	0.	0	0.	0	0.	0	0.	69	69.	5	5.	0	0.	0	0.
P7	27	4.	35	5.	18	18.	2	2.	0	0.	0	0.	0	0.	0	0.
QB	2	0.	29	5.	0	0.	2	2.	636	212.	6	2.	0	0.	0	0.
QD	232	8.	132	5.	0	0.	15	2.	76	38.	6	3.	93	31.	15	5.
QE	0	0.	8	8.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QM	4	1.	116	15.	3	1.	17	3.	1237	137.	92	10.	0	0.	0	0.
Q1	0	0.	0	0.	0	0.	0	0.	83	83.	4	4.	52	10.	85	17.
Q7	0	0.	0	0.	0	0.	1	1.	34	34.	2	2.	0	0.	0	0.
Q9	0	0.	7	2.	0	0.	0	0.	259	86.	13	4.	0	0.	0	0.
R1	0	0.	1	1.	45	15.	11	4.	0	0.	0	0.	0	0.	0	0.
WB	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WC	1	1.	2	2.	12	2.	17	2.	279	70.	4	1.	374	75.	33	7.
WD	0	0.	0	0.	0	0.	0	0.	34	34.	2	2.	0	0.	0	0.
WF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	209	52.	24	6.
WG	15	15.	4	4.	0	0.	0	0.	0	0.	0	0.	282	56.	18	4.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	17	17.	9	9.
WK	0	0.	0	0.	0	0.	0	0.	99	99.	1	1.	0	0.	0	0.
WQ	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
W3	2	1.	6	3.	0	0.	0	0.	77	39.	5	3.	39	13.	11	4.
W5	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	49	49.	2	2.
W6	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	22	11.	4	2.
W7	0	0.	0	0.	49	49.	9	9.	140	70.	2	1.	116	58.	4	2.
W9	0	0.	0	0.	16	16.	1	1.	0	0.	0	0.	0	0.	0	0.
5A	4	4.	64	64.	10	5.	26	13.	221	221.	7	7.	197	99.	36	18.
5B	136	2.	281	5.	418	5.	916	12.	453	38.	49	4.	0	0.	0	0.
5C	3	2.	3	2.	22	11.	6	3.	4	4.	2	2.	0	0.	0	0.
5F	61	12.	43	9.	125	4.	143	4.	391	65.	42	7.	0	0.	0	0.
5H	0	0.	12	2.	9	1.	27	3.	62	21.	9	3.	0	0.	0	0.
5L	0	0.	0	0.	0	0.	0	0.	38	38.	2	2.	0	0.	0	0.
5Z	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 5 VS. CONTROL SHIP # 2

EIC CODE	NOT DEFERRED PILOT SHIP TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	NOT DEFERRED CONTROL SHIP TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	DEFERRED PILOT SHIP TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	DEFERRED CONTROL SHIP TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
G1	49	1.	636	14.	90	4.	202	9.	3070	154.	1875	94.	165	55.	82	27.
JD	0	0.	2	2.	92	92.	1	1.	73	73.	2	2.	0	0.	0	0.
JF	0	0.	0	0.	0	0.	0	0.	1331	222.	632	105.	52	52.	2	2.
JJ	0	0.	0	0.	2	2.	24	24.	510	85.	15	3.	35	35.	17	17.
JN	22	2.	19	2.	0	0.	0	0.	602	67.	29	3.	58	58.	9	9.
JY	0	0.	0	0.	0	0.	0	0.	9	9.	10	10.	0	0.	0	0.
LB	3	3.	4	4.	0	0.	0	0.	0	0.	0	0.	73	73.	43	43.
LC	4	1.	15	5.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LD	0	0.	0	0.	0	0.	0	0.	45	45.	2	2.	0	0.	0	0.
LH	11	11.	3	3.	0	0.	0	0.	0	0.	0	0.	69	69.	7	7.
L1	36	36.	1	1.	1	1.	7	7.	0	0.	0	0.	0	0.	0	0.
L3	0	0.	1	1.	0	0.	0	0.	73	73.	2	2.	0	0.	0	0.
L6	17	6.	7	2.	25	8.	19	6.	641	160.	427	107.	0	0.	0	0.
M3	0	0.	0	0.	0	0.	0	0.	403	202.	5	3.	0	0.	0	0.
M4	29	6.	17	3.	0	0.	0	0.	1068	178.	95	16.	179	179.	2	2.
M5	1	1.	1	1.	20	20.	2	2.	938	156.	63	11.	41	41.	2	2.
M6	107	27.	15	4.	0	0.	0	0.	1557	156.	34	3.	513	86.	93	16.
M7	1	1.	13	13.	0	0.	0	0.	36	36.	2	2.	299	75.	1012	253.
NC	171	17.	130	13.	0	0.	0	0.	1884	171.	765	70.	53	53.	2	2.
N8	254	11.	544	24.	1	1.	30	30.	1837	141.	224	17.	79	26.	63	21.
N9	1	1.	8	8.	24	12.	5	3.	447	149.	117	39.	0	0.	0	0.
P1	34	5.	48	7.	12	3.	17	4.	168	84.	6	3.	75	38.	14	7.
P3	44	4.	42	4.	0	0.	0	0.	621	155.	75	19.	47	24.	240	120.
P4	70	4.	30	2.	173	6.	934	30.	4524	141.	153	5.	666	111.	265	44.
P6	0	0.	0	0.	6	1.	40	8.	69	69.	5	5.	418	84.	102	20.
P7	35	4.	36	5.	0	0.	41	10.	329	82.	12	3.	620	89.	149	21.
P9	6	6.	5	5.	0	0.	0	0.	116	116.	2	2.	84	84.	6	6.
QB	26	3.	32	4.	25	4.	19	3.	1952	122.	56	4.	498	166.	14	5.
QD	560	10.	298	6.	313	6.	286	6.	1051	81.	126	10.	1273	127.	134	13.
QE	0	0.	15	4.	5	1.	35	6.	236	118.	14	7.	164	82.	42	21.
QF	0	0.	8	8.	146	7.	204	10.	168	84.	46	23.	200	40.	22	4.
QH	6	6.	4	4.	0	0.	0	0.	411	137.	129	43.	50	50.	5	5.
QK	113	16.	52	7.	0	0.	1	1.	240	240.	5	5.	36	36.	14	14.
QM	6	0.	142	10.	4	1.	9	2.	2282	143.	203	13.	0	0.	0	0.
Q1	0	0.	0	0.	0	0.	0	0.	83	83.	4	4.	0	0.	0	0.
Q7	0	0.	0	0.	2	1.	7	4.	34	34.	2	2.	237	119.	7	4.
Q9	1	0.	27	7.	1	1.	2	2.	1006	112.	48	5.	422	106.	82	21.
R1	0	0.	7	2.	29	2.	21	1.	346	115.	16	5.	22	22.	2	2.
WB	0	0.	0	0.	0	0.	0	0.	232	232.	1	1.	154	154.	4	4.
WC	195	24.	15	2.	4	2.	14	7.	279	70.	4	1.	574	144.	8	2.
WD	32	32.	2	2.	0	0.	0	0.	34	34.	2	2.	870	145.	14	2.
WF	32	32.	2	2.	11	6.	54	27.	0	0.	0	0.	0	0.	0	0.
WG	79	16.	12	2.	30	10.	14	5.	385	128.	6	2.	902	150.	36	6.
WH	32	32.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WK	0	0.	0	0.	0	0.	0	0.	99	99.	1	1.	0	0.	0	0.
WQ	0	0.	0	0.	2	2.	2	2.	314	314.	1	1.	0	0.	0	0.
W1	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
W3	66	17.	10	3.	0	0.	0	0.	77	39.	5	3.	263	132.	4	2.
W5	0	0.	0	0.	0	0.	0	0.	232	232.	8	8.	480	160.	19	6.
W9	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	70	70.	2	2.
5A	4	4.	64	64.	0	0.	0	0.	252	126.	23	12.	0	0.	0	0.
5B	205	2.	379	3.	272	5.	998	18.	1176	62.	68	4.	509	73.	88	13.
5C	3	1.	5	2.	6	0.	55	3.	19	10.	4	2.	0	0.	0	0.
5F	62	9.	59	8.	0	0.	2	2.	554	69.	56	7.	70	70.	2	2.
5L	0	0.	0	0.	8	4.	18	9.	38	38.	2	2.	91	91.	4	4.

SUMMARY OF DATA
PILOT SHIP # 5 VS. CONTROL SHIP # 3

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GR	3	1.	58	19.	18	6.	66	22.	456	91.	35	7.	0	0.	0	0.
G1	49	1.	636	14.	96	24.	12	3.	3070	154.	1875	94.	603	121.	47	9.
JD	0	0.	2	2.	0	0.	2	2.	73	73.	2	2.	240	240.	4	4.
JF	0	0.	0	0.	0	0.	0	0.	1331	222.	632	105.	0	0.	0	0.
JJ	0	0.	0	0.	0	0.	0	0.	510	85.	15	3.	0	0.	0	0.
JN	22	2.	19	2.	64	6.	57	6.	602	67.	29	3.	353	177.	98	49.
LB	3	3.	4	4.	0	0.	0	0.	0	0.	0	0.	312	104.	74	25.
LC	4	1.	15	5.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LH	11	11.	3	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
L1	36	36.	1	1.	0	0.	0	0.	0	0.	0	0.	98	98.	1	1.
L3	0	0.	1	1.	0	0.	0	0.	73	73.	2	2.	45	45.	1	1.
L6	17	6.	7	2.	1	0.	34	5.	641	160.	427	107.	155	52.	58	19.
M3	0	0.	0	0.	0	0.	0	0.	403	202.	5	3.	19	19.	5	5.
M4	29	6.	17	3.	0	0.	0	0.	1068	178.	95	16.	0	0.	0	0.
M5	1	1.	1	1.	0	0.	0	0.	938	156.	63	11.	10	10.	8	8.
M6	107	27.	15	4.	0	0.	0	0.	1557	156.	34	3.	54	27.	8	4.
M7	1	1.	13	13.	0	0.	0	0.	36	36.	2	2.	0	0.	0	0.
NC	171	17.	130	13.	0	0.	0	0.	1834	171.	765	70.	0	0.	0	0.
ND	0	0.	0	0.	0	0.	0	0.	392	131.	18	6.	0	0.	0	0.
N8	254	11.	544	24.	0	0.	0	0.	1837	141.	224	17.	0	0.	0	0.
N9	1	1.	8	8.	0	0.	11	6.	447	149.	117	39.	25	25.	15	15.
P1	34	5.	48	7.	0	0.	2	2.	168	84.	6	3.	97	49.	50	25.
P3	44	4.	42	4.	3	2.	18	9.	621	155.	75	19.	654	65.	574	57.
P4	70	4.	30	2.	285	18.	60	4.	4524	141.	153	5.	816	272.	103	34.
P6	0	0.	0	0.	6	3.	15	8.	69	69.	5	5.	797	72.	74	7.
P7	35	4.	36	5.	0	0.	1	1.	329	82.	12	3.	719	80.	481	53.
P9	6	6.	5	5.	0	0.	0	0.	116	116.	2	2.	199	50.	68	17.
QB	26	3.	32	4.	0	0.	2	1.	1952	122.	56	4.	94	47.	72	36.
QC	0	0.	2	2.	0	0.	0	0.	48	48.	2	2.	63	63.	95	95.
QD	560	10.	298	6.	16	2.	25	4.	1051	81.	126	10.	2397	73.	502	15.
QE	0	0.	15	4.	0	0.	0	0.	236	118.	14	7.	112	56.	15	8.
QF	0	0.	8	8.	0	0.	10	10.	168	84.	46	23.	235	78.	89	30.
QK	113	16.	52	7.	15	1.	377	13.	240	240.	5	5.	0	0.	0	0.
QM	6	0.	142	10.	53	7.	32	4.	2282	143.	203	13.	0	0.	0	0.
Q1	0	0.	0	0.	0	0.	0	0.	83	83.	4	4.	0	0.	0	0.
Q9	1	0.	27	7.	0	0.	0	0.	1006	112.	48	5.	372	74.	66	13.
R1	0	0.	7	2.	26	7.	25	6.	346	115.	16	5.	75	38.	47	24.
WA	0	0.	0	0.	0	0.	0	0.	69	69.	1	1.	0	0.	0	0.
WB	0	0.	0	0.	0	0.	0	0.	232	232.	1	1.	220	110.	23	12.
WC	195	24.	15	2.	0	0.	0	0.	279	70.	4	1.	220	110.	26	13.
WD	32	32.	2	2.	0	0.	0	0.	34	34.	2	2.	426	107.	35	9.
WF	32	32.	2	2.	0	0.	0	0.	0	0.	0	0.	185	62.	28	9.
WG	79	16.	12	2.	0	0.	0	0.	385	128.	6	2.	202	51.	52	13.
WH	32	32.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WK	0	0.	0	0.	0	0.	0	0.	99	99.	1	1.	221	221.	5	5.
WQ	0	0.	0	0.	0	0.	0	0.	314	314.	1	1.	158	158.	9	9.
W1	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
W3	66	17.	10	3.	0	0.	0	0.	77	39.	5	3.	171	43.	45	11.
W5	0	0.	0	0.	0	0.	0	0.	232	232.	8	8.	146	73.	24	12.
W6	32	32.	2	2.	0	0.	0	0.	162	162.	1	1.	0	0.	0	0.
W7	0	0.	0	0.	0	0.	0	0.	140	70.	2	1.	0	0.	0	0.
W9	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
5A	4	4.	64	64.	2	2.	26	26.	252	126.	23	12.	137	69.	910	455.
5B	205	2.	379	3.	57	2.	135	5.	1176	62.	68	4.	45	15.	90	30.
5C	3	1.	5	2.	14	1.	38	3.	19	10.	4	2.	47	47.	5	5.
5F	62	9.	59	8.	13	7.	20	10.	554	69.	56	7.	0	0.	0	0.
5L	0	0.	0	0.	1	1.	4	4.	38	38.	2	2.	0	0.	0	0.
5Z	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 5 VS. CONTROL SHIP # 4

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GB	3	1.	58	19.	2	2.	2	2.	255	85.	9	3.	662	166.	54	14.
G1	47	1.	476	14.	74	5.	97	6.	1522	152.	144	14.	583	117.	25	5.
JD	0	0.	0	0.	0	0.	0	0.	73	73.	2	2.	0	0.	0	0.
JF	0	0.	0	0.	20	20.	34	34.	270	270.	615	615.	409	409.	2	2.
JJ	0	0.	0	0.	5	2.	28	9.	510	85.	15	3.	159	80.	8	4.
JN	0	0.	12	1.	13	3.	187	37.	0	0.	0	0.	232	77.	10	3.
LB	3	3.	4	4.	21	5.	36	9.	0	0.	0	0.	1279	160.	88	11.
LC	4	1.	15	5.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LD	0	0.	0	0.	0	0.	4	4.	45	45.	2	2.	256	128.	4	2.
L3	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	18	18.	2	2.
L6	0	0.	2	2.	1	0.	7	2.	340	170.	411	206.	589	59.	25	3.
M3	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	545	545.	3	3.
M4	10	3.	7	2.	732	41.	66	4.	234	234.	34	34.	1544	309.	47	9.
M5	0	0.	0	0.	1	1.	6	6.	0	0.	0	0.	128	128.	9	9.
M6	107	27.	15	4.	11	4.	22	7.	79	40.	6	3.	702	78.	28	3.
M7	1	1.	13	13.	0	0.	0	0.	36	36.	2	2.	429	429.	11	11.
NC	101	11.	128	14.	0	0.	0	0.	1236	177.	95	14.	157	79.	6	3.
ND	0	0.	0	0.	0	0.	0	0.	200	200.	5	5.	0	0.	0	0.
N8	163	8.	507	24.	24	8.	6	2.	559	140.	90	23.	1118	93.	21	2.
N9	1	1.	8	8.	0	0.	30	10.	447	149.	117	39.	85	43.	18	9.
P1	31	5.	38	6.	0	0.	1	1.	71	71.	4	4.	280	70.	9	2.
P3	44	4.	42	4.	0	0.	0	0.	227	227.	14	14.	701	100.	16	2.
P4	35	3.	23	2.	32	3.	52	5.	2815	122.	124	5.	753	108.	68	10.
P6	0	0.	0	0.	55	28.	3	2.	69	69.	5	5.	772	97.	24	3.
P7	27	4.	35	5.	0	0.	0	0.	0	0.	0	0.	349	87.	22	6.
QB	2	0.	29	5.	0	0.	0	0.	1498	136.	29	3.	35	35.	2	2.
QC	0	0.	2	2.	0	0.	0	0.	48	48.	2	2.	59	59.	2	2.
JD	247	7.	148	4.	88	5.	60	4.	132	44.	12	4.	785	71.	42	4.
QF	0	0.	8	8.	0	0.	3	2.	95	95.	43	43.	399	399.	1	1.
QK	113	19.	44	7.	14	5.	13	4.	240	240.	5	5.	0	0.	0	0.
QM	4	0.	120	13.	128	4.	158	5.	1547	141.	108	10.	2018	288.	30	4.
Q1	0	0.	0	0.	0	0.	0	0.	83	83.	4	4.	317	159.	28	14.
Q9	1	0.	27	7.	0	0.	0	0.	259	86.	13	4.	36	12.	9	3.
R1	0	0.	5	3.	94	8.	82	7.	0	0.	0	0.	141	47.	58	19.
WB	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	393	131.	5	2.
WC	1	1.	2	2.	0	0.	1	1.	279	70.	4	1.	0	0.	0	0.
WF	0	0.	0	0.	48	48.	4	4.	0	0.	0	0.	556	139.	14	4.
WG	15	8.	7	4.	0	0.	0	0.	385	128.	6	2.	150	50.	6	2.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	89	89.	2	2.
WK	0	0.	0	0.	0	0.	0	0.	99	99.	1	1.	289	72.	7	2.
W3	2	1.	6	3.	0	0.	0	0.	77	39.	5	3.	688	86.	16	2.
W5	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	56	56.	2	2.
5A	4	4.	64	64.	0	0.	0	0.	221	221.	7	7.	982	246.	247	62.
5B	174	2.	316	4.	362	6.	583	10.	538	38.	56	4.	744	93.	127	16.
5C	3	2.	3	2.	104	12.	13	1.	19	10.	4	2.	0	0.	0	0.
5F	61	12.	43	9.	0	0.	0	0.	537	77.	44	6.	82	82.	2	2.
5Z	0	0.	0	0.	78	26.	17	6.	0	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 5 VS. CONTROL SHIP # 5

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GI	47	1.	476	14.	5	1.	34	9.	1522	152.	144	14.	0	0.	0	0.
LB	3	3.	4	4.	0	0.	0	0.	0	0.	0	0.	305	44.	375	54.
LC	4	1.	15	5.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LD	0	0.	0	0.	0	0.	0	0.	45	45.	2	2.	0	0.	0	0.
LH	11	11.	3	3.	8	8.	10	10.	0	0.	0	0.	0	0.	0	0.
M3	0	0.	0	0.	8	8.	50	50.	0	0.	0	0.	48	48.	100	100.
M4	10	3.	7	2.	8	8.	30	30.	234	234.	34	34.	0	0.	0	0.
M5	0	0.	0	0.	0	0.	3	3.	0	0.	0	0.	0	0.	0	0.
M6	107	27.	15	4.	0	0.	0	0.	79	40.	6	3.	0	0.	0	0.
NC	101	11.	128	14.	58	12.	81	16.	1236	177.	95	14.	33	33.	3	3.
ND	0	0.	0	0.	0	0.	0	0.	200	200.	5	5.	0	0.	0	0.
N8	163	8.	507	24.	26	4.	55	9.	559	140.	90	23.	53	18.	18	6.
P1	31	5.	38	6.	66	66.	2	2.	71	71.	4	4.	0	0.	0	0.
P4	35	3.	23	2.	66	7.	126	13.	2815	122.	124	5.	0	0.	0	0.
P6	0	0.	0	0.	0	0.	0	0.	69	69.	5	5.	0	0.	0	0.
P7	27	4.	35	5.	132	66.	6	3.	0	0.	0	0.	0	0.	0	0.
P9	6	6.	5	5.	0	0.	0	0.	116	116.	2	2.	0	0.	0	0.
QB	2	0.	29	5.	0	0.	0	0.	1498	136.	29	3.	0	0.	0	0.
QC	0	0.	2	2.	0	0.	0	0.	48	48.	2	2.	77	77.	2	2.
QD	247	7.	148	4.	46	46.	1	1.	132	44.	12	4.	0	0.	0	0.
QE	0	0.	8	8.	21	21.	5	5.	0	0.	0	0.	0	0.	0	0.
QF	0	0.	8	8.	0	0.	2	1.	95	95.	43	43.	0	0.	0	0.
QK	113	19.	44	7.	0	0.	0	0.	240	240.	5	5.	0	0.	0	0.
QM	4	0.	120	13.	0	0.	0	0.	1547	141.	108	10.	0	0.	0	0.
Q1	0	0.	0	0.	0	0.	0	0.	83	83.	4	4.	0	0.	0	0.
WD	0	0.	0	0.	0	0.	0	0.	34	34.	2	2.	0	0.	0	0.
WF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WG	15	8.	7	4.	0	0.	0	0.	385	128.	6	2.	0	0.	0	0.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	85	85.	2	2.
WK	0	0.	0	0.	0	0.	0	0.	99	99.	1	1.	0	0.	0	0.
W3	2	1.	6	3.	0	0.	0	0.	77	39.	5	3.	190	95.	4	2.
5A	4	4.	64	64.	0	0.	0	0.	221	221.	7	7.	0	0.	0	0.
5B	174	2.	316	4.	0	0.	11	4.	538	38.	56	4.	56	56.	4	4.
5F	61	12.	43	9.	0	0.	0	0.	537	77.	44	6.	0	0.	0	0.
5H	0	0.	12	2.	0	0.	0	0.	62	21.	9	3.	115	58.	120	60.

SUMMARY OF DATA
PILOT SHIP # 6 VS. CONTROL SHIP # 1

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GB	2	1.	14	4.	13	13.	25	25.	0	0.	0	0.	0	0.	0	0.
G1	1660	46.	250	7.	164	15.	1087	99.	0	0.	0	0.	506	101.	28	6.
JF	0	0.	0	0.	0	0.	0	0.	14	14.	13	13.	0	0.	0	0.
JJ	1	1.	16	16.	0	0.	0	0.	32	32.	2	2.	0	0.	0	0.
JN	192	13.	62	4.	0	0.	0	0.	0	0.	0	0.	213	71.	10	3.
LB	0	0.	0	0.	0	0.	0	0.	59	59.	48	48.	102	51.	4	2.
LC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LD	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
L1	3	3.	4	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M1	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M3	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M5	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M8	14	2.	32	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P1	0	0.	28	4.	32	32.	1	1.	0	0.	0	0.	0	0.	0	0.
P3	33	4.	80	10.	0	0.	0	0.	60	30.	32	16.	40	40.	15	15.
P4	30	4.	86	11.	193	18.	98	9.	77	39.	35	18.	326	65.	17	3.
P6	45	5.	28	3.	0	0.	0	0.	90	45.	9	5.	0	0.	0	0.
P7	56	8.	114	16.	18	18.	2	2.	0	0.	0	0.	0	0.	0	0.
QB	26	26.	1	1.	0	0.	2	2.	0	0.	0	0.	0	0.	0	0.
QD	493	15.	90	3.	0	0.	15	2.	124	62.	12	6.	93	31.	15	5.
QE	71	71.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QF	49	10.	27	5.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QM	39	1.	115	4.	3	1.	17	3.	125	42.	66	22.	0	0.	0	0.
Q1	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	52	10.	85	17.
Q7	0	0.	1	1.	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.
Q9	36	18.	6	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
R1	539	23.	130	6.	0	0.	10	5.	0	0.	0	0.	0	0.	0	0.
R5	6	1.	25	3.	0	0.	3	1.	0	0.	0	0.	0	0.	0	0.
WB	0	0.	0	0.	0	0.	0	0.	47	47.	2	2.	0	0.	0	0.
WC	90	15.	10	2.	12	2.	17	2.	0	0.	0	0.	374	75.	33	7.
WF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	209	52.	24	6.
WG	32	32.	1	1.	0	0.	0	0.	0	0.	0	0.	282	56.	18	4.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	17	17.	9	9.
WK	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WQ	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
W3	1	1.	2	2.	0	0.	0	0.	0	0.	0	0.	39	13.	11	4.
W5	4	4.	2	2.	0	0.	0	0.	47	47.	2	2.	49	49.	2	2.
W7	23	23.	1	1.	49	49.	9	9.	0	0.	0	0.	116	58.	4	2.
5A	67	5.	319	23.	10	5.	26	13.	87	87.	4	4.	197	99.	36	18.
5B	244	2.	431	4.	324	5.	878	13.	0	0.	0	0.	0	0.	0	0.
5C	3	0.	36	4.	22	11.	6	3.	0	0.	0	0.	0	0.	0	0.
5F	29	4.	70	9.	125	4.	132	4.	0	0.	0	0.	0	0.	0	0.
5H	33	3.	31	3.	9	2.	9	2.	0	0.	0	0.	0	0.	0	0.
5L	13	7.	5	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 6 VS. CONTROL SHIP # 2

	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
EIC CODE	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
G1	1660	46.	260	7.	45	6.	89	13.	0	0.	0	0.	115	58.	32	16.
JF	0	0.	0	0.	0	0.	0	0.	14	14.	13	13.	0	0.	0	0.
JJ	1	1.	16	16.	0	0.	0	0.	32	32.	2	2.	0	0.	0	0.
JM	192	13.	62	4.	0	0.	0	0.	0	0.	0	0.	58	58.	9	9.
LB	0	0.	0	0.	0	0.	0	0.	59	59.	48	48.	73	73.	43	43.
LC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LD	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
L1	3	3.	4	4.	1	1.	7	7.	0	0.	0	0.	0	0.	0	0.
L3	42	42.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
L6	1	1.	1	1.	25	13.	18	9.	0	0.	0	0.	0	0.	0	0.
M3	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M5	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M6	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	101	101.	18	18.
M7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	228	76.	11	4.
N8	14	2.	32	4.	1	1.	30	30.	0	0.	0	0.	11	11.	17	17.
N9	1	1.	3	2.	24	12.	5	3.	0	0.	0	0.	0	0.	0	0.
P1	0	0.	28	4.	0	0.	8	4.	0	0.	0	0.	75	38.	14	7.
P3	33	4.	80	10.	0	0.	0	0.	60	30.	32	16.	27	27.	60	60.
P4	30	4.	86	11.	41	4.	180	16.	77	39.	35	18.	666	111.	265	44.
P6	45	5.	28	3.	3	1.	34	9.	90	45.	9	5.	363	91.	78	20.
P7	56	8.	114	16.	0	0.	41	10.	0	0.	0	0.	484	97.	129	26.
P9	0	0.	5	3.	0	0.	0	0.	0	0.	0	0.	84	84.	6	6.
QB	26	26.	1	1.	23	8.	12	4.	0	0.	0	0.	498	166.	14	5.
QD	493	15.	90	3.	79	3.	96	4.	124	62.	12	6.	1216	152.	117	15.
QE	71	71.	1	1.	5	2.	16	5.	0	0.	0	0.	164	82.	42	21.
QF	49	10.	27	5.	14	2.	108	18.	0	0.	0	0.	0	0.	0	0.
QH	5	3.	32	16.	0	0.	0	0.	0	0.	0	0.	50	50.	5	5.
QK	0	0.	2	1.	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.
QM	39	1.	115	4.	4	1.	9	2.	125	42.	66	22.	0	0.	0	0.
Q1	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Q7	0	0.	1	1.	2	1.	7	4.	0	0.	0	0.	178	178.	5	5.
Q9	36	18.	6	3.	0	0.	0	0.	0	0.	0	0.	184	92.	50	25.
RA	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
R1	539	23.	130	6.	29	2.	21	1.	0	0.	0	0.	22	22.	2	2.
R5	6	1.	25	3.	0	0.	4	4.	0	0.	0	0.	0	0.	0	0.
R6	55	9.	16	3.	0	0.	0	0.	0	0.	0	0.	145	145.	4	4.
R8	81	41.	7	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WB	0	0.	0	0.	0	0.	0	0.	47	47.	2	2.	154	154.	4	4.
WC	90	15.	10	2.	0	0.	0	0.	0	0.	0	0.	535	178.	6	2.
WF	0	0.	0	0.	4	4.	50	50.	0	0.	0	0.	0	0.	0	0.
WG	32	32.	1	1.	30	10.	14	5.	0	0.	0	0.	440	110.	22	6.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WK	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WQ	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
W3	1	1.	2	2.	0	0.	0	0.	0	0.	0	0.	154	154.	2	2.
W5	4	4.	2	2.	0	0.	0	0.	47	47.	2	2.	480	160.	19	6.
5A	67	5.	319	23.	0	0.	0	0.	87	87.	4	4.	0	0.	0	0.
5B	244	2.	431	4.	29	1.	298	13.	0	0.	0	0.	224	75.	50	17.
5C	3	0.	36	4.	5	1.	26	3.	0	0.	0	0.	0	0.	0	0.
5F	29	4.	70	9.	0	0.	2	2.	0	0.	0	0.	70	70.	2	2.
5L	13	7.	5	3.	1	1.	10	10.	0	0.	0	0.	91	91.	4	4.

SUMMARY OF DATA
PILOT SHIP # 6 VS. CONTROL SHIP # 3

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GR	2	1.	14	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
G1	1650	46.	260	7.	91	91.	2	2.	0	0.	0	0.	387	194.	43	22.
JF	0	0.	0	0.	0	0.	0	0.	14	14.	13	13.	0	0.	0	0.
JJ	1	1.	16	16.	0	0.	0	0.	32	32.	2	2.	0	0.	0	0.
JN	192	13.	62	4.	12	2.	7	1.	0	0.	0	0.	0	0.	0	0.
LB	0	0.	0	0.	0	0.	0	0.	59	59.	48	48.	0	0.	0	0.
LC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
L1	3	3.	4	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
L3	42	42.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
L6	1	1.	1	1.	1	1.	20	20.	0	0.	0	0.	0	0.	0	0.
M1	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M3	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M5	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M6	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
N8	14	2.	32	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
N9	1	1.	3	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P1	0	0.	28	4.	0	0.	2	2.	0	0.	0	0.	0	0.	0	0.
P3	33	4.	80	10.	3	2.	18	9.	60	30.	32	16.	40	40.	20	20.
P4	30	4.	86	11.	0	0.	1	1.	77	39.	35	18.	0	0.	0	0.
P6	45	5.	28	3.	5	5.	9	9.	90	45.	9	5.	0	0.	0	0.
P7	56	8.	114	16.	0	0.	1	1.	0	0.	0	0.	378	189.	85	43.
P9	0	0.	5	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QB	26	26.	1	1.	0	0.	2	1.	0	0.	0	0.	0	0.	0	0.
QC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	63	63.	95	95.
QD	493	15.	90	3.	0	0.	11	6.	124	62.	12	6.	412	82.	38	8.
QE	71	71.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QF	49	10.	27	5.	0	0.	10	10.	0	0.	0	0.	235	78.	89	30.
QK	0	0.	2	1.	0	0.	18	2.	0	0.	0	0.	0	0.	0	0.
QM	69	1.	115	4.	3	1.	15	4.	125	42.	66	22.	0	0.	0	0.
Q1	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Q9	36	18.	6	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
R1	559	23.	150	6.	6	6.	4	4.	0	0.	0	0.	0	0.	0	0.
R5	6	1.	25	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WB	0	0.	0	0.	0	0.	0	0.	47	47.	2	2.	0	0.	0	0.
WC	90	15.	10	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	144	72.	16	8.
WG	32	32.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WK	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WQ	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	158	158.	9	9.
W3	1	1.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
W5	4	4.	2	2.	0	0.	0	0.	47	47.	2	2.	146	73.	24	12.
W7	23	23.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
5A	67	5.	319	23.	2	2.	26	26.	87	87.	4	4.	17	17.	40	40.
5B	244	2.	431	4.	28	3.	38	4.	0	0.	0	0.	0	0.	0	0.
5C	3	0.	36	4.	11	1.	28	4.	0	0.	0	0.	47	47.	5	5.
5F	29	4.	70	9.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
5L	13	7.	5	3.	1	1.	4	4.	0	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 6 VS. CONTROL SHIP # 4

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GR	2	1.	14	4.	0	0.	0	0.	0	0.	0	0.	393	197.	4	2.
G1	1660	46.	260	7.	46	5.	80	9.	0	0.	0	0.	190	190.	2	2.
JF	0	0.	0	0.	20	20.	34	34.	14	14.	13	13.	409	409.	2	2.
JJ	1	1.	16	16.	5	2.	28	9.	32	32.	2	2.	159	80.	8	4.
JN	192	13.	62	4.	10	3.	167	42.	0	0.	0	0.	187	94.	4	2.
LB	0	0.	0	0.	21	5.	36	9.	59	59.	48	48.	1279	160.	88	11.
LC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LD	0	0.	1	1.	0	0.	4	4.	0	0.	0	0.	256	128.	4	2.
L3	42	42.	2	2.	0	0.	0	0.	0	0.	0	0.	18	18.	2	2.
L6	1	1.	1	1.	1	1.	3	2.	0	0.	0	0.	281	47.	13	2.
M3	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	545	545.	3	3.
M5	0	0.	0	0.	1	1.	6	6.	0	0.	0	0.	128	128.	9	9.
M6	0	0.	0	0.	11	4.	22	7.	0	0.	0	0.	702	78.	28	3.
M7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	429	429.	11	11.
N8	14	2.	32	4.	24	12.	2	1.	0	0.	0	0.	740	123.	10	2.
N9	1	1.	3	2.	0	0.	30	10.	0	0.	0	0.	85	43.	18	9.
P1	0	0.	28	4.	0	0.	0	0.	0	0.	0	0.	280	70.	9	2.
P3	33	4.	80	10.	0	0.	0	0.	60	30.	32	16.	448	75.	14	2.
P4	30	4.	86	11.	9	1.	21	2.	77	39.	35	18.	646	129.	61	12.
P6	45	5.	28	3.	55	28.	3	2.	90	45.	9	5.	661	94.	22	3.
P7	56	8.	114	16.	0	0.	0	0.	0	0.	0	0.	349	87.	22	6.
QR	26	26.	1	1.	0	0.	0	0.	0	0.	0	0.	35	35.	2	2.
QC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	59	59.	2	2.
QD	493	15.	90	3.	88	7.	55	4.	124	62.	12	6.	668	84.	36	5.
QF	49	10.	27	5.	0	0.	1	1.	0	0.	0	0.	399	399.	1	1.
QK	0	0.	2	1.	14	14.	2	2.	0	0.	0	0.	0	0.	0	0.
QM	39	1.	115	4.	124	6.	113	5.	125	42.	66	22.	1523	305.	8	2.
QR	17	17.	5	5.	0	0.	0	0.	0	0.	0	0.	58	58.	2	2.
Q1	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	317	159.	28	14.
Q9	36	18.	6	3.	0	0.	0	0.	0	0.	0	0.	36	12.	9	3.
R1	539	23.	130	6.	7	1.	66	7.	0	0.	0	0.	141	47.	58	19.
R5	6	1.	25	3.	0	0.	16	4.	0	0.	0	0.	0	0.	13	13.
R6	55	9.	16	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WB	0	0.	0	0.	0	0.	0	0.	47	47.	2	2.	393	131.	5	2.
WC	90	15.	10	2.	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.
WF	0	0.	0	0.	48	48.	4	4.	0	0.	0	0.	556	139.	14	4.
WG	32	32.	1	1.	0	0.	0	0.	0	0.	0	0.	150	50.	6	2.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	89	89.	2	2.
WK	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	270	90.	5	2.
W3	1	1.	2	2.	0	0.	0	0.	0	0.	0	0.	603	86.	14	2.
W5	4	4.	2	2.	0	0.	0	0.	47	47.	2	2.	56	56.	2	2.
5A	67	5.	319	23.	0	0.	0	0.	87	87.	4	4.	982	246.	247	62.
5B	244	2.	431	4.	102	7.	148	10.	0	0.	0	0.	744	93.	127	16.
5C	3	0.	36	4.	104	17.	6	1.	0	0.	0	0.	0	0.	0	0.
5F	29	4.	70	9.	0	0.	0	0.	0	0.	0	0.	82	82.	2	2.

SUMMARY OF DATA
PILOT SHIP # 6 VS. CONTROL SHIP # 5

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
G1	1660	46.	250	7.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LB	0	0.	0	0.	0	0.	0	0.	59	59.	48	48.	305	44.	375	54.
LC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LD	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
LH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M3	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	48	48.	100	100.
M5	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M6	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
N8	14	2.	32	4.	21	7.	36	12.	0	0.	0	0.	0	0.	0	0.
P1	0	0.	28	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P4	30	4.	86	11.	63	11.	115	19.	77	39.	35	18.	0	0.	0	0.
P6	45	5.	28	3.	0	0.	0	0.	90	45.	9	5.	0	0.	0	0.
P7	56	8.	114	16.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P9	0	0.	5	3.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QB	26	26.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	77	77.	2	2.
QD	493	15.	90	3.	46	46.	1	1.	124	62.	12	6.	0	0.	0	0.
QE	71	71.	1	1.	21	21.	5	5.	0	0.	0	0.	0	0.	0	0.
QF	49	10.	27	5.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QK	0	0.	2	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QM	39	1.	115	4.	0	0.	0	0.	125	42.	66	22.	0	0.	0	0.
Q1	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WG	32	32.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WH	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	85	85.	2	2.
WK	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
W3	1	1.	2	2.	0	0.	0	0.	0	0.	0	0.	190	95.	4	2.
5A	67	5.	319	23.	0	0.	0	0.	87	87.	4	4.	0	0.	0	0.
5B	244	2.	431	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
5F	29	4.	70	9.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
5H	33	3.	31	3.	0	0.	0	0.	0	0.	0	0.	115	58.	120	60.

SUMMARY OF DATA
PILOT SHIP # 7 VS. CONTROL SHIP #10

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
GR	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
JP	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
L1	0	0.	4	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M1	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
N8	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
N9	1	1.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P1	0	0.	3	3.	25	25.	4	4.	0	0.	0	0.	0	0.	0	0.
P3	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P4	7	1.	19	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P8	17	2.	62	8.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QB	3	3.	6	6.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QD	2	0.	21	4.	48	12.	10	3.	2	2.	3	3.	0	0.	0	0.
Q9	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WG	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	122	122.	9	9.
WK	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WL	0	0.	1	1.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
W5	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 7 VS. CONTROL SHIP #11

	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
ETC CODE	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS
6R	0	0.	0	0.	48	48.	6	6.	0	0.	0	0.	57	11.	69	14.
JD	0	0.	0	0.	113	57.	2	1.	0	0.	0	0.	307	154.	13	7.
JP	0	0.	0	0.	24	6.	10	3.	0	0.	0	0.	0	0.	0	0.
L1	0	0.	4	4.	0	0.	0	0.	0	0.	0	0.	440	220.	7	4.
L6	0	0.	8	8.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M1	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
M7	0	0.	0	0.	2	2.	1	1.	0	0.	0	0.	15	15.	18	18.
N8	0	0.	0	0.	119	40.	131	44.	0	0.	0	0.	1283	183.	233	33.
J9	1	1.	2	2.	0	0.	0	0.	0	0.	0	0.	92	92.	3	3.
P1	0	0.	3	3.	40	13.	9	3.	0	0.	0	0.	4	4.	17	17.
P3	0	0.	0	0.	0	0.	2	2.	0	0.	0	0.	181	181.	6	6.
P4	7	1.	19	2.	61	6.	89	8.	0	0.	0	0.	0	0.	0	0.
P6	93	93.	6	6.	1	1.	20	20.	0	0.	0	0.	184	184.	13	13.
P7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	197	99.	35	18.
P8	17	2.	62	8.	414	138.	8	3.	0	0.	0	0.	4942	190.	699	27.
P9	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	1312	82.	48	3.
QB	3	3.	6	6.	0	0.	0	0.	0	0.	0	0.	1397	233.	67	11.
QC	0	0.	0	0.	56	56.	3	3.	0	0.	0	0.	0	0.	0	0.
QD	2	0.	21	4.	367	28.	79	6.	2	2.	3	3.	924	54.	165	10.
QE	0	0.	0	0.	6	6.	2	2.	0	0.	0	0.	227	114.	13	7.
QF	1	1.	14	14.	2	0.	8	2.	0	0.	0	0.	18	9.	4	2.
QK	4	1.	21	5.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QM	11	6.	20	10.	0	0.	0	0.	0	0.	0	0.	794	397.	11	6.
Q9	0	0.	0	0.	21	21.	10	10.	0	0.	0	0.	219	219.	3	3.
WC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	577	115.	12	2.
WF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	148	74.	4	2.
WG	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	35	35.	2	2.
WK	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	23	23.	4	4.
W5	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.

SUMMARY OF DATA
PILOT SHIP # 7 VS. CONTROL SHIP #12

EIC CODE	NOT DEFERRED								DEFERRED							
	PILOT SHIP				CONTROL SHIP				PILOT SHIP				CONTROL SHIP			
	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAINT HRS	TOTAL DAYS DOWN	AVG DAYS DOWN	TOTAL MAINT HRS	AVG MAIN HRS
GB	0	0.	0	0.	36	18.	806	403.	0	0.	0	0.	165	55.	232	77.
JD	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
JP	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
L1	0	0.	4	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
L6	0	0.	8	8.	28	28.	3	3.	0	0.	0	0.	0	0.	0	0.
M7	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
N8	0	0.	0	0.	4	1.	48	8.	0	0.	0	0.	62	62.	111	111.
N9	1	1.	2	2.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
P1	0	0.	3	3.	1	1.	7	7.	0	0.	0	0.	0	0.	0	0.
P3	0	0.	0	0.	1	1.	8	8.	0	0.	0	0.	0	0.	0	0.
P4	7	1.	19	2.	212	10.	299	14.	0	0.	0	0.	103	34.	25	8.
P6	93	93.	6	6.	31	10.	8	3.	0	0.	0	0.	0	0.	0	0.
P7	0	0.	0	0.	1	1.	5	5.	0	0.	0	0.	89	89.	12	12.
P8	17	2.	62	8.	16	1.	145	5.	0	0.	0	0.	0	0.	0	0.
P9	0	0.	0	0.	3	3.	8	8.	0	0.	0	0.	0	0.	0	0.
QB	3	3.	6	6.	149	7.	92	5.	0	0.	0	0.	0	0.	0	0.
QC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
QD	2	0.	21	4.	155	4.	162	4.	2	2.	3	3.	0	0.	0	0.
QE	0	0.	0	0.	62	6.	48	5.	0	0.	0	0.	0	0.	0	0.
QF	1	1.	14	14.	1	1.	7	4.	0	0.	0	0.	0	0.	0	0.
QK	4	1.	21	5.	1	1.	21	11.	0	0.	0	0.	0	0.	0	0.
QM	11	6.	20	10.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Q7	0	0.	4	4.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
Q9	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WC	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	52	52.	3	3.
WF	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
WG	0	0.	0	0.	2	2.	10	10.	0	0.	0	0.	18	18.	4	4.
WK	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.
W5	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.	0	0.

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