

# **A Full Implementation of A Shipbuilder's Earned Value Management (EVM) System Using *PERCEPTION*©**

**EV-GD-001**

**July 2022**



*PERCEPTION* is a registered trademark of SPAR Associates, Inc. *ESTI-MATE*, *MAT-PAC*, *WORK-PAC*, and *PERT-PAC* are trademarks of SPAR.

*PERCEPTION*<sup>®</sup>  
Trade Secrets and Proprietary Properties  
Of  
SPAR Associates, Inc.  
Annapolis, MD 21401

Copyright © by SPAR Associates, Inc.

All rights reserved.

Reproduction or translation of any part of this document beyond that permitted by Sections 107 and 108 of the 1976 United States Copyright Act without the permission of the copyright owner is unlawful. Requests for permission or further information should be addressed to SPAR Associates, Inc.

## **NOTICE**

The information contained in this document is subject to change without notice.

SPAR ASSOCIATES, INC. MAKES NO WARRANTY OF ANY KIND WITH REGARD TO THIS MATERIAL, INCLUDING, BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

SPAR Associates, Inc. shall not be liable for errors contained herein or for incidental or consequential damages in connection with the furnishing, performance or use of this material.

This document contains proprietary information, which is protected by copyright. All rights reserved. No part of this document may be photocopied, reproduced or translated to another program language without prior written consent of SPAR Associates, Inc.

# Contents

Foreword.....	6
Introduction.....	9
1.0 Shipbuilder’s Earned Value Management System .....	10
1.1 Management Needs.....	10
1.2 Criteria Concept.....	10
1.3 Earned Value Management Systems .....	11
1.4 PERCEPTION .....	12
1.4.1 <i>PERCEPTION ESTI-MATE</i> .....	13
1.4.2 <i>PERCEPTION WORK-PAC</i> .....	13
1.4.3 <i>PERCEPTION MAT-PAC</i> .....	14
1.4.4 <i>PERCEPTION PERT-PAC</i> .....	14
1.4.5 <i>PERCEPTION</i> Highlights.....	15
1.4.5 <i>PERCEPTION</i> Special Capabilities.....	15
1.5 Conclusion. ....	16
2.0 Organization.....	17
2.1 General Description of System .....	17
2.2 Integration of Functional Organization/WBS.....	18
2.3 Integrated Management System.....	21
3.0 Cost Estimating.....	23
3.1 Integrating the Cost Estimate into a Production Plan .....	37
4.0 Planning & Budgeting Criteria .....	40
4.1 PERCEPTION EVMS .....	40
4.2 Cost Estimating & Budgeting .....	40
4.3 Recorded Cost.....	41
4.4 Budget Approval.....	43
4.5 Program Activity.....	43
4.3 Work Orders.....	44
4.3.1 Discrete Work Order.....	47
4.3.2 Distributed Work Order .....	48
4.3.3 Time-Phased Level of Effort .....	49
4.4 Overhead Budget .....	50
4.5 Re-Work.....	50
4.6 Change Orders .....	50
4.7 Labor & Material Cost Reserves.....	50
4.8 Undistributed Labor & Material Budgets .....	50
4.9 Material Bills of Material.....	52
4.10 Material Requisitions .....	52
4.11 Purchase Orders .....	52
4.12 Material Control.....	52
4.13 Contract Status Reports.....	52
4.14 Means to Authorize Work.....	53
5.0 Scheduling.....	54
5.1 Effective & Accurate Scheduling .....	54

5.2 Drydock/Facility Utilization Schedule (Tier I):.....	55
5.3 Program Master Schedule (Tier II):.....	56
5.4 Program Functional Master Schedules (Tier III):.....	58
5.5 Program Detail Schedules (Tier IV):.....	58
6.0 Direct Labor Cost & Schedule Management System .....	59
6.1 Measuring Progress.....	60
6.2 Measuring Current Labor Cost & Schedule Variance .....	64
6.3 Forecasting Final Labor Cost.....	66
6.4 Forecasting Final Schedule .....	71
6.5 Measuring Functional Organization Work Center Performance .....	73
6.6 Measuring Shipbuilding Product Performance.....	75
6.7 Impact of Performance on Manpower Plans and Forecasts.....	75
6.8 Analysis Criteria .....	76
7.0 Material Cost & Schedule Management System .....	78
7.1 Bills of Materials Requirements & Requisitions .....	79
7.2 Purchase Orders, Delivery Expediting and Receiving.....	81
7.3 Production Material Control .....	82
7.4 Stock Inventory Management & Replenishment.....	82
7.5 Stores Location Management .....	82
7.6 Parts Catalog.....	83
7.7 Material Transfer Control .....	84
7.8 Kitting & Pallets Save Time and Money .....	84
7.9 Transaction Logging .....	85
7.10 Material Cost Tracking and Forecasting.....	85
8.0 Total Cost & Schedule Management System .....	87
9.0 <i>PERCEPTION</i> Interface with Financial/Accounting Systems .....	91
9.1 Accounting Software Systems .....	91
9.2 <i>PERCEPTION</i> Transactions.....	92
9.3 General Ledger Accounts .....	94
9.3.1 Clearing Accounts.....	95
9.3.1.1 Payroll Clearing Account.....	95
9.3.1.2 A/P Clearing Account.....	96
9.3.1.3 Material Clearing Account.....	96
9.3.1.4 A/R Clearing Account.....	97
9.3.1.5 Canadian GST Clearing Account.....	97
9.3.2 Stock Inventory Accounts.....	98
9.3.3 Stock Adjustment Expense Accounts .....	98
9.3.4 Purchase Order Account .....	98
9.4 <i>PERCEPTION</i> Customer Billings .....	99
9.5 <i>PERCEPTION</i> Vendor Invoice Control .....	99
10.0 <i>PERCEPTION</i> EVMS Benefits .....	100
Glossary .....	101
ABBREVIATIONS .....	153

## Foreword

There is general agreement among shipbuilders that intelligent control over basic resources (engineering, manpower, material, facilities and time) will result in improved ship construction costs.

The task of estimating costs, planning and scheduling men and materials and then controlling these resources to maximize production output, while minimizing costs, can be a very difficult job. These efforts become more complex with the increase in the size of the shipyard organization and the scope of the yard operations. Modern-day shipbuilding poses no mean management challenge.

A very basic problem has been job progress visibility, or lack thereof. Without it, management essentially must operate blindly. Cause and effect relationships become blurred in the midst of daily shipyard production problems and drain away the capacity to direct production effectively and economically.

Knowing precisely, and in a timely manner, the exact status of men and material, a responsible management can rectify problems quickly before they become critical. Logical priorities can then be assigned to solving various impacted areas of production and ideally new techniques can be developed, simulated and evaluated to improve current yard production methods.

Most shipyards today have means for accounting and reporting job resources and schedules, but mostly employ manual methods which have difficulty in producing complete, accurate and timely information. Manual methods suffer from too much duplicated effort, and the inability to produce sufficient information quickly enough.

This kind of timely, valuable information can be readily produced by a well designed and implemented Earned Value Management (EVM) system.

A recent (2010) survey of U.S. government contractors by the Grant Thornton LLP company revealed that 28% of participating contractors reported having contracts that required Earned Value Management (EVM) systems. Of those, only 37% believed that EVM is a cost-effective management approach. And only 25% of the reporting contractors indicated they would adopt the system even if they were not required to use it.

Why has EVMS gotten such a rather poor regard by the industry? There can be several reasons.

EVM requires the full support by management to be successful. Without this support, the EVM system is likely to be relegated to the background of company operations when its intent is to be out front providing management what they need to know on a continuous basis about a contract's cost and schedule performance, both good and bad. Too often,