



THE FORCE BEHIND THE FLEET

INDUSTRY – NAVY DISCUSSIONS

17 AUGUST 2017

NAVY – INDUSTRY LEADERSHIP MEETING

**FLEET MAINTENANCE AND MODERNIZATION
SYMPOSIUM (FMMS)**



EXPAND THE ADVANTAGE

Industry – Navy Meeting

Time	Topic	Facilitator/Speaker	Objectives, Activities, Deliverables
1230	<i>All personnel seated</i>		
1230-1245	Action Item Review	CDR Tommy Neville Mr. Bill Crow	Objective: <ul style="list-style-type: none"> • Provide the current progress on Top 5 action items
1245-1330	Industry On-Time Delivery Initiatives/Recommendations	Mr. Bill Crow	Objective: <ul style="list-style-type: none"> • Industry to provide an overview of different initiatives and recommendation to help drive On Time Delivery (OTD)
1330-1345	NAVSEA Standard Item (NSI) Review Follow Up	Mr. Dale Hirschman Mr. Bill Crow	Objective: <ul style="list-style-type: none"> • Follow up on NSI Review from morning session • Clearly understand current status, actions and way ahead at the senior leadership level
1345-1400	<i>Break</i>		
1400-1430	GG/LSD Update	CAPT Kevin Byrne	Objective: <ul style="list-style-type: none"> • Discuss the current status of CG/LSD modernization
1430-1515	Dry Dock Update	Mr. Tom Laverghetta	Objective: <ul style="list-style-type: none"> • Discuss the current status of dry dock capacity issues and potential solutions
1515-1545	Split CLIN Overview	CDR Tommy Neville	Objective: <ul style="list-style-type: none"> • Overview of proposed Split CLIN methodology • Collect Industry feedback on proposal
1545-1600	Meeting Wrap Up & Questions	CDR Tommy Neville	Objective: <ul style="list-style-type: none"> • Overview of New Action Items • Questions • Set next meeting date
1600	<i>Adjourn</i>		



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Action Item Review

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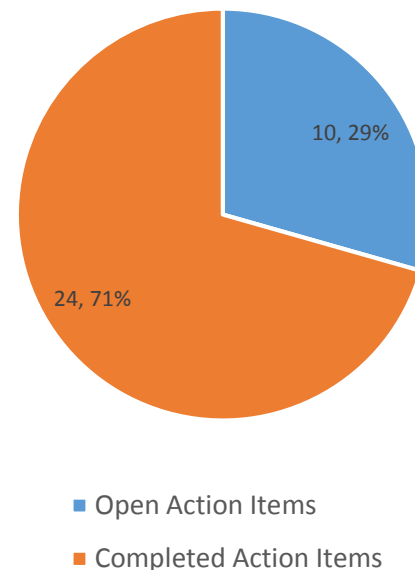
CDR Tommy Neville
Mr. Bill Crow

Action Item Review

• Top Five Action Items

1. (AI #18) NAVSEA Standard Item (NSI) review by Industry – thorough review of all NSI requirements
2. (AI #19) NAVSEA Standard Item (NSI) review by government – compare NSIs used for repair vs. new construction
3. (AI #13) CNRMC determining business rules for complex vs. non-complex availabilities
4. (AI #4) Government to standardize Liquidated Damages
5. (AI #5) Industry's input on effective fee structure for fixed prices contracts

**Action Item Metrics
(past 12 months)**



"Intent of this information is to provide U.S. DoD industry contractors a general schedule for information and planning purposes for upcoming surface ship maintenance periods- It does not constitute any request for information or request for proposals or any commitment to contract for work in accordance with this plan. This information is to assist U.S. DoD industry contractors by providing a broad overview of frequently changing (driven by U.S. Navy operations) maintenance schedules and is not a guarantee of workload or exact ship schedules"



On-Time Maintenance Delivery (OTD) Initiatives & Recommendations

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SCA, SRA & Industry Leaders



OTD Overview

- Review Maintenance Summit Industry Issues
- Industry's Initiatives to Improve On-Time Delivery:
- Recommendations for Improving On-Time Delivery
- Next Steps



Maintenance Summit Industry Issues

1. Mitigate workforce instability by ensuring workload predictability & stability
2. Eliminate regulatory oversight excesses & redundancies
3. Increase authority for deck place level decisions to expedite change requests
4. Adjust current bid & availability award milestones to ensure cost & schedule are met



Industry Initiatives for On-Time Delivery

1. Thorough, Rapid Evaluation of RFQs
2. Continuous Review & Update of Schedules
3. Expediting Strategic Asset / Material Procurement Where Possible
4. Infrastructure & Facility Upgrades
5. Training & Achieving Manning Requirements
6. Communication, Teamwork & Partnering



Initiative #1: Thorough, Rapid Evaluation of RFQs

- Identify Short-Comings
 - Can volume / type of work be accomplished during POP?
 - Do unrealistic contract milestones exist?
- Define & recommend ways to mitigate scheduling conflicts
- Rapidly assess potential effects of conditions found after award
- **Communicate** all findings to Navy Customer



Initiative #2: Continuous Review & Update of Schedules

- Promptly notify Customer of schedule impacts
- Quickly identify work outside of basic contract
- Provide rapid reporting & pricing of RCCs
- Identify growth / new work early in avail
- **Communicate** all findings to Navy Customer



Initiative #3: Expediting Strategic Asset / Material Procurement

- Identify & order long-lead-time materials
 - Adhere to intent of 3rd Party Purchasing LLTM
 - 3rd Party Planner unacceptable GFM delivery items passed to industry as contractor-furnished material
 - Non-Complex MACMO Award material procurement problematic
- Procure materials as far in advance as possible
- **Early purchases present significant risk if contract not awarded!**
- Communicate above info to Navy Customer



Initiative #4: Infrastructure & Facility Upgrades

- Constant implementation of latest efficiency and technology advancements
- Update facilities / infrastructure where possible
- Risk to industry unless stable funding & workload
- **Communicate** above info to Navy Customer



Initiative #5: Training & Achieving Manning Requirements

- Enhancing awareness of Industry as a critical National Security asset
- Educating public on Industry wages & benefits
- Partnering with academic entities to establish necessary workforce training skills
- **Communicate** workforce stability concerns to Navy based on port workload predictability



Initiative #6: Communication, Teamwork & Partnership

- Free-flowing **COMMUNICATION** achieves on-time delivery
- Drive improvements for shared accountability
 - Improve Navy acceptable risk & increase trust in Industry
- Identify areas for process improvement through Navy-Industry partnerships
 - Example: Current NSI review initiative
 - Another possible area: Public-Private Shipyard Workload Sharing
 - Industry willing to provide expertise & work in synergy to improve the Navy-owned maintenance process



Recommendations to Improve On-Time Delivery

- Ease access issues by improving DBIDS process
 - One process & one card for access to all installations
 - Relax recently-levied MSR in-plant worker DBIDS requirement
- Alleviate uncertainty causing possible schedule impacts from AGR inconsistency
 - Provide formula / calculation method for determining AGR work & materials to Industry partners
- Provide updated Navy Interport Differential Instruction
- Illustrate implemented FAST findings to mitigate workload instability
- Re-evaluate QASPs for efficiency and clarity of purpose
 - Significantly increased monetary penalties & liquidated damages levied on Industry
 - Establish clear lines between A Quality Control Plan & the QASP



Next Steps

- **Complete NSI Review Initiative**
- **Identify additional areas of potential partnership**

Bottom Line: Navy owns the process, and Private Industry is standing by to provide all possible support for the enhancement of On-Time Delivery





NAVSEA Standard Item (NSI) Review Follow Up

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**Mr. Dale Hirschman
Mr. Bill Crow**

- **Plan of Actions and Milestones**
- **Leadership involvement**
- **The stakeholder's roles and responsibility**



CG/LSD Update

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CAPT Kevin Byrne

- BLUF
- PB 18 CG/LSD Mod Plan
- CG/LSD Work Scope
- Execution Status
- Planned Contracting Schedule
- Way Ahead

- Nation-wide contracting approach for EDSRA availabilities (Coast-wide for BMD ships) and groupings of ships
 - Maximizes commonality / competition
 - Allows for execution efficiencies
 - Potentially improves port and dry dock loading
- NAVSEA has engaged industry on various occasions; most recent engagement was Industry Day held 16 May 2017 to further discuss: scope, commonality, schedule, potential risk areas, and contracting approaches (Coast-wide / Nation-wide)
- Significant Industry Feedback:
 - Desire for milestone flexibility, specifically docking & un-docking flexibility, in order to meet the Navy's requirements across CG/LSD MOD and OFR-P Availabilities
 - Timeline required to create responsive proposals (75-90 days)
 - Timeline required between award & availability start to adequately prepare for project execution (most agreed 60 days was sufficient; some stated 120-180 days)
 - Request for pre-RFP Ship-checks, Advanced Specifications & References, draft RFPs and specifications from previously completed CG/LSD modernization SSRAs
- Sources Sought released to industry requesting feedback on grouping, Nation-wide approach, and potentially awarding to multiple offerors



PB18 CG/LSD Mod Plan



SHIP	Hull	Home Port	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38
BUNKER HILL	CG52	SD																								
MOBILE BAY	CG53	SD																								
ANTIETAM	CG54	YOKO																								
LEYTE GULF	CG55	NRFK																								
SAN JACINTO	CG56	NRFK																								
LAKE CHAMPLAIN	CG57	SD																								
PHILIPPINE SEA	CG58	MYPT																								
PRINCETON	CG59	SD																								
NORMANDY	CG60	NRFK																								
MONTEREY	CG61	NRFK																								
CHANCELLORSVILLE	CG62	SD/YOKO																								
COWPENS	CG 63	SD																								
GETTYSBURG	CG 64	MYPT																								
CHOSIN	CG 65	SD																								
VICKSBURG	CG 69	NRFK																								
ANZIO	CG 68	NRFK																								
CAPE ST GEORGE	CG 71	SD																								
HUE CITY	CG 66	MYPT																								
LAKE ERIE	CG 70	SD																								
PORT ROYAL (D)	CG 73	PH																								
VELLA GULF	CG 72	NRFK																								
SHILOH (D)	CG 67	YOKO/SD																								
TORTUGA	LSD 46	LTCRK																								
WHIDBEY ISLAND	LSD 41	LTCRK																								
GERMANTOWN	LSD 42	SASEBO																								

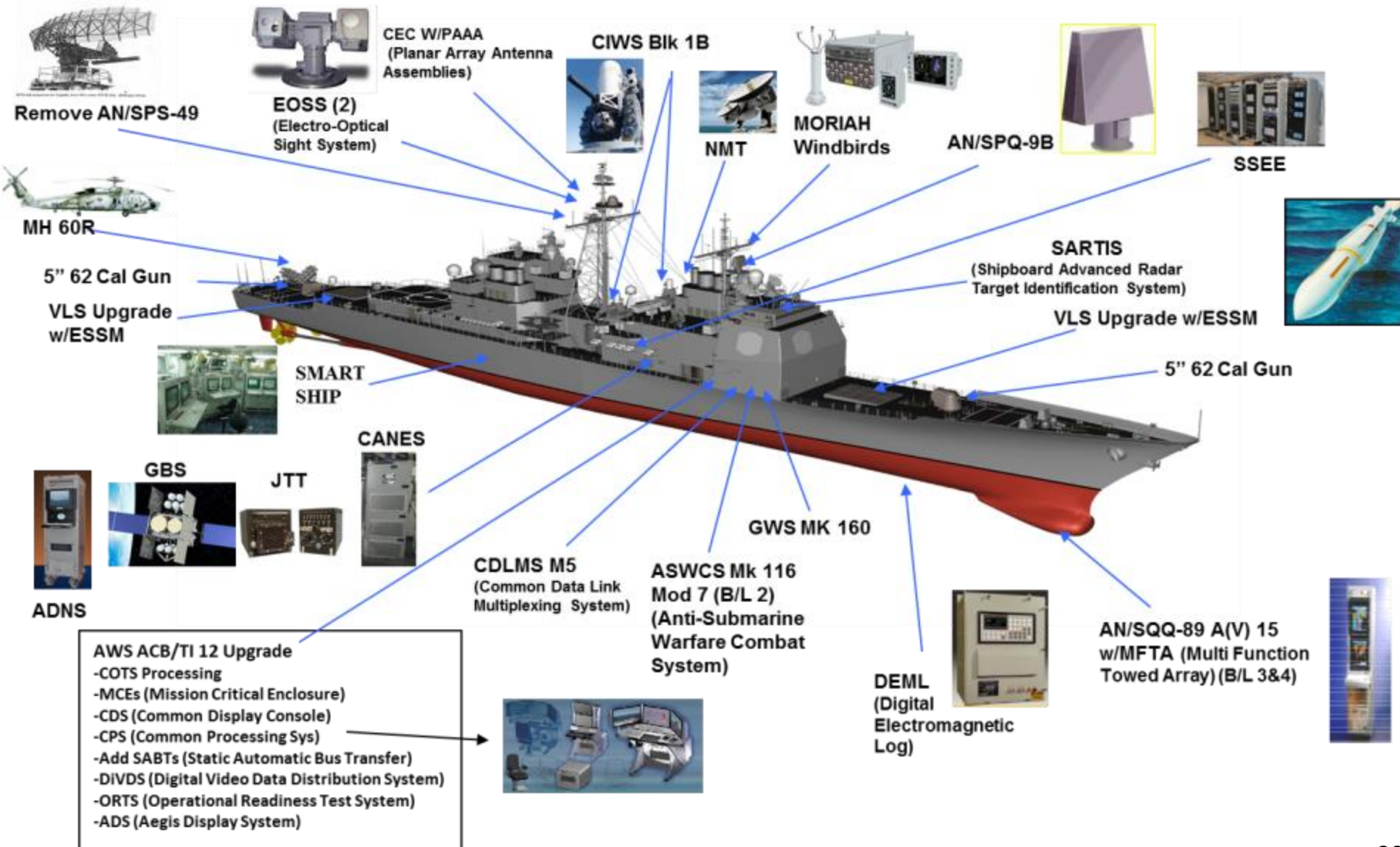
HM&E Equipment Procurement
(1 Year Lead Time)

Combat System Equipment
Procurement (2 Year Lead Time)

Deployable Fleet Asset	Induction CMAV	Pre- Modernization	Modernization Industrial Period	Modernization Avail	Dry-docked	Re-introduction	Extended Service Life
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IAW FY-2017 National Defense Authorization Act (NDAA) requirement for 11 Air Defense Commanders (ADC) and PB-18 CG LSD MOD PLAN; modernizing CG 63, 64, 65, 66, 68, 69, and 71 and LSD 46/41/42. NMT 2 CGs inducted per year, remain in mod NMT 4 years, and NMT 6 CGs in mod at any given time.

Cruiser Modernization Work Scope



CG Availability Scope

Modernization

Maintenance

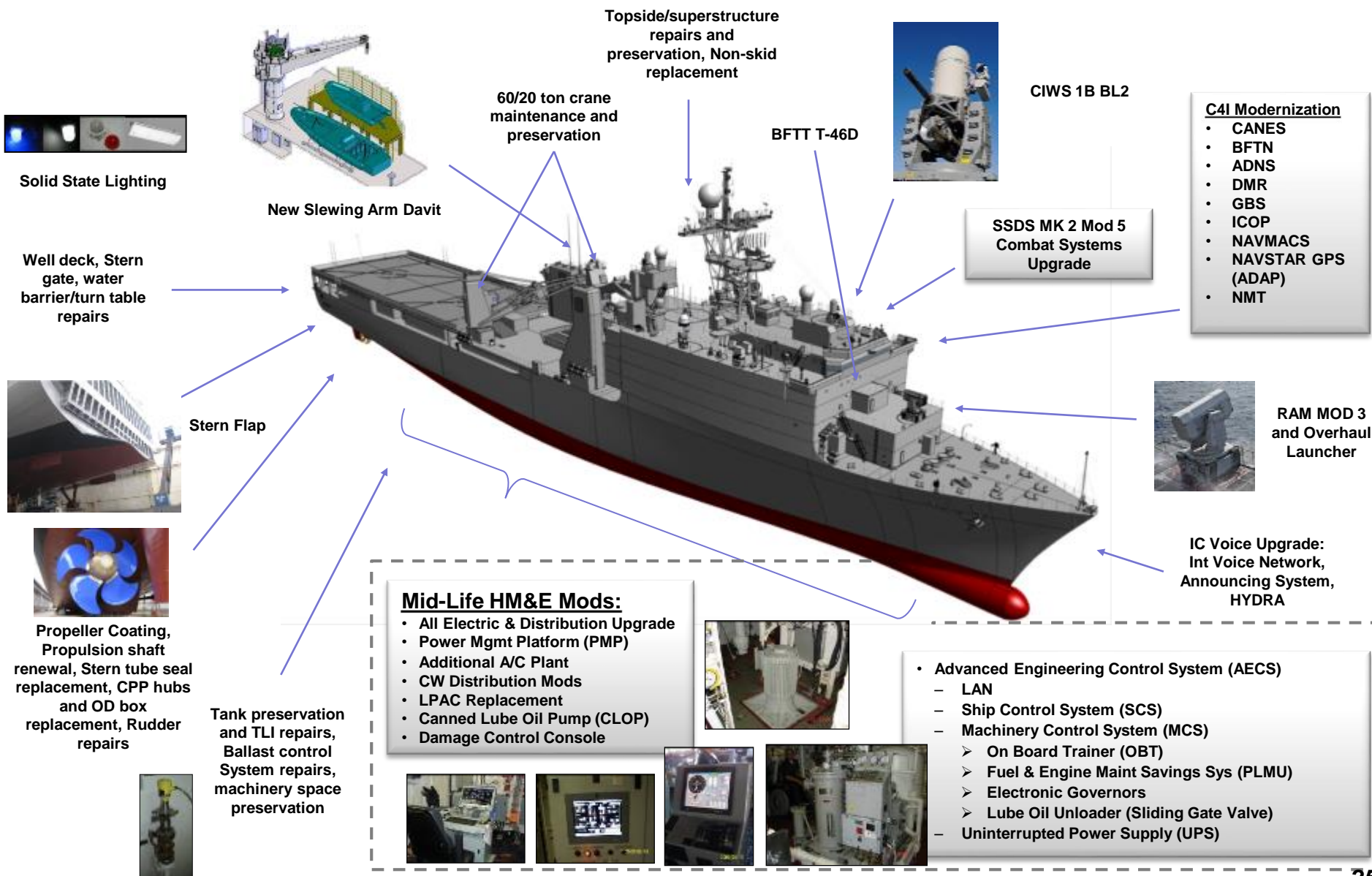
Repair

- 02-04 Level Struc Improvement
- ACB12/TI12 OA Comptr Plant Upg
- Add Fresh Water Cross Connect to CMWD
- ADNS INCIII W/SP 3
- Advanced Food Service
- AN/SLQ-32(V)6 Hardware
- AN/SPA-25H INDICATOR GROUP INS
- AN/SPQ-15(V)1, DDS
- AN/SPQ-9B RADAR INSTALL/INTEGR
- AN/SQQ-89A(V)15 w/TI-14 HW for CG MOD
- AN/USG-2B Installation
- AWS ACB12/TI12 CIC Display Upg
- AWS: CKT 16TV COTS Upgrade (AMOD)
- CANES
- NMT
- Integrated Ship Control
- Chimney Space Fittings
- CHT System Modifications
- Corrosion Control Enhancements
- Crew Physical Fitness Center
- Delete Catwalk FWD/STBD 03 LVL
- Delete Radiation Shielding
- Electronic Ground Fault Detectors
- Fan Room Corrosion Mitigation and Avoidance
- Heat Exchanger Layup Isolation
- Increase Fatigue Strength Fr 138
- Install Radar TLIs for Freshwater and Lube Oil Tanks
- Install Remote Fire Toggle Switch
- Interior Voice Com System Upgr
- MH-60R Upgrades
- MK 34 GWS CG MOD TI12 ACB12 H
- MK 41 VLS CG Ship ALT
- MORIAH WIND SYSTEM FOR CG MOD
- QAWT Aluminum Door Upgrade
- Remove AN/SPS-49 Radar System/Platform
- Replace Abandon Ship Equipment Lockers
- Replace Compartment Deck Coverings
- Replace MK 4 Mod 2 EM Log
- Replace Seawater Boundary Valves with TOTS
- SARTIS AN/UPX-34(XX)
- Superstructure Fatigue & Sensitization Mod
- Tank Level Indicator Upgrade
- VLS Loading Equipment Removal
- Women At Sea

- Full Docking Reset (shafts, hubs, OD boxes)
 - Propulsion Shafting, Strut and Stern Tube Bearings repair
 - Stern Tube Seal replacement
 - Controllable Pitch Propeller (CPP) System, Hub and Propeller repair
 - Shaft Replacement
 - Waster Sleeve Replace
- Blast and Paint Tanks and Voids
- SPY Array resurfacing
- Underwater Hull Repairs and preservation
- 03, 04, and 05 Level Superstructure Crack repair
- 400Hz Converter Room Deck Corrosion
- Superstructure Cracks repair
- Combustion Air Intake preserve (Clean Side GTM 1A, 1B and Dirty Side 1B)
- IR Survey SWBD/LC
- Sonar Dome Rubber Window Repair
- Accomplish Mast Preservation
- Repair Impressed Current Cathodic Protection System
- HPAC Overhaul
- Seal Valve Repair/Replace
- SWS Pump Overhaul
- Fire Pump Overhaul
- Deck Drain Cleaning
- Bimetallic Strip Replacement
- GT Overhaul
- Bilge Pump Overhaul
- Electronic Cooling Water Skid Overhaul
- Topsides Painting

- Repairs of ~ 1500 Work Items based on ISEA and ship maintenance team assessments of the following systems:
 - Ventilation Systems and Ducting
 - Intakes and Exhausts
 - CPP and MRG/Shafting Systems
 - High and Low Pressure Air Systems
 - Lifelines and Guard lines
 - Accommodation Ladders
 - Watertight Hatches, doors, and closures
 - Oil Pollution Abatement system
 - Seawater, Firemain, Chill Water Systems
 - Degaussing System
 - Fuel Oil (JP-5 and F-76) and Lube Oil systems
 - Anchor Handling and Capstans
 - Helo Hangar Door
 - Cathodic Protection
 - Weapons Handling and Stowage
 - Steering Gear
 - Electric Plant
 - Bleed Air System – Masker and Prairie Air
 - Slewing Arm Davit and Life Rafts
 - Collection, Holding, and Transfer (CHT)
 - Air Conditioning and Refrigeration Systems
 - Potable Water System
 - Sonar Dome Pressurization System
 - AFFF, CO2, Halon Firefighting Systems
 - VLS and Magazine Sprinkler Systems
 - Main and Secondary Drainage and MVHCs
 - NAVSSI / WSN-7 Ring Laser Gyro
 - SPY Transmitter and signal processor
 - Fire Control System
 - Electronic Colling Water
 - 400 hz system
 - Light Airborne Multipurpose System (LAMPS)
 - Tactical Tomahawk (TTWCS) System
 - IC Switchboards and alarm panels
 - Shore Power Station repair
 - Fan room and cooling skid repairs
 - Corrosion repairs
 - PRC deck repairs
 - Non-skid replacement
- Repair/correct all temporary departures from specifications (DFSS)
- Approximately 50-70 per CG

LSD 46 Modernization Work Scope



LSD Availability Scope

Modernization

- All Electric & Distribution Upgrade
- PLMU and COSSI Propeller blades
- Machinery Control System (MCS) / Advance Engineering Control System (AECS) Local Area Network (LAN)
- Ship Control System (SCS)
- Additional Air Conditioning Plant / CW Distribution Mods
- Power Management Platform (PMP)
- LPAC Replacement
- Slewing Arm Davit
- Lube Oil Unloader (Sliding Gate Valve)
- **Damage Control Console Upgrade***
- Low Light Flight Deck Surveillance System
- Stern Flap
- MV-22 Mods
- **Overhaul RAM launchers***
- RAM MK31 MOD3 Ethernet Upgrade
- **SSDS MK2 CS Upgrade**
- Scalable Integrated Bridge System
- **BFTT**
- **CIWS Block 1B Next Generation**
- AN/SPS-67(V)1 Waveguide Filter
- BEWT
- PEOC4I COMSEC Serial Crypto Replacement
- SLQ 32 (V)6
- Advanced Digital Antenna
- BFTN AN/USQ-195 (V) 1
- **NMT Q/Ka/X/GBS**
- KMI AN/GYK-72(V)
- **ADNS AN/USQ-144K (V) 2**
- Solid State Lighting – Well Deck
- NAVMACS Technical Refresh
- COM SERCRYP REPL PH-II
- **CANES ANUSQ-208(V)3**
- COMSEC KW46
- ICOP
- SPS-73 Fast Ethernet Switch
- PEOC4I NMT ATIP
- PEOC4I DMR IW and MUOS
- NAVSTAR GPS (ADAP)
- MRG LO Pressure Control
- SSDG Low Load Control Panel
- Modular Refrigeration Unit (MRU)
- MK 6 Mod 0 EM Log Replacement
- Galley Upgrades
- Habitability Upgrades
- Deballast Compression Improvement
- Tank Level Indicator Upgrades
- LP Air Flasks
- Composite Stern Gate Control Panel
- HPAC upgrade / HPAC Cross Connect Valves
- Galley Vent Control Cabinet Upgrade
- CRYPTO Van Junction Box Removal
- INOGON LCAC Line-up Light Removal
- SCAC with FCA replacement
- ASW Suction Strainer Replacement
- LCAC Fuel Oil Control Replacement
- Fresh Water Coolant for SLQ32
- OWS dedicated suction Line
- Carver ASW Pump
- Synthetic Decking
- Replace CHT pumps with EDDY pumps
- Replace Dossert Lug Connectors
- Mercury-Xenon Searchlight Replacement
- Accommodation Ladder
- HME Machinery Control System Tech Refresh
- Replace obsolete 80 ton AC units
- Oily Water Separator Upgrades
- Interior Communication Upgrades
- 60 Ton Crane Upgrade
- 20 Ton Crane Upgrade
- Well Deck 15 ton crane replacement
- Ballast Control Console Upgrade
- Generator and Bus Tie Circuit Breaker installation
- HPAC Controls Upgrade
- SSDG LO Bearing Modifications
- SSDG Casualty Load Management
- MPDE LO Integration
- Rudder Angle Transmitter
- RAM MOD 3 Mod
- Roller Curtain Door Replacement
- Troop Armory Upgrade

Maintenance

- Full drydocking reset
- Propulsion shaft renewal
- Stern tube seal replacement
- CPP hubs and OD box replacement
- Rudder repairs
- Ballast tank flooding valves remove/inspect/repair
- Sea valves remove/inspect/repair
- MPDE/SSDG required maintenance and repairs
- HPAC/LPAC maintenance and repairs
- ICCP repairs
- Well deck repairs to wood and synthetic material
- Underwater hull repairs and preservation
- Topside/superstructure repairs and preservation
- Ventilation systems cleaning and repairs
- Maintenance/preservation on 60/20 ton cranes
- Well deck structural repairs and preservation
- Tank assessments and preservation
- Lagging and insulation replacement
- Tank level indicator repairs
- Ballast control system repairs
- Stern gate/water barrier/turntable repairs and preservation
- Conveyor and elevator assessment/testing/repairs
- Air conditioning plants maintenance and repairs
- Machinery space and shaft alley bilge preservation
- ASW/CHT/firemain piping repairs and replacement
- Lube oil and fuel oil purifier repairs
- Weather deck/flight deck non-skid replacement

Repair

- Repairs of ~ 2400 Work Notifications based on ISEA and ship maintenance team assessments of the following systems:
 - NAVSSI / WSN-7 Ring Laser Gyro
 - Ventilation Systems and Ducting
 - Intakes and Exhausts
 - CPP and MRG/Shafting Systems
 - High and Low Pressure Air Systems
 - Lifelines and Guard lines
 - Accommodation Ladders
 - Watertight Hatches, doors, and closures
 - Oil Pollution Abatement system
 - Seawater, Firemain, Chill Water Systems
 - Degaussing System
 - Fuel Oil and Lube Oil systems
 - Main Propulsion Diesel Engines/Ships Service Diesel Engines
 - Anchor/Capstans/dumbwaiters
 - Cargo/ammo elevator and handling services
 - Armory and Ready Service Lockers
 - Deballast Air System
 - Hangar ramp and roller steel Fire Door
 - 20 and 60 ton and well deck bridge cranes
 - Weapons Handling and Stowage
 - Steering Gear/Rudders
 - Electric Plant/power distribution/400hz
 - Slewing Arm Davit and Life Rafts
 - Collection, Holding, and Transfer (CHT)
 - Air Conditioning and Refrigeration Systems
 - Potable Water System
 - MHE Battery Chargers
 - AFFF, CO2, Halon, APC Firefighting Systems
 - Magazine Sprinkler Systems
 - Main and Secondary Drainage
 - Electronic Colling Water
 - IC Switchboards and alarm panels
 - Military Vehicle Handling and Stowage System
 - Stern Gate and Water Barrier
- Repair/correct all temporary departures from specifications (DFSS)
- Approximately 90-110 per LSD

***-Mod availability completed on all three LSDs**

CG Execution Status (East Coast)



FY1				FY2				FY3				FY4				FY5			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Assess		ICMAV			SSRA				SSRA (As Req)				Dry Dock				EDSRA		Re-Intro
~30 days		~90 days		~180 days				~180 days				~475 - 545 days				~90 days			

Hulls (5)	Assessment	ICMAV	SSRA(s)	EDSRA	Re-Intro
CG 64 (USS GETTYSBURG)	<input checked="" type="checkbox"/> Inport <input checked="" type="checkbox"/> Underway	<input checked="" type="checkbox"/> Completed 02 Oct 2015	<input checked="" type="checkbox"/> FY16 SSRA: 06 Jun 2016 – 14 Feb 2017: Complete <input checked="" type="checkbox"/> SIDS: Complete <input checked="" type="checkbox"/> Ship Checks: Complete	<input type="checkbox"/> 11 Jun 2018 – 27 Sep 2019 <input checked="" type="checkbox"/> SIDS: Complete <input checked="" type="checkbox"/> Ship Checks: Complete	<input type="checkbox"/> Reintroduction is TYCOM led and involves crew shakedown, reintegration to an operational Fleet asset and marks the beginning of training cycle
CG 69 (USS VICKSBURG)	<input checked="" type="checkbox"/> Inport <input checked="" type="checkbox"/> Underway	<input checked="" type="checkbox"/> Completed 01 Jul 2016	<input type="checkbox"/> FY17 SSRA: 03 Apr 2017 – 29 Jan 2018 (Awarded 15 Feb 2017) <input checked="" type="checkbox"/> SIDS: Complete <input checked="" type="checkbox"/> Ship Checks: Complete <input type="checkbox"/> FY18 SSRA: 02 Apr 2018 – 28 Sep 2018 <input checked="" type="checkbox"/> SIDS: Complete <input checked="" type="checkbox"/> Ship Checks: Complete	<input type="checkbox"/> 03 Dec 2018 – 05 Jun 2020 <input type="checkbox"/> SIDS: Not complete <input type="checkbox"/> Ship Checks: Not complete	
CG 66 (USS HUE CITY)	<input type="checkbox"/> Inport: FY19 <input type="checkbox"/> Underway: FY19	<input type="checkbox"/> 24 Jun 2019 – 27 Sep 2019	N/A	<input type="checkbox"/> 06 Jun 2022 – 29 Sep 2023 <input type="checkbox"/> SIDS: Not complete <input type="checkbox"/> Ship Checks: Not complete	
CG 68 (USS ANZIO)	<input checked="" type="checkbox"/> Inport <input checked="" type="checkbox"/> Underway	<input checked="" type="checkbox"/> Completed 12 May 2017	<input type="checkbox"/> FY18 SSRA: 05 Feb 2018 – 03 Aug 2018 <input checked="" type="checkbox"/> SIDS: Complete <input checked="" type="checkbox"/> Ship Checks: Complete <input type="checkbox"/> FY19 SSRA: 02 Jan 2019 – 28 Jun 2019 <input type="checkbox"/> SIDS: Not complete <input checked="" type="checkbox"/> Ship Checks: Complete	<input type="checkbox"/> 02 Dec 2019 – 04 Jun 2021 <input type="checkbox"/> SIDS: Not complete <input type="checkbox"/> Ship Checks: Not complete	
CG 72 (USS VELLA GULF)	N/A	N/A	N/A	<input type="checkbox"/> FY21	

☒ = complete
☐ = not complete

CG Execution Status (West Coast)

FY1				FY2				FY3				FY4				FY5			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Assess		ICMAV			SSRA				SSRA (As Req)				Dry Dock				EDSRA		Re-Intro
~30 days		~90 days		~180 days				~180 days				~475 - 545 days				~90 days			

Hulls (6)	Assessment	ICMAV	SSRA(s)	EDSRA	Re-Intro
CG 63 (USS COWPENS)	<input checked="" type="checkbox"/> Inport <input checked="" type="checkbox"/> Underway	<input checked="" type="checkbox"/> Completed 15 Sep 2015	<input checked="" type="checkbox"/> FY16 SSRA: 04 Apr 2016 – 27 May 2017 <input type="checkbox"/> FY17 SSRA: 06 Jun 2017 – 09 Feb 2018 <input checked="" type="checkbox"/> SIDS: Complete <input checked="" type="checkbox"/> Ship Checks: Complete	<input type="checkbox"/> 02 Apr 2018 – 30 Sep 2019 <input type="checkbox"/> SIDS: Not complete <input checked="" type="checkbox"/> Ship Checks: Complete	<input type="checkbox"/> Reintroduction is TYCOM led and involves crew shakedown, reintegration to an operational Fleet asset and marks the beginning of training cycle
CG 65 (USS CHOSIN)	<input checked="" type="checkbox"/> Inport <input checked="" type="checkbox"/> Underway	<input checked="" type="checkbox"/> Completed 01 Jul 2016	<input type="checkbox"/> FY17 SSRA: 14 Aug 2017 – 20 Apr 2018 <input checked="" type="checkbox"/> SIDS: Complete <input checked="" type="checkbox"/> Ship Checks: Complete	<input type="checkbox"/> 02 Feb 2019 – 02 Jun 2020 <input type="checkbox"/> SIDS: Not complete <input type="checkbox"/> Ship Checks: Not complete	
CG 67 (USS SHILOH)	N/A	N/A	N/A	<input type="checkbox"/> FY21	
CG 70 (USS LAKE ERIE)	N/A	N/A	N/A	<input type="checkbox"/> FY21	
CG 71 (USS CAPE ST GEORGE)	<input checked="" type="checkbox"/> Inport <input checked="" type="checkbox"/> Underway	<input checked="" type="checkbox"/> Completed 10 Apr 2017	<input type="checkbox"/> FY18 SSRA: 06 Jan 2018 – 04 Jun 2018 (Pending Date Change: FY18 SSRA: 19 Mar 2018 – 11 Jan 2019) <input checked="" type="checkbox"/> SIDS: Complete <input checked="" type="checkbox"/> Ship Checks: Complete	<input type="checkbox"/> 04 Dec 2019 – 02 Jun 2021 <input type="checkbox"/> SIDS: Not complete <input type="checkbox"/> Ship Checks: Not complete	
CG 73 (USS PORT ROYAL)	N/A	N/A	N/A	<input type="checkbox"/> FY21	

☒ = complete
☐ = not complete



LSD Execution Status

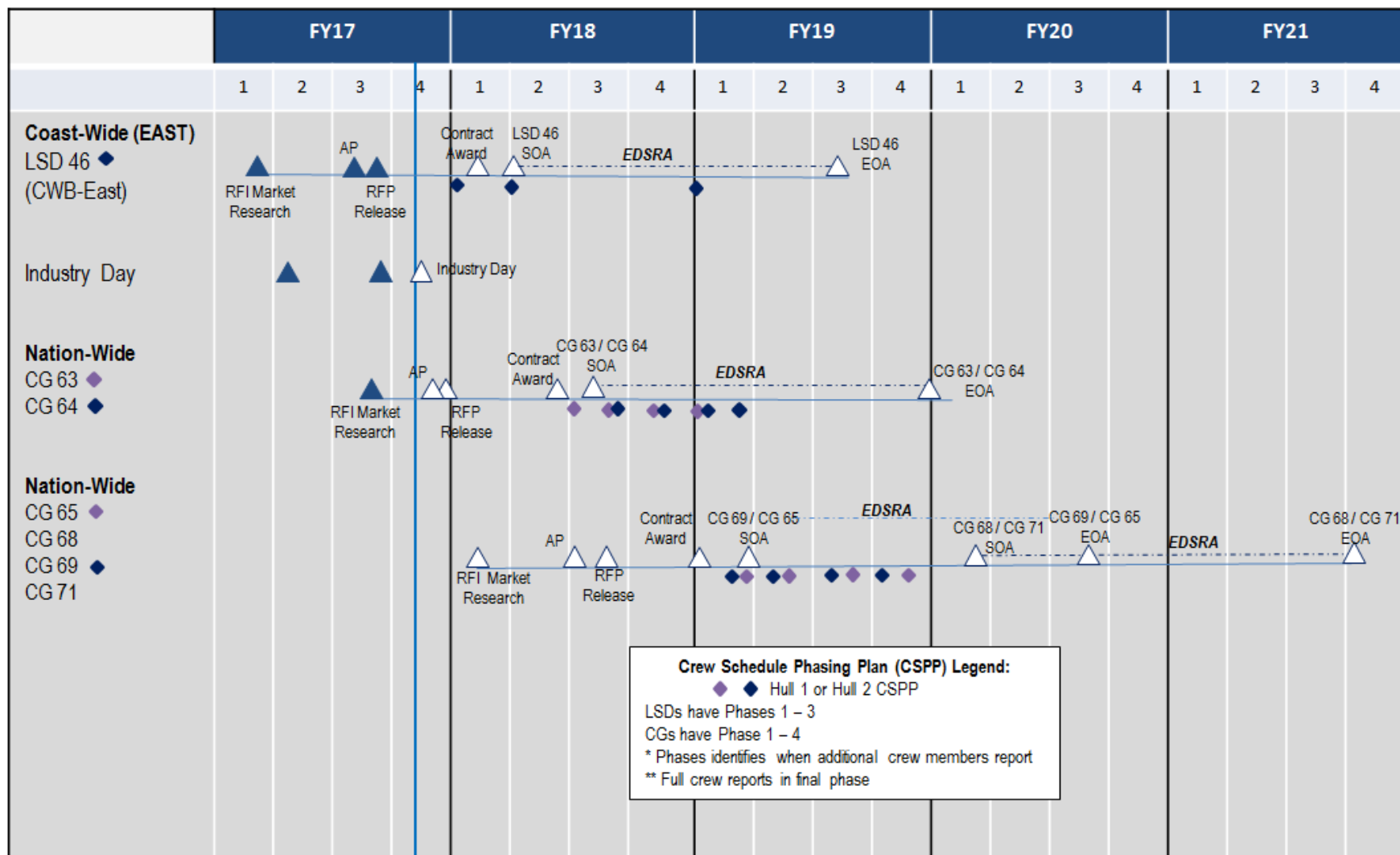


FY1				FY2				FY3				FY4				FY5			
Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Assess		ICMAV			SSRA				SSRA (As Req)				Dry Dock			EDSRA			Re-Intro
~30 days		~90 days		~180 days				~180 days				~475 - 545 days				~90 days			

Hulls (3)	Assessment	ICMAV	SSRA(s)	EDSRA	Re-Intro
LSD 46 (USS TORTUGA)	<input checked="" type="checkbox"/> Inport <input checked="" type="checkbox"/> Underway	<input checked="" type="checkbox"/> Completed 08 Jan 2016	<input checked="" type="checkbox"/> FY16 SSRA: Completed 23 Dec 2016	<input type="checkbox"/> 08 Jan 2018 – 10 May 2019 <input checked="" type="checkbox"/> SIDS: Complete <input checked="" type="checkbox"/> Ship Checks: Complete	<input type="checkbox"/> Reintroduction is TYCOM led and involves crew shakedown, reintegration to an operational Fleet asset and marks the beginning of training cycle
LSD 41 (USS WHIDBEY ISLAND)	<input type="checkbox"/> Inport: FY18 <input type="checkbox"/> Underway: FY18	<input type="checkbox"/> 01 Oct 2019 – 30 Dec 2019	<input type="checkbox"/> FY20 SSRA: 01 Jul 2020 – 30 Dec 2020 <input type="checkbox"/> SIDS: Not complete <input type="checkbox"/> Ship Checks: Not complete	<input type="checkbox"/> 01 Oct 2021 – 30 Jun 2023 <input type="checkbox"/> SIDS: Not complete <input type="checkbox"/> Ship Checks: Not complete	<input type="checkbox"/> LSD46 REINT: 01 Jul 2019 – 27 Sep 2019
LSD 42 (USS GERMANTOWN)	<input type="checkbox"/> Inport: FY22 <input type="checkbox"/> Underway: FY22	<input type="checkbox"/> 01 Oct 2023 – 30 Dec 2023	<input type="checkbox"/> FY24 SSRA: 01 Jul 2024 – 27 Dec 2024 <input type="checkbox"/> SIDS: Not complete <input type="checkbox"/> Ship Checks: Not complete	<input type="checkbox"/> 03 Nov 2025 – 28 Jun 2027 <input type="checkbox"/> SIDS: Not complete <input type="checkbox"/> Ship Checks: Not complete	

☒ = complete
☐ = not complete

Planned Contracting Schedule



- Nation-wide Contracting Approach for 7 CGs
 - Nation-wide contract effort began in April 2017 for CG 63 and CG 64 combined solicitation
- CG 63 and CG 64 RFP release date 25 Sept 2017 (advance package release notionally 25 Aug 2017)
- Continued Fleet and Industry engagement to ensure stakeholders remain informed of the overall strategy



Dry Dock Update

*DESIGN, BUILD, DELIVER AND MAINTAIN
SHIPS AND SYSTEMS ON TIME AND ON
COST FOR THE UNITED STATES NAVY*

EXPAND THE ADVANTAGE

Mr. Tom Laverghetta

Overview

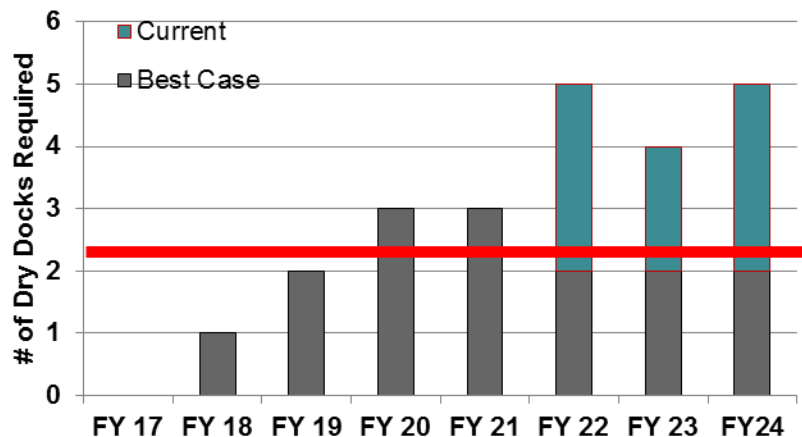
- Docking Workload Pressures
- Surface FAST Analysis – “San Diego Docking Schedule”
- Mitigation Strategies
- Next Steps

Dry Dock Pressures

- General volume of workload and dry docks as Fleet grows – dry dock “congestion”
- Major MOD programs (CG MOD, LSD MOD, DDG Mid-life avails)
- Shortened dry docking cycle for LCS with rapidly increasing inventory
- Future competition for dry dock space with Submarine forces (DD#4 in Hawaii, Guam-based AS's in CONUS)

LCS 2 Variant Dry Dock –Biggest Contributor to Future Dock Loading

LCS 2 Dry Dock Requirement - SWRMC



- Addition of LCS 2 variant has exacerbated “tight” dry dock capacity in San Diego
- Current requirement has between 4 – 5 dry dockings required per fiscal year
- Best case scenario will require between 2 to 3 dockings per fiscal year

Worst Case		Dry Dock Required Every Availability							
Ship #	Ship Name	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
LCS 0002	USS INDEPENDENCE			1			1		
LCS 0004	USS CORONADO		1		1			1	
LCS 0006	USS JACKSON			1			1	1	
LCS 0008	USS MONTGOMERY				1				
LCS 0010	USS GABRIELLE GIFFORDS				1		1		
LCS 0012	USS OMAHA					1			1
LCS 0014	USS MANCHESTER					1			1
LCS 0016	USS TULSA					1			1
LCS 0018	USS CHARLESTON						1		1
LCS 0020	USS CINCINNATI						1	1	
LCS 0022	USS KANSAS CITY							1	
LCS 0024	USS OAKLAND								
LCS 0026	USS MOBILE								1
Total		0	1	2	3	3	5	4	5

Best Case		Dry Dock Required Every Other Availability Starting FY 21 (First One is Dry Dock)							
Ship #	Ship Name	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
LCS 0002	USS INDEPENDENCE			1			0		
LCS 0004	USS CORONADO		1		1			0	
LCS 0006	USS JACKSON			1			0	1	
LCS 0008	USS MONTGOMERY				1				
LCS 0010	USS GABRIELLE GIFFORDS				1		0		
LCS 0012	USS OMAHA					1			0
LCS 0014	USS MANCHESTER					1			0
LCS 0016	USS TULSA					1			0
LCS 0018	USS CHARLESTON						1		1
LCS 0020	USS CINCINNATI						1	0	
LCS 0022	USS KANSAS CITY							1	
LCS 0024	USS OAKLAND								
LCS 0026	USS MOBILE								1
Total		0	1	2	3	3	2	2	2

Insufficient dry dock capacity to support assigned Fleet

Surface FAST DoN 19 Summary of Analysis (FY 17 – FY 20)

Briefed to FMBOD of 22 MAY 2017 and M&M Summit of 6 JUN 2017

Port	FY 17 – FY 19	Summary	Lead
SERMC	●	- Acceptable dry dock capacity through FY-20. Challenged to align PC and LCS dockings due to shifting DPMA and PSA schedules	CDR Delaney/ Bill Mclean
MARMC	●	- Possible at least three docking avails “out of homeport” in FY 18/ 19 due to a lack of dry dock capacity	CDR Delaney/ Mike Harris
SWRMC	●	- FY 20 and beyond the plan is not executable due to lack of dry dock capacity versus requirement - Docking workload mitigation required in FY18 and FY19	Leon Stone/ Ed Atwater/ Tim Toohig
HRMC	●	- DDG 88, DDG 97, DDG 90 SRAs de-conflicted - DDG 70 to remain homeported in HRMC - Coordinate Off-island resources required for larger avails	Mike Carnes / Leon Stone
NWRMC	●	- Mitigate schedules pending final decision on USS SHOUP Modernization plan	Ann Rodeheaver / Leon Stone
Yokosuka	●	- Propose mitigations for SRF Yokosuka FY21: CNSP (w/CTF 70) - Incorporate recommendations from CRUDES Maintenance Strategy proposal	Pat McDermott/ Leon Stone
Sasebo	●	- Develop induction plan for Sasebo ships - Validate FY20 Workload	Pat McDermott / Leon Stone
Rota	●	- No foreseeable constraints	Bill Mclean
Bahrain	●	- No foreseeable constraints	Bill Mclean



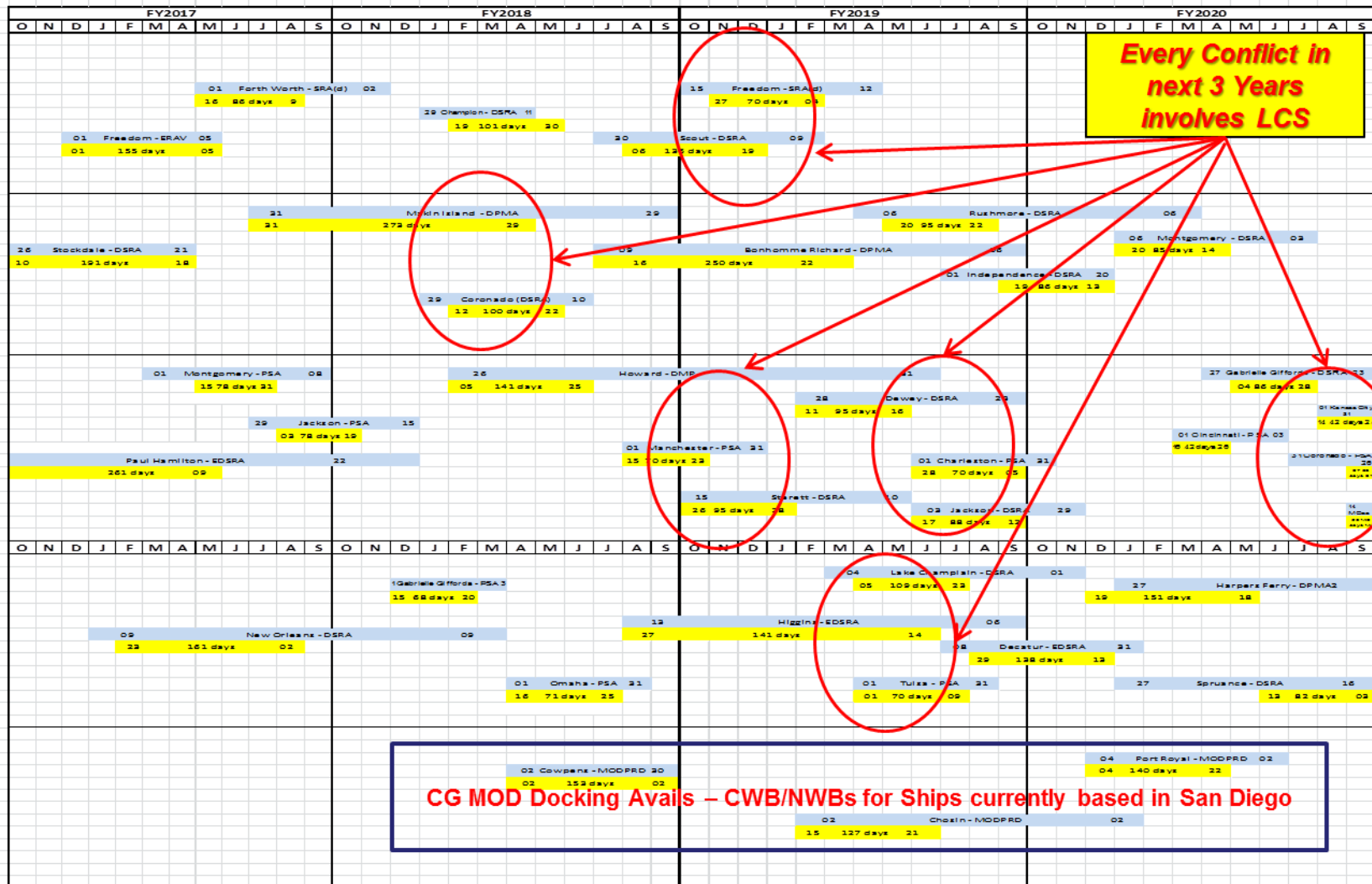
- ### Ongoing Action Items

- **Continue to examine potential schedule shifts to level load end of FY 19 -20 (SMP)**
- **Examine options to alleviate long term dry dock capacity concerns**
 - **Acquire dry dock?**
 - **Modify Graving Dock?**
 - **Double dry dock of LCS Avails?**
 - **LCS Avails performed out of port?**
 - **SEA05/ PMS 505 develop plan to reduce dry dock requirement for LCS 2 variant**

FY 20 and beyond is not executable based on dry dock capacity

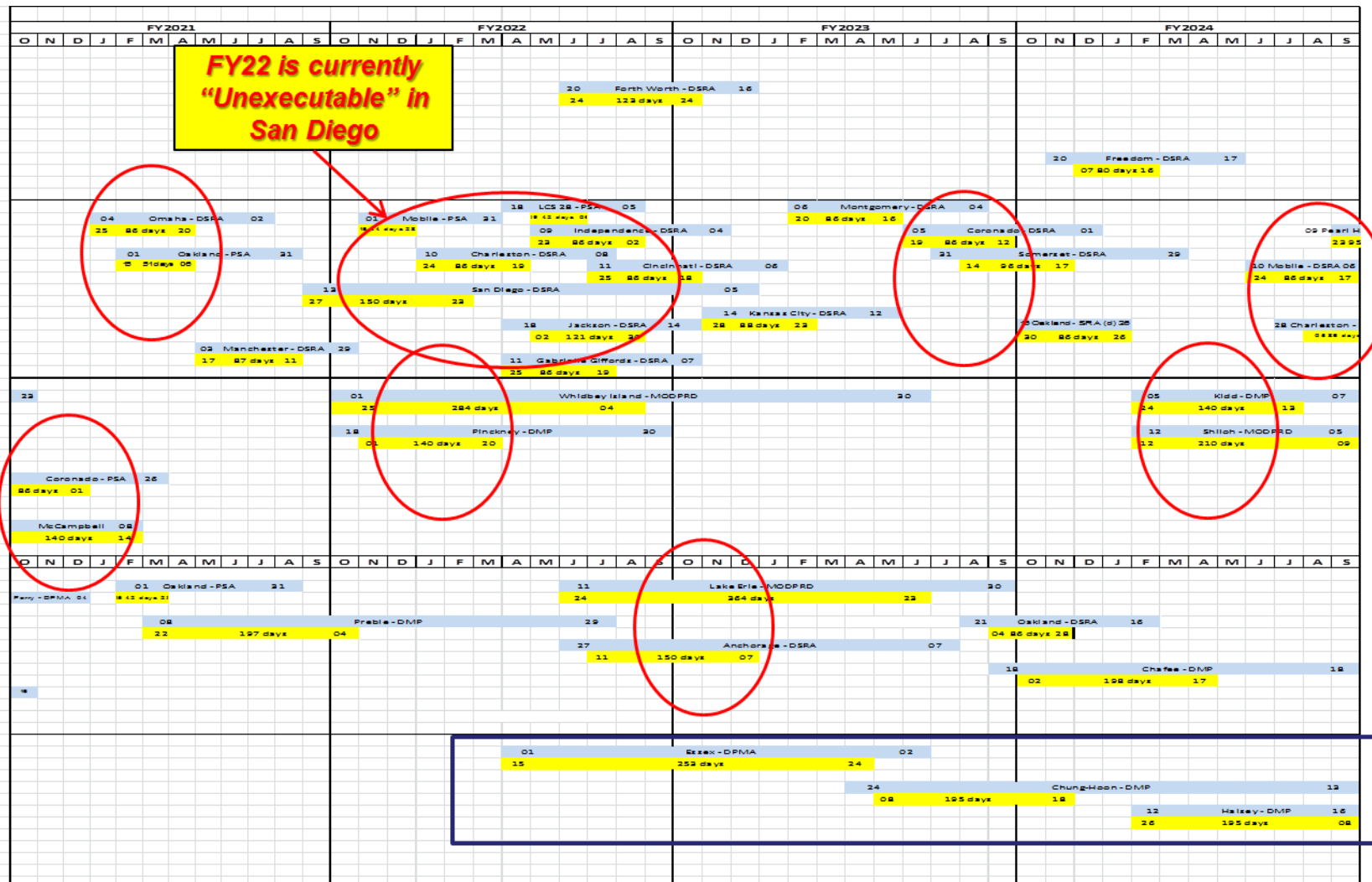
FY17-FY20 SWRMC Notional Docking Schedule

Pre-Decisional – For Planning Purposes Only



FY21-FY24 SWRMC Notional Docking Schedule

Pre-Decisional – For Planning Purposes Only



Mitigation Strategies

- Traditional, O-FRP/SMP adjustments
 - Primary mitigation of FY18 and FY19 issues in all ports
 - Fleet priority is O-FRP schedule ships over “other” ships (PSA, CG/LSD MOD)
- Competition
 - CWB avails open potential for docking capacity outside traditional ports
 - CNSP N00 request NAVSEA explore possibility to compete shorter, small docking avails (LCS) to lessen impacts on larger ships
- Double Docking Options
 - DDGs and PCs are examples of recent successful events
 - Multiple LCS avails in FY19 and beyond provide potential for concurrent docking
- San Diego overall Dock Capacity
 - Expand NBSD Graving Dock to fit DDG, LCS2...currently only MCM and LCS1
 - Add another Floating Dock to port (Mole Pier)
 - CPF commissioned NAVFAC study with out brief to Navy leadership mid-winter
- Work with SEA04 and PHNSY Regarding DD#4
 - Currently dedicated to Surface avails
 - “2030” timeframe VIRGINIA class will need DD#4 unless NEWCON can be accomplished for Submarine capabilities

Next Steps

- September Surface FAST (POM20) to focus on FY19 and FY20 mitigation strategies
- Complete and report out NBSD Dock Expansion Studies
- Compete and stabilize CG/LSD MOD availabilities
- Comprehensive NAVSEA Dry Docking report ISO New Construction and Acquisition for POM20/POM21

Backup



MARMC Private Sector Workload Forecast with MOD estimates (no AIT) FY17-FY20 as of 21 JULY 2017

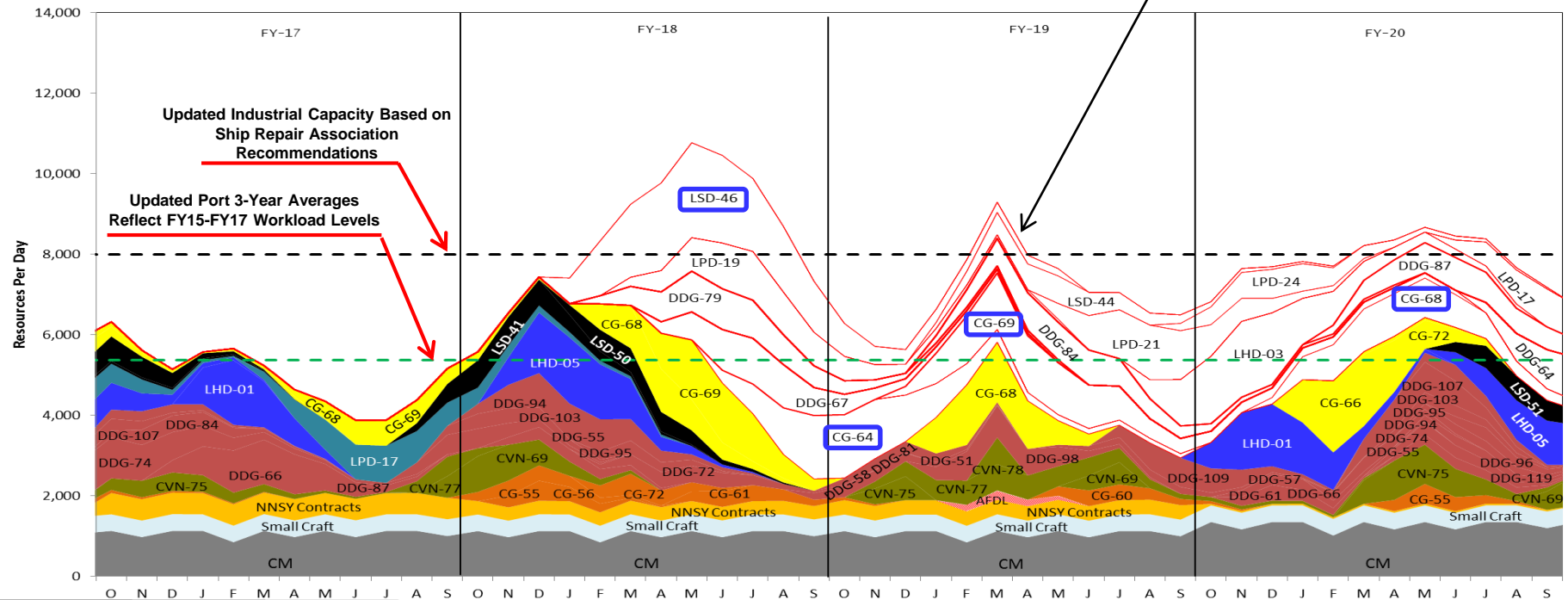
Workload Color Legend

CM	CG	DDG	LHD	LSD	CVN	LPD	SMCR	CG / LSD Modernization Program
CG / LSD MOD Availability (CWB)	AFDL	Estimated NNSY Contracting Plan						

Last Update: 07/21/2017

MARMC Private Sector Workload Forecast Estimate with MOD (no AIT) FY17-FY20 Baseline as of 21 JUL 2017

Red line indicates workload level if coast wide bid work remains at MARMC. Associated MDs NOT included in totals/average in chart legend



Total TYCOM, CM & MOD FY Mandays	1,242,589	1,374,320	949,122	1,286,918
Average TYCOM, CM & MOD FY Mandays	4,991	5,508	3,756	5,074

Green Dash Line: 3-Year Historical Workload Average = 5368 RPD

Black Dash Line: Industry Provided SURGE Capacity = 8000 RPD



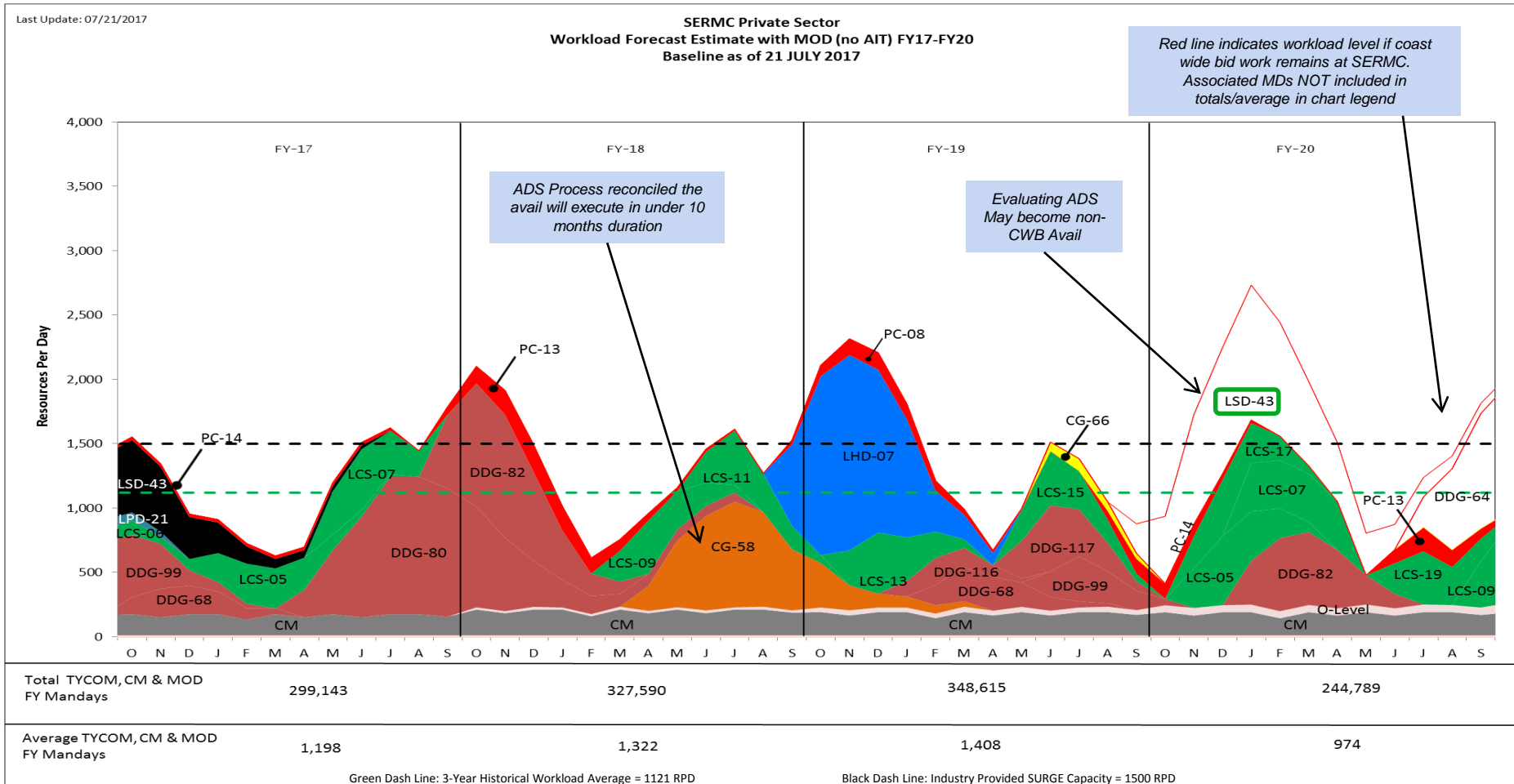
SERMC Private Sector

Workload Forecast with MOD estimates (No AIT) FY17-FY20

As of 21 JULY 2017

Workload Color Legend

CM	CG	DDG	FF	LCS	LHD	LPD	LSD	CG / LSD Modernization Program
							PC	O Level





SWRMC Private Sector

Workload Forecast with MOD estimates (No AIT) FY17-FY20

As of 21 JULY 2017

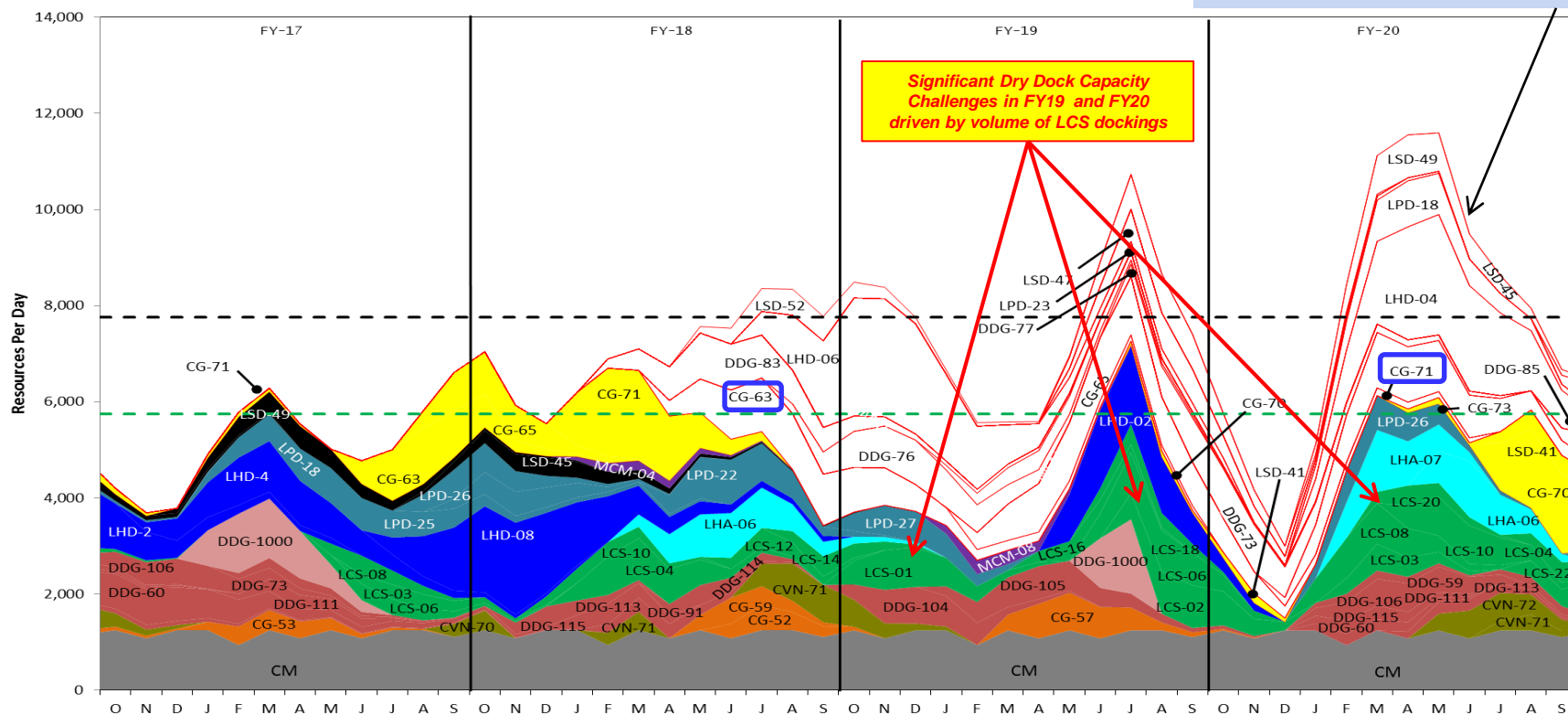
Workload Color Legend

CM	CG	DDG	LHA	LHD	LPD	LSD	MCM	CG / LSD Modernization Program
CG / LSD MOD Availability (CWB)	CVN	FF	LCS	DDG-1000 +				

Last Update: 07/21/2017

SWRMC Private Sector
Workload Forecast Estimate with MOD (no AIT) FY17-FY20
Baseline as of 21 July 2017

Red line indicates workload level if coast wide bid work remains at SWRMC. Associated MDs NOT included in totals/average in chart legend



Total TYCOM, CM & MOD
FY Mandays

1,287,524

1,415,233

1,032,464

1,114,697

Average TYCOM, CM & MOD
FY Mandays

5,115

5,678

4,121

4,404

Green Dash Line: 3-Year Historical Workload Average = 5743 RPD

Black Dash Line: (135% of Historical Workload Average) SURGE Capacity = 7752 RPD (Industry provided threshold under review)



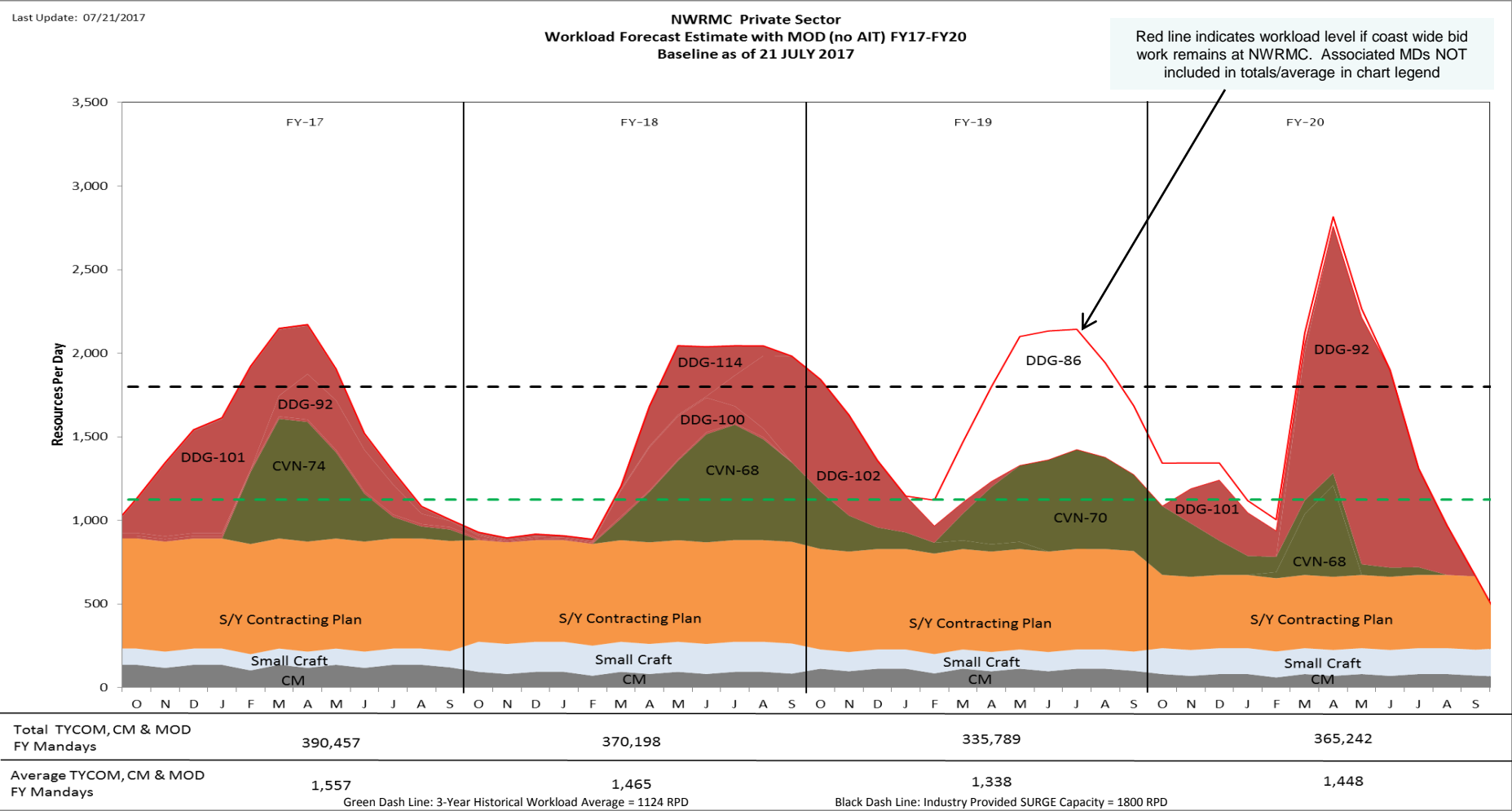
NWRMC Private Sector
Workload Forecast with MOD estimates (No AIT) FY17-FY20
As of 21 JULY 2017

DDG CVN CM SMCR S/Y Contracting Plan

Last Update: 07/21/2017

NWRMC Private Sector
Workload Forecast Estimate with MOD (no AIT) FY17-FY20
Baseline as of 21 JULY 2017

Red line indicates workload level if coast wide bid work remains at NWRMC. Associated MDs NOT included in totals/average in chart legend



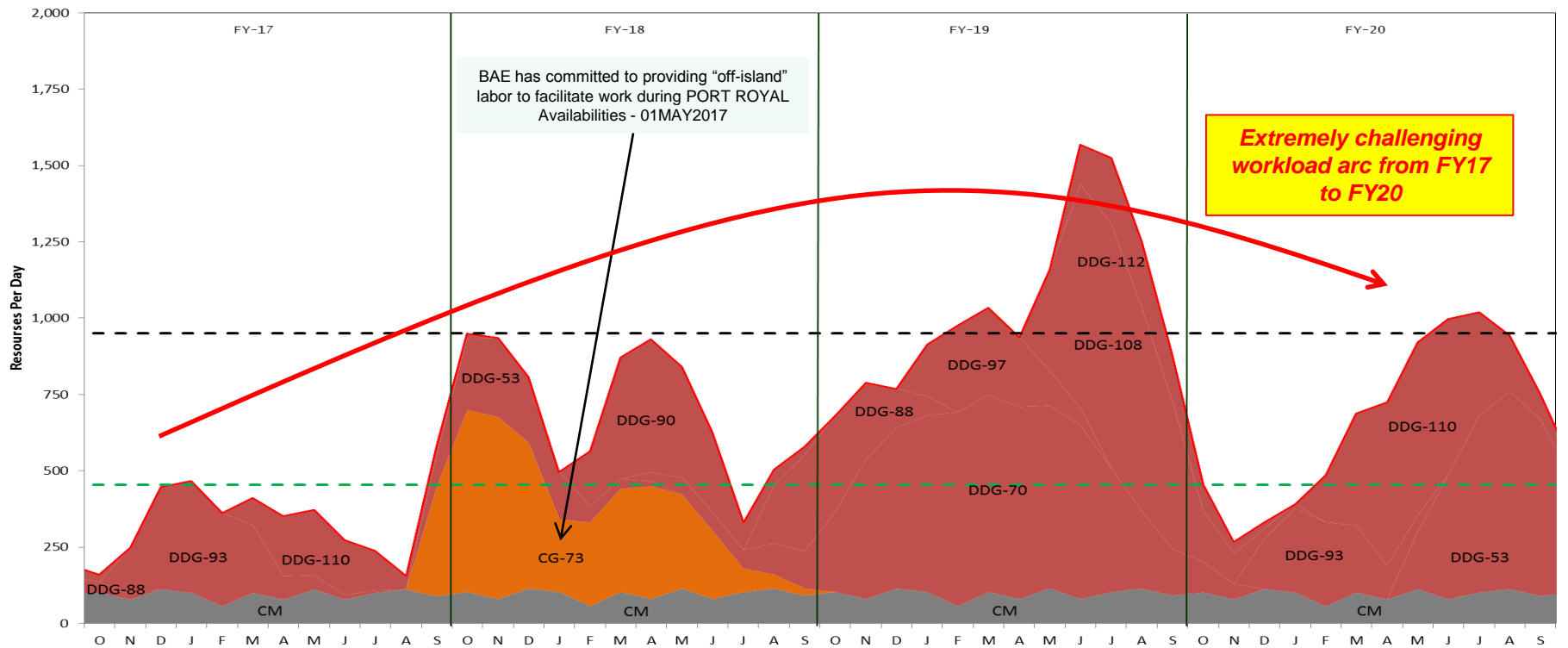


HRMC Private Sector Workload Forecast with MOD estimates (No AIT) FY17-FY20 As of 21 JULY 2017

Workload Color Legend CM CG DDG

Last Update: 07/21/2017

HRMC Private Sector Workload Forecast Estimate with MOD (no AIT) FY17-FY20 Baseline as of 21 JULY 2017



	FY-17	FY-18	FY-19	FY-20
Total TYCOM, CM & MOD FY Mandays	86,697	176,127	262,375	169,219

	FY-17	FY-18	FY-19	FY-20
Average TYCOM, CM & MOD FY Mandays	340	703	1,041	665

Green Dash Line: 3-Year Historical Workload Average = 454 RPD

Black Dash Line: Industry Provided SURGE Capacity = 950 RPD



Split CLIN Overview

*DESIGN, BUILD, DELIVER AND MAINTAIN
SHIPS AND SYSTEMS ON TIME AND ON
COST FOR THE UNITED STATES NAVY*

EXPAND THE ADVANTAGE

CDR Tommy Neville

Key Issue Summary

BLUF: The Navy is exploring having RMCs utilize a “Split CLIN” structure when awarding ALL ship repair contracts to provide maximum funding flexibility.

Background:

- A Split Contract Line Item Number (CLIN) structure is defined as utilizing Base CLINs with minimum \$ and multiple Option CLINs with maximum \$
 - Base CLINs would include: Mod Work, Services, Work requiring pre-fab ~ NTE 20% of total avail cost
 - Option CLINs would include: Repair Work, Critical Path Items, All remaining work items ~ 80% of total avail cost
- Initial problem centered around avails that cross FYs...Q1 Avail starts
- Potential solution expanded to utilize Split CLIN approach for all Avails
- Provides increased funding flexibility in a resource constrained environment

The Navy desires Industry's feedback on this contract structure

Discussion

- **FY18 Q1 availabilities are budgeted/programmed for FY18 \$ but awarded in FY17 Q4 with FY17 \$**
 - Traditional contract structure would have increased the FY17 requirement by \$141M
- **Recurring issue for availabilities that award in Q4 and start execution in Q1 of the next fiscal year**
 - Challenge increases as move to A-120 Coast Wide Award milestone
- **Continual Continuing Resolution (CR) environment is making funding avails in a timely fashion a challenge and can lead to unfunded avails or moving avails**
 - MASON, WHIDBEY ISLAND, NITZE
- **NAVSEA Legal endorsed utilizing Split CLIN approach due to funding constraints given:**
 - The supply resulting from the performance of the Base CLIN must reasonably be expected "to stand on its own," i.e., if the Option CLIN is not exercised, the Navy still has a usable asset that is "mission-ready."
 - A clearly defined timeline to execute the Option CLINs is provided
 - Bona Fide Need is met
- **Structure utilized on 4 FY18 Q1 start Avails**
 - BATAAN, SAN JAC, LEYTE GULF, SQUALL
 - Option CLINs will be funded and exercised prior to Avail start ~ between A-60 thru A-0

Open Dialogue

- **Pros**
- **Cons**
- **Risks**



Meeting Wrap Up & Questions

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EXPAND THE ADVANTAGE

CDR Tommy Neville

Follow UP

Backup