

SAC NEWSLETTER



9.21.2020

A monthly newsletter brought to you by The Strategic Affairs Committee of the PSDSRA

Top stories in this newsletter (Helpful Hint: click the pictures to be taken to the articles/links)



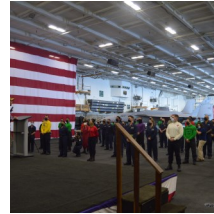
Thornberry: Final NDAA Bill Won't Be Ready Until After Election



Lack of U.S. Warship Repair Capacity Worrying Navy



Pre-pandemic, Navy shipyards have used excessive overtime while delays persist, GAO says



Esper: Unmanned Vessels Will Allow the Navy to



Check Out Our PSDSRA Member Features

Thornberry: Final NDAA Bill Won't Be Ready Until After Election



GWU Photo

"The final conference report on the Fiscal Year 2021 National Defense Authorization Act won't be ready until after the Nov. 3 election, the outgoing ranking member of the House Armed Services Committee said on Wednesday.

Rep. Mac Thornberry (R-Texas) said the conference report between the House and the Senate on the NDAA is likely to come out "pretty quickly" after the election, he said during a keynote at the Defense News conference.

While the two committees largely agreed on the major parts of the bill, both the Senate and House versions of the bill include language that would start the process of renaming installations and ships currently named after Confederate leaders, a stance that has prompted a veto threat from President Donald Trump."

In addition, the committees disagreed on the Pacific Deterrence Initiative."

Lack of U.S. Warship Repair Capacity Worrying Navy



US Navy Photo

"A deficit of ship repair capacity and an expected change in the Navy's needs for large combatants versus smaller ones may force the entire industry to rethink their roles in construction and maintenance work going forward, a panel of officials said this week.

The two halves of the Navy's Team Ships acknowledged that more companies would need to get involved in ship repair, and also that more companies getting involved on the construction side could cause hardship from some of the traditional shipbuilders that have spent years optimizing their yards to build large warships.

First, Rear Adm. Eric Ver Hage, the Commander of Navy Regional Maintenance Center (CNRMC) and Director of Surface Ship Maintenance and Modernization, said during the event that "we don't have enough (ship repair) capacity for peacetime," let alone to repair combat-damaged ships during wartime."

Even before pandemic, Navy shipyards have used excessive overtime while maintenance delays persist, GAO says



MCSN Ryan U. Kledzik

"About three-quarters of the maintenance needed to be completed on aircraft carriers and submarines had been running behind schedule at Navy shipyards before the pandemic was even on anyone's radar, according to a report this week from the U.S. Government Accountability Office. And that has led to excessive overtime.

... the accountability office found two main causes for the delays pre-pandemic. The shipyards often don't have enough people to perform the work and have unplanned work that pops up and gets in the way.

As a result, the report said, the Navy relies on high levels of overtime. All four of the shipyards had exceeded the maximum overtime rates for every year studied, the report said.

Naval Sea Systems Command had set the rate at a maximum of about 18% more hours than the standard 40-hour workweek, but actual overtime jumped up to nearly 45% in some cases. Shipyard officials told the GAO that production shop workers specifically work "well beyond their capacity."

Job Killer Legislation - Update and Tracking



Calchamber.com

Legislation to watch:

AB 196 (Lorena Gonzalez; D-San Diego) Establishes Costly “Conclusive Presumption” of Injury.

Status: 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. INACTIVE FILE on 9/1/2020)

Location: 8/31/2020-S. DEAD – SAC will no longer track this bill.

AB 398 (Chu; D-San Jose) Headcount Tax.

Status: 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. GOV. & F. on 7/1/2020)

Location: 8/31/2020-S. DEAD - SAC will no longer track this bill.

AB 664 (Cooper; D-Elk Grove) Establishes Costly “Conclusive Presumption” of Injury.

Status: 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. THIRD READING on 8/26/2020)

Location: 8/31/2020-S. DEAD - SAC will no longer track this bill.

AB 1253 (Santiago; D-Los Angeles) Massive Retroactive Tax Increase.

Status: 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. GOV. & F. on 7/27/2020)

Location: 8/31/2020-S. DEAD - SAC will no longer track this bill.

AB 2999 (Low; D-Campbell) New Protected Leave and Threat of Litigation.

Status: 8/18/2020-Failed Deadline pursuant to Rule 61(b)(13). (Last location was S. JUD. on 7/1/2020)

Location: 8/18/2020-S. DEAD - SAC will no longer track this bill.

AB 3216 (Kalra; D-San Jose) New COVID-19 Employment Leave Mandate.

Status: 8/31/2020-Senate amendments concurred in. To Engrossing and Enrolling.

Location: 8/31/2020-A. ENROLLMENT

SB 55 (Jackson; D-Santa Barbara) Expands CEQA’s Existing Requirements.

Status: 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was A. RLS. on 7/27/2020)

Location: 8/31/2020-A. DEAD - SAC will no longer track this bill.

SB 1383 (Jackson; D-Santa Barbara) Employees: Time Off.

Status: 9/8/2020-Enrolled and presented to the Governor at 2 p.m.

Location: 9/8/2020-S. ENROLLED

SB 1399 (Durazo; D-Los Angeles) Increased Costs and Liability on Employers.

Status: 8/31/2020-Failed Deadline pursuant to Rule 61(b)(18). (Last location was A. THIRD READING on 8/25/2020)

Location: 8/31/2020-A. DEAD - SAC will no longer track this bill.

AB 3030 (Karla; D-San Jose) Resource conservation: land and ocean conservation goals.

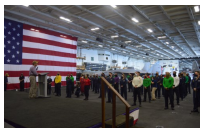
Status: 8/20/20- In committee: Held under submission.

Location: 8/20/20- In committee:

Proposition 13

Status: Will be on November ballot.

Esper: Unmanned Vessels Will Allow the Navy to Reach 355-Ship Fleet



USNI News Photo

“ABOARD AIRCRAFT CARRIER USS CARL VINSON, OFF THE COAST OF CALIFORNIA – Defense Secretary Mark Esper told sailors today that heavy investment in unmanned systems would be key to the Navy reaching 355 or more ships and having the lethality and survivability needed if a conflict were to break out with China.

Speaking aboard USS Carl Vinson (CVN-70) on Thursday morning, he told a few dozen sailors that “we’re investing a lot in unmanned vehicles, whether they are unmanned aircraft – and I see a vision of the future where every type of plane function that you see today on the deck would be, could be unmanned, should be unmanned. We need to have those capabilities.”

“Unmanned will enable us to grow the United States Navy well beyond 355 ships. It will add more lethality, survivability, capability, et cetera, to the United States Navy and indeed to the joint force,” he said during a question and answer session with the sailors. “So, we’re making all those investments; the research and development budget that we had [this fiscal year] is the largest in history. We’re very excited about that. We have to invest in the future.”

Though China is increasing the size of its fleet rapidly, Esper said that the number of ships and aircraft didn’t matter as much as the training and skillset of those who operate them, the tactics and the concepts that guide how they’re employed, and the integration of the joint force operating.”

A Virtual Ship Repair Association Meeting



US Navy Photo

On Friday August, 21st, the PSDSRA hosted a virtual Ship Repair Association meeting with RDML Ver Hage. This link will take you to the PSDRA website where you can see a distilled copy of the meeting notes taken by the SAC.

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Senators Clash Over \$8B Nuclear Security Admin Funding Holdover



"A group of senators pressed the head of the National Nuclear Security Administration on Thursday to explain why her agency carries over approximately \$8 billion in unspent funds year-over-year that lawmakers argued could be put toward building a second Virginia-class submarine next year.

Testifying before the Senate Armed Services Committee, NNSA Administrator Lisa Gordon-Hagerty defended her agency's carry-over, saying "it's obligated for this five-year spending plan" that includes rebuilding nuclear infrastructure at its laboratories and plants, treaty compliance, nuclear non-proliferation programs and modernizing four nuclear weapons systems.

Election Information



This link is provided as a resource to the membership to stay up to date on election information. This link includes information on Presidential, Congressional, State Legislature, and Local Government elections. As well as State ballot Measures, Election Dates, and FAQs.

About the SAC:

The Strategic Affairs Committee's charter is to monitor current events and news relevant to the Ship Repair Industry and provide the Association's board of directors with items of interest that may affect the industry and / or the membership. The information includes but is not limited to current events, geopolitical information, budget news, political information and upcoming legislation.



The PSDSRA's Facebook page is regularly updated with news, which is focused on, timely and relevant information of value to our members in the Maritime Industry. To view, like, and/or follow the PSDSRA's page, click the Facebook logo.

The SAC meets on the 3rd Tuesday of every month.

To join the Committee - Email kwilkinson@tecnicocorp.com and you'll be added to the committee distributions and invited to attend the meetings.

Current Active Committee Members include: Kyle Wilkinson, Derry Pence, Terry Buis, Marcel Becker, Kyle Clapp, Kelvan Hall, Michael Curtain, Michael Bice, Ed Zajonc, Michael Gonzales, Morgan Miller, Dante Sitta, Lorenzo Ramirez, and Patrick Mooney.

Members Featured



Prepared By:

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LEAD's Marine Workforce Division — Making a VITAL Difference

In its 10th year of business as a skilled trade national industrial and marine staffing organization, LEAD holds KEY traits which set us apart from all other shipyard and Marine staffing resources.

The large performance gap between LEAD and other workforce organizations is created by the outstanding Marine Division Team.....

- ➡ Led by tenured U.S. Naval Veteran
- ➡ As a Naval Gas Systems Mechanic, 2nd Class, Alan Biliti, now LEAD's Marine Sales & Recruiting Manager, has a unique perspective based on two shipyard avails within three years.
- ➡ During that time, Alan worked deeply within the activity of shipyard repair.

"LEAD's comprehensive understanding of the culture and dynamics of the shipyard industry, in conjunction with long-term direct staffing experience for naval construction, puts our Marine Division in quite a unique position: intimate understanding of what is required by the industry and tapping into that knowledge to uncover the right candidates for our clients." --Mark Curtiss, President

With the designation of OSHA 5402 – Maritime Industry Trainer, for 10- and 30-hour OSHA Safety Training, the leadership experience within LEAD's Marine Division has allowed us to be the workforce provider to three of the largest United States ship building organizations.



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LEAD's Mission

Markedly enhance the lives of our craft associates through the forming of alliances with safety focused, regional and national organizations. When skills are aligned to our respected employer partners, the lives of our craft associates are greatly enriched. LEAD, then, has contributed to a community environment positioned to thrive.

**For more information, please visit our website
www.LEADstaff.com**

Click [here](#) to learn more about Lead Staff and how they can support your team.



Capability Statement

Amee Bay is a small engineering & technical services firm capable of providing world-class & world-wide logistics, hull, mechanical, electrical, electronics & combat systems maintenance, repair & modification services.

Primary Customers

Southwest Regional Maintenance Center

- Combat Systems Fleet Tech Assist
- Prime Vendor Procurement Services

NAVWAR

- C4ISR Installation Support (DDG & CVN)

NSWC Philadelphia

- DDG-1000 Class High Voltage Systems Maintenance & Repair
- Alteration Installation Team
- In-Place Submarine Motor Generator Repair
- Dry Ice Ventilation Cleaning & Cryogenic Remediation
- Midlife Electrical Overhauls

USCG Surface Forces Logistics Center

- 399-ft WAGB Polar Star Electrical/ Refit
- 154-ft Fast Response Cutter Repairs
- 87-ft Coastal Patrol Boat Maintenance Availabilities
- 45-ft Response Boat-Medium Maintenance Availabilities
- 17-ft Cutter Boat-Medium Overhauls



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Core Competencies

Hull – Certified welding program, boat hull repairs, ship structural & piping mods

Mechanical – Diesel engines, waterjet overhauls, complete RHIB overhauls, pumps, alignments, habitability upgrades, HVAC, hydraulic systems

Electrical – Hi-voltage (4160V) & low voltage maintenance, repair, rewiring & installation, in-place submarine motor generator repair/rewind

Electronics – Full spectrum of marine electronics system maintenance, repair & installation

Combat Systems – Prime contractor for SWRMC Combat Systems Fleet Technical Assistance contract.

Dry ice blasting – Cryogenic vent/swbd cleaning & fire/flooding remediation

- ✓ ISO 9001:2015 Certified
- ✓ NAVSEA-Qualified Agreement for Boat Repair (ABR)
- ✓ NAVSEA-Approved QMS
- ✓ Certified ASNT NDT Level III Examiners and Inspectors
- ✓ Fully Qualified Navy Validator (FQNV) and NAVINTEL IA Trusted Agents IA implementations
- ✓ DoD Directive 8570.01-M Compliant Workforce
- ✓ Numerous Information Technology and Security Industry certifications
- ✓ Submarine Motor Generator (MG) Certified - Portsmouth Naval Shipyard
- ✓ NAVSEA-Approved Alteration Installation Team
- ✓ NAVSEA and American Bureau of Shipbuilding (ABS) approved welding procedures

A subsidiary of Three Saints Bay, LLC and owned by Old Harbor Native Corporation, Amee Bay is an Alaska Native Corporation (ANC)-owned, Small Disadvantaged Business (SDB), Minority Business Enterprise (MBE), 8(a) Program graduate.

Our Locations

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American Welding Society

About Us

Walashek Industrial & Marine, Inc. (WIM) was founded in 1986. During its history, WIM has earned a reputation for quality service at reasonable prices. The company has grown from an organization strictly specializing in boiler repair to one that presently provides a full range of ship repair and commercial construction services. The services regularly range from the repair and maintenance of stationary power plants and pressure vessels, to shipboard repairs of commercial and government vessels. WIM has experienced and qualified personnel with proven abilities to effectively manage projects of any size. WIM has expended its resources to qualify its fabrication and welding procedures with the regulatory agencies of the US Navy, USCG, ABS, and ASME. As a prime contractor, WIM provides first-class project management of its own resources as well as those of its team of qualified and experienced subcontractors.

WIM's corporate headquarters is in Norfolk, Virginia and has additional operations in California, Washington, Alabama & South Carolina.



VIRGINIA SHIP
REPAIR ASSOCIATION



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