

SAC NEWSLETTER



2.19.2021

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)



Countdown to Requirement to Certify to CMMC Interim Rule



Department of Navy Comptroller Harker to Serve as Acting SECNAV



Navy Taking Hard Look at Sustainment Costs, As New Projection Doubles Expected Long-Term Bill



Hampton Roads gets a bigger voice on a key defense panel



Check Out Our PSDSRA Member Features

Countdown to Requirement to Certify to CMMC Interim Rule



Contracts that contain the CMMC Interim Rule are being solicited now and the expectation is that these contracts will be awarded around May 1, 2021 with work commencing around June 1, 2021. This means that every contractor, prime or subcontractor, must be able to demonstrate that they have uploaded their assessment to NIST 800-171 to the Government's SPRS database. If the data is not in SPRS you will not be awarded a purchase order or contract to work on Navy ships. If you have not already begun to perform your assessment and are working towards uploading your data, you are strongly encouraged to get started now, you do not want to be left behind and find yourselves without work. - Contributed by Derry Pence. (President, PSDSRA)

Wittman: HASC Republicans Will Keep Up Push for Larger Navy



Rep. Rob Wittman (R-Va.)

“Republicans on the House Armed Services Committee will maintain their focus on building a larger Navy to counter China in the Indo-Pacific, the panel’s new number-two Republican, Rob Wittman, told USNI News.

Despite the support for more ships, service officials have spoken openly about the likelihood of flat or declining defense budgets in the coming years. Wittman said he and HASC Ranking Member Rep. Mike Rogers (R-Ala.) will push to maintain defense spending at current levels to pursue both modernization and increased readiness for the services.

Wittman, who also serves as the ranking member of the HASC seapower and projection forces subcommittee, said he spoke with Kathleen Hicks – Biden’s nominee to serve as the deputy defense secretary – about the Battle Force 2045 plan and the long-term shipbuilding blueprint.”

355 ship navy is a matter of policy. It’s non negotiable and must keep a Navy of at least that size. Planed decommissionings outpace the replacements, this is a topic of concern.

Navy Taking Hard Look at Sustainment Costs, As New Projection Doubles Expected Long-Term Bill



US NAVY PHOTO

“The Navy has long struggled to understand its sustainment costs and how they affect budget plans in the near- and long-term, but an intensive effort is underway to get a better grasp on where those costs are in the budget, who is responsible for paying them and how they affect future plans to grow the fleet.

The service created a Sustainment Program Baseline effort that’s in the early stages of trying to identify all the spending that goes into sustaining the ships, submarines, aircraft and other systems the Navy operates, Vice Adm. Michael Moran, the principal military deputy for the assistant secretary of the navy research, development and acquisition, said Wednesday. Without understanding what funding is required, the Navy can’t take steps to find savings or to ensure the most-needed readiness drivers are prioritized in future budgets, he said.

The need for this kind of effort was highlighted in the most recent long-range shipbuilding plan, which projects from Fiscal Year 2022 out through 2051.”

Familiar faces take gavels of defense panels



Leah Millis/AFP via Getty

“It’s official: Sen. Jack Reed, D-R.I., became chairman of the Senate Armed Services Committee on Wednesday as the Senate approved its power-sharing arrangement for the evenly split upper chamber.

The long-awaited deal was part of a wave of organizational moves in both chambers that saw some familiar figures like Reed in new roles and some new lawmakers added to the Armed Services committees. They further codify the new status quo in Congress since the Georgia runoff and general elections last year.

For defense appropriations, the biggest change has yet to be announced.”

Navy Hopes to Deploy its Early Razorback UUVs Soon Even As Development Continues on Updated Capability



US Navy photo

“The Navy plans to deploy the early models of its Razorback medium-sized unmanned underwater “as soon as we can” even as the service is in the midst of procuring an upgraded model.

The first version of the Razorback UUV was meant to be deployed and recovered from a submarine’s dry deck shelter, carrying with it environment-sensing payloads that could help submarines have eyes in more places underwater.

Those UUVs are delivering now, even as the Navy has already put out a request for proposals for the next iteration of the UUV that would be launched and recovered from a torpedo tube – meaning divers wouldn’t have to go out into the water to help get the unmanned craft started on a mission or bring it back into the sub afterwards.”

Bill would cut over 100,000 DoD jobs



(Alex Brandon/AP)

“New legislation would require the Department of Defense to cut its civilian workforce by 15 percent by 2025, a move that would result in the elimination of over 100,000 federal jobs based on current numbers.

The bill, introduced by Rep. Ken Calvert, R-Calif., Feb. 9 and titled the Rebalance for an Effective Defense Uniform and Civilian Employees Act, would enable the secretary of defense to use voluntary separation and early retirement incentives to encourage that reduction in the coming years.

But that voluntary grace period would be short lived, as the bill mandates that the secretary must initiate involuntary separations by October 2021 if the 15 percent reduction is not met voluntarily. The proposed legislation would only impact civilian employees, not uniformed service members.

According to Office of Personnel Management separation data, on average between 2015 and 2019, just under 82,000 employees left DoD jobs each year, meaning that a standard year’s departures without any new hires would not be enough to voluntarily have the agency meet the 15 percent reduction.

The American Federation of Government Employees said in a February 2019 letter opposing an earlier version of the bill that the civilian job reduction objectives not only ignored the cost of contractors when compared with DoD employees, but also ignored several more recent government and industry analyses that emphasized the importance of the current civilian workforce in accomplishing military objectives.

The bill is unlikely to gain White House support, as President Joe Biden has promised both before and after his inauguration to protect federal workers from the kinds of removals proposed under the Trump administration and to encourage more qualified personnel to start government jobs.”

Quick Link Resources Included for the Benefit of the Members



Contact Monica at
mpot@sandiegoshiprepair.com to advertise open positions on the PSDSRA Website



New workload forecasting charts from CNRMC are available



Register for NSRIC online



Tax information for businesses in COVID-19 Environment



SEDEF Guidance for facemasks while onboard Naval Installations

Hampton Roads gets a bigger voice on a key defense panel



MC2 Devin Langer/U.S. Navy

"Two Congressional neighbors from Hampton Roads -- Rep. Elaine Luria, D-Norfolk, and Rep. Rob Wittman, R-Westmoreland -- are taking on new leadership roles in a key defense policy panel.

Luria was elected vice chair of the House Armed Services Committee this week, while Wittman is stepping up to serve as the Republicans' No. 2 on the committee."

With both representatives having numerous constituents who work in the shipyards, this should turn out to be good news for ship repair industry.

Geurts Is Back; Now As Temp Navy Undersecretary



Breaking Defense Photo

"The Navy is bringing back James Geurts, its former acquisitions chief during the Trump Administration who led the change to modernize the force and keep shipyards open during the COVID pandemic. He will fill in as Navy undersecretary during the Pentagon's transition to the Biden team.

Speaking at the virtual Expeditionary Warfare conference on Tuesday, Acting Navy Secretary Thomas Harker said he expects the Biden administration's shipbuilding plans will come into focus in the coming days and weeks as new appointees begin entering the Pentagon.

In a statement, Acting Secretary of the Navy Thomas Harker said, "I've worked with Hondo for a number of years and know he will bring a wealth of insight and leadership derived from 34 years of DoD experience to this position. His stellar knowledge of acquisition efforts, experience driving positive change, and commitment to naval innovation will be a strong asset in this position, where he will continue to reinforce a clear understanding of the needs, requirements and capabilities of our Navy and Marine Corps."

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@delphinus.com and you'll be added to the committee distributions and meeting invitations.

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, Patrick Mooney, Ross Shook, and Desirée Waldon.

Members Featured



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Prism Maritime currently has over 350 employees of which approximately 300 are dedicated installation professionals who at this time are concurrently performing tasking on over 16 US Navy ships and submarines in various ports including Norfolk, VA; Pearl Harbor, HI; Groton, CT; Kings Bay, GA and San Diego CA. Our highly skilled, cross trained workforce maximizes the use of resources to minimize production cost and is augmented by a group of Program and Project Managers, Project Analysts, Schedulers, Material Specialists, and Financial Analysts. Prism provides system and equipment AIT installation services on various U.S. Navy vessels in accordance with the NSTS 9090-310 (series). Prism maintains a NAVSEA approved QMS and certified Welding Program. We are ISO-9001-2015 certified - Cert # 57491. Our reputation has been earned for our ability to deliver services on time, within budget and meeting customers quality expectations - and our CPARs prove it!



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Marine & Industrial
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WÄRTSILÄ DEFENSE, INC.

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Wärtsilä Defense, Inc. (WDI) has supplied innovative maritime systems, parts and services to the US Navy and Coast Guard for more than 35 years. We deliver and service a wide range of naval navigational and steering systems, shaft line components, seals and bearings, waterjets, engines and unmanned solutions.

GLOBAL SUPPORT, LOCAL SERVICE

- 3 facilities with nearly 150 employees
- 100 percent of the US Navy submarine propeller repair is performed by WDI
- First to introduce US Navy-approved axial water jets selected for US Navy Littoral Combat Ship Independence Class and Military Sealift Command's Joint High Speed Vessel
- Only NAVSEA-approved facility authorized to perform on-site repairs

WDI is one of the leading propeller repair facilities in the world with more than 500 years of combined propeller repair experience. Our team is strategically located to service both the East and West coasts.

Chesapeake, VA	Poulsbo, WA	San Diego, CA
44,260-square-foot facility	19,170-square-foot facility	9,400-square-foot facility
34 propeller repair technicians	11 propeller repair technicians	5 propeller repair technicians

CAPABILITIES

- Balance, dynamic and static
- CNC machining
- Decommissioning support
- Engineering services
- Eyebolt hole repair
- Hardware procurement
- Hub bore repair, welding, machining
- Lifting capacity: up to 110 tons
- NDT, including MT, PT, UT, VT
- Packaging and preservation
- Project management
- Propeller, rotor and impeller repairs
- Pump and assembly testing
- Reporting, certification and document review
- Spare parts and kitting
- Specialized tooling manufacturing and design
- Waterjet assembly, repair, integration

CERTIFICATIONS AND QUALIFICATIONS

- 9001:2015 - Quality
- 45001:2018 - Occupational Health and Safety
- 14001:2015 - Environmental
- NAVSEA-authorized propeller repair facility and coaling facility
- NAVSEA welding and work procedures
- ABS welding and work procedures
- LLoyd's Register certifications
- NAVSEA weld qualifications



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