

SAC NEWSLETTER



2.28.2022

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)



Biden signs stopgap funding bill with \$350 million for military's water contamination response in Hawaii



BAE's San Diego shipyard to get \$50 million in infrastructure improvements



The problems with the defense-industrial base aren't about the contractors



The United States must put the Navy first



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Biden signs stopgap funding bill with \$350 million for military's water contamination response in Hawaii



(U.S. Navy via AP)

"President Joe Biden on Friday (2/18/22) signed into law a stopgap funding bill to avert a federal shutdown that also provides the Pentagon some \$350 million to bolster its response to a contaminated drinking water emergency at a military installation in Hawaii.

The White House announced Biden had signed the short-term funding bill — known as a continuing resolution — Friday afternoon, one day after the Senate passed the legislation by a 65-27 vote. House lawmakers passed the measure Feb. 8.

Biden's signature ensured the government will remain funded through March 11, just hours before the last temporary spending measure that he signed into law Dec. 2 was set to expire. The new law provides funding largely at fiscal year 2021 spending levels, but lawmakers also included the new money to address the contamination crisis at the Navy's Red Hill Bulk Fuel Storage Facility at Joint Base Pearl-Harbor-Hickam.

The latest continuing resolution comes more than five months into fiscal year 2022, which began Oct. 1. It will give appropriators another three weeks to hammer out a final yearly spending bill after a six-month delay.

In a statement after the continuing resolution passed Thursday, Sen. Richard Shelby of Alabama, the top Republican on the Senate Appropriations Committee, said the stopgap measure would give appropriators needed "additional time to complete our work" finalizing a spending bill, which he insisted would be completed."

BAE's San Diego shipyard to get \$50 million in infrastructure improvements



Aerial shot of BAE Systems San Diego shipyard. (Credit: BAE Systems)

"On February 8, the Port of San Diego Commissioners unanimously agreed to allow BAE Systems' San Diego shipyard to take advantage of \$50 million worth of infrastructure improvements to begin later this year.

According to David Thomas, vice president and general manager at BAE Systems San Diego Ship Repair Inc., the improvements will support the yard's sustainability plans by reducing emissions. It will also help improve productivity and allow for larger ships to be serviced in the yard.

The problems with the defense-industrial base aren't about the contractors



(Andy Dunaway/USAF via Getty Images)

"The report released by the Pentagon this week, titled the "State of Competition within the Defense Industrial Base," tackles a serious subject that Defense News readers know is vital to national security. It is also a subject on which I have spent more than 40 years developing and implementing recommendations.

However, the report misses an important step by failing to articulate clearly the problems its recommendations are trying to fix. As a result, its recommendations cannot, by themselves, produce the results needed for better national defense.

Saying DoD needs "to spur increased competition" implies negative consequences from too little competition today, yet the report is based in part on a skewed view of limited data, including dollars awarded competitively.

The reality is there is already robust competition, with real national security benefits. The reality is also that defense-industrial base companies are as committed to DoD mission success as the forces they support, and they are in this business for the long run. For improvements that would help, let's look first at DoD's recommendations, then examine additional ones worth attention."

The United States must put the Navy first



(MC2 Austin Haist/U.S. Navy)

"As war in Ukraine ensues, land warfare is suddenly front and center again in discussions of U.S. national security.

But whatever happens in Ukraine, America's strategic imperative is at sea. A look at the U.S. Navy — or at a map — makes clear the United States must keep its focus squarely on maritime competition and conflict.

President Joe Biden's first defense budget, seeking \$740 billion for the Department of Defense, was business as usual. The department initially requested \$207 billion for the Navy (the Marine Corps included), \$204 billion for the Air Force, and \$174 billion for the Army — not quite the "rule of thirds," but close enough. But it's no longer time for business as usual.

Unfortunately, the United States Navy has, to put it starkly, squandered 40 years of peace. Faced with no major peer competitor for most of that period, a generation of civilian and uniformed Navy leadership indulged in transformational fantasies that yielded neither game-changing technologies nor affordable ships that could fight. The bill has now come due. The failures of the Littoral Combat Ship and DDG-1000 programs, and the serial overwork of an aircraft carrier fleet that may be en route to obsolescence, have yielded a shrinking and increasingly worn out fleet.

The time for temporizing is over. America's national interests, geography, and fiscal situation point to the urgent necessity for a new maritime strategy. War in Ukraine, should it come, must not disrupt this critical shift. If the Biden administration is committed to checking China's ambitions and preventing the rise of a hostile Pacific hegemon, it is running out of time to put the Navy first."

Sailors across Navy say they're undermanned, overworked and using 'Band Aids' to get underway



(Mark Lennihan/AP)

"Not enough time, not enough equipment, and not enough people. That is what the crews of over a dozen ships told investigators from the Government Accountability Office in a report on actions needed to improve Navy ship maintenance delivered earlier this month.

In addition to looking at maintenance data from the Navy, investigators also spoke to 107 members of the junior and senior enlisted crews of 16 ships from around the fleet. They included submarines, aircraft carriers, guided-missile cruisers and destroyers and dock landing ships. Their comments were corroborated by "having independent analysts compile notes from the meetings."

Sailors' comments painted a picture of a fleet that is overworked and understaffed. It's also been noticeably covered in rust lately. And the problem boils down to four areas of concern, according to the report: crew shortages, high operational tempo, limited maintenance training and shortages of parts and material. Many sailors also discussed difficulties in performing maintenance duties, and the generally low priority it was given.

For the sailors, the difficulties started with manpower. On one surface ship, the crew reported that six of the 13 positions in the ship's electronics division were unfilled. On another ship, the electronics division had been reduced from 28 to 11 personnel, with only eight crewmembers left who were fully qualified to perform maintenance tasks. One ship reported that its maintenance division was only at 40 percent of its optimal crewing level.

Long days, last-second workarounds, sifting through a parts list that contains 1,500 excess and obsolete items and being told, simply, to "get it done" are things that are certainly familiar to any service member. But this report describes a fleet with sailors seemingly stretched to their limits.

Chief of Naval Operations Adm. Michael Gilday told Task & Purpose he hadn't seen the GAO report but said "we're not ignoring maintenance."

"We've come from 7,700 delay days to just shy of 3,000 [in private shipyards], and my goal is to get to zero," Gilday said. "A lot of that is predicated on putting money against the problem instead of deferring the maintenance and walking away from it. So, some of those problems those GAO reports are looking [at] a year or two years back. I'm giving you data here and now. I'm putting money against the problem. I will tell you that maintenance is funded to executable levels, as are with respect to training steaming days and flying hours."

Quick Link Resources Included for the Benefit of the Members



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



Information on
CMMC 2.0



Email Monica to
RSVP for this
year's National
Ship Repair Indus-
try Conference



CalChamber 2022
Job Killer Legisla-
tion List



Cal/OSHA COVID-
19 Guidance and
Resources

PSDSRA Safety Committee Update to Membership



At the February 2022 Safety Committee Meeting, Capt Fink, SEA 00FS, discussed the plans for updating the 8010 Manual and the upcoming changes to the NAVSEA Standard Items. Capt Fink addressed the role of the SEA 00FS and that there will be additional changes to the NAVSEA 8010 Manual and this will result in additional changes to NAVSEA Standard Items 009-07, 009-08, and 009-74. The role of the Fire Safety Council was also discussed along with the training courses being developed for the Fire Safety Officers.

In addition, we have been approached by OSHA to enter into an Alliance with them. The purpose of the Alliance will be to promote safety within the workplace. OSHA is working on developing the documentation that will formalize the Alliance.

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.



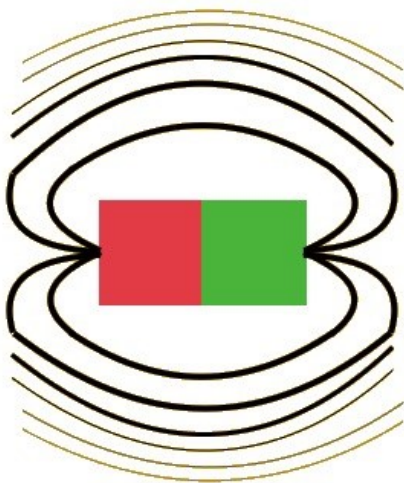
The PSDSRA's Facebook page is regularly updated with news, which is focused on, timely and relevant information of value to our members in the Maritime Industry. To view, like, and/or follow the PSDSRA's page, click the Facebook logo.

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, Morgan Miller, Lorenzo Ramirez, Patrick Mooney, Ross Shook, Desiree Waldon, David Widener, Chris Hill, and Dan Cummins.

Members Featured



Magnetic Wave
Discovery Democracy LLC



Prepared By:

Kyle Wilkinson—SAC Committee Chair

With contributions from: Derry Pence (President, San Diego Ship Repair Association)

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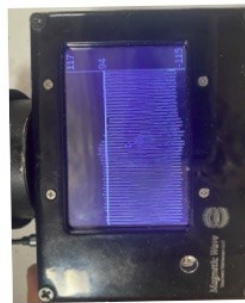
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- Rust removal
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- Condenser coil cleaning
- Water blasting & Hydro-blasting (including Ultra High Pressure)
- Temporary Services
- Sanitary Services
- Competent Person & Firewatch
- Covid cleaning/disinfecting

Overview of Action Cleaning Corporation & Technical Capabilities

Action Cleaning Corporation (ACC) is a Small Business centrally located near NASSCO, BAE Systems, and both Naval Base San Diego and Naval Station North Island. ACC has been in operation since 1982, specializing in Industrial and Marine Tank Cleaning aboard US Naval Ships home ported in San Diego. Since our inception we have strived to continually improve and expand our technical capabilities, and experience. Our current market focus is government sub-contracting to the Marine Industry and San Diego's Maintenance Industry. Our operation is currently expanding to other fields as the market is changing.

No job is too big or too small for ACC

What **we** do:

Your satisfaction is our primary objective. The staff at ACC is dedicated to facilitating the needs of our customers. Several of our management employees have nuclear or environmental backgrounds, and prior military experience, which we believe will facilitate our efforts towards the goal of providing the most up-to-date services to our customers.

Certifications

- Confined space entry
- Hazardous waste transporter
- Flammable and hazardous liquids over water transfer (Coast Guard approved)
- Rescue Team
- Self Contained Breathing Apparatus
- CA DTSC
- DOT Hazmat transporter