

SAC NEWSLETTER

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



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



Navy's 30-year shipbuilding plan offers three options to increase the size of the fleet



After a Decade of Debate, Cruisers Set to Exit Fleet in 5 Years



Navy's Proposed Fiscal Year 2023 Battle Force Ship Decommissionings



Congress Orders Pause on Second Frigate Shipyard Until Navy Proves Design



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Navy's 30-year shipbuilding plan offers three options to increase the size of the fleet



Navy Photo

"The Navy has unveiled its new 30-year shipbuilding plan, which offers three different proposals for building up the fleet — but only one carves a pathway to 355 ships, which has been the sea service's goal since 2016.

The proposals, which do not differ until fiscal 2028, offer two scenarios for procurement under "a budget with no real growth," while the third scenario provides options under an unconstrained budget.

The Navy would reach 316 ships by 2052 under the first plan, but would build nine more under the second, reaching 327 ships within the same time frame. In the unconstrained plan, the service would reach a fleet size of 367 ships in 2052 — crossing the 355-ship threshold in 2043. Although Navy officials believe the industrial base can support the third option, the report said no independent assessment has been conducted yet.

The Navy provided multiple scenarios that take into account some of the ambiguity regarding a hybrid force of manned and unmanned vessels and the resulting technical questions that remain unknown, Conn said. Once those answers are nailed down, the ranges will become more definite.

Some lawmakers have cautioned that they will challenge the proposal. Members of Congress have frequently criticized the Navy not only for failing to expand the fleet to counter China's growing power but also for a lack of maritime strategy. The legislative branch is not expected to get on board with the Biden administration's FY23 proposal to decommission 24 ships.

"President Biden's shipbuilding plan is a blueprint for American weakness," said Sen. Roger Wicker, R-Miss., in a statement. "For years, our Navy fleet has suffered from underinvestment and a lack of planning to meet our nation's 355-ship requirement. President Biden's plan would worsen this trend by ending the production of critical ships early, without a plan to replace their capabilities."

"If the President will not help us get there, Congress must step in and do the job ourselves," Wicker said. "We cannot afford to surrender naval superiority to our adversaries."

After a Decade of Debate, Cruisers Set to Exit Fleet in 5 Years



USS Vicksburg (CG-69) getting repaired at BAE Systems Norfolk Ship Repair, Va., on April 8, 2022. Christopher P. Cavas

"...the Navy wants to abandon CG modernization as part of a wide-ranging cut of legacy platforms the service says cost too much to fix and maintain. In the next five years, the Navy plans to shed its entire cruiser force, including the ships part of the ongoing modernization program, according to the long-range shipbuilding plan released this week.

Should Congress allow the Navy to move forward with its plan, the service would decommission 10 cruisers in two years, bringing the cruiser inventory down from 22 ships to 12 by the end of Fiscal Year 2023.

The Navy's proposal is expected to continue years of debate between the service and Congress, as lawmakers have repeatedly criticized the Navy's push to get rid of the cruisers without a platform to replace them.

The Navy's current plan is to replace the cruisers with the upcoming Flight III Arleigh Burke-class destroyers. The first Flight III, Jack Lucas (DDG-125), is set to commission next year. The destroyers will enter service at a rate far slower than the cruisers are leaving.

None of the ships inducted into the cruiser modernization program have returned to service. Two, Hue City and Anzio, are already slated for decommissioning this year and are in such poor condition the Navy determined they're no longer worth repairing."

Navy's Proposed Fiscal Year 2023 Battle Force Ship Decommissionings



The chart on the right is a list of 24 ships the Navy has proposed to decommission as part of its Fiscal Year 2023 budget request.

Ship	Homeport	Commissioning Date
USS Bunker Hill (CG-52)	San Diego, Calif.	Sept. 20, 1988
USS Mobile Bay (CG-53)	San Diego, Calif.	Feb. 21, 1987
USS San Jacinto	Norfolk, Va.	Jan. 23, 1988
USS Lake Champlain (CG-57)	San Diego, Calif.	Aug. 12, 1988
USS Vicksburg (CG-69)	Mayport, Fla.	Nov. 14, 1992
USS Germantown (LSD-42)	San Diego, Calif.	Feb. 8, 1986
USS Gunston Hall (LSD-44)	Norfolk, Va.	April 22, 1989
USS Tortuga (LSD-46)	Norfolk, Va.	Nov. 17, 1990
USS Ashland (LSD-48)	Sasebo, Japan	May 9, 1992
USS Fort Worth (LCS-3)	San Diego, Calif.	Sept. 22, 2012
USS Milwaukee (LCS-5)	Mayport, Fla.	Nov. 21, 2015
USS Detroit (LCS-7)	Mayport, Fla.	Oct. 22, 2016
USS Little Rock (LCS-9)	Mayport, Fla.	Dec. 16, 2017
USS Sioux City (LCS-11)	Mayport, Fla.	Nov. 17, 2018
USS Wichita (LCS-13)	Mayport, Fla.	Jan. 12, 2019
USS Billings (LCS-15)	Mayport, Fla.	Aug. 3, 2019
USS Indianapolis (LCS-17)	Mayport, Fla.	Oct. 26, 2019
USS St. Louis (LCS-19)	Mayport, Fla.	Aug. 8, 2020
USS Chicago (SSN-721)	Pearl Harbor, Hawaii	Sept. 27, 1986
USS Key West (SSN-722)	Guam	Sept. 12, 1987
USNS John Lenthall (TAO-189)	Atlantic Fleet	June 25, 1987
USNS Diehl (TAO-193)	Pacific Fleet	Sept. 13, 1988
USNS Montford Point (ESD-1)	N/A	May 14, 2013
USNS John Glenn (ESD-2)	N/A	March 12, 2014

Quick Link Resources Included for the Benefit of the Members



Contact Monica at
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advertise open
positions on the
PSDSRA Website



Information on
CMMC 2.0



APCD Welding
Operations Infor-
mation.



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tion List



Cal/OSHA COVID-
19 Guidance and
Resources

NOTES FROM THE PRESIDENT

WRITTEN BY: DERRY PENCE



On May 18th, we will be having our monthly Membership Luncheon at the Anchors Catering and Convention Center. We will be hosting Chancellor Tzomes, who will be giving a presentation on Diversity, Equity, and Inclusion. This is a highly relevant topic and Mr. Tzomes is recognized for his expertise in this area. We look forward to your attendance.

On April 20th, the San Diego County APCD held a workshop to discuss the potential for issuing permits for welding. We have put the link to the recording of the meeting on our website. If you do welding at your facility, you need to watch the recording and research the information on the APCD website. You are encouraged to provide feedback to the APCD.

The Navy has a number of initiatives that they are pursuing and all of them are focused on reducing lost operational days for the ships. While there has been an improvement in reducing the lost operational days, there is still a lot to do. While we cannot change the processes employed by the Navy, we can certainly provide feedback on where the roadblocks are to improving on-time delivery. If you have lessons learned or suggestions for improvement please provide them to the PSDSRA.

We all need to remember that when working on the Naval Base San Diego, we follow all of the guidance that has been provided. This includes ensuring that our employees are not parking in unauthorized spaces. That there is proper containment on all items on the piers. That vehicles are not being parked on the pier and being left unattended. Ships in a maintenance availability must have a second brow. This means that pier space will be impacted. If you have suggestions on how the available pier space can be utilized more efficiently, please let us know.

The Environmental Committee had a presentation on diesel particulate matter and the rules that are in place today to reduce those emissions at their April Meeting. The Port of San Diego, in their MCAS, and the AB617 Steering Committee have both placed an emphasis on the reduction of diesel particulate matter. If your company is actively working towards improving your environmental practices please share them with the Environmental Committee. As noted above the APCD is pursuing requiring permits for welding, the Environmental Committee is actively working to provide feedback to the APCD. You can assist by attending the Environmental Committee meetings. The IEA Conference will be held on June 2nd and 3rd – you are encouraged to attend, good speakers and good information.

Fire safety is one of the focuses of the Safety Committee. The Navy is engaged in rewriting the 8010 Manual. While this document does not directly impact industry, the changes to NAVSEA Standard Items will. The Safety Committee is staying engaged to make sure that what is implemented makes sense. At the May meeting, our guest will be the Regional Director for OSHA, everyone is encouraged to attend, this meeting will be well worth your while.

The QA Committee, at the March and April meetings, have had discussions with SWRMC QA about the use of design memorandums in the specifications vice having the contractor develop a PCP. While the effort to use design memorandums is in beginning stages, there appears reason for optimism.

The Security Committee has been re-established and have had several good meetings with Naval Base San Diego and SWRMC about DBIDS and the process that is in place. All parties have demonstrated that making the process for issuing a credential more efficient is the focus of everyone. The Committee welcomes everyone to the meetings, we are looking for all of the ideas on how to streamline the process. The Security Committee is also working to promulgate the latest information about the DOD Cybersecurity program and what industry will be required to do to satisfy the Navy that they are compliant.

The Workforce Development Committee is up and running. A partnership has been established with the East County Adult Education Center. The initial focus is on developing the curriculum for an "Introduction to the Maritime Industry" course. The goal is to deliver the initial offering of the course in June. The Committee could use your help. Do you have courses that you are using today to train your employees that you would be willing to share with the Association? If so, please contact Brandon Haley (Committee Chair) or myself. We are also looking for certified instructors or personnel who would like to become certified instructors.

The Strategic Affairs Committee did an outstanding job prior to NSRIC of preparing talking points for use during the "Hill Crawl" at NSRIC. While this year's "Hill Crawl" was not completely in person, the Committee was able to brief all of the San Diego area Representative staffs along with the staffs of both California Senators. In the coming months, the Committee will be working to collect information on all of the Congressional candidates and state and local offices that are of interest to our industry. The Committee will be striving to provide the best information on the candidates and which ones can be considered "friends" of our industry.

Congress Orders Pause on Second Frigate Shipyard Until Navy Proves Design



Fincantieri Image

"The Navy is dialing back its planned build rate for the Constellation-class guided-missile frigates (FFG-62) following a congressional mandate for the service to reduce risk in the design, according to language in the recently completed Fiscal Year 2022 appropriations bill.

Based on the last complete 30-year shipbuilding plan the Navy issued with the FY 2021 budget request, the service was set to start a two-per-year production schedule in FY 2023 with a second shipyard to build the 7,300-ton frigate based on the FREMM multi-mission frigate in use with the French and Italian navies. Fincantieri Marinette Marine is currently building the Constellation-class in its Wisconsin shipyard.

"While the [frigate] is based on a proven hull design and mature shipboard technologies, it remains a new class and the Navy and the shipbuilding industrial base have had past production challenges in managing costs, technical concurrency, design changes and schedule of lead ships of a class," reads language from the FY 2022 appropriations law. "There is concern that prematurely adding a second [frigate] shipyard before the first shipyard has identified and corrected technical and production issues will inject unneeded risk and complexity into the program."

The FY 2022 law mandates that "prior to award of a contract for second [frigate] shipyard, the agreement directs the Navy to prioritize the following objectives: technology maturation and risk reduction for critical shipboard components; major systems integration; full ship technical data package creation; and successful operationally realistic testing for the first ship. The agreement further directs the Secretary of the Navy to submit a report 90 days prior to awarding a contract for the second [frigate] shipyard to the congressional defense committees outlining the acquisition strategy for achieving the full frigate program of record and meeting these technology maturation and risk reduction objectives."

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 Hil, Dan Cummins, Michael Gonzales, Dante Sitta, Charnel Kirkpatrick, and Michelle Walker.

Members Featured



Prepared By:

Kyle Wilkinson — SAC Committee Chair
With Contributions from Derry Pence — PSDSRA President

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Marine Specialty Painting (MSP) was established in 2003 as a Disabled Veteran - Owned small business. Owner, AJ Marchigiani proudly served in the United States Navy and saw an opportunity to continue his passion for supporting the military.

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