



The U.S. Navy's Military Sealift Command

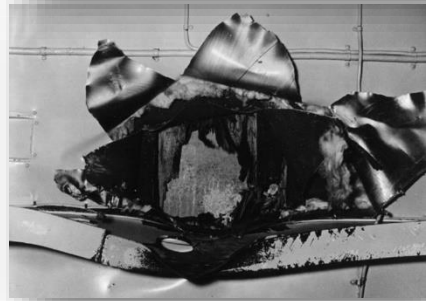
Virginia Ship Repair Association Luncheon

Portsmouth, VA
17 July 2018

RADM Dee L. Mewbourne
Commander, Military Sealift Command

The overall classification of this brief is UNCLASSIFIED

“It Can be Done!”



USS YORKTOWN Damage Report:
551-pound bomb plunged through flight deck 15 feet inboard of island:

- Bomb penetrated fifty feet into the ship before exploding above the forward engine room.
- Six compartments destroyed.
- Lighting system destroyed on three decks across 24 frames.
- Gears controlling the No.2 elevator were damaged.
- Lost radar and refrigeration system.
- Near miss bombs opened seams from frames 100 to 130.
- Fuel-oil compartments ruptured.

ESTIMATED REPAIR TIME: 90 DAYS

“We must have this ship back in three days.”

-- Adm. Chester W. Nimitz, Commander in Chief Pacific Fleet

An Exponential Maritime Environment

ADAPTED TO THE OPERATIONAL ENVIRONMENT



Global Force Presence

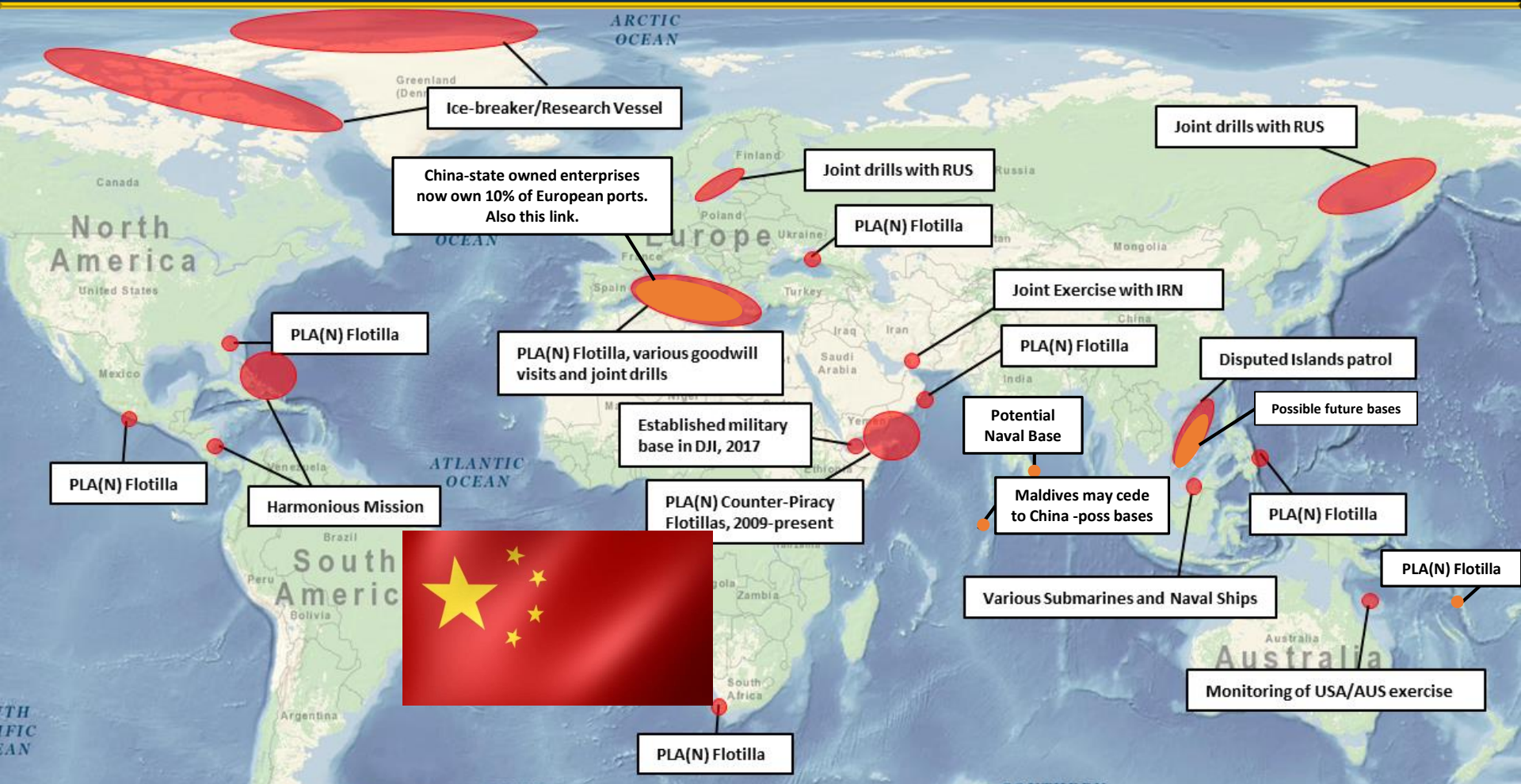


“Control of the sea, by maritime commerce and naval supremacy together, means predominant influence in the world.”

-- Alfred Thayer Mahan

Global Force Requires Global Presence

PLA(N) Global Force Disposition



“We should enhance our capacity for exploiting marine resources... resolutely safeguard China’s maritime rights and interests, and build China into a maritime power.”

-- 2012 Chairman of Communist Party, Hu Jintao

Global Force Requires Global Presence

The Competition is Thinking Differently



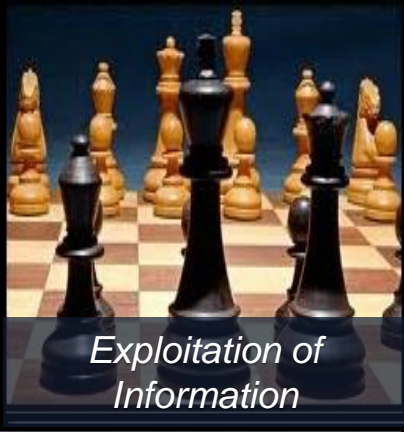
Increasing Importance of Space and Cyber



Proliferation of WMD



A2/AD Threats



Exploitation of Information



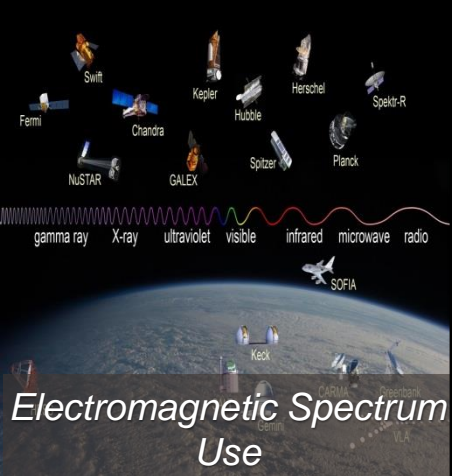
Asymmetric Use of Social Media



Expansion



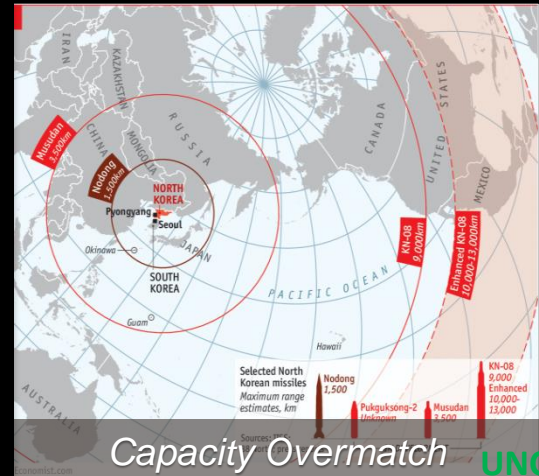
Persistent ISR



Electromagnetic Spectrum Use



Increased Lethality



Capacity Overmatch



Capitalizing on Popular Perceptions

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Avoiding a Capability Gap

Training Wholeness

- ✓ Increased Manning
- ✓ Modified Ops Course
- ✓ Leadership Academy
- ✓ Outreach w/ Union & Maritime Schools
- Readiness Manual
- Afloat Tactical Trng.
- Fleet Training Division
- Integrated Fleet Trng.

Holistic Readiness

- ✓ Materiel Observation
- ✓ Predictive Readiness
- ✓ Expanded Inspections
- ✓ Increased Utilization
- Digital Twin Pilot
- M&R Wholeness
- Readiness Reporting
- Fleet Certification

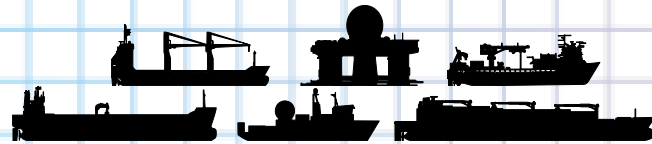
Capability Alignment

- ✓ Operationalize HQ
- ✓ HQ Unification
- ✓ POM Org & Process
- ✓ Contested Environment WG
- ✓ Op Flexibility CFT
- ✓ C4I "Thinline"
- ✓ CPI & ISO 9001:15
- SSO Revitalization
- Mil-to-Mariner

Experiential Learning

- ✓ Experimentation
- ✓ Demonstrations
- ✓ Wargames
- ✓ CONOPS
- ✓ Exercises
- ✓ TALUGA Group

Capability



Assured Logistics

Near-Peer / Asymmetric

Potential Capability Gap

2010

2018

Time

Platforms

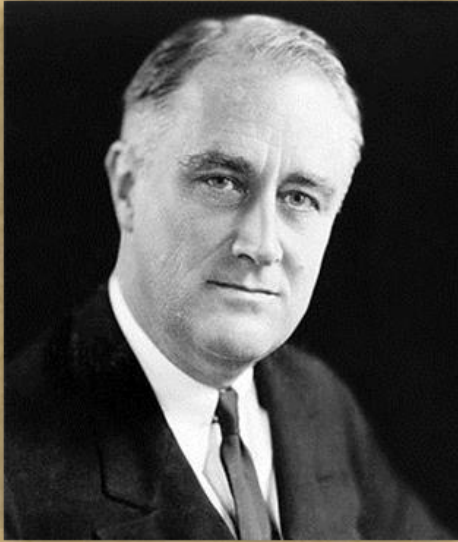
People

Partners

Processes

We must "Bend The Curve" of capability

How Can the Ship Repair Industry “Bend the Curve?”



“Powerful enemies must be out-fought and out-produced. It is not enough to turn out just a few more planes, a few more tanks, a few more guns, a few more ships than can be turned out by our enemies. We must out-produce them overwhelmingly, so that there can be no question of our ability to provide a crushing superiority of equipment in any theatre of the world war.”

-- President Franklin D. Roosevelt



Unassailable Supply Chain



Capacity for **Rapid Expansion**



Unwavering Partnerships



Culture Focused on Advancing Capabilities



Impenetrable Cyber Networks

MSC 2029



Combat Logistics Force

Sustain our Navy at and from the sea



Service & Command Support

Provide towing, rescue/salvage, hospital ships, and command and control platforms



Special Mission

Support oceanography, underwater surveillance, missile tracking, submarine, and special warfare



Prepositioning

Preposition combat cargo around the world



Sealift

Move military equipment and supplies

Total ships / M&R budgets today

29
\$267M

25
\$151M

24
\$54M

29
\$86M

30
\$81M

...in 2029

32

32

25

33

32

Proportional growth in M&R capacity will be needed to meet demand.



UNITED WE SAIL

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Operating in a Contested Environment

Low

Contested Environment

High

- Threat Analysis
- Capital Improvements
- Holistic Readiness
- Training Wholeness
- Industry Awareness
- Strategic Partnerships
- "Operationalize"
- Cyber Hardening
- Mariner Resiliency/Depth
- Military Planning

- Formation Skills
- Parts Inventory
- OPCON C2
- Counter-ISR
- Counter-Detection
- Counter-Targeting
- SLOC Defense
- Navy/Joint Interoperability
- Assured Communications

- Mission Assurance
- Cyber Resiliency
- Survivability
- Repair Damaged Ships
- Personnel Recovery
- Personnel Treatment
- Reset "In Stride"

Surge Sealift/RRF



VISA/MSP



Commercial Base



- Submarines
- Surface Ships
- Aircraft
- Maritime ISR
- Space-based ISR
- Torpedoes
- Anti-Ship Cruise Missiles
- Ballistic Missiles
- Cyber Attack
- Jamming

"History does not long entrust the care of freedom to the weak or the timid."

-- President Dwight D. Eisenhower

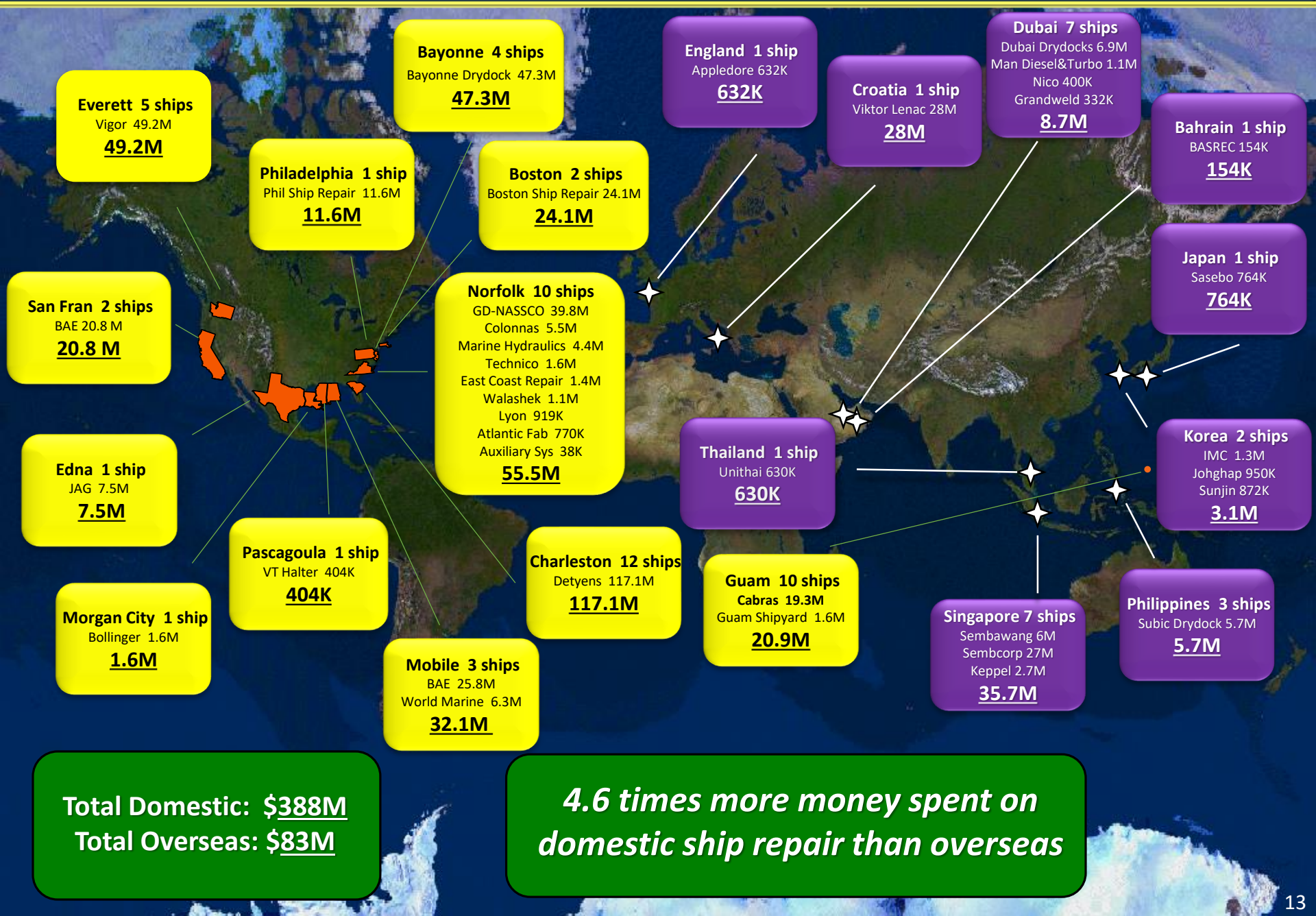
CY2017 Major Shipyard Availabilities



Total Domestic: \$565M
Total Overseas: \$77.5M

7.2 times more money spent on domestic ship repair than overseas

CY2016 Major Shipyard Availabilities



Total Domestic: \$388M
Total Overseas: \$83M

4.6 times more money spent on domestic ship repair than overseas

Title 10 Exemption

Small Business

Additions
&
Deletions

Legal
Review

MSC
Commander
Notify
ASN

ASN
Release
List



DEPARTMENT OF THE NAVY
COMBANDANT MILITARY SHIP OPERATIONS
SOUTH MILITARY DISTRICT

RTIC
SEC 210E 2A1
1 Jan 18

From: ComNavOps, Military Ship Operations, Development and Acquisition
To: Assistant Secretary of the Navy (Research, Development and Acquisition)

Subj: CONTRACT, REPAIR, AND MAINTENANCE OF MILITARY SHIP LIFE
COMMAND YTSR&N FT0601X (HPF4408)

Ref: (a) ASN (756A) memo of 13 Sep 15
(b) U.S.C. 210
(c) COMSEC to RTIC for PROBE of 6 December 17

1. The reference (a) RTIC letter serves as notification for Military Ship Command (MSC) that updated the list of ships considered to be transported overseas for the purpose of foreigning will include only 30 ships in total. The list of ships is attached for all records under the jurisdiction of the Secretary of the Navy interpreted in the United States of Guam.

2. This notice includes the list that MSC continues to review and modify for the list of forward deployed United States Navy Ship (USNS) vessels as appropriate. Based on the most recent review, the list of USNS vessels is revised by adding USNS ROBIN (T-ESD 30) to the list.

3. Below is a review list of vessels considered to be transported overseas. These ships will remain overseas for periods exceeding one year and therefore are subject to the requirements of reference (c). This order supersedes A-1000-01, which is hereby cancelled.

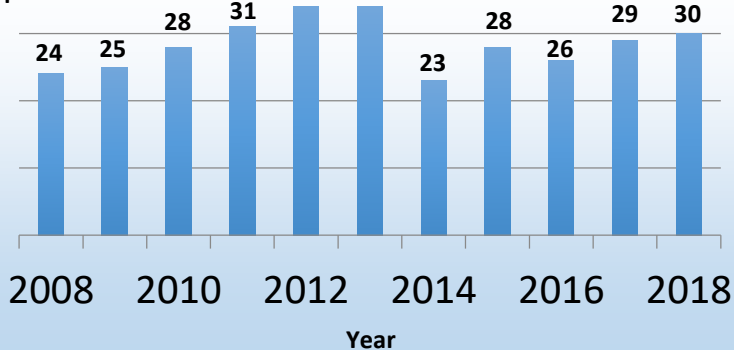
- USNS PROCTER (T-ESD 30)
- USNS MONTGOMERY (T-ESD 31)
- USNS PAT - BOSTON (T-ESD 32)
- USNS TANTON (T-ESD 33)
- USNS BUNDECK (T-ESD 34)
- USNS CARSON (T-ESD 35)
- USNS MONTGOMERY (T-ESD 36)
- USNS ROBIN (T-ESD 37)
- USNS ALAN (T-ESD 38)
- USNS VANCE (T-ESD 39)
- USNS EAST LAMAR
- USNS INDIAN (T-ESD 40)
- USNS HOWARD (T-ESD 41)
- USNS YORK (T-ESD 42)
- USNS ABLE (T-ESD 43)
- USNS PROCTER (T-ESD 44)
- USNS TOTAL (T-ESD 45)

30 Ships

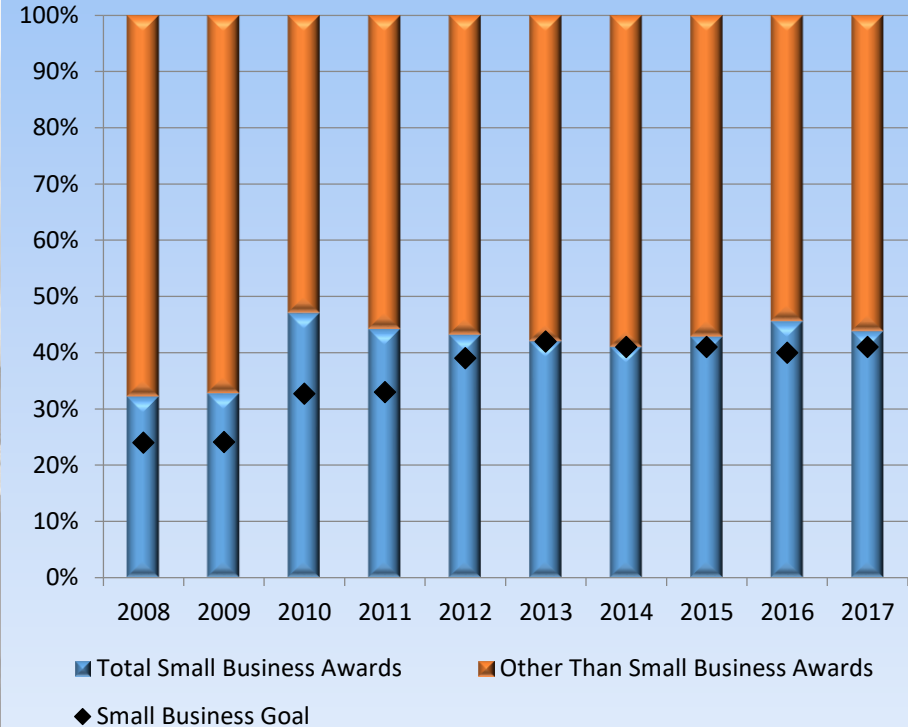
- 5 T-AO
- 2 T-ESD
- 7 T-EPF/HST
- 9 T-AGS/AGOS
- 2 T-AGM
- 2 T-ATF/ARS
- 3 Other

- Operational environment requires presence
- Type/Quantity of ships determined by missions
- No more “hubbed” ships than needed

Ships



Total Small Business Awards



Small Business Set-Aside

- 10-yr average: 35%
- Uphold FAR/DFAR
- Opportunity for large/small cooperation

Projected Maintenance Availabilities

<u>Ship Type</u>	<u>#Availabilities</u>	<u>Maintenance Type</u>	<u>Time Frame</u>
Fleet Oiler (T-AO)	34 53	ROH/DD MTA	Jan 18 – Dec 23
Dry Cargo/Ammo (T-AKE)	29 23	ROH/DD MTA	Jan 18 – Dec 23
Fast Combat Spt (T-AOE)	4 4	ROH/DD MTA	Jan 18 – Dec 23
Rescue & Salvage (T-ARS)	4 3	ROH/DD MTA	Jan 18 – Dec 23
Fleet Ocean Tug (T-ATF)	3 0	ROH/DD MTA	Jan 18 – Dec 23

Timeframe is Jan 2018– Dec 2023

NOTE: All are subject to change due to mission/tasking requirements.

MTA = Mid-Term Availability

ROH = Regular Overhaul

DD = Drydocking

Projected Maintenance Availabilities

Ship Type	#Availabilities	Maintenance Type	Time Frame
Hospital (T-AH)	0	ROH/DD	Jan 18 – Dec 23
	5	MTA	
Cable Laying (T-ARC)	2	ROH/DD	Jan 18 – Dec 23
	1	MTA	
Fast Transport (T-EPF)	34	DD/PSA	Jan 18 – Dec 23
Sea Base (T-ESB)	1	PSA	Jan 18 – Dec 23
	3	ROH/DD	
	1	MTA	
Ocean Survey (T-AGS)	4	ROH/DD/PSA	Jan 18 – Dec 23

Timeframe is Jan 2018– Dec 2023

NOTE: All are subject to change due to mission/tasking requirements.

MTA = Mid-Term Availability ROH = Regular Overhaul DD = Drydocking
 PSA = Post Shakedown Availability

Projected Maintenance Availabilities

<u>Ship Type</u>	<u>#Availabilities</u>	<u>Maintenance Type</u>	<u>Time Frame</u>
Missile Instru. (T-AGM)	1	ROH/DD	Jan 18 – Dec 23
Command (LCC)	3	ROH/DD	Jan 18 – Dec 23
	1	MTA	
Sub Tender (AS)	2	ROH/DD	Jan 18 – Dec 23
	1	MTA	
Prepositioning			
T-AKR/T-AK/T-ESD	11	DD	Jan 18 – Dec 23
HST	5	DD	
Surge/Sealift			
T-AKR/T-AK	0	DD	Jan 18 – Dec 23

Timeframes are Jan 2018 – Dec 2023

NOTE: All are subject to change due to mission/tasking requirements.

MTA = Mid-Term Availability ROH = Regular Overhaul DD = Drydocking

Maintenance Plans (GO/GO)

(Government-Owned/Government-Operated)

Our standard logistics ship overhaul cycle includes:

Drydocking Availabilities every 2.5 years (45-60 days)

Mid-term Availabilities every 18 months (30-45 days)

Quarterly Voyage Repair periods (2 weeks pier-side)

Inspections and Surveys at regular intervals:

Continuous ABS surveys (5-year cycle)

Annual USCG inspections

Ship Material Assessment and Readiness Testing
(every 5 years by MSC engineers)

Annual Safety Management and Environmental Audits

Continuous maintenance pier-side whenever practical

Note: High-Speed Vessels require annual dry-docking

Maintenance Plans (GO/CO)

(Government-Owned/Contractor-Operated)

Overhauls:

Full Operating Status ships – Drydocking Availabilities:*

Every 5 years (45-60 days) with underwater inspections at 2.5 years

Every 3 years to support sponsor cargo requirements

Every 2.5 years for CONUS 30-month cargo maintenance

Reduced Operating Status ships – Drydocking Availabilities:

Every 5 years (45-60 days) ABS waiver of mid-term drydocking

Inspections and Surveys at regular intervals:

ABS surveys:

- Continuous 5-year cycle
- Annual USCG inspections
- Annual Internal Safety Management System audits:
 - 30-month ABS/USCG

Continuous maintenance pier-side whenever practical

Third Party Regulatory Picture

- Maintain and operate our ships to commercial standards
- **American Bureau of Shipping classification**
 - Standards for hull, machinery, electrical, and structural design, maintenance and repair
- **United States Coast Guard**
 - Provides criteria for the design, operation, inspection and maintenance of commercial ships
 - Focuses primarily on safety of life at sea and material condition of ships
- **Most new construction ships built to these standards**
 - Navy transfers are classed using ABS rules