Ship Repair Industry Day

Military Sealift Command, Office of Counsel

Controlled by: Department of the Navy
Controlled by: MSC N10
CUI Category: None
Limited Dissemination Control: None
POC: john.d.hartzell.civ@us.navy.mil

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- Controlled CUI Information (CUI) (including proprietary and source selection information) may be discussed and should not be disclosed outside this forum.
- Printed information discussed may not be disseminated outside government and MSC federal contractors contracting with MSC on subject contracts
- Within the confines of this meeting, information discussed is open forum; i.e, no discussions will be considered “offline,” private, or confidential
- Fair and equal treatment for all industry partners
- No discussions about contract administration (including disputes, REAs, claims, or litigation), internal current or future procurement actions
- Per Procurement Integrity rules, only a warranted contracting officer may bind the Government, or take procurement actions (none of that happens today)
- Contractor gifts or mementos (solicitations prohibited; closely regulated; best to avoid)
- Conflict of interest awareness and Post Government Employment restrictions for former military and government employees
- Golden Rule is “Avoid even the appearance of impropriety”

Agenda (16 Jan 2025)

- 0800-0830: Registration
- 0830-0845: MSC Counsel (Mr. Patrick Mayette)
- 0845-0900: Welcome / Introduction (Mr. Steve Cade / Mr. Tom Kiss)
- 0900-0945: DSM Topics (Neil Lichtenstein)
- 0945-1000: Break
- 1000-1100: MSC Comptroller Topics (Gary Glover)
- 1100-1130: MSC Small Business (Jackie Alford / Shaquanda Williams)
- 1130-1230: Lunch
- 1230-1400: Contracting and Engineering Topics (Joe Martin / Chris Velzis)
- 1400-1415: Break
- 1415-1445: Update on MSC SWI 016 Firefighting and Safety Requirements
- 1445-1515: Open Discussion / Q&A
- 1515-1530: Wrap-up

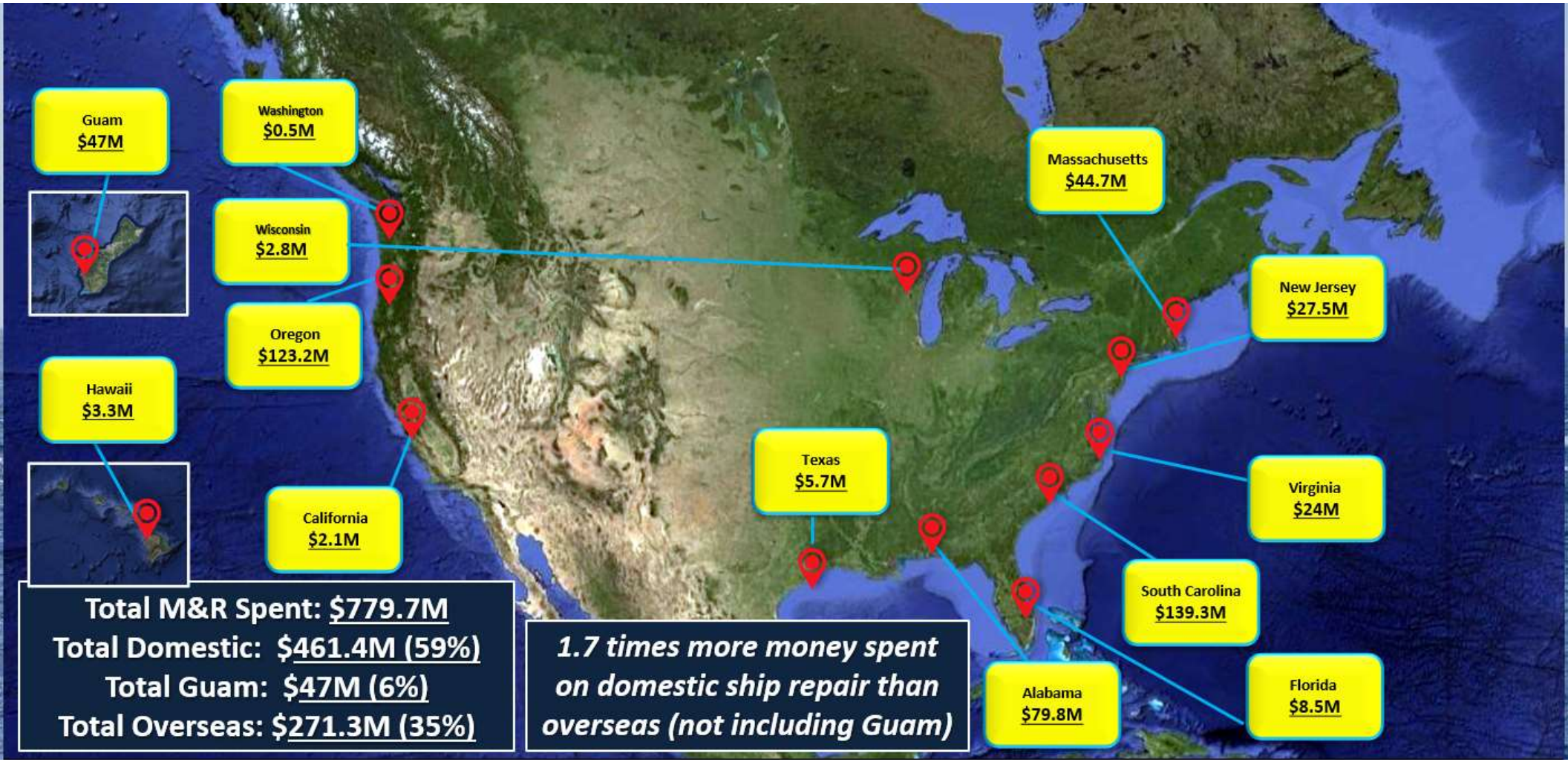
Welcome / Introductions

(Mr. Steve Cade / Mr. Tom Kiss)

DSM Topics

(Neil Lichtenstein)

FY24 Maintenance and Repair (ROH/MTA/PSA/VRA)



FY 25-28 2nd Fleet Shipyard Loading

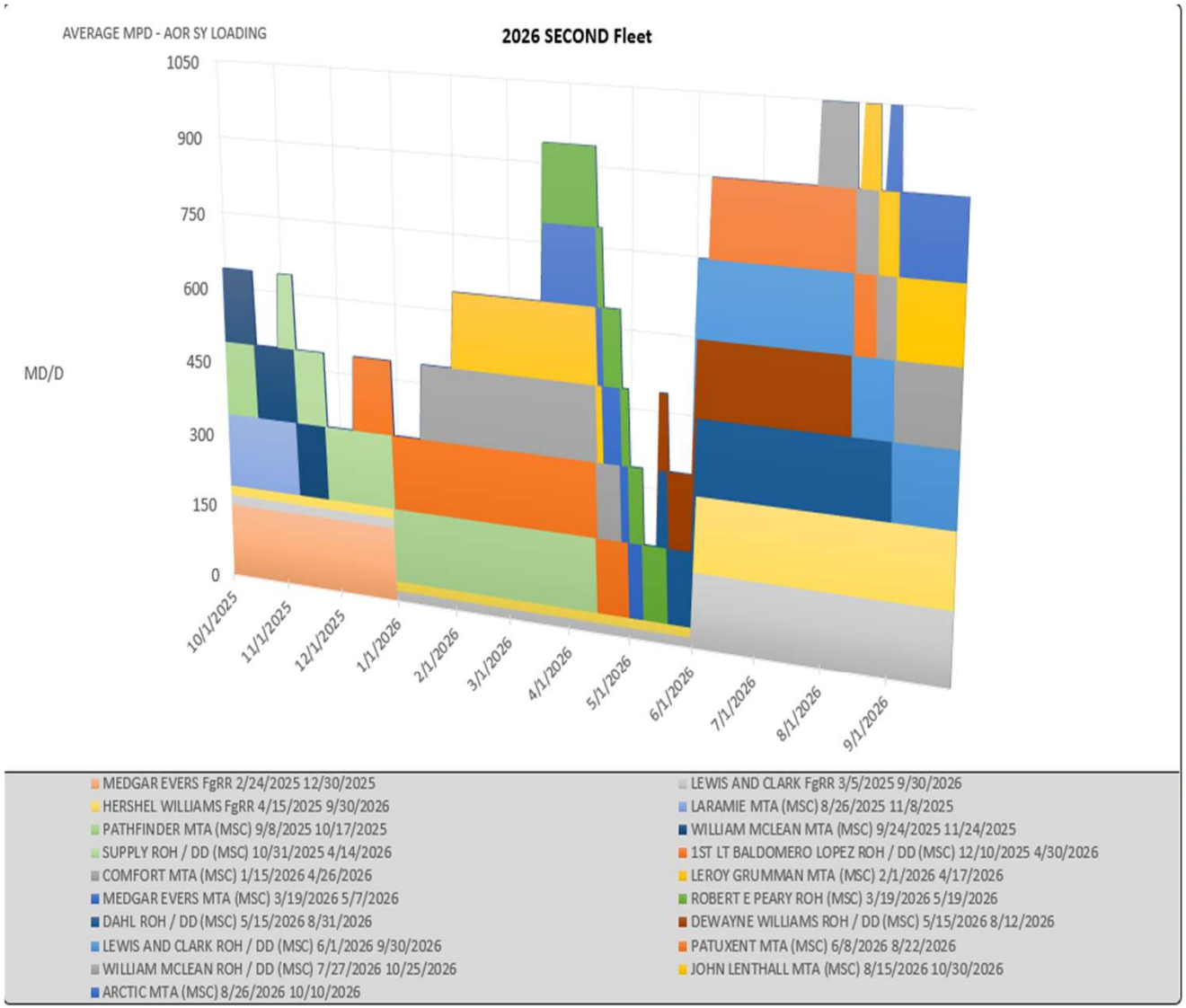
FY25 2nd Fleet Shipyard Loading

SHIP	EVENT	POP START	POP END
JOSHUA HUMPHREYS	ROH (MSC)	5/20/2024	1/31/2025
COMFORT	ROH / DD (MSC)	8/20/2024	2/12/2025
KANAWHA	MTA (MSC)	8/31/2024	12/28/2024
SUPPLY	MTA (MSC)	9/9/2024	1/3/2025
PILILAAU	ROH / DD (MSC)	11/25/2024	3/24/2025
BLACK POWDER	MTA (MSC)	2/3/2025	3/4/2025
KANAWHA	ROH (MSC)	2/13/2025	5/24/2025
MEDGAR EVERS	FgRR	2/24/2025	12/30/2025
LEWIS AND CLARK	FgRR	3/5/2025	9/30/2026
LEROY GRUMMAN	MTA (MSC)	3/18/2025	7/30/2025
PATUXENT	ROH (MSC)	3/22/2025	7/30/2025
JOHN LENTHALL	ROH (MSC)	3/23/2025	9/18/2025
WESTWIND	MTA (MSC)	4/1/2025	4/30/2025
HERSHEL WILLIAMS	FgRR	4/15/2025	9/30/2026
ARCTIC	ROH / DD (MSC)	5/21/2025	9/10/2025
WATERS	ROH (MSC)	6/23/2025	8/22/2025
ROBERT E PEARY	MTA (MSC)	7/5/2025	8/26/2025
ZEUS	MTA (MSC)	8/1/2025	9/30/2025
LARAMIE	MTA (MSC)	8/26/2025	11/8/2025
PATHFINDER	MTA (MSC)	9/8/2025	10/17/2025
WILLIAM MCLEAN	MTA (MSC)	9/24/2025	11/24/2025

Denotes PoP carry-over from previous year

Denotes PoP end in the next year

FY26 2nd Fleet Shipyard Loading



SHIP	EVENT	POP START	POP END
MEDGAR EVERS	FgRR	2/24/2025	12/30/2025
LEWIS AND CLARK	FgRR	3/5/2025	9/30/2026
HERSHEL WILLIAMS	FgRR	4/15/2025	9/30/2026
LARAMIE	MTA (MSC)	8/26/2025	11/8/2025
PATHFINDER	MTA (MSC)	9/8/2025	10/17/2025
WILLIAM MCLEAN	MTA (MSC)	9/24/2025	11/24/2025
SUPPLY	ROH / DD (MSC)	10/31/2025	4/14/2026
1ST LT BALDOMERO LOPEZ	ROH / DD (MSC)	12/10/2025	4/30/2026
COMFORT	MTA (MSC)	1/15/2026	4/26/2026
LEROY GRUMMAN	MTA (MSC)	2/1/2026	4/17/2026
MEDGAR EVERS	MTA (MSC)	3/19/2026	5/7/2026
ROBERT E PEARY	ROH (MSC)	3/19/2026	5/19/2026
DAHL	ROH / DD (MSC)	5/15/2026	8/31/2026
DEWAYNE WILLIAMS	ROH / DD (MSC)	5/15/2026	8/12/2026
LEWIS AND CLARK	ROH / DD (MSC)	6/1/2026	9/30/2026
PATUXENT	MTA (MSC)	6/8/2026	8/22/2026
WILLIAM MCLEAN	ROH / DD (MSC)	7/27/2026	10/25/2026
JOHN LENTHALL	MTA (MSC)	8/15/2026	10/30/2026
ARCTIC	MTA (MSC)	8/26/2026	10/10/2026

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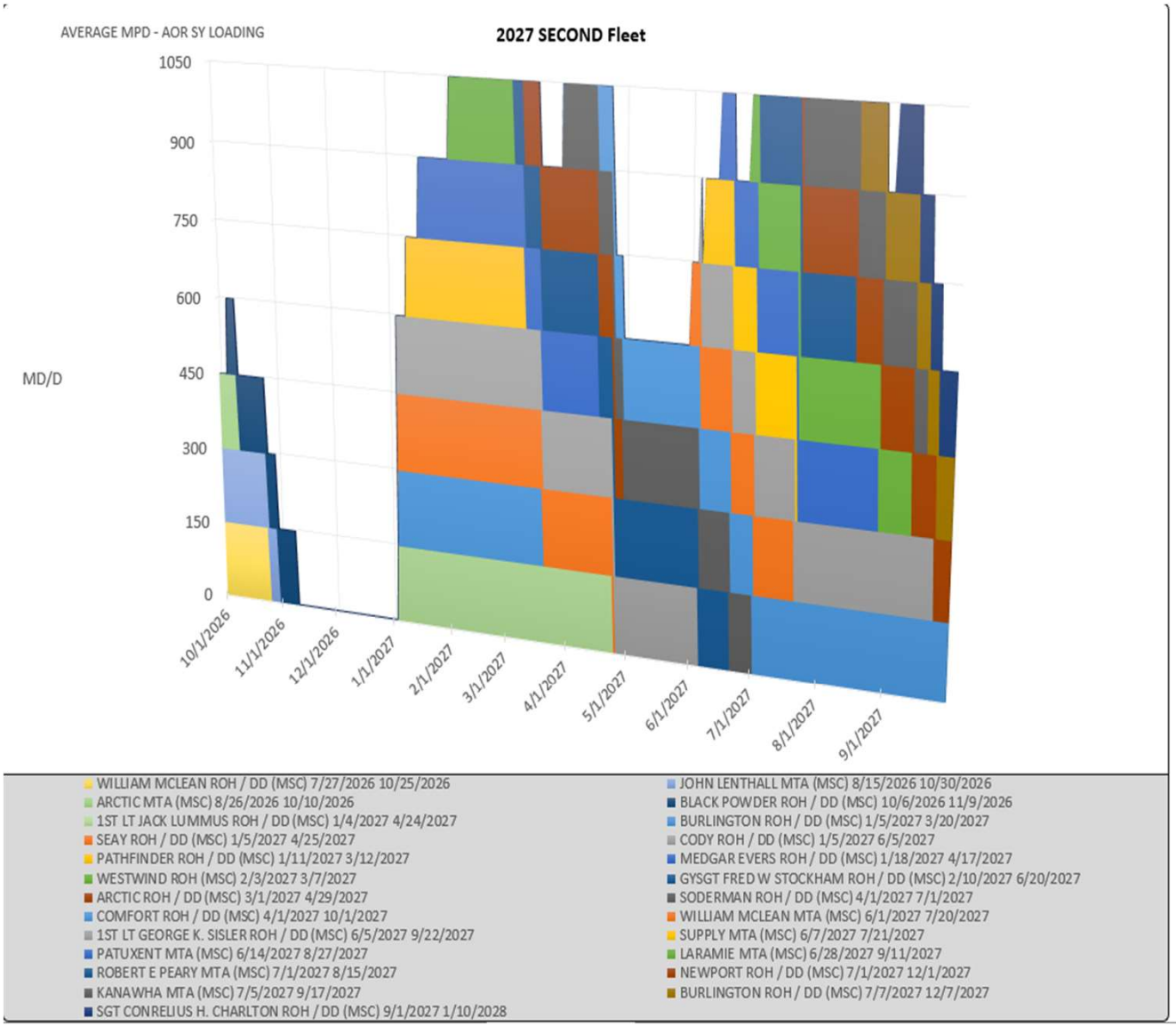
FY27 2nd Fleet Shipyard Loading



SHIP	EVENT	POP START	POP END
WILLIAM MCLEAN	ROH / DD (MSC)	7/27/2026	10/25/2026
JOHN LENTHALL	MTA (MSC)	8/15/2026	10/30/2026
ARCTIC	MTA (MSC)	8/26/2026	10/10/2026
BLACK POWDER	ROH / DD (MSC)	10/6/2026	11/9/2026
1ST LT JACK LUMMUS	ROH / DD (MSC)	1/4/2027	4/24/2027
BURLINGTON	ROH / DD (MSC)	1/5/2027	3/20/2027
SEAY	ROH / DD (MSC)	1/5/2027	4/25/2027
CODY	ROH / DD (MSC)	1/5/2027	6/5/2027
PATHFINDER	ROH / DD (MSC)	1/11/2027	3/12/2027
MEDGAR EVERS	ROH / DD (MSC)	1/18/2027	4/17/2027
WESTWIND	ROH (MSC)	2/3/2027	3/7/2027
GYSGT FRED W STOCKHAM	ROH / DD (MSC)	2/10/2027	6/20/2027
ARCTIC	ROH / DD (MSC)	3/1/2027	4/29/2027
SODERMAN	ROH / DD (MSC)	4/1/2027	7/1/2027
COMFORT	ROH / DD (MSC)	4/1/2027	10/1/2027
WILLIAM MCLEAN	MTA (MSC)	6/1/2027	7/20/2027
1ST LT GEORGE K. SISLER	ROH / DD (MSC)	6/5/2027	9/22/2027
SUPPLY	MTA (MSC)	6/7/2027	7/21/2027
PATUXENT	MTA (MSC)	6/14/2027	8/27/2027
LARAMIE	MTA (MSC)	6/28/2027	9/11/2027
ROBERT E PEARY	MTA (MSC)	7/1/2027	8/15/2027
NEWPORT	ROH / DD (MSC)	7/1/2027	12/1/2027
KANAWHA	MTA (MSC)	7/5/2027	9/17/2027
BURLINGTON	ROH / DD (MSC)	7/7/2027	12/7/2027
SGT CONRELIUS H. CHARLTON	ROH / DD (MSC)	9/1/2027	1/10/2028

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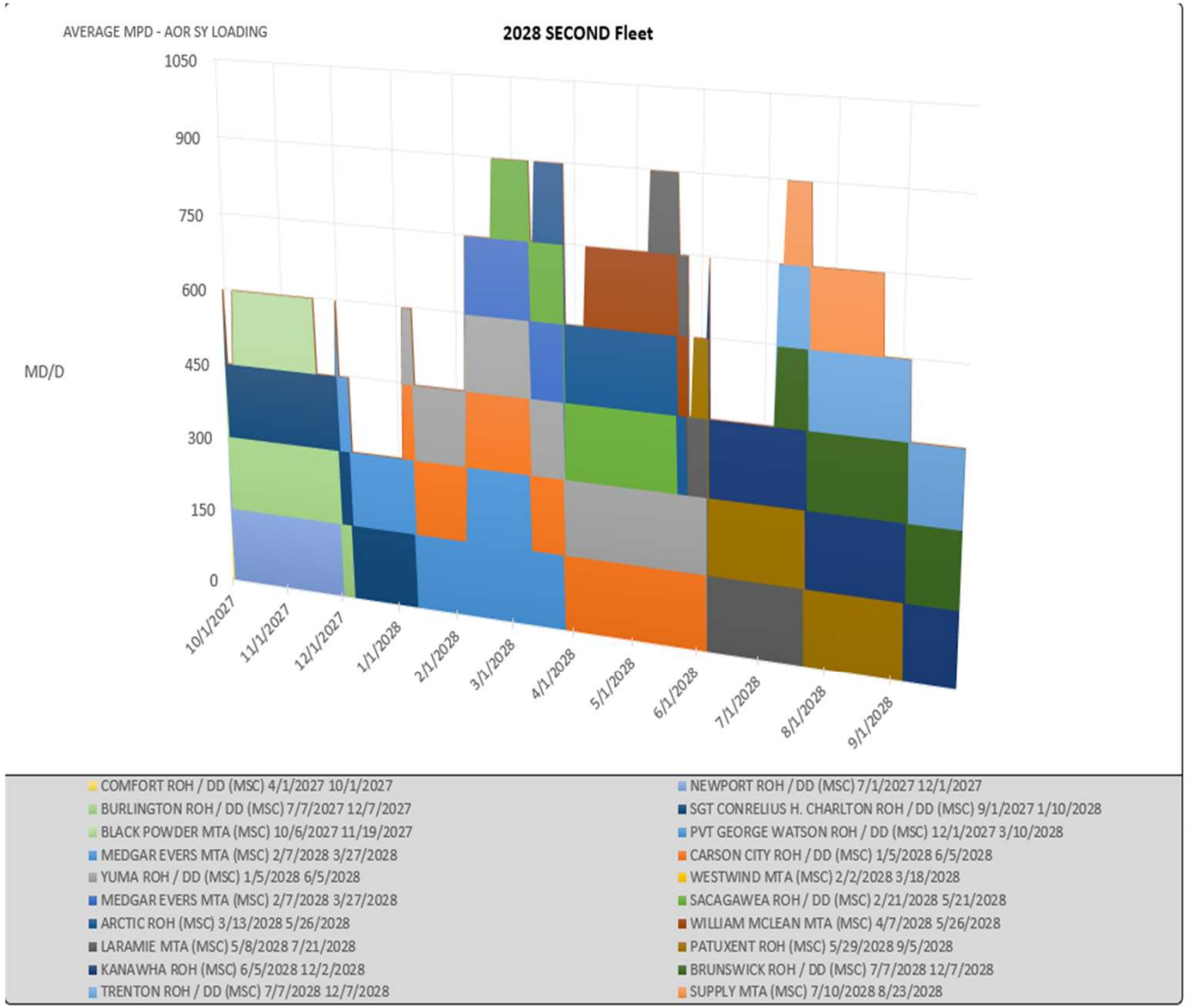
FY28 2nd Fleet Shipyard Loading



SHIP	EVENT	POP START	POP END
COMFORT	ROH / DD (MSC)	4/1/2027	10/1/2027
NEWPORT	ROH / DD (MSC)	7/1/2027	12/1/2027
BURLINGTON	ROH / DD (MSC)	7/7/2027	12/7/2027
SGT CONRELIUS H. CHARLTON	ROH / DD (MSC)	9/1/2027	1/10/2028
BLACK POWDER	MTA (MSC)	10/6/2027	11/19/2027
PVT GEORGE WATSON	ROH / DD (MSC)	12/1/2027	3/10/2028
MEDGAR EVERS	MTA (MSC)	2/7/2028	3/27/2028
CARSON CITY	ROH / DD (MSC)	1/5/2028	6/5/2028
YUMA	ROH / DD (MSC)	1/5/2028	6/5/2028
WESTWIND	MTA (MSC)	2/2/2028	3/18/2028
MEDGAR EVERS	MTA (MSC)	2/7/2028	3/27/2028
SACAGAWEA	ROH / DD (MSC)	2/21/2028	5/21/2028
ARCTIC	ROH (MSC)	3/13/2028	5/26/2028
WILLIAM MCLEAN	MTA (MSC)	4/7/2028	5/26/2028
LARAMIE	MTA (MSC)	5/8/2028	7/21/2028
PATUXENT	ROH (MSC)	5/29/2028	9/5/2028
KANAWHA	ROH (MSC)	6/5/2028	12/2/2028
BRUNSWICK	ROH / DD (MSC)	7/7/2028	12/7/2028
TRENTON	ROH / DD (MSC)	7/7/2028	12/7/2028
SUPPLY	MTA (MSC)	7/10/2028	8/23/2028

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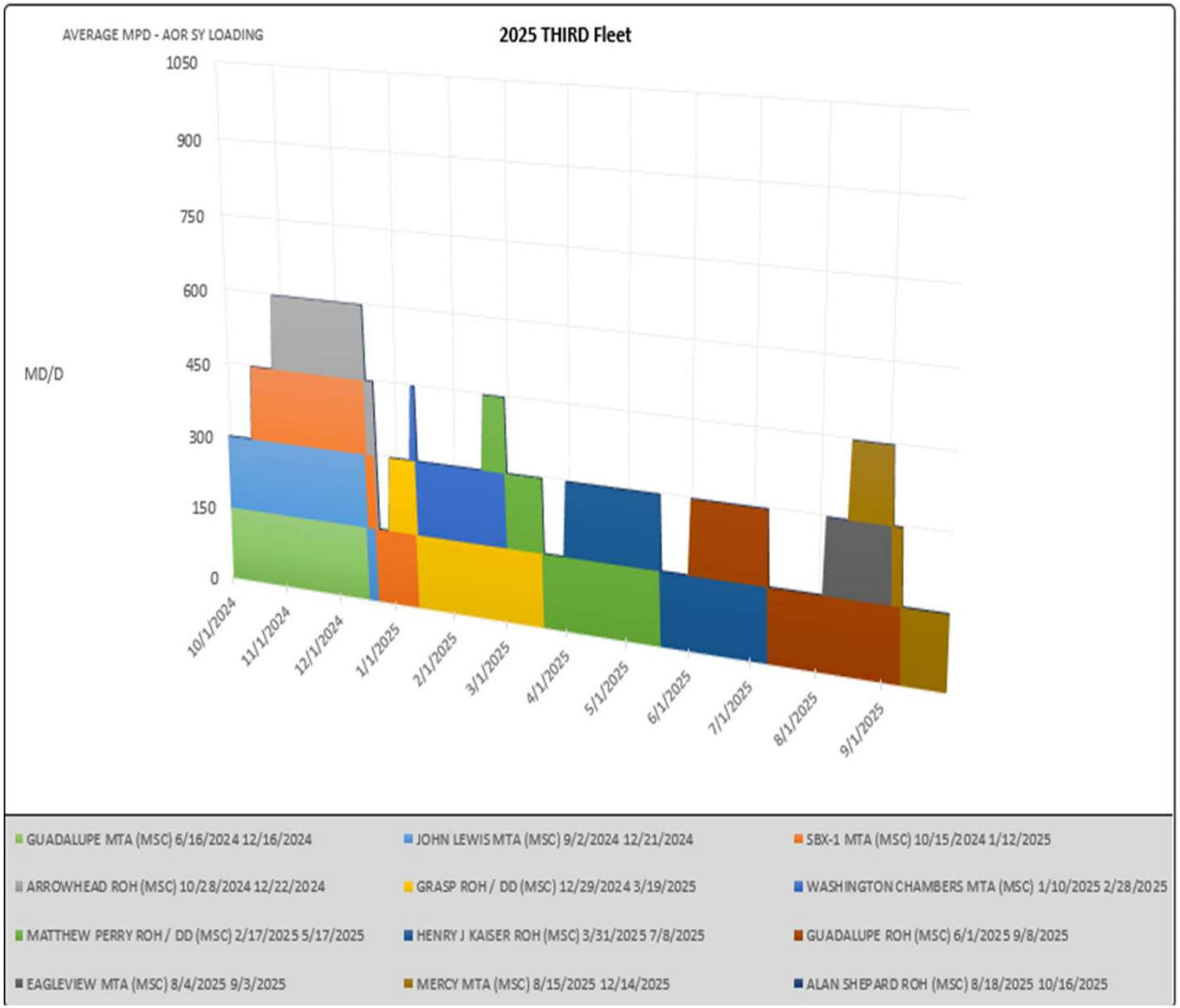
FY 25-28 3rd Fleet Shipyard Loading

FY25 3rd Fleet Shipyard Loading



SHIP	EVENT	POP START	POP END
GUADALUPE	MTA (MSC)	6/16/2024	12/16/2024
JOHN LEWIS	MTA (MSC)	9/2/2024	12/21/2024
SBX-1	MTA (MSC)	10/15/2024	1/12/2025
ARROWHEAD	ROH (MSC)	10/28/2024	12/22/2024
GRASP	ROH / DD (MSC)	12/29/2024	3/19/2025
WASHINGTON CHAMBERS	MTA (MSC)	1/10/2025	2/28/2025
MATTHEW PERRY	ROH / DD (MSC)	2/17/2025	5/17/2025
HENRY J KAISER	ROH (MSC)	3/31/2025	7/8/2025
GUADALUPE	ROH (MSC)	6/1/2025	9/8/2025
EAGLEVIEW	MTA (MSC)	8/4/2025	9/3/2025
MERCY	MTA (MSC)	8/15/2025	12/14/2025
ALAN SHEPARD	ROH (MSC)	8/18/2025	10/16/2025

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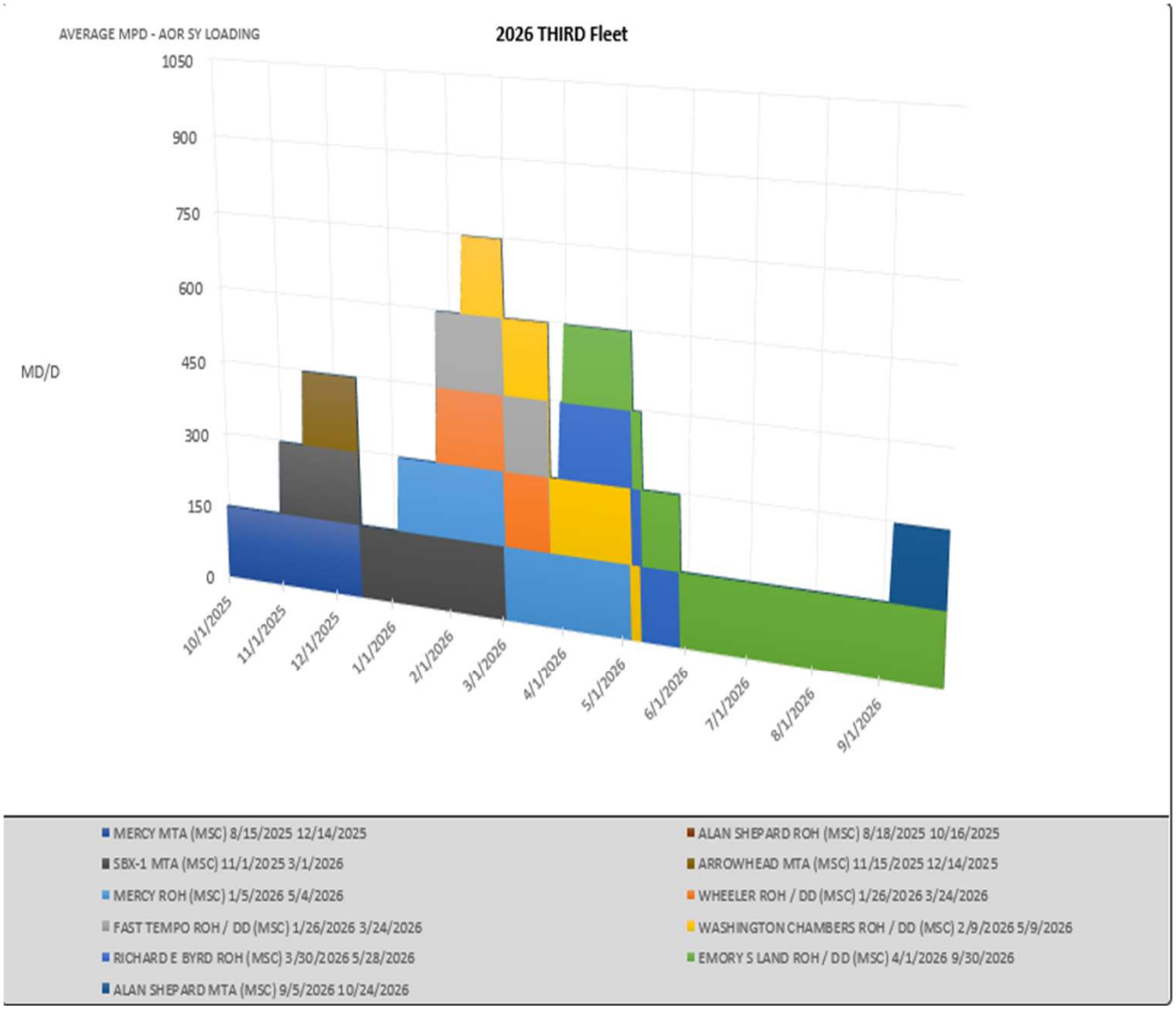
Denotes PoP end in the next year

FY26 3rd Fleet Shipyard Loading



SHIP	EVENT	POP START	POP END
MERCY	MTA (MSC)	8/15/2025	12/14/2025
ALAN SHEPARD	ROH (MSC)	8/18/2025	10/16/2025
SBX-1	MTA (MSC)	11/1/2025	3/1/2026
ARROWHEAD	MTA (MSC)	11/15/2025	12/14/2025
MERCY	ROH (MSC)	1/5/2026	5/4/2026
WHEELER	ROH / DD (MSC)	1/26/2026	3/24/2026
FAST TEMPO	ROH / DD (MSC)	1/26/2026	3/24/2026
WASHINGTON CHAMBERS	ROH / DD (MSC)	2/9/2026	5/9/2026
RICHARD E BYRD	ROH (MSC)	3/30/2026	5/28/2026
EMORY S LAND	ROH / DD (MSC)	4/1/2026	9/30/2026
ALAN SHEPARD	MTA (MSC)	9/5/2026	10/24/2026

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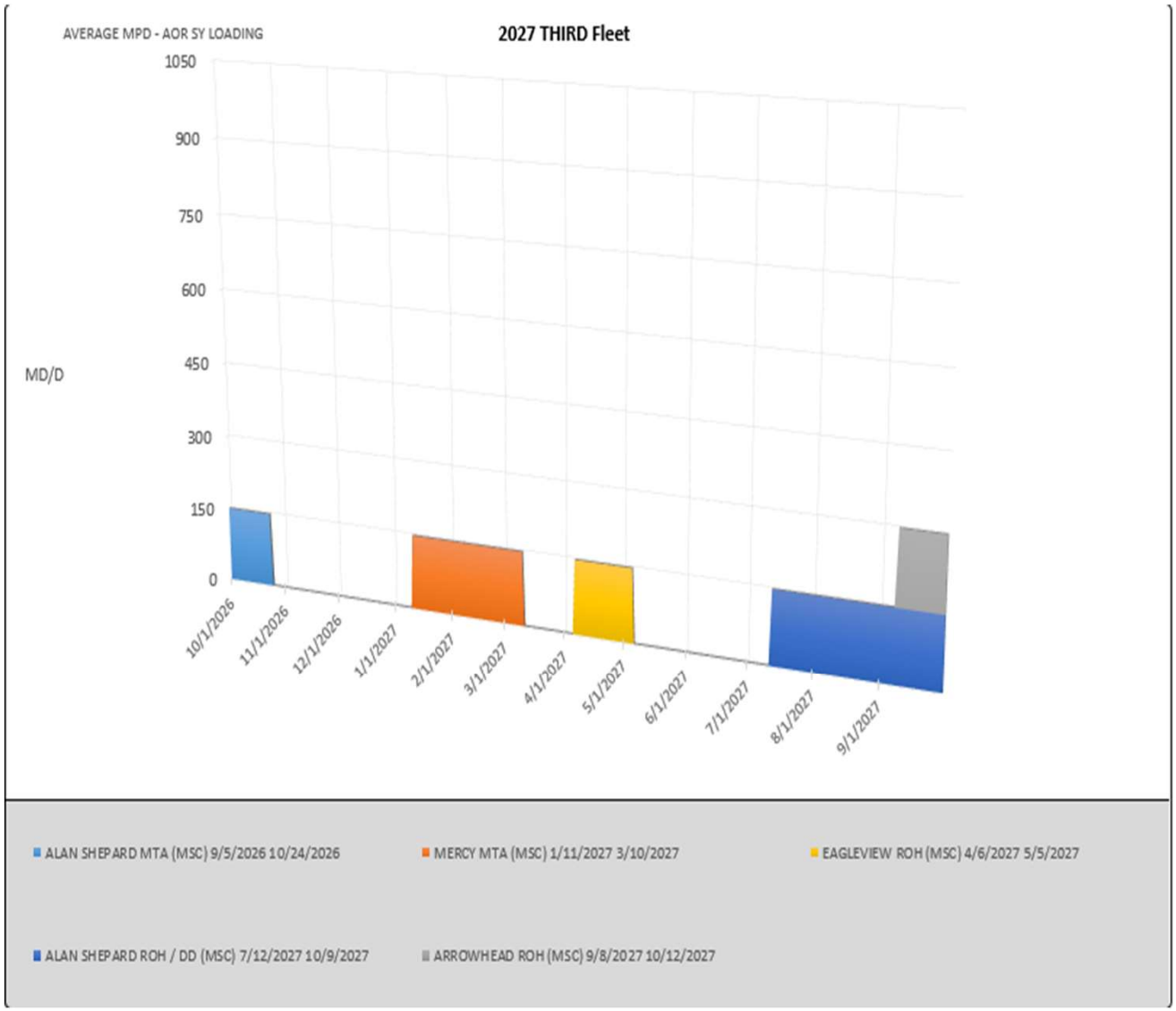
FY27 3rd Fleet Shipyard Loading



SHIP	EVENT	POP START	POP END
ALAN SHEPARD	MTA (MSC)	9/5/2026	10/24/2026
MERCY	MTA (MSC)	1/11/2027	3/10/2027
EAGLEVIEW	ROH (MSC)	4/6/2027	5/5/2027
ALAN SHEPARD	ROH / DD (MSC)	7/12/2027	10/9/2027
ARROWHEAD	ROH (MSC)	9/8/2027	10/12/2027

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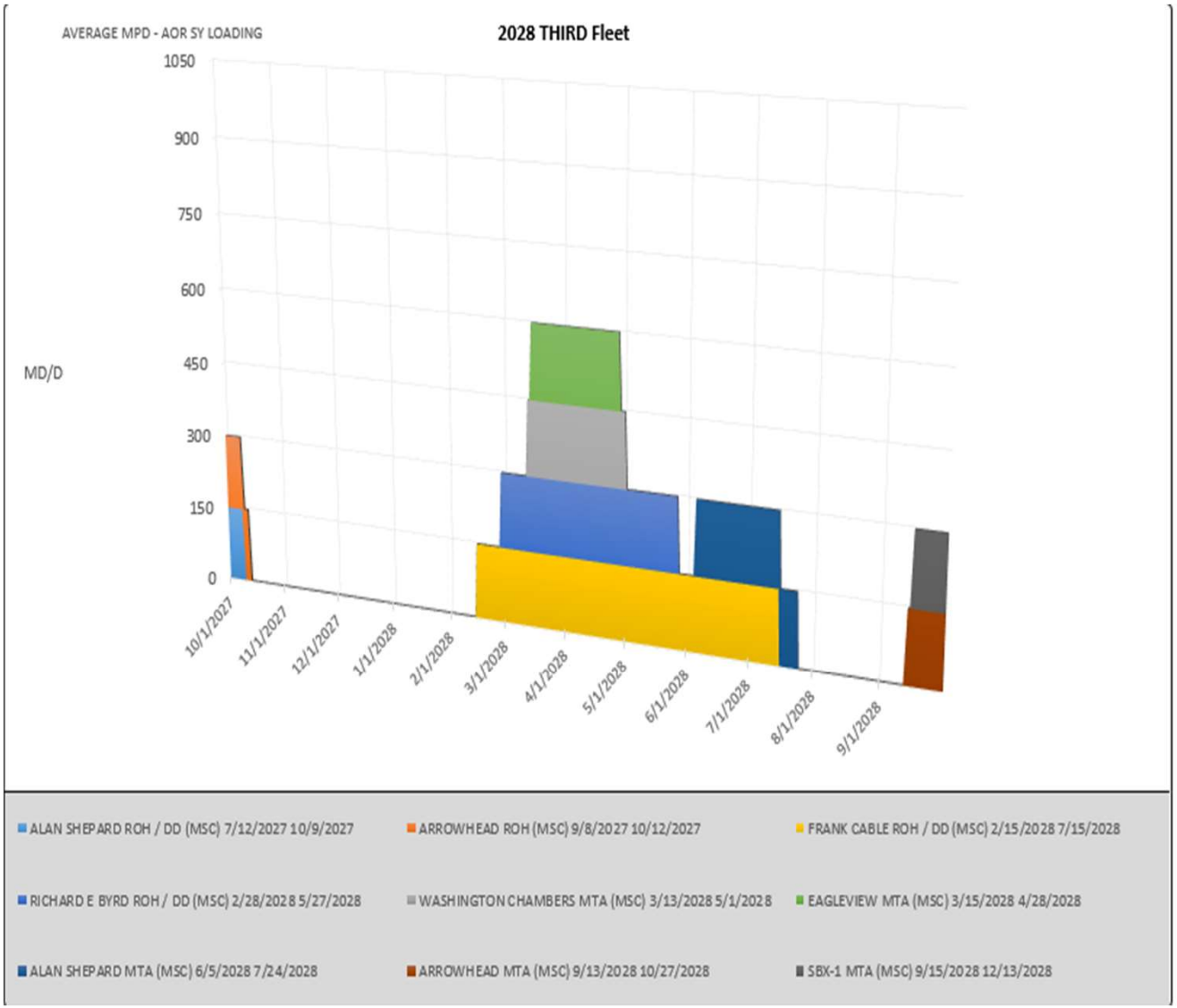
FY28 3rd Fleet Shipyard Loading



SHIP	EVENT	POP START	POP END
ALAN SHEPARD	ROH / DD (MSC)	7/12/2027	10/9/2027
ARROWHEAD	ROH (MSC)	9/8/2027	10/12/2027
FRANK CABLE	ROH / DD (MSC)	2/15/2028	7/15/2028
RICHARD E BYRD	ROH / DD (MSC)	2/28/2028	5/27/2028
WASHINGTON CHAMBERS	MTA (MSC)	3/13/2028	5/1/2028
EAGLEVIEW	MTA (MSC)	3/15/2028	4/28/2028
ALAN SHEPARD	MTA (MSC)	6/5/2028	7/24/2028
ARROWHEAD	MTA (MSC)	9/13/2028	10/27/2028
SBX-1	MTA (MSC)	9/15/2028	12/13/2028

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Discussion Topics

- OEM Responsiveness
  - Establish MSC OEM IDIQ Contracts (complete). Move OEM requirements from SY work items to MSC IDIQs.
  - Align OEM task orders to SY production schedules (work in process)
  - Improve coordination and communication between MSC (PPE/COR), OEM, and SY (work to be done)
  - Ensure OEM participation in DT/ST events (work in process)
  - For contracts where MSC mandated OEM is still part of SY work package – what can MSC do?
    - Officially, not much. Responsibility is with Prime contractor
    - We can try to help by making phone calls and asking for assistance.

Discussion Topics

- Collaborative MSC-Industry Planning Conference
  - Looking for Industry input on idea to hold an annual planning conference to look at MSC ship repair schedules and talk in open forum about suggested shifts in PoPs to better align workload with resources.
    - Industry would have better insight on competing interests from MARAD, USN, commercial
    - No decisions at conference, but would look at feedback and weigh against operational commitments
    - Still would be subject to operational churn affecting PoPs
    - June timeframe for FY26 schedules. Future conferences would occur in Jan/Feb timeframe to synch better with contracting timelines.

MSC Workforce Initiative

- MSC is experiencing recruiting and retention challenges in its civil service mariner workforce. A new initiative is in execution to restore the long term health of the CIVMAR workforce.
- An interim part of the initiative includes placing some ships in extended maintenance periods to allow crew reassignments to higher priority vessels while minimizing overdue reliefs to provide a more predictable work environment.
- Extended maintenance contract actions are in process for some ESBs, T-AKEs, T-AOs, and T-EPFs (17 in FY25) with plans to continue this portion of the initiative through FY26. Some ships will rotate in and out on an annual basis while others will be non-operational for longer.
- The long term goals of the initiative are to fully man operational ships, restore shipyard manning levels to historical norms, support a predictable rotation schedule, and eliminate significant overdue reliefs

MSC Workforce Initiative

- Extended Maintenance
  - T-AKE, ESB
    - Extended shipyard contract with layberth and M&R phases
    - Limited crew supplemented with skilled SY labor to accomplish PM
    - Licensed night watch officers
    - Quarterly Industrial assist periods during layberth phase
  - EPFs
    - Layberth contracts with ships in clusters
    - Limited crew supplemented with skilled labor to accomplish PM
    - Licensed night watch officers
    - Quarterly industrial assist periods during layberth
    - Major SY M&R deferred until exit from FgRR

BREAK

MSC Comptroller Topic
Vendor Payment Process

Gary Glover

MSC Accounting Director

Agenda

- Invoice Process Flow
- Service Line Items
- Material Line Items
- Invoice Delays
- Common Errors
- Recommendations
- DFAS Invoice Timeline
- Points of Contact
- Definitions

Invoice Process Flow – Receiving Report

- Receiving Report routes to MSC WAWF Acceptance Queue (N62387) for processing
  - Receiving report can be accepted/rejected by anyone at MSC with access and authority to confirm receipt and acceptance of goods/services
  - Accepted receiving reports route to DFAS to combine with invoice for process and payment scheduling.
  - Rejected receiving reports route back to the vendor for submission of a new corrected receiving report/invoice.
    - Vendors should create a new invoice with a new invoice number for all rejected invoice vice resubmitting the same invoice number. Vendors should leave invoice in rejected status and not void any invoices.

Invoice Process Flow – Invoice

- Invoice routes to DFAS for processing
  - System interface performs an initial pre-validation of invoice and holds the invoice in a queue pending receipt of accepted receiving report. The interface is looking for a 3-way match between the NERP PO/Invoice/GR. If all match the invoice moves to the FBL1N for certification, if any element fails the invoice suspends and sits on the 3U report.
  - DFAS certification (FBL1N) includes review of all data elements on the invoice prior to releasing invoice for payment:
    - Acceptance is posted in WAWF
    - Expense (GR) posted in NERP
    - Qty matches NERP and contract
    - Unit of Measure matches NERP
    - Funds availability
    - Vendor CAGE matches NERP/Contract and is not expired
    - CLINs/SLINs/ACRNs align to NERP and contract
    - WAWF table
    - Assigns payment date
  - Any mismatches cause additional delays and e-mails between DFAS, MSC and vendor to correct.
- After invoice validation DFAS schedules the invoice payment date.
  - Payment date is scheduled based on the business size (15 or 30 days) after the later of the following two dates:
    - Date the invoice is accepted in WAWF: This date is auto-assigned by WAWF and interfaced to NERP
    - Or the date the expense (GR) was posted in NERP
    - Whichever is later

Service Line Items

- NERP assigns all service line-items a quantity of “1” and Unit of Measure (UOM) “AU”
  - UOM AU is a generic UOM NERP assigns to all service line items. AU encompasses all services UOMs such as, Job, Days, Hours, etc.
  - This allows vendors to submit progress payments
  - Vendor invoice should also reflect quantity of “1” and Unit of Measure “AU” for all service line items. Progress payment dollar value being invoiced should be added to the “Unit Price” field. WAWF will calculate the “Total Price”.
  - Decimal places should never be used on an invoice.
    - For example: if a contract total line-item value is $1,000,000 and the vendor wishes to invoice for 75% work completion the quantity should be “1”, Unit of Measure should be “AU” and Unit Price should be $750,000. The vendor should not enter quantity “.75” and Unit price $1,000,000 and allow WAWF to calculate the total price of $750,000.

Material Line Items

- NERP assigns a UOM to a line-item base on the Material ID from a table in NERP.
  - This restricts the maximum number of invoices the vendor can submit against a particular line-item to the quantity being ordered.
    - For example: If the quantity ordered is “1” with a UOM “EA” only 1 invoice can be submitted against that line-item. If the quantity orders is 10 then a maximum of 10 invoices can be submitted with a variety of whole numbers in the quantity field with a maximum final quantity being 10 (5 invoices of 2 EA or 1 invoice of 5 EA, 1 invoice or 3 EA and 1 invoice of 2 EA for a total of 10)
    - The Unit price must match the contracted unit price and WAWF will calculate the total price by multiplying the quantity x unit price.
- Only whole numbers should be used in the quantity field.
- Percentage progress payments are not authorized for material line-items.

Invoice Delays – Common Causes

- UOM mismatch:
  - UOM on the invoice does not match the UOM in NERP
- Quantity mismatch:
  - Quantity not a whole number
  - Quantity ordered is 1 EA and invoice is for a greater Quantity and different unit price
- Incorrect CLIN/SLIN/ACRN
  - Incorrect CLIN can cause over invoicing and could result in vendor repayment at the end of the contract
- Insufficient support for the dollar value being invoiced
- Duplicate invoice competing for the same dollar
- Payment terms not listed on the contract (WAWF Clause)

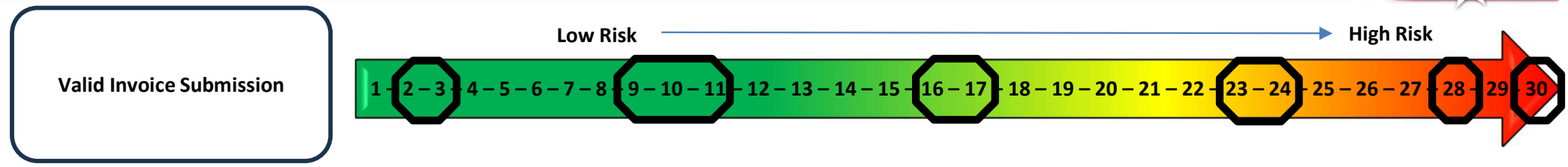
Common Errors

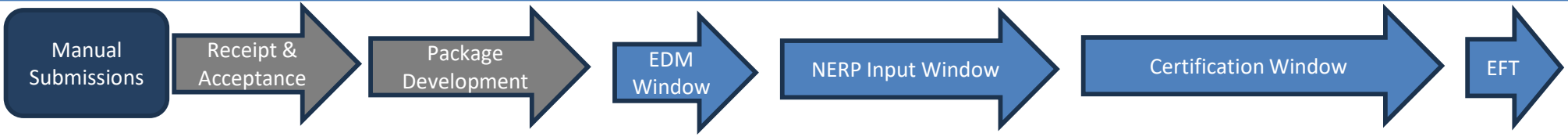
- Duplicate invoice submission
- Unit of Measure mismatch
- Quantity mismatch
- Incorrect CLIN/SLIN/ACRN combo
- CLIN over invoice
- Errors identified in previously rejected invoices not corrected in new invoice.
- Routing table mismatch (Ship to/Accept by primarily)
- Invoice type mismatch
- SAM.gov profile expired
- Freight billed incorrectly (Invoice as contracted)
- Zero-dollar CLINs on invoice
- Blank ACRN on invoice will default to AA when interfaced with NERP

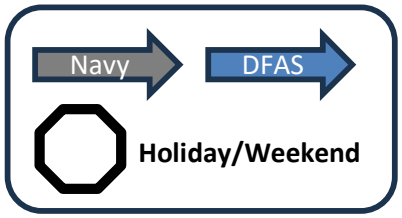
Recommendations

- Don’t submit duplicate invoices. Submitting an invoice more than once because the first submission hasn’t been paid will cause all invoices to be blocked.
- Don’t submit duplicate invoice numbers. When re-submitting a previously rejected invoice ensure that a new invoice number is used.
- Document government receipt and acceptance prior to submitting invoice. Attach that documentation to the WAWF invoice/Receiving Report.
- Validate CLIN/SLIN being invoiced matches CLIN/SLIN on the most recent amendment to the contract and that the total invoices submitted (and not rejected) don’t exceed the amount authorized on the contract.
- Always attached a vendor generated invoice as part of supporting documentation. This provides details of the invoice, where the text field in WAWF is limited on space.
- Combine multiple CLINs on one invoice vice submitting one invoice per CLIN, where possible (coordinate with the MSC program manager on this).
- Try to reduce the number of invoices submitted for a particular CLIN within a month.

Path to Success – Timely NERP Invoice Processing







Scenario Assumptions

- Fully entitled and accounted for in NERP
- Prompt Payment Act (30 Days) – Timeline starts with a valid invoice submission after receipt and acceptance
- Receipt and acceptance occurred within 7 days of receiving the invoices from the vendor
- Average 9-10 holidays and weekends a month
- Scenario based on November 2024 timeline
- Scenario assumes the transaction is perfect
- Prompt payment interest starts being applied day 31
- Notes
  - Cash Management – Working Capital Funds paid within 7 days of due date
  - Payment settlement dates cannot cross months

Keys to Successful Certification

- Invoices have a Service Entry Sheet
- Invoices have a Purchase Order (PO)
- Accurate CLIN/SLIN
- Payment terms match the contract
- Unit of measure on the invoice aligns to the PO
- WAWF Status shows in Processed Status – Receipt and acceptance completed
- Proper Pay Office DoDAAC (One Pay / MOCAS / NERP) on contract aligns to WAWF
- WAWF clause documented in contract
- Active vendor cage code
- Manual Package
  - Submitted at the same time of work showing up in NERP
  - Includes invoices number and payment method

Points of Contact

- Accounts Payable Supervisor
  - Tanaka Chimbwanda: Tanaka.Chimbwanda.civ@us.navy.mil
- Accounts Payable Analysts
  - Andre' Jones: andre.k.jones3.civ@us.navy.mil
  - Johnny Veal: johnny.r.veal.civ@us.navy.mil
  - Demetria Owens: Demetria.s.owens.civ@us.navy.mil
  - Kellie Evans: kellie.a.evans.civ@us.navy.mil
  - Jasmyne Smith: jasmyne.n.smith.civ@us.navy.mil

Roles/Definitions

- **Acceptor:** In the invoicing process is responsible for confirming that the government received the goods/service being invoiced.
- **Certifying Officer:** Responsible for final certification of an invoice that authorizes payment to be made by US Treasury. This role is performed by MSC AP for invoices through the DFAS One Pay Office and by DFAS staff for invoices through NERP Pay Office.
- **Receiving Report:** Form designed to record receipt and acceptance of goods/services being invoiced. A receiving report is tied to an invoice in WAWF.
- **Invoice:** Document submitted by vendor and certified by a Certifying Office which results in outlay of cash from the US Treasury to a vendor.
- **DFAS:** For invoices with Pay Office N50082 DFAS staff are the Certifying Officers. DFAS Certifies the invoices and releases them to US Treasury for payment. For invoice with Pay Office N68732 DFAS only performs a funds verification and routes to US Treasury for payment.
- **WAWF Routing Table:** Used to route Receiving Report and Invoice to the appropriate boxes in WAWF. The only valid Acceptor and Invoice DODAAC for MSC is N62387.
- **Invoice 2 in 1:** Used for service contracts or combined service and material contracts.
- **Combo:** Used for material only contracts.

Questions?

MSC Office of Small Business Programs

Ms. Jacqueline Alford

Deputy Director, MSC Office of Small Business Programs

Supporting Small Business

MISSION

- DON Small Business Enterprise fosters acquisition opportunities where small businesses can best support Sailors, Marines, and their families through policy, advocacy, counseling & training.

VISION

- At MSC, we actively seek small business opportunities to leverage the innovation, agility, responsiveness and competition that small businesses bring to empower our global warfighting effectiveness.

Role of Small Business Professionals

- Implement the DON's Small Business (SB) Program throughout MSC
- Serve as an advocate to maximize SB opportunities
- Advise and assist MSC personnel on SB matters
  - Conduct training for MSC personnel
  - Assist in market research and acquisition strategies
  - Serve on Source Selection Advisory Committees & Evaluation Boards
  - Recommend set-asides
  - Verify accuracy and timely submission of subcontracting plans

Role of Small Business Professionals

- MSC SBPs have access to:
  - POCs – buyers, contracting officers, program managers
  - Forecasts for MSC needs
  - MSC specific processes
  - Local websites and postings

- MSC SBPs can assist with:
  - Counseling
  - Payment Issues
  - Matching capabilities with requirements
  - Questions about contracts

MSC Contracts

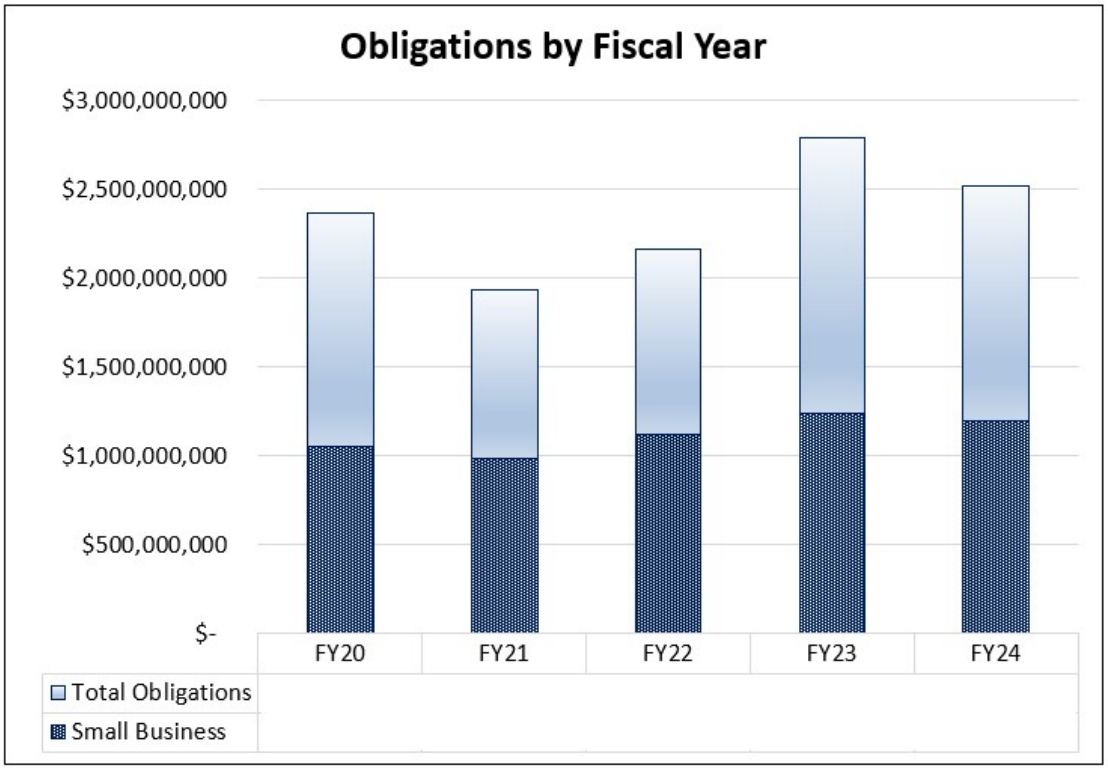
MSC is a

"Head of the Contracting Activity"

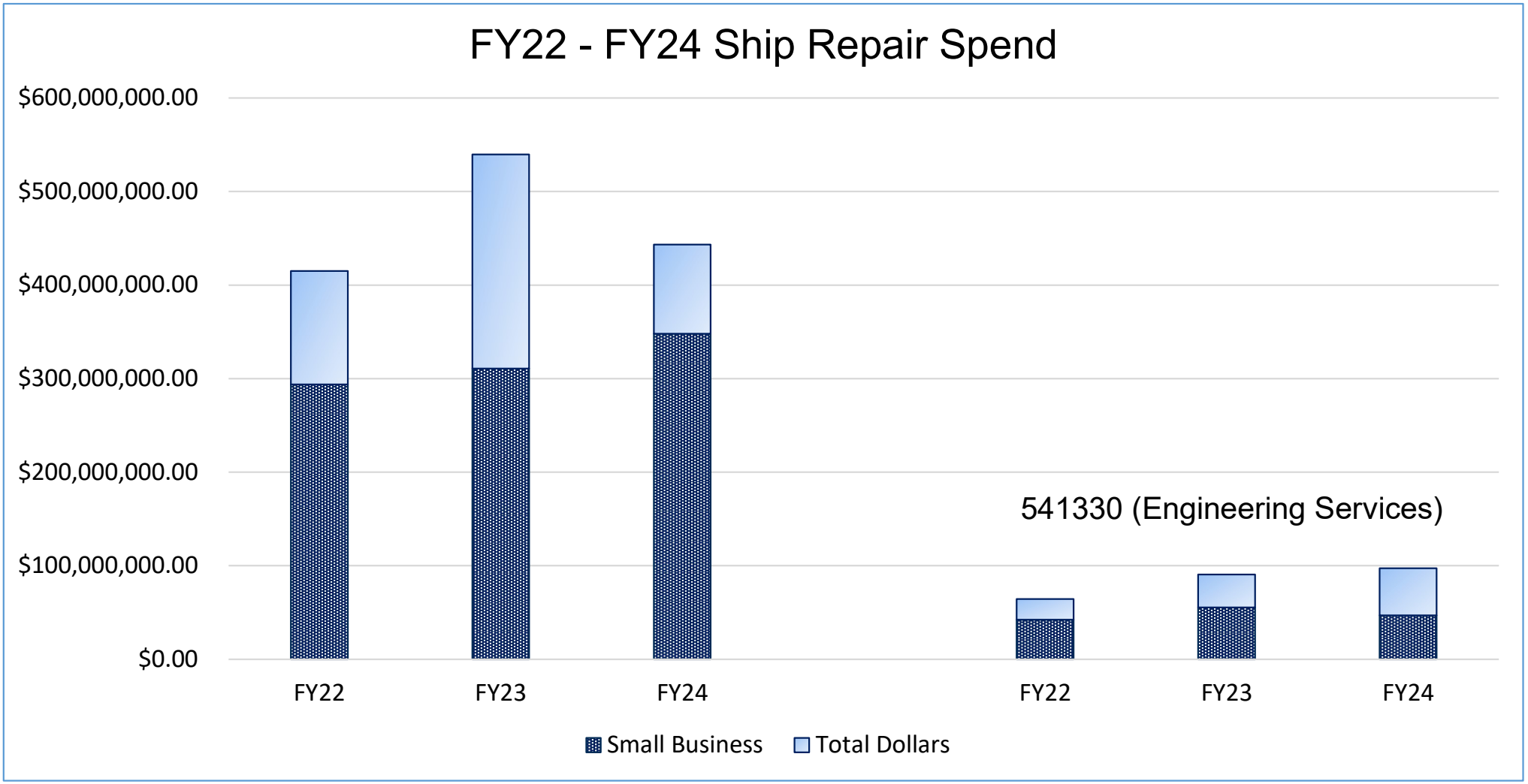
1 of 10 in our Navy

Responsibilities include:

- Contracts for services of ocean-going ships, craft, floating dry docks, and other repair facilities for DOD
- Contracts for the maintenance, conversion, and modernization of assigned vessels



Ship Maintenance & Repair Small Business Spend

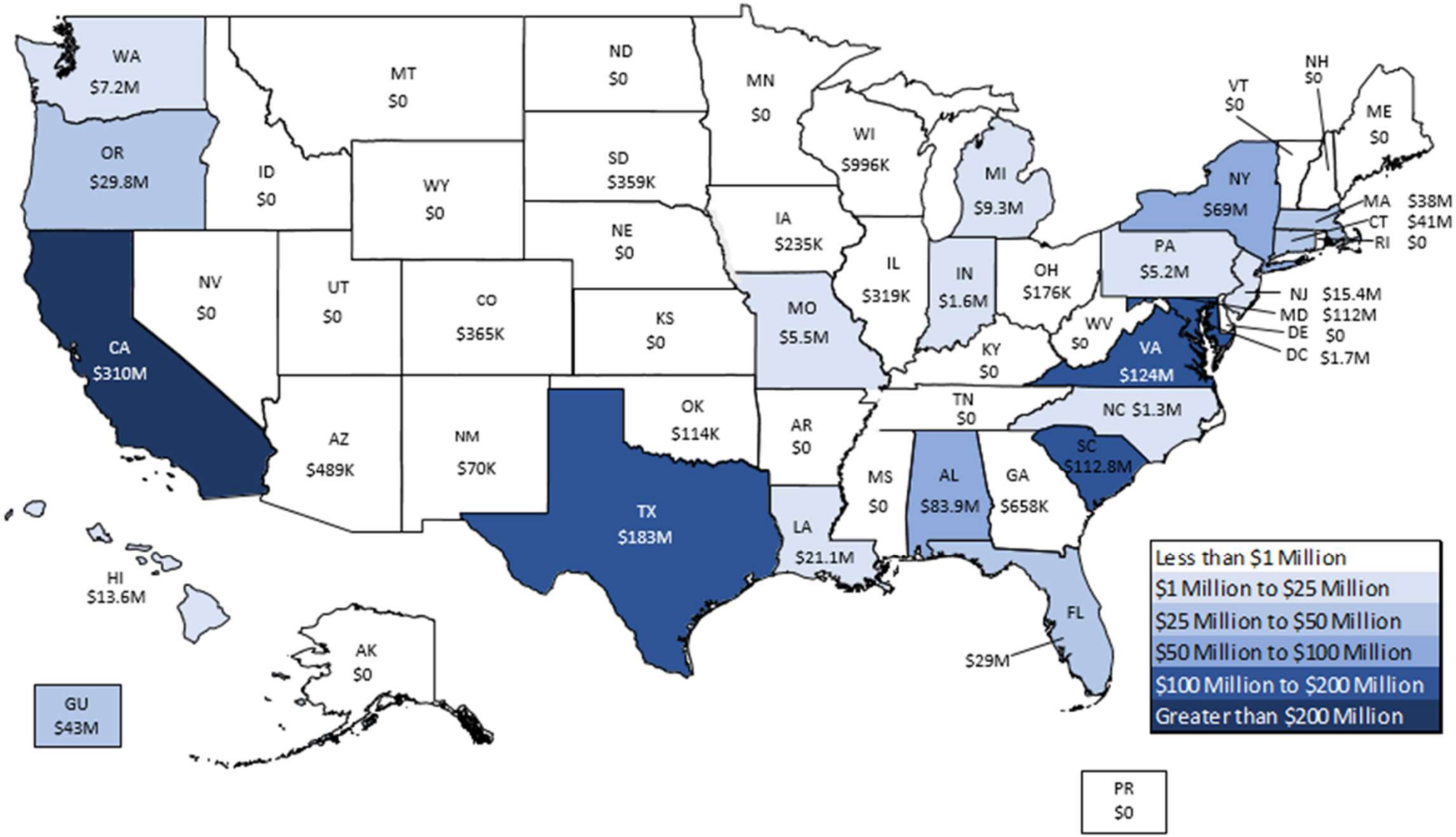


MSC's Top 10 NAICS

FY24 Top NAICS	
NAICS	**DESCRIPTION**
483111	Deep Sea Freight Transportation
336611	Ship Building And Repairing
541330	Engineering Services
483113	Coastal and Great Lakes Freight Transportation
488330	Navigational Services to Shipping
481212	Nonscheduled Chartered Freight Air Transportation
541513	Computer Facilities Management Services
333618	Other Engine Equipment Manufacturing
541512	Computer Systems Design Services
483112	Deep Sea Passenger Transportation

FY24 Top Small Business NAICS	
NAICS	**DESCRIPTION**
483111	Deep Sea Freight Transportation
336611	Ship Building And Repairing
481212	Nonscheduled Chartered Freight Air Transportation
541330	Engineering Services
541513	Computer Facilities Management Services
483112	Deep Sea Passenger Transportation
325998	Misc. Chemical Product & Preparation Manufacturing
721110	Hotels And Motels
488330	Navigational Services To Shipping
611519	Other Technical And Trade Schools

FY24 Small Business Achievement Map



Subcontracting Opportunities

- Unrestricted Requirements with a value anticipated to exceed $750,000 require the apparent awardee (if a Large Business) to submit a Small Business Subcontracting Plan.

- Large Businesses are always looking for qualified small businesses to assist in meeting their subcontracting goals.

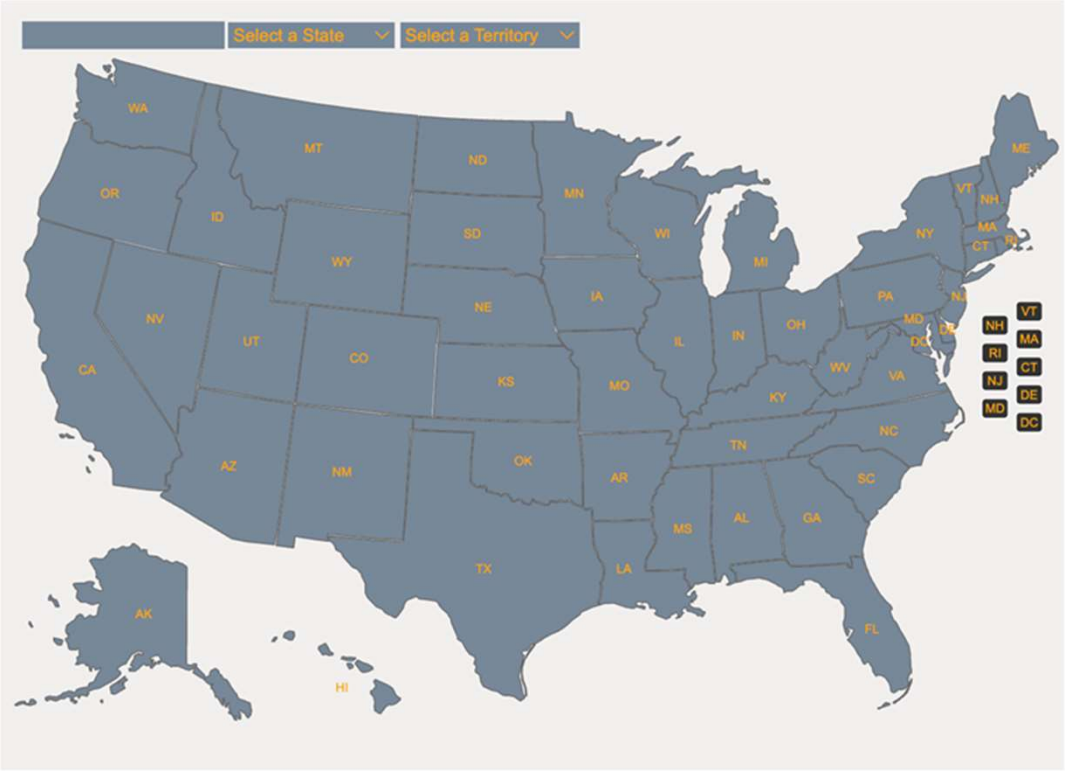
SBA's SubNet

SubNet is the SBA's Subcontracting Network System for federal government subcontracting opportunities. It is a free database for small businesses seeking opportunities and large businesses desiring to post small business subcontracting opportunities (e.g., solicitations, sources sought, outreach events).

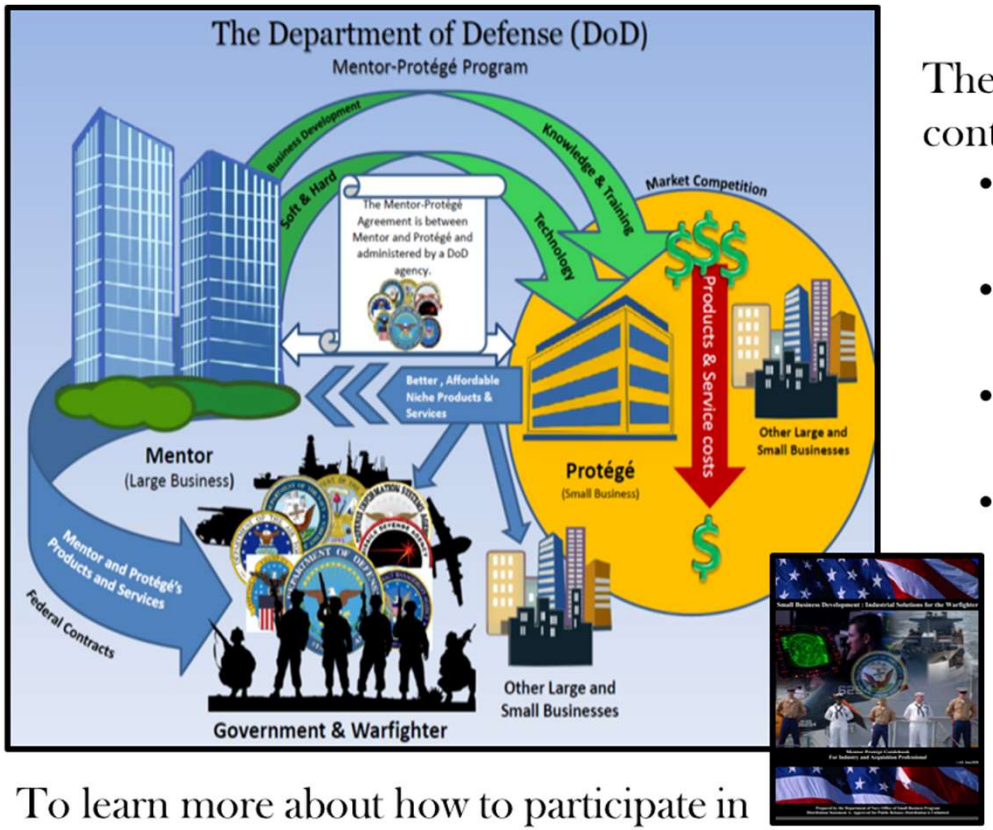
1. Identify concrete, tangible opportunities.
2. Identify key business markets.
3. One Stop Shop to advertise.

There is no registration or fees required to search for opportunities.

https://subnet.sba.gov/client/dsp_Landing.cfm



Mentor-Protégé Program



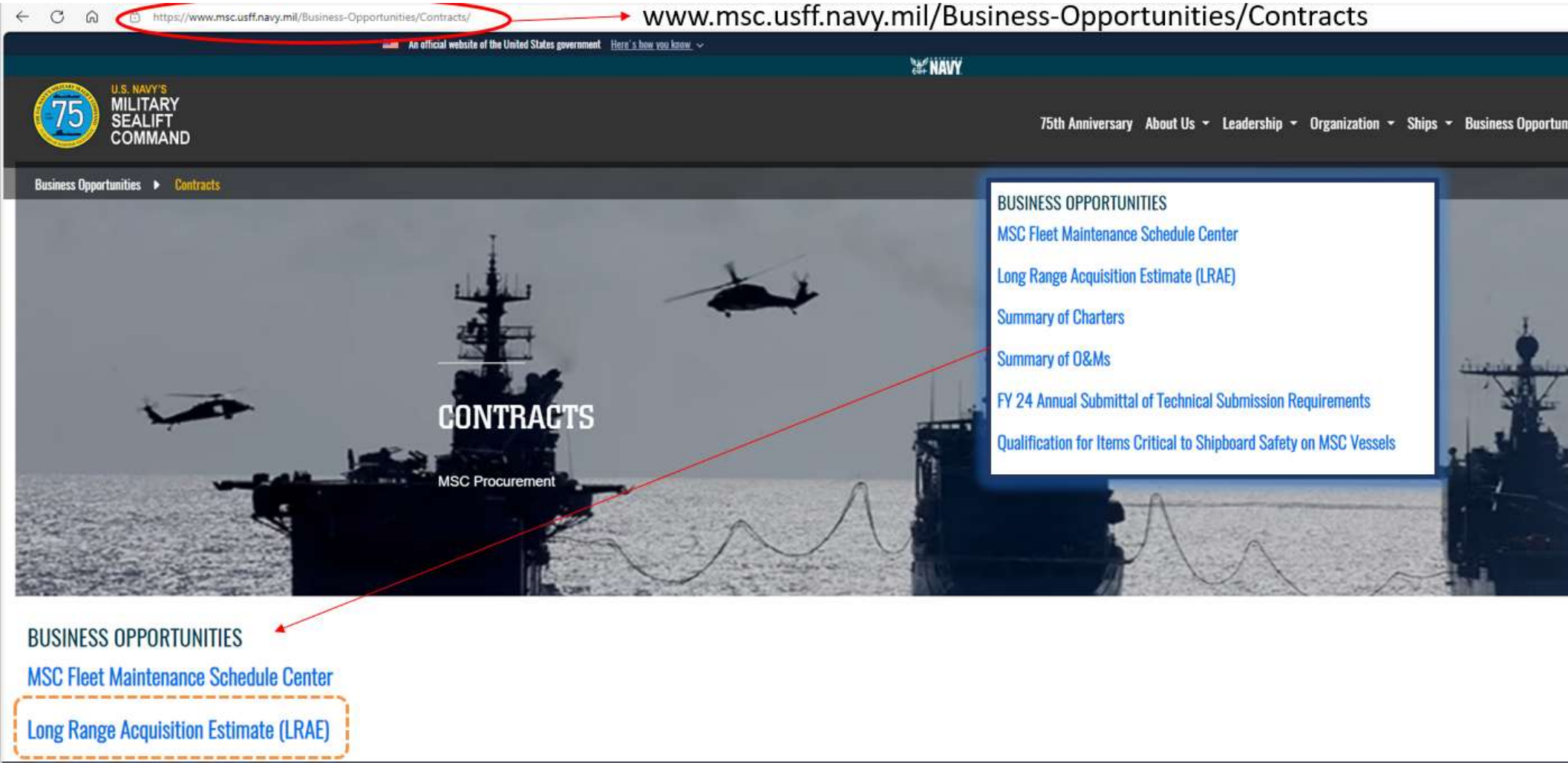
To learn more about how to participate in the DON MPP, View the Guidebook on OSBP website.

https://www.secnav.navy.mil/smallbusiness/Pages/mentor-protege.aspx

The MPP provides incentives for DoD contractors to assist small businesses in:

- Enhancing business development and technology capabilities;
- Increasing subcontracting participation in government & commercial contracts;
- Increasing protégé firm's technical and business infrastructure capabilities; and,
- Increasing the Small Business Industrial Base, competitive markets and utilization of nontraditional & commercial companies.

Doing Business with MSC: Webpage



Small Business Tips

- Do your homework!
- Take time to participate in Industry Day and Outreach Events
- Provide a capability brief to the MSC Small Business Office. Your Small Business Professional is a great first contact.
- Visit https://sam.gov daily to find opportunities
- Respond to sources sought notices!
  - Tell your small business competitors to respond to sources sought notices!
  - Quality responses get better attention
- Don’t assume that your small business status alone will get you a contract
- Determine who’s performing similar efforts with complimentary capabilities
- Pursue partnering/teaming/subcontracting arrangements

Small Business Resources

- System for Award Management (SAM) – https://sam.gov
  - Search Contracting Opportunities - Sources Sought Notices/Pre-solicitation Notices/Solicitations
  - Award Notices
    - Aid in developing leads for both primes and subcontractors
  - Special Notices (Industry Days)
- Dynamic Small Business Search (DSBS) -https://dsbs.sba.gov/search/dsp_dsbs.cfm
- Small Business Administration (SBA) – www.sba.gov
  - SBA SubNet – https://subnet.sba.gov/client/dsp_Landing.cfm
- APEX Accelerators (formerly PTAC) – https://www.apexaccelerators.us/
- Federal Acquisition Regulations (FAR) – https://www.acquisition.gov/far/
- Defense Federal Acquisition Regulations (DFARS) – https://www.acquisition.gov/dfars

MSC Websites

- Review MSC websites – https://www.msc.usff.navy.mil/
  - MSC's Small Business Website – https://www.msc.usff.navy.mil/Business-Opportunities/Small-Business-Opportunities/
  - MSC's Facebook – http://www.facebook.com/MSCdelivers
  - MSC's X – https://x.com/MSCsealift
  - MSC's LinkedIn – https://www.linkedin.com/company/military-sealift-command

- Long Range Acquisition Estimate – https://www.msc.usff.navy.mil/Business-Opportunities/Contracts/

- Contracting Opportunities - https://sam.gov

MSC Office of Small Business Programs Points of Contact

Email:

MSC_SmallBiz@us.navy.mil

Leah Baker

Director, Office of Small Business Programs

(757) 443-2717

leah.m.baker12.civ@us.navy.mil

Jacqueline “Jacki” Alford

Deputy Director, Office of Small Business Programs

(757) 443-1209

jacqueline.f.alford.civ@us.navy.mil

U.S. Small Business Administration

U.S. Small Business Administration

Supporting Small Business in Federal Procurements

Military Sealift Command - Industry Day

Presented by: Shaquanda Williams,
Procurement Center Representative
(PCR) – Office of Government
Contracting - Area II

U.S. Small Business Administration

Agenda

- **Office of Government Contracts and the PCR's role**
- **SBA programs for small businesses.**
- **The Unified Certification Platform (UCP)**

U.S. Small Business Administration
Office of Government Contracting
Who We Are and What We Do

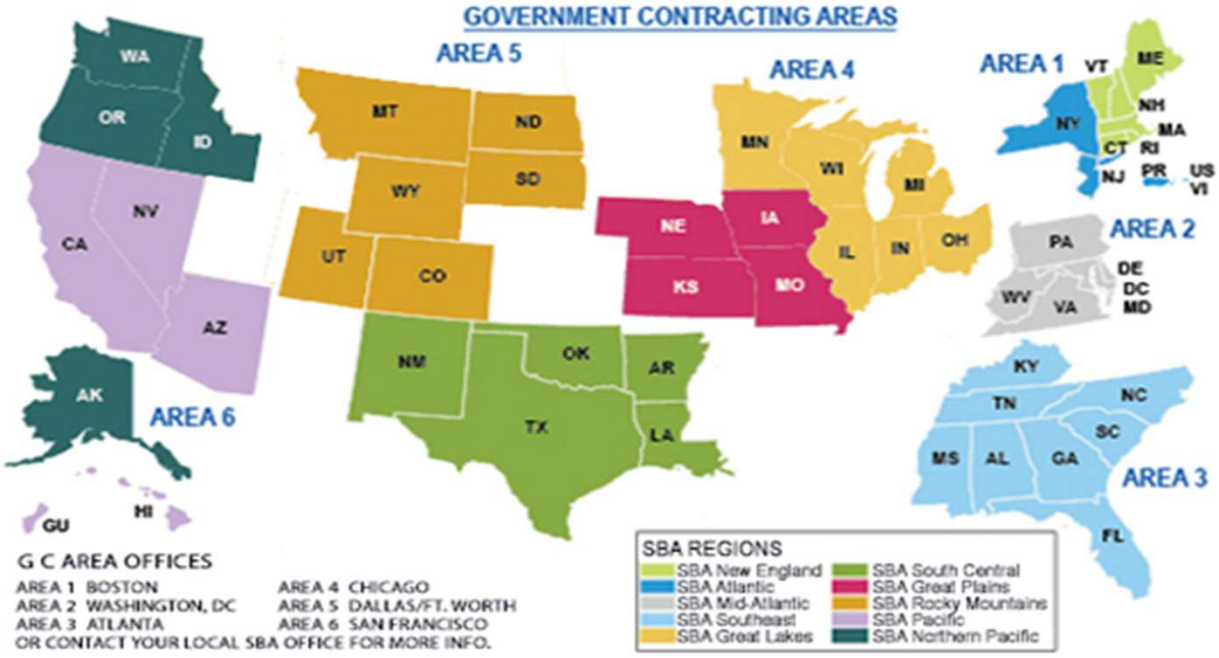
Office of Government Contracting

Providing America's Small Businesses with the Competitive Edge!

https://www.sba.gov/offices/headquarters/ogc

Office of Government Contracting (GC)

Our mission is to assist small businesses in obtaining a fair share of Federal Government contracts, subcontracts and property sales.



What is a PCR?

Procurement Center Representative (PCR) primary role is to:

- **Advocate for small business inclusion in federal contracts.**
- **Help ensure agencies meet small goals.**
- **Promote set-aside opportunities for small business, including 8a, HUBzone, WOSB, and SDVOSB.**

What is a PCR? continued

“How I Support Small Businesses”

- Review acquisition strategies and market research.
- Advocate for small business set-asides
- Provide training to contracting officers and small businesses
- Resolves procurement barriers for small business
- Collaborate with the procurement center to maximize small business participation.

U.S. Small Business Administration

Shaquanda Williams
Procurement Center Representative
Office of Government Contracting – Area II
U.S. Small Business Administration

(240) 278-4375
Shaquanda.Williams@sba.gov

An Advocate, A Resource

U.S. Small Business Administration

Overview of SBA Programs

"Programs Designed to Empower Small Businesses"

Contracting assistance programs

“Key Programs”

- **Small Disadvantaged Business (SDB)-** Each year, the federal government awards about 10% of all federal contract dollars to Small Disadvantaged Businesses (SDBs).
- **Women Owned Small Business Federal Contracting Program (WOSB) -** Federal contracting and training program for experienced small business owners who are socially and economically disadvantaged.
- **Veteran Contracting assistance programs (VOSB, SDVOSB) -** Allows service-disabled veteran-owned small businesses (SDVOSBs) to compete for federal sole-source and set-aside contracts across the federal government.

Contracting assistance programs continued…

- **8(a) Business Development Program -** Federal contracting and training program for experienced small business owners who are socially and economically disadvantaged.

- **HUBZone program -** The HUBZone program fuels small business growth in historically underutilized business zones with a goal of awarding at least 3% of federal contract dollars to HUBZone-certified companies each year.

Contracting assistance program benefits

Participating in these programs helps small businesses:

- Win a fair share of federal contracts
- Qualify for exclusive set-aside and sole-source contracts
- Partner with established contractors to win contracts
- Get business mentoring and education to learn how federal contracting works

Program Participation

- **To participate in any of SBA's small business contracting assistance programs, you'll first need to qualify as a small business. SBA's size standards determine whether or not your business qualifies as small.**

- **Most of the socio-economic programs require some form of certification. Many programs use the certifications.sba.gov site to certify or do a preliminary check to see if you're qualified.**

- **Each program has its own standards and process for certification, so make sure to read carefully.**

For more information visit SBA website: https://www.sba.gov/federal-contracting/contracting-assistance-programs

More ways the SBA supports small business

- **SBA Mentor-Protégé program**
- **Joint Ventures**
- **Subcontracting**

For more information visit SBA website: https://www.sba.gov/federal-contracting/contracting-assistance-programs

Mentor – Protégé

"Building Stronger Businesses Together"

- Guidance on internal business management systems, accounting, marketing, manufacturing, and strategic planning
- Financial assistance in the form of equity investments, loans, and bonding
- Assistance navigating federal contract bidding, acquisition, and the federal procurement process
- Education about international trade, strategic planning, and finding markets
- Business development, including strategy and identifying contracting and partnership opportunities
- General and administrative assistance, like human resource sharing or security clearance support

Mentor – Protégé
"Program Qualifications"

To qualify as a protégé you must:

- Be a small business with industry experience.
- Be organized for profit or as an agricultural cooperative
- Have a proposed mentor prior to applying for the program

To qualify as a mentor you must:

- Be organized for profit or as an agricultural cooperative
- Be able to carry out its responsibilities to assist the protégé
- Possess good character
- Not appear on the federal list of debarred or suspended contractors
- Be able to impart value to a protégé firm due to lessons learned, practical experience gained or through its knowledge of general business operations and government contracting

Joint Venture

Joint ventures allow certain businesses to compete together for government contracts reserved for small businesses.

Program benefits include:

- **Collective representation of past performance**
- **Shared costs and resources**
- **Leveraging the other partner's experience and market share**

A mentor and its protégé can joint venture as a small business for any small business contract, provided the protégé individually qualifies as small.

Subcontracting

In accordance with FAR 52.219-9: The prime contractor must set goals for what it plans to subcontract to SB, SDB, WOSB, HUBZone, VOSB and SDVOSB.

- **SBA's Directory of Federal Government Prime Contractors with a Subcontracting Plan –** A listing of contractors with subcontracting plans.
- **SUBNET -** The SBA maintains a listing of contractors with subcontracting plans.
- **Dynamic Small Business Search (DSBS) –** helps primes locate small business.
- **Some federal agencies maintain subcontracting websites.**

SBA Directory

SUBNET

DSBS

U.S. Small Business Administration

Unified Certification Platform

“Streamlining Small Business Certifications”

Is your business SBA certified?

MySBA Certifications One-stop destination for SBA's small business certifications.

- **SBA offers four certifications, to help you stand out, find contracts, and grow your business.**

Benefits of Certification

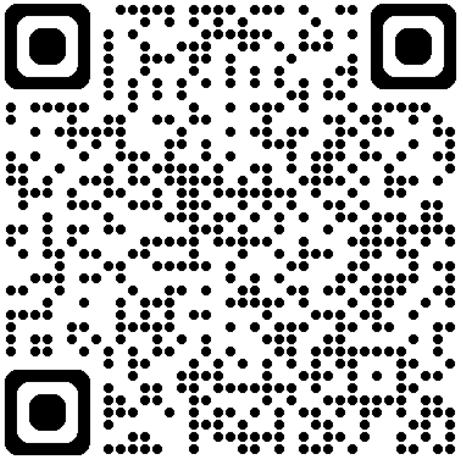
- Access to sole-source and competitive set-aside contracts
- Assistance from federal procurement experts
- Business development assistance from dedicated Business Opportunity Specialists (BOS)
- Opportunities to create joint ventures with established businesses
- Priority access to federal surplus property

For more specific questions regarding certifications send an email to: certifications@sba.gov

Now Open for Applications.

MySBA Certifications

- SBA is now accepting applications for VetCert, HUBZone, Women-Owned and Economically-Disadvantaged Women-Owned, and 8(a) small business certifications.
    - If you have an account in the MySBA loan portal, you can log in with that account email and password.
    - If you are **NEW to the system,** or if you **have an existing account** for HUBZone, WOSB or EDWOSB, or the 8(a) program, you must create a new account to apply.
- To report a change to your business for a current certification, use the VetCert, HUBZone, WOSB or EDWOSB, or 8(a) program websites.
- **Entity-owned firms cannot apply for certification yet, but that application will be coming soon.**



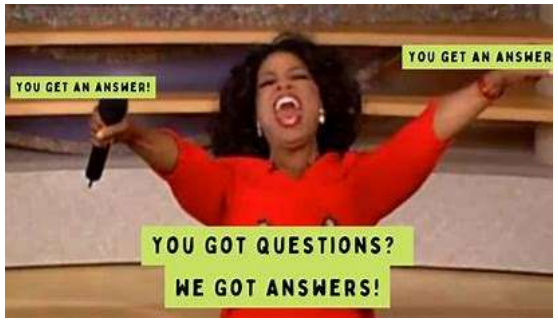
https://certifications.sba.gov/

Ready for certification?

MySBA Certification Visit: https://certifications.sba.gov

Supporting Documents and Instructions

SBA Contacts



Business Opportunity Specialist (BOS)

Search for local SBA District Office **SBA.gov/LocalAssistance**

Procurement Center Representatives (PCRs) **PCR Directory online**

SBA Answer Desk (general questions) **answerdesk@sba.gov**

8(a) questions email SBA at 8aQuestions@sba.gov

U.S. Small Business Administration

Thank You!

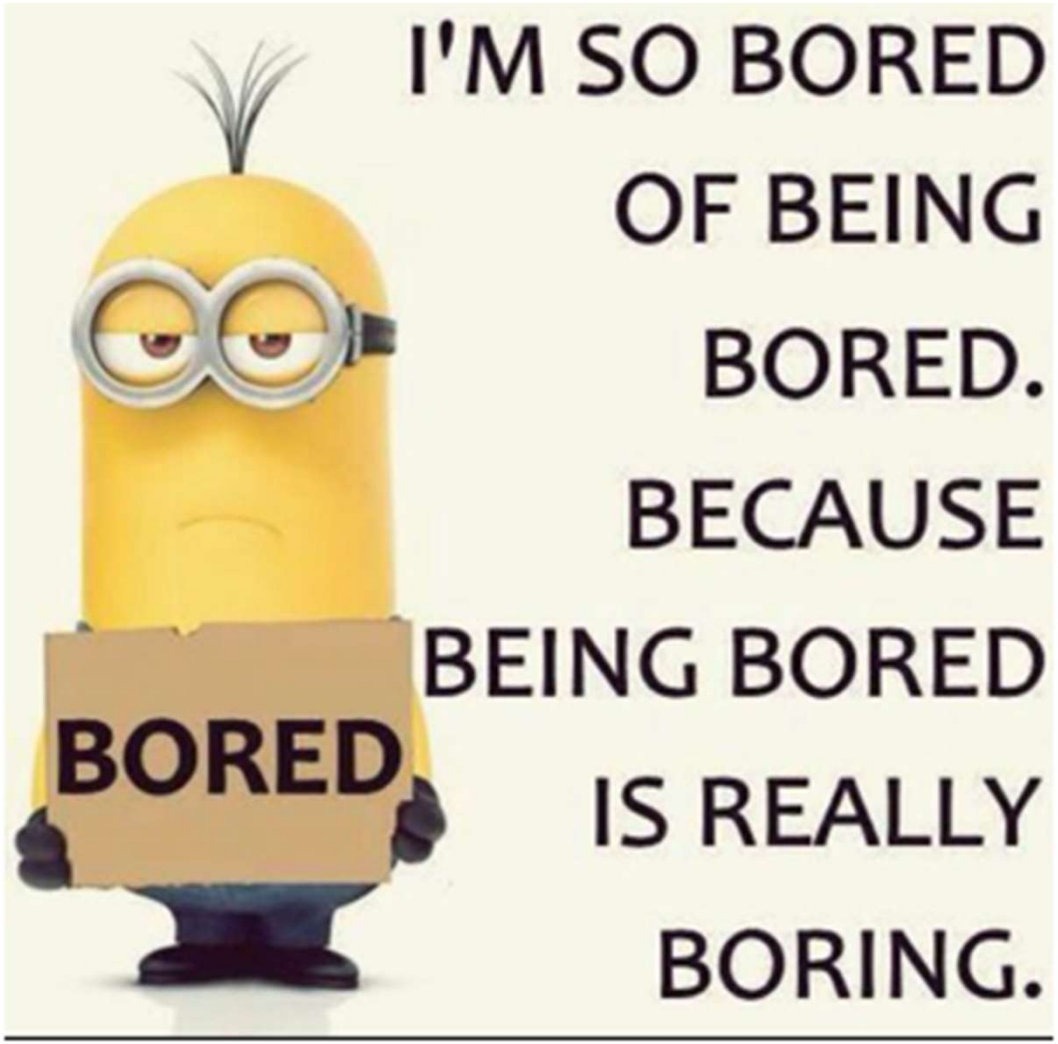
Lunch

Contracting and Engineering Topics

MSC Contracting

MSC Contracting

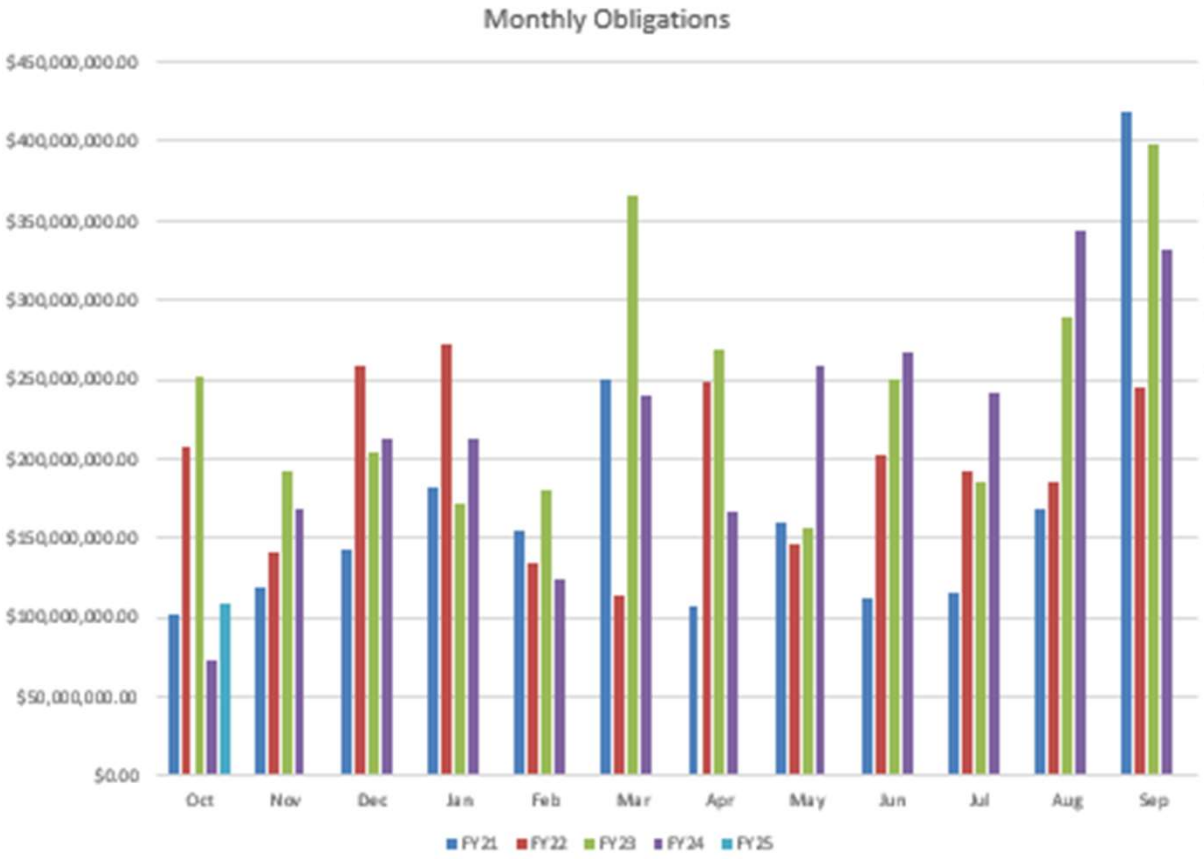
THE MOST EXCITING TOPIC OF THE DAY!

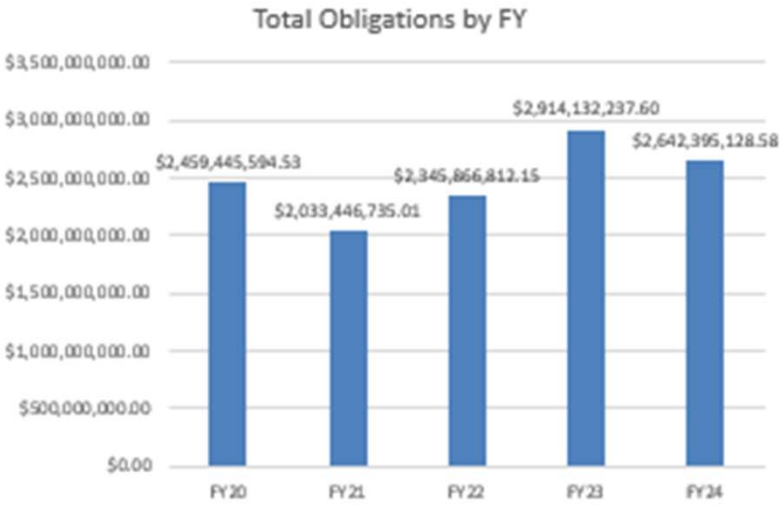


Contracting Staff

- CAPT John Duenas – Director of Contracts
- Mrs. Juliann Krogh – Deputy Director of Contracts
- Mr. Elijah Horner – Director of Services and Ship Support
- Mr. Achille Broennimann – Director of Chartering (COCOs – Short & Long Term)
- Mr. Edwin Roberts –Director of Ship Operations & Maintenance Support (GOCOs)
- Mr. Thomas “Joe” Martin – Director of Ship Repair & Fleet Support Operations (GOGOs)
- Mr. Chris Ward – AO/AOX/ESB/ARC Branch Chief
- Mr. Damian Finke –AKE/AOE/EPF/ATS/AH/AS Branch Chief
- Mrs. Maria Morris– Services/GSR/Norfolk Branch Chief
- Mr. Taylor Reeves – Services/GSR/San Diego Director
- Mrs. Amber San Gil - Services/GSR/Guam Director

Monthly Obligations

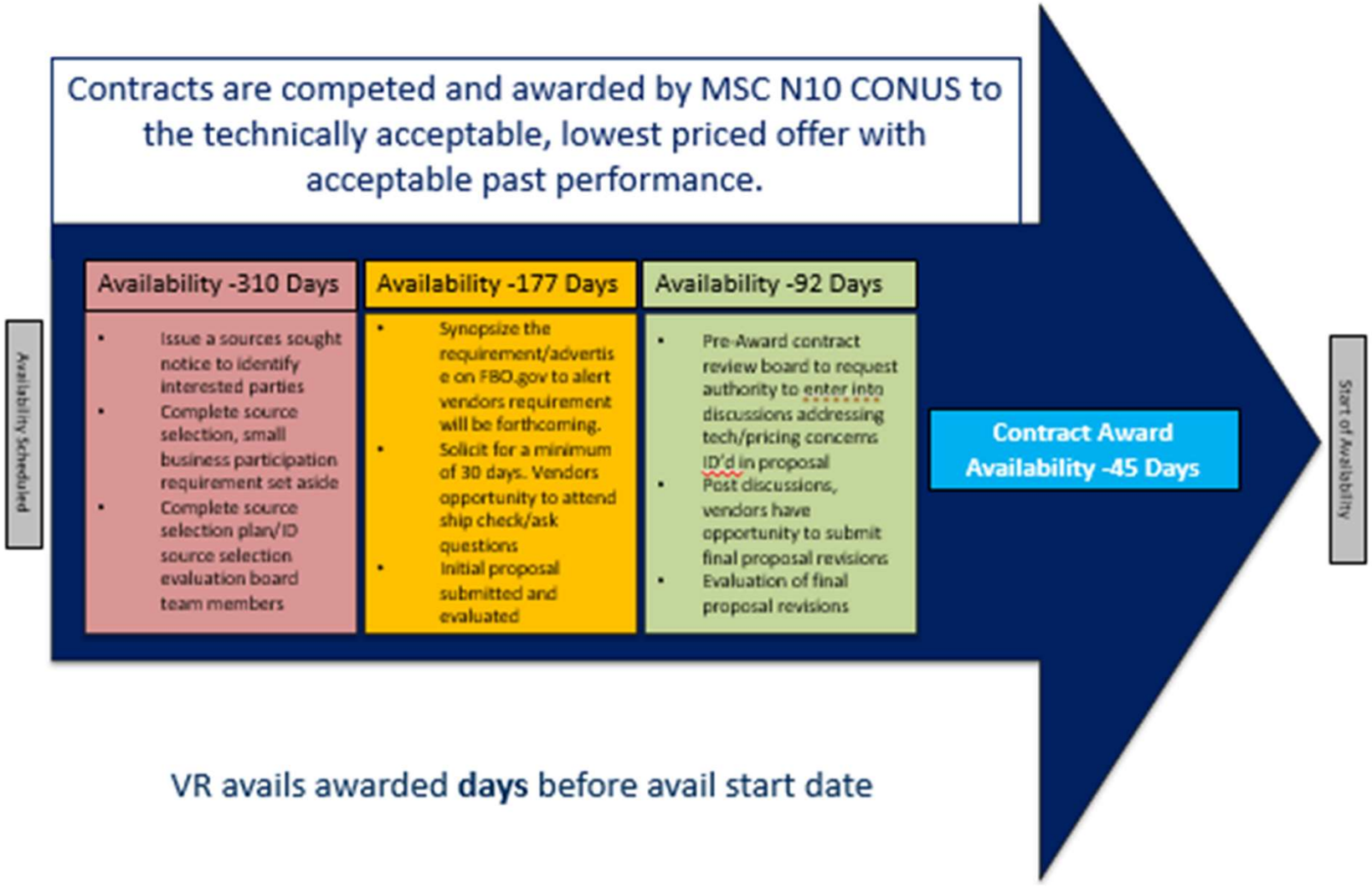




Ship Repair Mission Essential Tasks

"A healthy defense industrial base is a critical element of U.S. power..." -- NSS 2017

2019 – Old Repair Contract Process



Current Repair Contract Process

Contracts are competed and awarded by MSC N10 CONUS to the technically acceptable, lowest priced offer with acceptable past performance.

Availability Scheduled

Availability -381 Days

- Issue a sources sought notice to identify interested parties
- Complete source selection, small business participation requirement set aside
- Complete source selection plan/assemble evaluation board
- Start ordering LLTM/Service Orders

Availability -248 Days

- Synopsize the requirement on SAM.gov to alert vendors requirement will be forthcoming.
- Solicit for a minimum of **45** days. Vendors opportunity to attend ship check/ask questions
- Initial proposal submitted and evaluated

Availability -148 Days

- Pre-Award contract review board to request authority to enter into discussions addressing tech/pricing concerns ID'd in proposal
- Post discussions, vendors have opportunity to submit final proposal revisions
- Evaluation of final proposal revisions

Contract Award Availability -60 Days

Start of Availability

	AVG DAYS	# OF AWARDS	MAX DAYS	MIN DAYS
FY24	57	19	109	26
FY23	68	24	186	34
FY22	53	22	129	7
FY21	56	22	112	29
FY20	44	23	100	11

VR avails now have a target award date of A-30.

Contracting Improvements from Workshops

- Planning to award all avails earlier (A-60) to (A-180)
- 45 days to review package without having to ask for an extension
- NDA process – processing those earlier – Pilot of posting Work Items with Synopsis.
- J2/J3 pricing sheets match the work items
- Fewer options/more defined options (CAT B's)
- Better Quality Work Items/References
- Better Communication in Pre-Award Phase
- Authorizations for expedited material in CCO's
- ACOs with Win/Win mentality
- Voluntary Annual Technical Proposals

Voluntary Annual Submittal of Technical Proposals

- Based on renewed interest the past couple of years from industry and Military Sealift Command's desire to streamline the technical proposal requirements for GOGO ship repair procurements, submittals for the technical requirements listed below may be submitted on an annual basis vice with each proposal submission.
- RFI was posted on 20 August 2024.
- Proposal expiration date after reviewed: 30 September 2025

  - Technical Factors
    - Factor 1 – Understanding the Statement of Work
      - Subfactor 1.5 – Material Control and Storage
      - Subfactor 1.6 – Heavy Weather Plans
      - Subfactor 1.7 – Cold Weather Plans
    - Factor 2 – Ability to Perform the Statement of Work
      - Subfactor 2.3 – Facilities (less Berth, Approach, and Mooring Charts and drydocking form)
    - Factor 3 – Management Control and Quality Assurance
      - Subfactor 3.3 – Quality Control Plan (less Preliminary "Schedule for Key Inspection Events")
      - Subfactor 3.4 – Hazardous Waste Management Plan

PIEE / Solicitation Module

- **Overview of the requirement to use the Solicitation Module for receipt of initial and final proposals:** The source is the Office of the Under Secretary of Defense (Acquisition and Sustainment) memorandum subject Procurement Integrated Enterprise Environment Solicitation Module.

- Within PIEE, the Solicitation Module provides the capability to securely submit timestamped contractor proposals. It supports files up to 1.9GB with no limit on the number of files. Compressed (*.zip) files are not allowed. Some special characters in the file name are not allowed.

PIEE / Solicitation Module

a. Proposal Submittal and Inquiries.

- (1) Submit proposals using the offer tab for solicitation number N3220523RXXXX by the closing date and time identified on SF 33 block 9 through the Solicitation Module of the Procurement Integrated Enterprise Environment at https://piee.eb.mil/.

- (2) Other submission methods will not be accepted. Offerors are responsible for ensuring that the Government receives the complete proposal by the due date and time for proposal submission. For assistance access and training, offerors may contact their Contractor Account Administrator or Vendor Customer Support. Go to https://piee.eb.mil/xhtml/unauth/home/login.xhtml to search for the Contractor Account Administrator. Go to https://piee.eb.mil/xhtml/unauth/web/homepage/vendorCustomerSupport.xhtml for Vendor Customer Support. Go to https://pieetraining.eb.mil/wbt/xhtml/wbt/sol/solicitation/proposals.xhtml for proposal submission training.

- (3) All questions concerning the solicitation shall be addressed via email to Contract.Specialist@navy.mil

Retention

- **We care about your cash flow and understand how important it is to your business.**
- **DFARS 252.217-7007 Payments, section (c)** - " The Government will retain until final completion and acceptance of all work covered by the job order, an amount estimated or approved by the Contracting Officer under paragraph (b) of this clause. The amount retained will be in accordance with the **rate authorized by Congress** for Naval vessel repair contracts at the time of job order award."
- **The rate authorized by Congress** - "10 United States Code (USC) 3808a Certain Navy Contracts", The Secretary of the Navy shall provide that the rate for progress payments on any contract awarded by the Secretary for repair, maintenance, or overhaul of a naval vessel shall be not less than-
- (1) 95 percent, in the case of a firm considered to be a small business; and
- (2) 90 percent, in the case of any other firm. **(5% withheld for small and 10% for large businesses)**

Retention

- **2019 INDUSTRY DAY BUSINESS RULE** - MTA/ROH Avails > $10M - we will retain $500K until all work is complete and we receive all deliverables. If deliverables are worth more than $500K then we will withhold 5% for small and 10% for large businesses. Communicate with the ACO and PPE so there are no surprises at the end of the avail.
- **Assistant Secretary of the Navy Memo – 20 March 2020** – stated to reduce retention to the minimum. So we reduced retention to 2% for both large and small businesses.
- Another Secretary of the Navy Memo came out this past year restoring the authorized rates on the previous slide.
- **We will remain at 2% for all GOGO ship repair avails for both small and large businesses. If an Industry Partner does not provide all deliverables per the contract we will revoke this agreement with that Industry Partner for future avails. So let's work as a team!**

Anyone know what this word means?

yshomits

How about this word?

iPhone

Maintenance and Repair

Christopher Velzis, Director N75
Joseph Martin, Director N104
Christopher Lundquist, N7XAMA Branch Manager
Amanda Jones N712

Ships of MSC

COMBAT LOGISTICS FORCE

FLEET OILER (PM1)

Fleet Replenishment Oiler

T-AO 205 USNS John Lewis

T-AO 187 USNS Henry J. Kaiser
T-AO 188 USNS Joshua Humphreys
T-AO 189 USNS John Lenthall
T-AO 194 USNS John Ericson
T-AO 195 USNS Leroy Grumman
T-AO 196 USNS Kanawha
T-AO 197 USNS Pecos
T-AO 198 USNS Big Horn
T-AO 199 USNS Tippecanoe
T-AO 200 USNS Guadalupe
T-AO 201 USNS Patuxent
T-AO 202 USNS Yukon
T-AO 203 USNS Laramie
T-AO 204 USNS Rappahannock

FLEET ORDNANCE AND DRY CARGO (PM6)

Dry Cargo/Ammunition

T-AKE 1 USNS Lewis and Clark (Prepositioning)
T-AKE 2 USNS Sacagawea (Prepositioning)
T-AKE 3 USNS Alan Shepard
T-AKE 4 USNS Richard E. Byrd
T-AKE 5 USNS Robert E. Peary
T-AKE 6 USNS Amelia Earhart
T-AKE 7 USNS Carl Brashear
T-AKE 8 USNS Wally Schirra
T-AKE 9 USNS Matthew Perry
T-AKE 10 USNS Charles Drew
T-AKE 11 USNS Washington Chambers
T-AKE 12 USNS William McLean
T-AKE 13 USNS Medgar Evers
T-AKE 14 USNS Cesar Chavez

Fast Combat Support

T-AOE 6 USNS Supply
T-AOE 8 USNS Arctic

FLEET SUPPORT AND SPECIAL MISSION

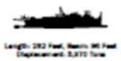
SPECIAL MISSION (PM2)

Missile Range Instrumentation

T-ARM 20 USNS Howard O. Lorenzen

Ocean Surveillance

T-AGOS 19 USNS Victorious
T-AGOS 20 USNS Able
T-AGOS 21 USNS Effective
T-AGOS 22 USNS Loyal



T-AGOS 23 USNS Impeccable

HOS Red Rock (SURTASS-E)

Oceanographic Survey

T-AGS 60 USNS Pathfinder
T-AGS 62 USNS Bowditch
T-AGS 63 USNS Henson
T-AGS 64 USNS Bruce C. Heezen
T-AGS 65 USNS Mary Sears
T-AGS 66 USNS Maury

Sea-Based X-Band Radar

SBX-1 Sea-based X-band Radar

Navigation Test Support

T-AGS 45 USNS Waters

Cable Laying/Repair

T-ARC 7 USNS Zeus

CS Global Sentinel

Submarine Support

T-AGSE 1 USNS Black Powder
T-AGSE 2 USNS Westwind
T-AGSE 3 USNS Zeglavier
T-AGSE 4 USNS Arrowhead

PREPOSITIONING AND SEABASING (PM3)

Maritime Prepositioning Force, LMSR, RO/RO, Expeditionary Transfer Dock

T-AK 3008 USNS 2ND LT John P. Bobo
T-AK 3009 USNS PFC Dewayne T. Williams
T-AK 3010 USNS 1ST LT Baldomero Lopez
T-AK 3011 USNS 1ST LT Jack Lummus
T-AK 3012 USNS SGT William R. Button

T-AKR 302 USNS Sewy
T-AKR 304 USNS Pililaau
T-AKR 311 USNS Sisler
T-AKR 312 USNS Dahl

T-AK 3017 USNS GYSGT Fred W. Stockham

T-ESD 1 USNS Montford Point
T-ESD 2 USNS John Glenn

Offshore Petroleum Distribution System

T-AG 5001 USNS VADM K.R. Wheeler

T-AG 4907 USNS Fast Tempo

Expeditionary Sea Base

ESB 3 USS Lewis B. Puller
ESB 4 USS Hershel "Woody" Williams
ESB 5 USS Miguel Keith
ESB 6 USS John L. Canley

SERVICE SUPPORT (PM4)

Hospital

T-AH 19 USNS Mercy
T-AH 20 USNS Comfort

Rescue and Salvage

T-ARS 51 USNS Grasp
T-ARS 52 USNS Salvor

Submarine Tender

AS 39 USS Emory S. Land
AS 40 USS Frank Cable

Submarine and Special Warfare Support

MV HOS Dominator

MV Kellie Chouest

MV Malama

Fleet Ocean Tug

T-ATF 168 USNS Catawba

MV Gary Chouest

Command

LCC 20 USS Mount Whitney

Fleet Experimentation

MV Ocean Valor

MV HOS Resolution

EXPEDITIONARY FAST TRANSPORT (PM8)

Expeditionary Fast Transport

T-EPF 1 USNS Spearhead
T-EPF 2 USNS Choctaw County
T-EPF 3 USNS Millinocket
T-EPF 4 USNS Fall River
T-EPF 5 USNS Trenton
T-EPF 6 USNS Brunswick
T-EPF 7 USNS Carson City
T-EPF 8 USNS Yuma
T-EPF 9 USNS City of Bismarck
T-EPF 10 USNS Burlington
T-EPF 11 USNS Puerto Rico
T-EPF 12 USNS Newport
T-EPF 13 USNS Apalachicola

High-Speed Transport

HST 1 USNS Guam
HST 2 Formerly MV Alakai

COMBATANT COMMAND SUPPORT

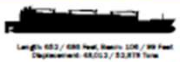
PREPOSITIONING (PM5)

Army Prepositioned Stocks LMSR and Container

T-AKR 310 USNS Watson
T-AKR 313 USNS Red Cloud
T-AKR 314 USNS Charlton
T-AKR 315 USNS Watkins
T-AKR 316 USNS Pomeroy
T-AKR 317 USNS Soderman

T-AK 4543 MV LTC John U.D. Page
T-AK 4544 MV SSG Edward A. Carter Jr.

Air Force Container



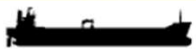
T-AK 4396 MV MAJ Bernard F. Fisher
T-AK 5362 MV CAPT David I. Lyon

DRY CARGO AND TANKERS

Dry Cargo

T-AK 5423 SLNC Comfort

Tankers



T-AOT 5193 MT Empire State
T-AOT 5205 MT Evergreen State

T-AOT 5306 MT SLNC Pax

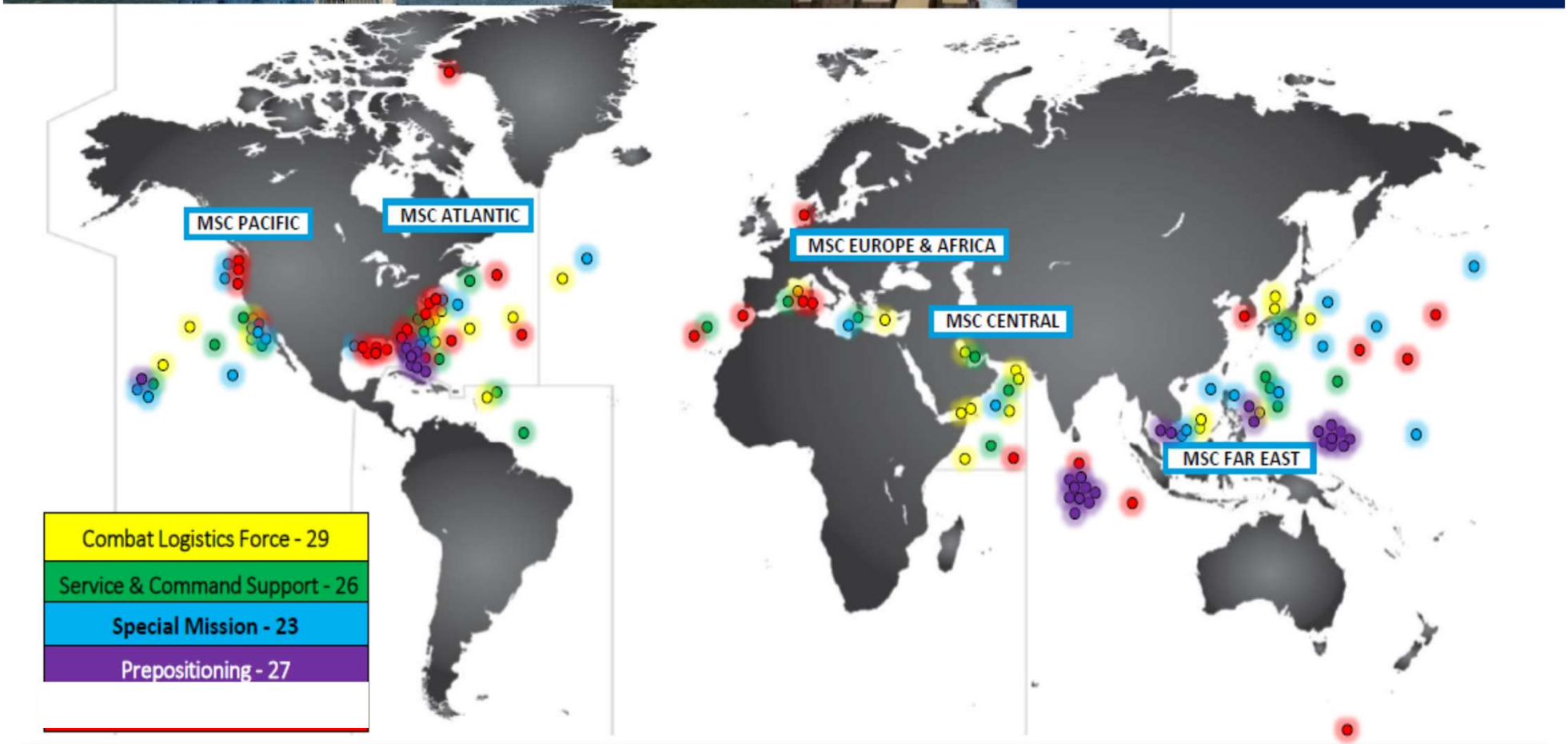
T-AOT 5419 MT SLNC Goodwill

T-AOT 5563 MT Steve Polaris

Global Presence = Global Repair

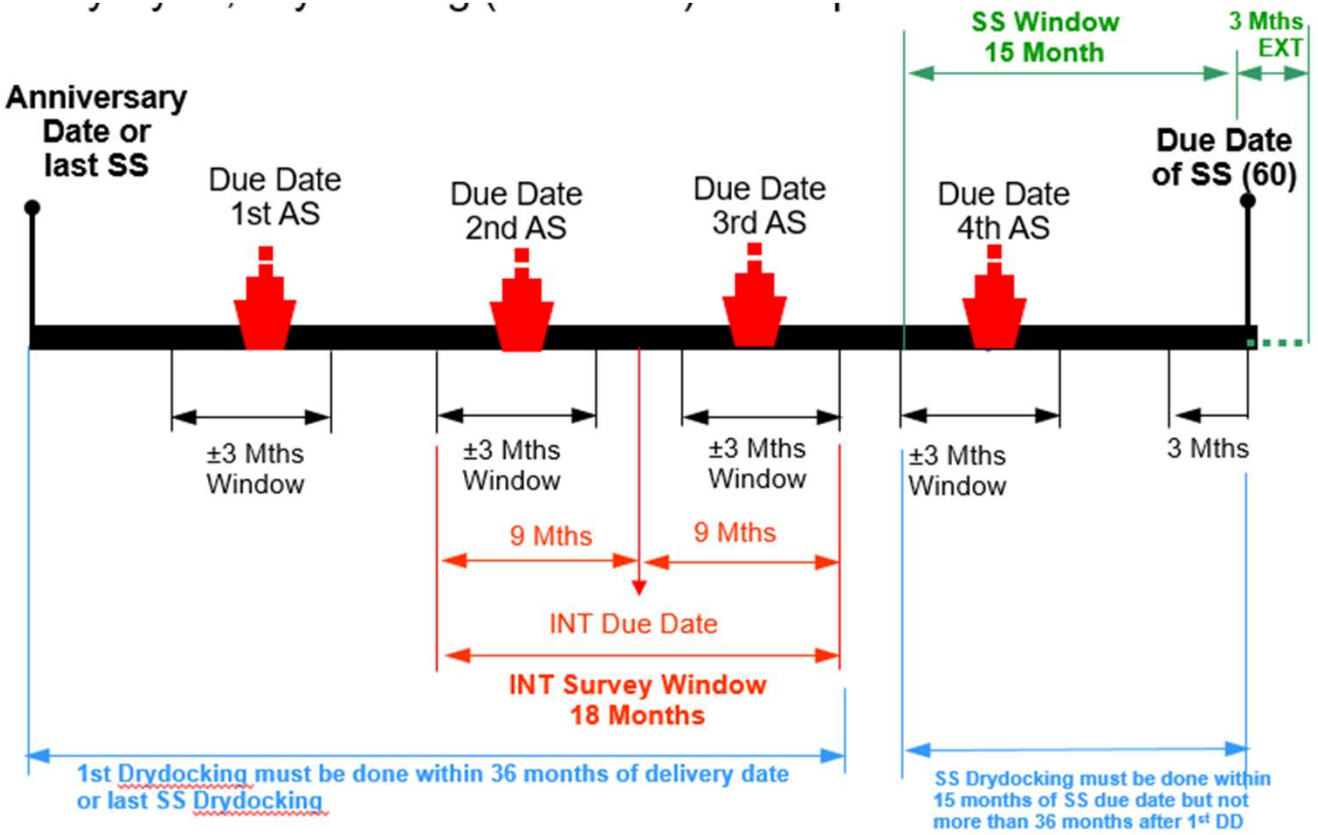
Locations:
- HQ, Norfolk, VA
- 5 Area Commands
- 2 MPSRONs
- 15 Area Command offices

Work Force:
- 5,596 Civil Service Mariners
- 1,374 Civil Service Ashore
- 971 Military (Reserve)
- 321 Military (Active)



MSC Maintenance and Repair Methodology

- MSC ships follow a commercial maritime model for maintenance and repair with small crews, relying primarily on industrial assistance
- Ships are classed by the American Bureau of Shipping (ABS) and certificated by the US Coast Guard
- Ships have a 5-year Special Survey Cycle, Dry docking (or UWILD) the ship 2x in 5 years



Maintenance Plans
(Government-Owned/Government-Operated)

- Our standard logistics ship overhaul cycle includes:
- Dry docking Availabilities every 2.5 years (60 - 120 days)
- Mid-term Availabilities every 12 months (45 - 60 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

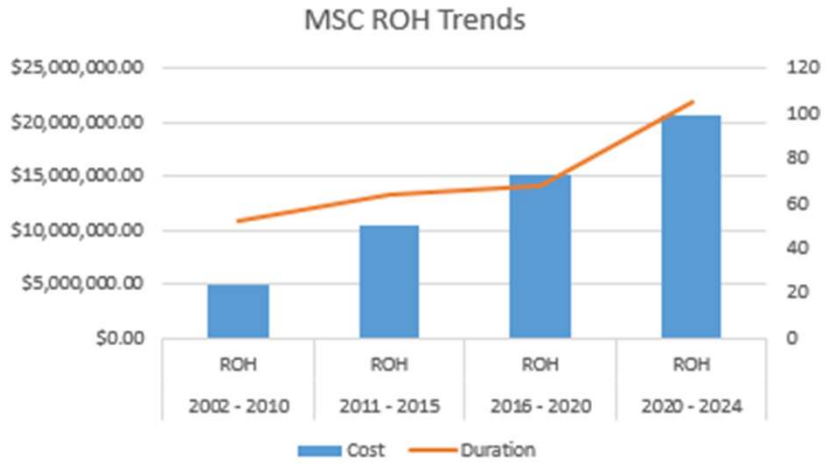
- Continuous maintenance pier-side whenever practical

- Note: High-Speed Vessels require annual dry-docking

ROH Cost and Duration

- Using the System of Record SAMM, Engineering has been collecting data for MTA/ROH periods.
  - The data to the right is from a sampling of T-AO 187, T-AOE, T-AKE, T-AKR. It includes availabilities from the East, West, and Gulf Coast.
  - The cost and duration to complete the maintenance periods has increased over the past 20 years for all MSC GOGO/GOCO vessels.
  - Over the past four years, the NAVY and MSC has seen a sharp increase in the duration of the availabilities.
  - Cost has been a steady increase.
  - MSC has incorporated standard work items, early identification efforts, developing work packages earlier and assuring quality of the work packages, and is investigating awarding contracts at A-120 or A-180 vise A-60.

- Industry feedback request:
  - What do you believe is driving the length of the availabilities?
  - As a partnership what initiatives or actions can we take to drive the durations of the ROH periods back.

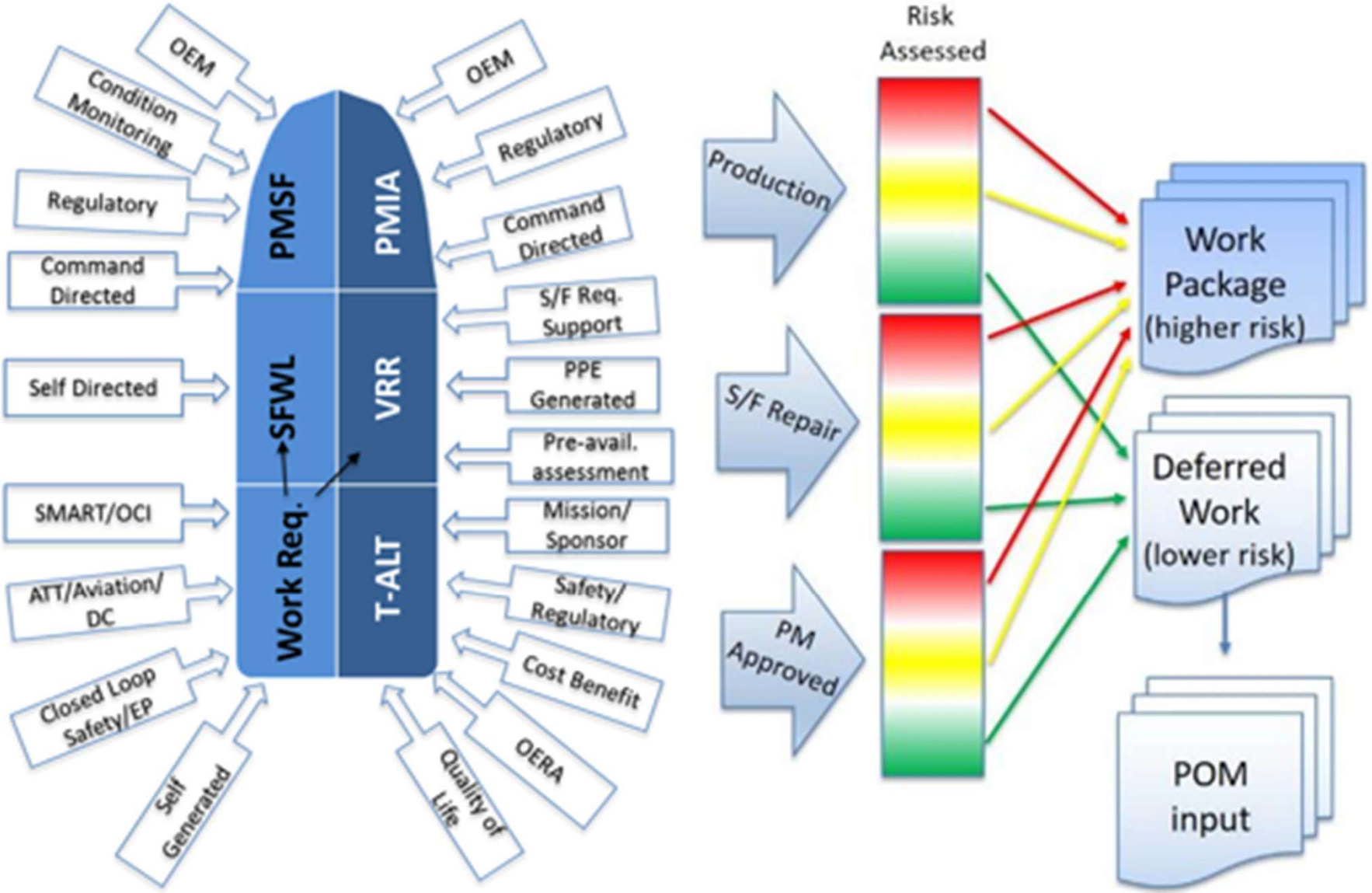


Year	MTA/ROH	Cost	Duration
2002 - 2010	ROH	$4,906,600.26	52
2011 - 2015	ROH	$10,432,567.36	64
2016 - 2020	ROH	$15,228,297.15	68
2020 - 2024	ROH	$20,570,418.28	105

Maintenance Planning

- Identify Issues Early
  - Instituted government material condition surveys SMART, PEVI, VSA, CCA and LLA, MREs.
    - SMART/VSA – Testing and evaluation of machinery and systems
    - PEVI – Static walk through of the vessel by the Principal Port Engineer (approx 16 man hours).
    - MRE – Comprehensive machinery checks per SMART test plan (by request only - not funded).
  - 3rd party oversight ABS Annual / Intermediate / Special and USCG COI, recognizing these are spot checks.
- Advanced Planning and Package Development
  - MSC goal is to have work package assembly and material order requests for the next three to five years for all major availabilities.
  - Package includes standard work items, cross class and class standard work items.
    - SWI/CCSI/CSIs constitute approximately 80% of the work package.
    - Repair items constitute 15% of the work package and these are items that are identified through ship's force and material assessments. MSC is in the process of creating template style repair items so that they are easily biddable and are similar across the fleet.
    - Trans-Alts or fleet modernization make up the remaining 5%.
    - Class standard work items and template repair items are evaluated after repair periods and lessons learn are incorporated into the work item and updated in the SAMM library.

Work Package Development



Shipyard Loading / Deferrals

Industry Feedback and Shipyard Availability Analysis determined target workload is *150 man-days/day*

- Shipyard loading is calculated using prime contractor hours
- Shipyard loading is calculated at Work Scope Conference and updated throughout the process until contract award
- Two Options Exist when the man loading exceeds 150 man-days/day
  - Add time
  - Reduce Work Package (Defer Work)
- Loading calculations are based on estimates and are not absolute, rather a target

- Industry feedback request:
  - Is 150 Man-Days per day appropriate for MTAs and ROHs?
  - Is 35 Man-Days per day appropriate for VR periods?
  - Is prescribing the POP appropriate or might it be better for industry to provide the Plan / POP / Cost.

Why Library Work Items

- Standardization of Work Items for SY availabilities enables continuous improvement:
  - Plan – Establishes Baseline
  - Do – Implement Plan
  - Check – Evaluate the Plan
  - Act – Apply Lessons Learned
  - Results

Benefits

1. Work is done according to the current best practice
2. Simplifies and speeds up training and onboarding
3. Improves quality and increases customer satisfaction
4. Reduces defects and waste
5. Makes results predictable and measurable
6. Helps finance teams cost and price accurately
7. Allows organizations to scale rapidly
8. Puts the focus on the process, not the person
9. Makes the improvement easier, faster, and scalable - It's hard to improve a process that is not well understood or consistently applied.
10. Streamlines problem-solving by understanding the current process
11. Encourages employee engagement and ownership
12. Frees managers and leaders to focus on strategic objectives and culture
13. Reduces workplace stress
14. Encourages creativity, innovation and allows for automation

Cross Class and Class Standard Items

- CCSI/CSI Feedback from Industry Drives Improvement!
  - From industry - Clarify CSIs and CCSIs included in the work package; there is often a difference between CSI titles and what is in the SOW (one year vs five-year requirements). Ambiguity leads to RFCs and delays.
    - N75 completed an audit of the USNS GUADALUPE and USNS SACAGAWEA MTA/ROH Packages for the differential of the CSI/CCSI title and SOW.
      - GUAD had 15 CSI's and 33 CCSI's six of which required clarification. Four of those work items have already been corrected and updated via feedbacks and two still need corrections.
      - SAC had 44 CSI's and 50 CCSI's. Of those 99 standard items, eight items had conflicts. Five of those work items have already been corrected and updated via feedbacks and three still need corrections.
      - Shipyards, Contractors, Sub-Contractors are all encouraged to attend the lesson learn conference near the conclusion of the availability or submit feed back. Alternately, feedback may also be provided to the contracting officer, engineering type desk or myself.
  - From industry: Research OEM and tech rep recommended sources information. Most are out of date with suggested sources no longer in business.
    - As part of the package review the Engineering Type Desk and PPE will review the work items to correct any contractor that is no longer in business to the best of there abilities.
    - There is a process in place where shipyards / repair facilities can submit an alternative vender for repairs.

Cross Class and Class Standard Items

- CCSI Feedback from Industry
  - From industry: Valve and pump M&R work items should include manufacturer and part numbers for correct identification and provision of rebuild kits or replacement valves.
    - N75 completed an audit of multiple work packages and found that this is an isolated event.
      - CSI/CCSI audited contained part numbers
      - Valve Part Numbers are found in the reference drawings
      - Growth work should include the information required for the shipyard to procure and complete repairs.
  - From Industry: What is the best way for contractors to advocate for new ship repair IDIQ ideas? Hull gauging, close-up surveys, other common survey or repair requirements.
    - Lines of communication for contractors to advocate for new ship repair IDIQs
      - Industry day conferences
      - Work Boat Repair Conference
      - Lesson Learn Conference at the end of the MTA/ROH period
      - During quarterly shipyard visits
      - Discussion with the Principal Port Engineer

Cross Class and Class Standard Items

- CCSI Feedback from Industry
  - From industry: Validating lead time for CFM before work items are issued. Don't assume if Govt can't order/receive in time that Shipyard can.
    - N75 recognizes issues from GFM/CFM result in shipyard delays and disruption to the schedule.
      - Solutions:
        - Established IDIQ with key industry partners including Rolls Royce, GE, MAN, FME, Sperry Marine, L3, Wartsila, DMS
        - From historical procurement data any material that has a greater lead time then 60 days shall be considered GFM and ordered by the PPE.
        - Pilot Program; 500 Day POA&M, which awarded the contract at A-180.
          - Feedback from Industry does an award at A-180 allow for better success.
        - Overwhelming feedback from shipyards was shipyards are better at ordering material and CFM should be maximized. Has this position changed?
  - From Industry: Liferaft, lifeboat and MES M&R work items should include the current item serial numbers
    - What is the benefit for Industry to have this data in the individual work items?
    - Can this be accomplished via a RFI/CFR from the Shipyard
    - N75 will review the CSI/CCSI and provide feedback.
  - From MSC to industry
    - Contract award is at A-60, milestone to ship Government Furnished Material to the gaining shipyard is A-44.
      - Is there any issues with the A-44 milestone? Is that enough time?

Cross Class and Class Standard Items

- CCSI Feedback from Industry
  - ISSUE : Undefined scope requirements like keeping bilges dry (can we put daily quantities and adjust via CCO?
  - Answer, Standard Work Item 0011 address the concern above. Below is the paraphrase
    - Provide a calibrated in-line water meter with which to measure the amount of bilge water removed from the vessel. The meter shall be installed in a location readily accessible to the OMT REP and the vessel's Chief Engineer. An initial meter reading shall be witnessed by the OMT REP and the Chief Engineer. Weekly readings shall be provided to the OMT REP via a condition report.
    - The contractor shall provide a bid price for bilge water disposal based on an estimated quantity of 250,000 gallons. In addition, contractor shall bid a unit price per gallon for adjustments to the award price for lesser or greater total gallons removed. The actual quantity of bilge water disposal shall not be greater than the actual quantity of bilge water removed from the vessel. Any required adjustments above or below this total volume will be made via contract change order using the prorated unit price per gallon based on the contractor's initial bid price.

References

- Pending on the Class of vessel there are up to 400 References for each package. Reference Package is submitted to the PPE by technical library.
  - From industry: A complete package of references should be provided with the RFQ. Often a long time lag to get the references and often some are missing, creating delays to scope and propose on the package.
  - N75 completed an audit of several work packages
    - Approximately 70% of the missing references are copyright protected and the technical library is not authorized to issues. IE NFPA 70E Standard for Electrical Safety Requirements for Employee Workplaces.
    - Approximately 15% are outdated references that needed to be updated
    - Approximately 15% were missing and needed to be inserted by the PPE
  - Solution:
    - For the 70% that are copyrighted Government will indicate those references and state that they need to be provided by the shipyard.
    - For the remaining 30%, MSC establish a process to ensure references are correct.

References

- From Industry: Many Work items reference drawings are illegible, don't have parts lists, or leave too much to interpretation. Often additional drawings must be researched and requested to scope the work item requirements and order CFM. Work items and references should be proofread and verified accurate for the specific ship.
  - Solution:
    - N7/Technical library to complete an audit of the reference material to determine which items are illegible.
    - Contract with an engineering firm to regenerate reference material.
    - For any references that are illegible or do not have a parts list a RFI CFR should be submitted to the OMT for clarity.
    - Port Engineer will submit a feedback from the CFR to update the references.

Technical Submittal Requirement Plan

- From Industry:
  - Are all of the tech evaluations factors necessary and objective measures?
  - Automatic UNACCEPTABLE Already covered under Understanding the Work Package

  - Sub factor 1.2 Problem Areas:
  - Identify any foreseen problem areas in accomplishing the work requirements (e.g., LLTM, Open and Inspect items, potential labor disputes, dry docking availability, exercising contract options within the allotted contract period and propose solutions to these problems. If no problems are foreseen, state, “no problems are foreseen”.
    - Government Response: Problems need to be addressed during the Request for Clarification (RFC) Phase.
    - There should not be a perception that by identifying a problem area that the bidder is automatically found UNACCEPTABLE. IT should be on a case by case basis.

- From Industry:
  - Sub factor 1.3 Engineering – Can resume requirements be removed from this sub factor?
    - Government response, Sub factor 1.3 Engineering is in concurrence that resume can be removed from the Sub Factor.
    - Removal of the Sub Factor has need routed through the SCRB and has been approved.
    - Will be implemented starting in January 2025.

Technical Submittal Requirement Plan

- From Industry: is this an objective evaluation factor? How are the answers rated?
  - Sub factor 2.2 Growth Absorption – Provide an estimate of the amount of additional work that can be absorbed without impact on the availability completion. Assume that most of the additional work is identified during the first 50% of the availability, that the work per trade (Hull, Machinery, and Electrical) is proportional to the work in the basic specification, and that all material for such additional work is available within a reasonable time.
  - Justify the estimate of the amount of additional work that can be absorbed beyond AGR and Category "B" itmes.

- Government Response: It is industry opportunity that all work found within CLIN 2 (AGR) can be completed.

- Rarely has the government seen this sub factor as unacceptable.

- From Industry: Is $25k still the right threshold? Could that be raised to $50 or $100k to keep up with current costs and intent of this tech eval factor?
  - Sub factor 3.2 Subcontractor Participation – Is $25k still the right threshold? Could that be raised to $50 or $100k to keep up with current costs and intent of this tech eval factor?
  - Government Response: Internal discussion still occurring within N10/N7. At this time the threshold will remain at 25K.

- MSC Annual technical submittals (GOGO ship repair)
  - Government will be reviewing the Annual Submittal of Technical Submission Requirements Plan
    - To reduce the repetitive creation and submittal of technical submission documents by shipyards
    - Evaluate and approve repetitive technical submission documents once annually, vise on every submission

Technical Requirement Submittal Plan

- CONUS and OCONUS, the two technical factors that have resulted in the most unacceptable rating was for dry docking and fire fighting prevention & protection.
  - Engineering is in the process of developing check sheets to support industry with the technical requirements
  - Checklist example for SWI0016 Fire and Safety Requirements and Submittals and Dry Docking

SWI 0016 – Fire and Safety Plan Requirements & Submittals	**Shipyard Submitted? (Yes/No)**
Description of the Procedures and Methods for Shipyard and Ship Fire Prevention • Description of repair facility fire protection and flooding protection measures/procedures. Including: Pier Firemain locations/availabilities, sizes of pierside firemain, temporary/installed fire pumps being utilized during ship availability. • Could also include: procedures for paint abatement, quick disconnect fittings, hot work procedures, pier cleanliness.	
Agreement with local municipal response organization • For example: Local Department will response to shipboard firefighting, medical or other emergency events. (Note: some shipyards may not have a local agreement if they have Fire Department within the shipyard facility)	
Firefighting Response Plan • Fire response plan responsibilities as detailed in 29 CFR 1915.502(a)-(b). • Written policy that complies with the local municipal response as required in 29 CFR 1915.505(b)(2)	

Technical Requirement Submittal Plan

Flooding response plan • For example: Preventive measures, alarm procedures and actions that will be taken to ensure ship's safety during flooding emergencies	
Rescue response plan • For example: Rescue response plan could include capabilities for personal removal from a confined space or list that local Fire Department is available to assist with all rescues as needed.	
Medical emergency response plan • For example: Medical emergency response plan could include the capabilities for nearby hospitals and could also list the nearest burn center and level 1 trauma center.	
Dewatering equipment available • For example: NAVSEA 8010 lists the following requirement: dewatering at 200 GPM within 2 hours of a major fire, with additional 200 GPM within 3 hours of major fire. A total of 800 GPM must be available within 4 hours of a major fire.	

Alternate Firefighting provisions provided in case of disabled fixed systems
• SWI 0016 requires following:
  ○ Temporary Portable Fire Extinguishers;
  ○ Tie-in's from shoreside to ship's firemain;
  ○ Temporary Firefighting Manifolds	

Preventative measures during fire and flooding • For example could include: emergency escape procedures, evacuation points, muster locations, measures to account for personnel, incident command locations, shipyard procedures and shipyard POCs who MSC will notify during a fire or flooding event.	

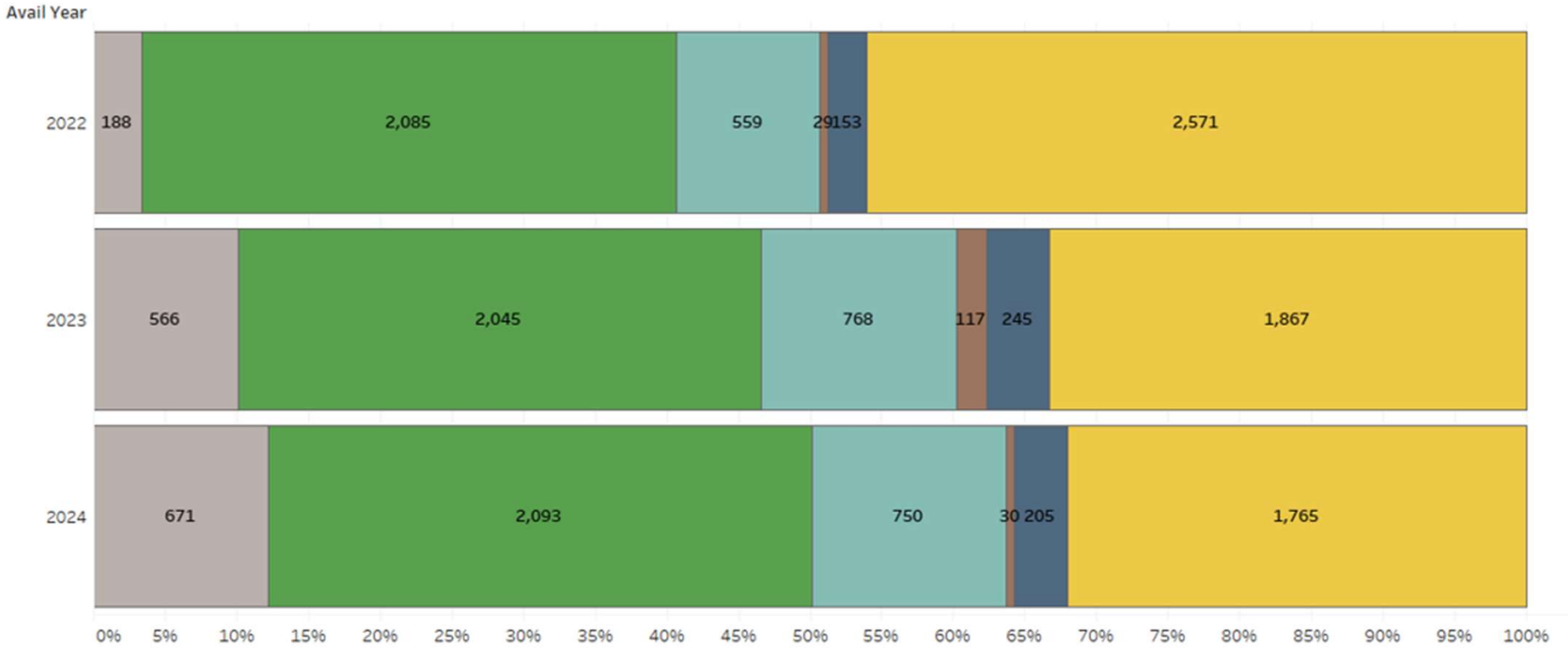
Technical Requirement Submittal Plan

SWI 0901 – Drydocking Shipyard Eval Criteria	Shipyard Submitted? (Yes/No)
SSP Factor 1.3 - The Offeror shall demonstrate his understanding of the engineering support requirements (e.g., working drawings, tech/system manuals, selected record plans, inclining requirements, Trim and Stability booklet, and docking and undocking calculation, if required) of the work package. • Description of drawings required, use of trim and stability booklet, use of the ships CargoMax software for load cases for docking and undocking calculations, Calculations to include trim and stability calculations for floating, graving or marine railway docks. Pumping calculations for floating drydocks. Weight and Moment tracking. • Block arrangement drawings for any modified plan for floating/railway drydocks.	
SSP Factor 2.3 - Complete the enclosed MSC Ship Repair Facility Survey Form (MSC Form 4330/26) • For example: Drydocks available list with services, i.e. Fresh Water, Salt Water, Steam, Electrical Power, Air, fire Protection, Sewage. Dimensional size and capacity information. • All information needs to be verified to the ship's requirements in the work items and to the ship's physical characteristics.	
SSP Factor 2.3 – Complete the enclosed J-11 MSC Drydock Evaluation Form • Part A to be completed by MSC PPE prior to submittal. • Part B to be completed by All Shipyards. • All information required within the form, i.e. Shipyard info, Dry Dock info, NAVSEA or third-Party Certification. Dry Dock Characteristics, Block Loading Capacity, Keel and Side Block information, minimal services available, Safety response plans • Part C to be completed by All Shipyards if drydock is not certified under IACS or MIL STD 1625 C. • Part D to be completed by All Shipyards. • All information required within the form and signed at the bottom.	

Technical Requirement Submittal Plan

SSP Factor 2.3 - Provide photocopies of the dry dock certificate(s) • For example: NAVSEA certification or 3rd party vendor i.e. Heger Dry Dock LLC	
SSP Factor 2.3 - Proposed blocking arrangements • For example: Drawing should provide details of a laid out plan, profile and section views of the ship that shows the blocking arrangement per the ships docking drawing (may be modified for a dry dock or railway) and proposed dry dock from the shipyard.	
QMS N7.721.9997.8-Q • MSC Government-Owned ships that require dry-docking must be dry-docked in a facility that: Is in acceptable material condition, has effective emergency response systems and plans, Is safe and capable of dry-docking the intended ship. The ship must not exceed the dry dock's dimension rating, maximum entry draft, maximum lift capability, and maximum linear load rating, Provides the minimum clearance between the ship's keel and dry dock flooring and the minimum clearance between the ship's shell and dry dock walls as required in the work item for the ship named in the ship repair solicitation, and is operated by trained and experienced personnel. • Dry dock facilities proposed for dry-docking MSC ships must meet one of the criteria listed: Is under current certification by Naval Sea Systems Command (NAVSEA), Is under current classification by a member of the International Association of Classification Societies (IACS) (applicable to floating dry docks only), or is under current certification by an independent third party engineering firm, with • the certificate issued by a registered professional engineer. The certificate must show the maximum weight the dock can support, the maximum allowed linear loading, and the expiration date of the certificate. • In situations where none of the criteria above can be met: typically for overseas graving docks) and there is an urgent need to dry-dock an MSC ship, the MSC Engineering Director may approve the use of a dry dock. Approval will be based on a determination by MSC engineering staff having expertise in dry dock design and facility reviews. The dry dock proposed for dry-docking the ship named in the ship repair solicitation must meet the following criteria in addition to the first bullet point; State a successful historical record of dry-docking ships of similar size and weight.	

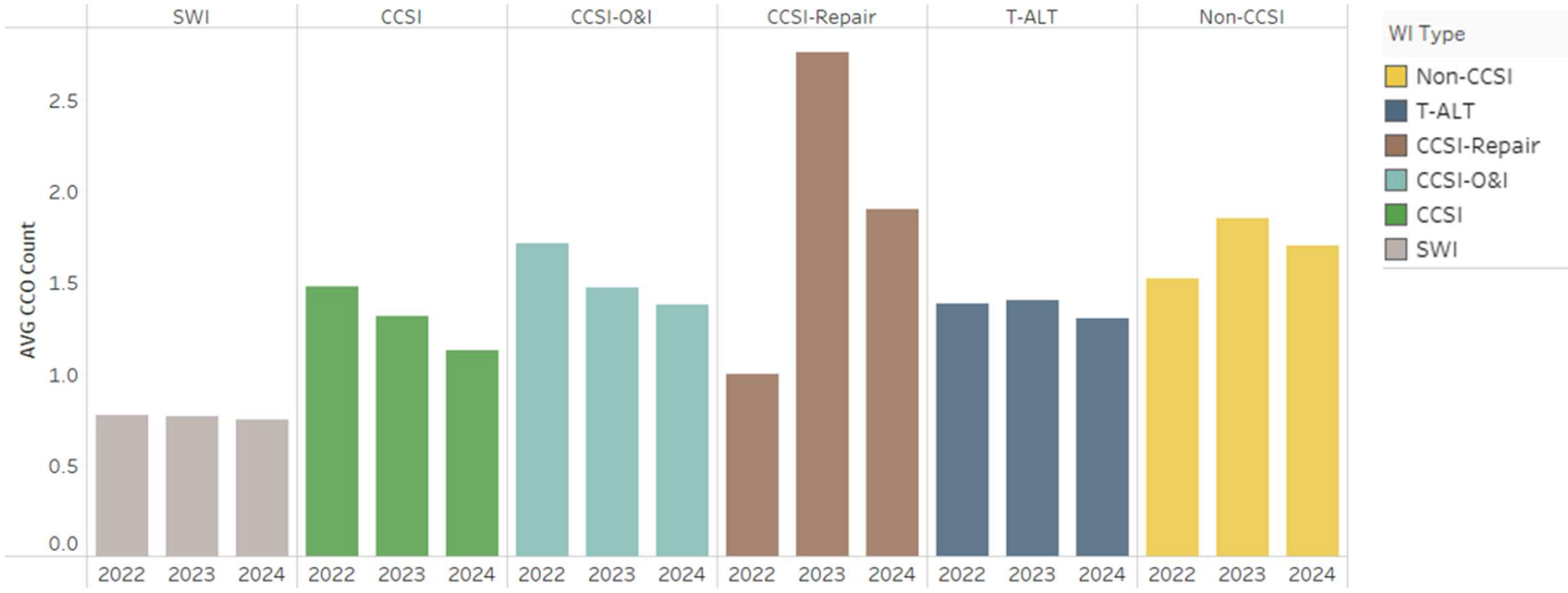
Availability Work Package Composition



Source: SAMM
Filters: MTA/ROH

Increasing Library Work Items (SWI, CCSI, CCSI-O&I, CCSI-Repair) usage Year over year
Library Work Items average 64% of Work Packages

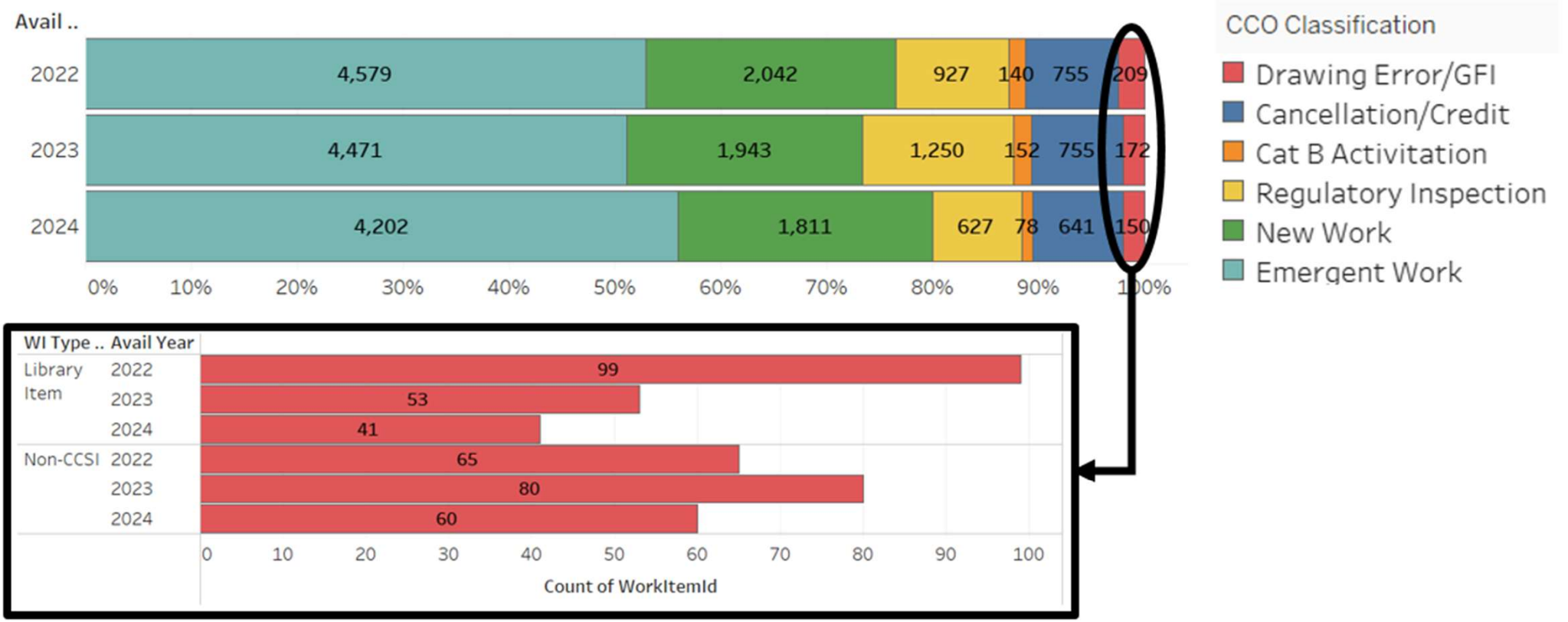
Contract Change Order Count



Decreasing Contract Change Orders for Library Work Items Year Over Year

Source: SAMM
Filters: MTA/ROH

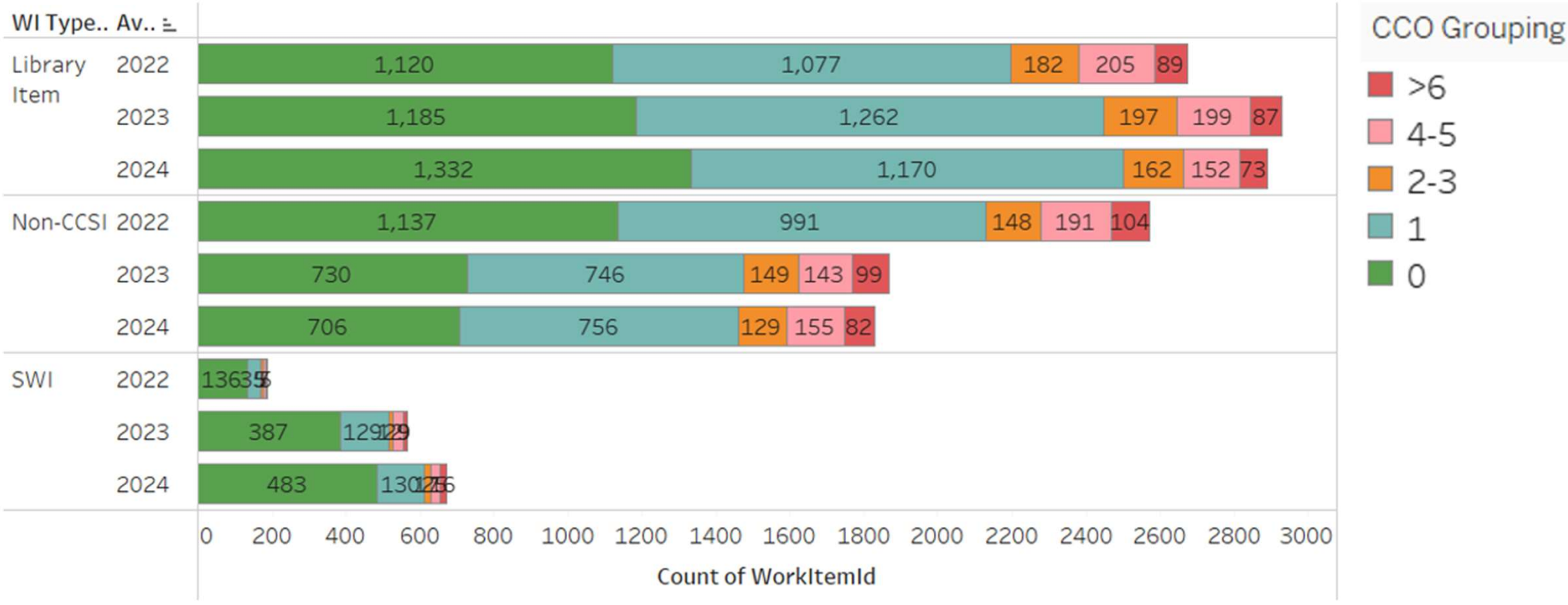
Contract Change Order Classification



Source: SAMM
Filters: MTA/ROH

Decreasing Drawing Error/GFI for Library Work Items Year Over Year

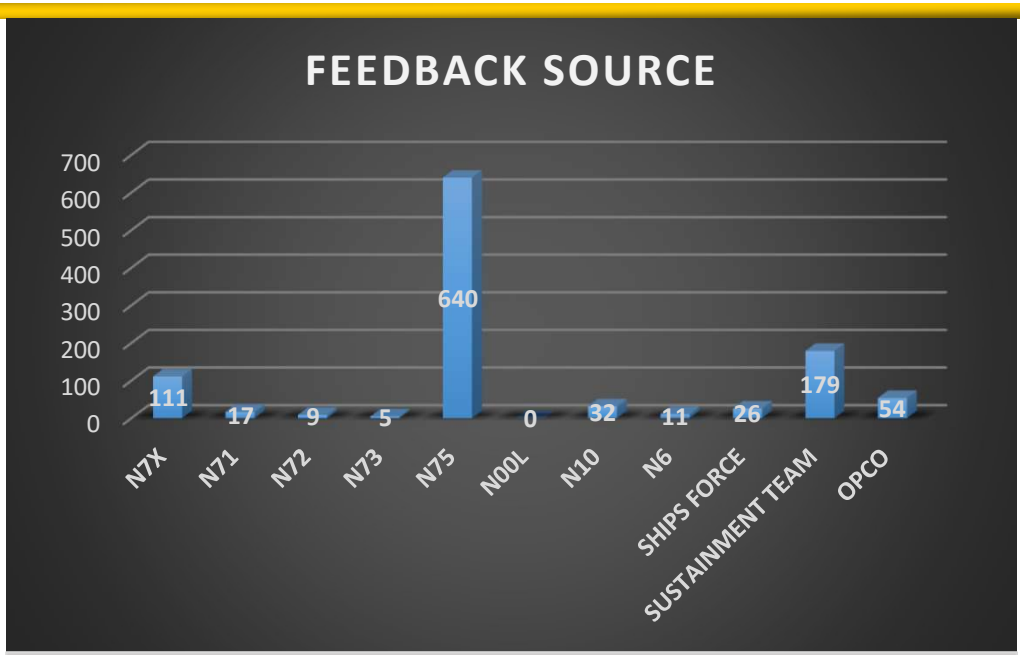
CCO Distribution Over WI Type

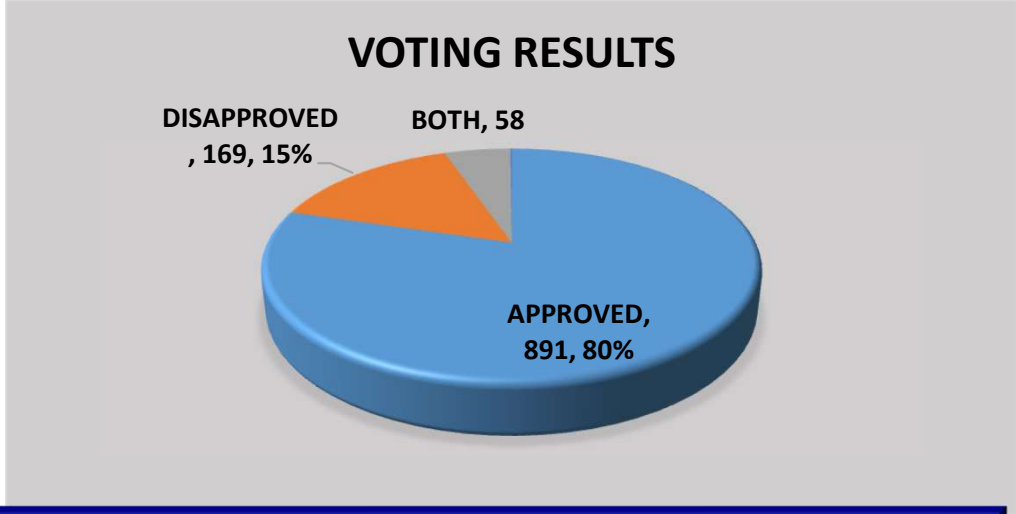


In 2024, 47% of Work Items had 0 CCOs and 90% had 3 or less CCOs

MSC Feedback System

- Ship Repair Industry is encouraged to submit Feedback to improve Standard Work Items
- Feedback is submitted to SCRB process for review. Approximately 80% of feedbacks submitted for SCRB review are approved
- Approved Feedbacks are submitted for implementation and Standard Work Items are updated accordingly
- All users of the improved Standard Work Item benefit from the Feedback process





* Data shown is from August 2024. A Tableau Dashboard is in development to show real time feedback data *

Ship repair industry input is imperative to drive Standard Work Item improvement

Shipyard Repair Gap

Shipyard Repair Gap

Lead Action Officer: Chris Lundquist
Action Officers: Jade Penney, Steffen Wojeck, Truemy Nguyen
Date:

Project Overview

Kill Chain Gap Project Problem Statement

Military Sealift Command (MSC) faces a limited federal workforce and commercial industrial base able to effectively plan and execute ship repair availabilities, evidenced by an average increase of 6.5% per year of availabilities exceeding the target periods of performance (POP) over the past 7 fiscal year(s) for government owned, government operated (GOGO) vessels. This restricted capacity results in lost days of operational availability, unplanned changes to operational schedules, increased maintenance costs, and an inefficient use of resources.

Baseline Performance

Root Causes / Priority Levers

- Initial analysis is expected to show the following as key drivers for major availabilities schedule adherence:
  - Planning Effectiveness, Execution Effectiveness, New Work, Growth Work, Re-Work, Industrial Capacity

Assumptions / Constraints / Restraints

- Assumptions: Fleet schedule will remain fluid; Comply with all higher level policies (e.g. FAR, DFAR, NMCAR, FIAR, etc.); Findings may drive MSC policies and/or POAMs changes.
- Constraints: Funding for improvements (e.g., rotatable pool, materials, engineering); Resources; Acquisition timeline; Government Acquisition Regulation

Scope

T-AO 187 & T-AKE Major Availabilities CONUS & OCONUS

Objective

MSC Government Owned Government Operated (GOGO) vessels achieve measurable performance improvement by increasing the number of availabilities completed within 20% of the planned period of performance by 10% year over year in FY26.

Stakeholders

- N1, N2/3, N4, N6, N8, N7, N9, N10, PM1, PM2. PM3, PM4, PM6, PM8, Area Commanders, Fleet

Alignment of Related Efforts

- Inadequate Industrial Capacity Project
- MSC GFM Ordering CPI
- MSC GFM Monitoring CPI
- MSC Advance Planning Cell
- P2P – Surface

Barriers Requiring FO/SES Assistance

No Planning Activity (MSCMEPP)
No Readiness Sparing Program
Support ensuring recommendation funding is fully supported and makes its way through the funding process

Gap Closure

Goals (w/ Date & Annual Target)

Outcome Metrics:

1. Quality Maintenance Days of delay
2. Maintenance, Repair, & Alteration Deferrals
3. Planned Quality Maintenance Days
4. Cost Adherence

Goals:

- FY24
  - Complete the Define Phase in DMAIC process
  - Define POAM and barriers, if applicable, for measurable performance metrics.
  - Implement recommendations to improve baseline performance.
- FY25
  - All measurable performance metrics established.
  - Executing recommendations to improve baseline performance for availabilities starting in Q3 FY25+.
- FY26
  - Implement recommendations to improve FY25 performance.

1. (Project Plan slide 8)

Measured by:

1. SAMM POAM Data
2. SAMM Availability Data
3. PENG Contract Data
4. PENG SITREP Data
5. PENG CCO Data
6. PENG Progress Data

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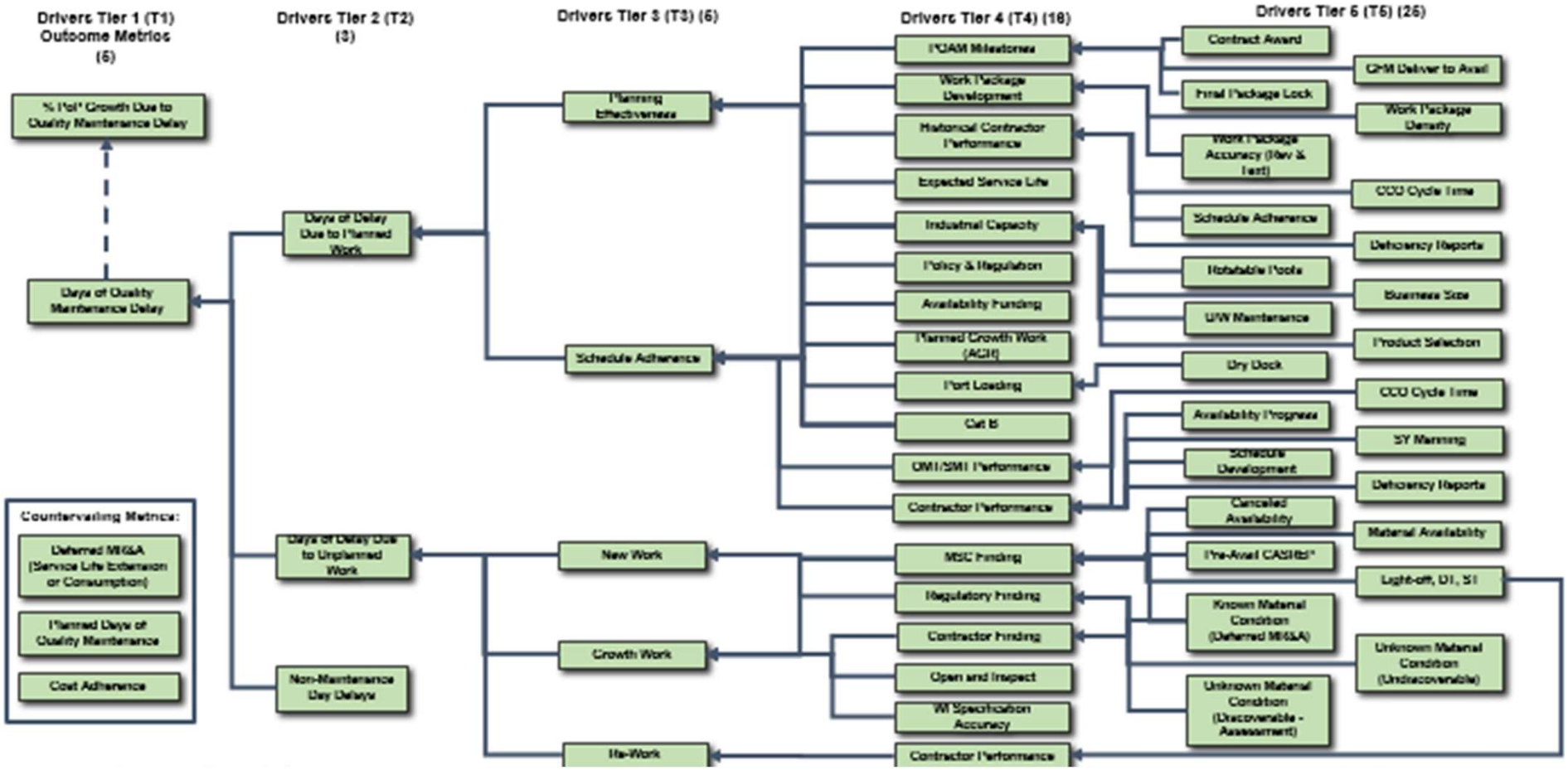
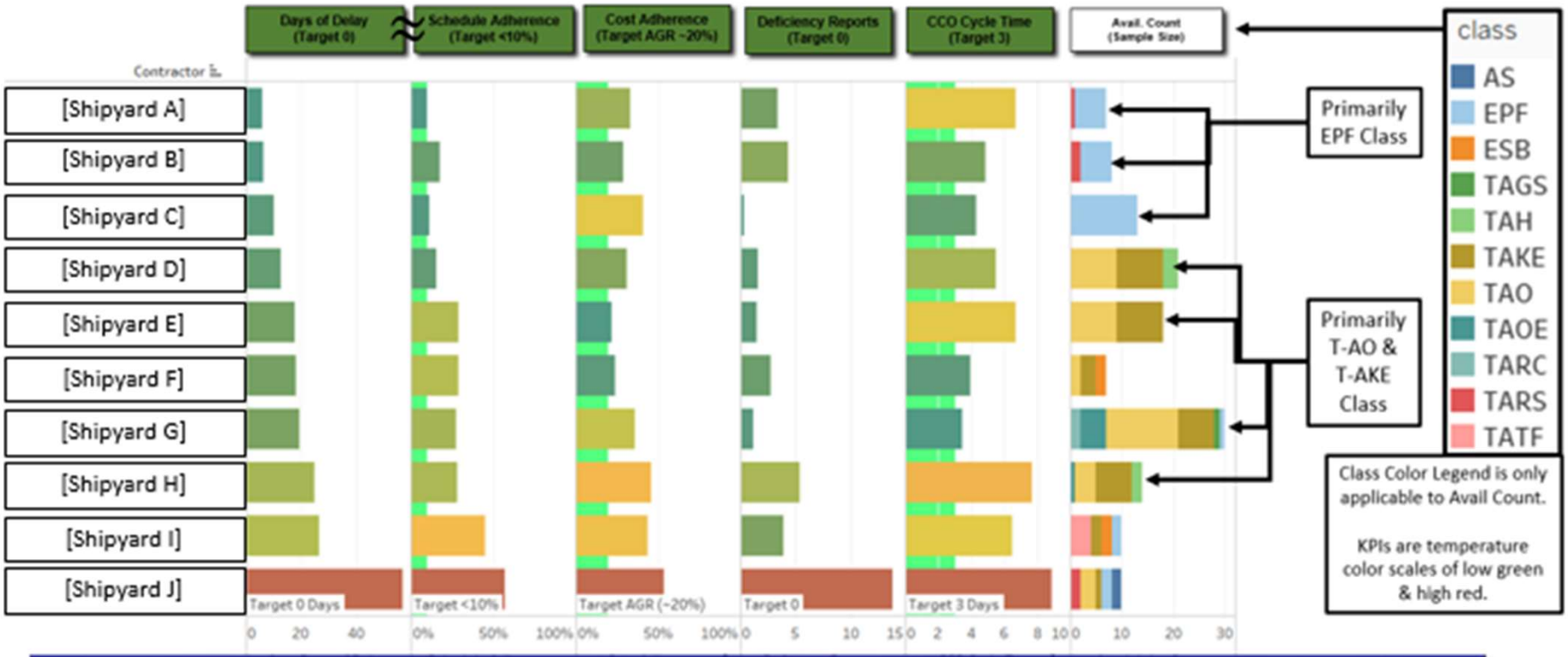
Ship Repair Driver Tree



Key Performance Indicators for Availability Performance

Ship Repair Contractor Performance



Key Performance Indicators for Historic Availability Performance

Questions?

Flight Deck Encapsulation and Surface Profile for MSC Vessel Coating Systems

Flight Deck Encapsulation

N7 Work Items		
(N7X 1)		
HULL AND STRUCTURAL		CONTRACT NO. N00000-00-X-0000
ITEM NO. 0156	CATEGORY "A"	2024-09-03
XXXXX-CCSI-0156-A-FLIGHT DECK PRESERVATION (3YR)		Port Engineer's Name

7.3 Provide, erect, and maintain temporary encapsulation tenting of the entire flight deck area to protect from adverse weather conditions. Ensure support poles are placed in the tie downs and not in areas of nonskid. Provide and maintain temperature/humidity controlled ventilation to obtain the required environmental conditions (humidity and temperature) using Reference 2.1.7 as guidance for paint application and cure within the encapsulated area. Ventilation will not vent into the skin of the ship.

7.4 Provide and maintain adequate lighting during the course of all surface preparation, coating and inspection activities.

7.5 Remove, store and re-install all interferences as required to accomplish the specified work.

7.6 Install drop cloths, masking, division shields, seals, blanks and filtering materials to prevent abrasives and foreign substances from entering lights, machinery, piping, hatches, fork truck guards, deck drains, ventilation systems, tank vents, valve stems, motor shafts, seals and temporary openings during blasting and painting operations. Measures to be taken but are NOT limited to:

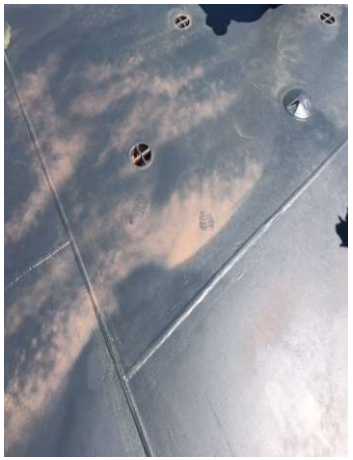
7.6.1 Plug deck drains, deck edge nozzles, and open pipes.

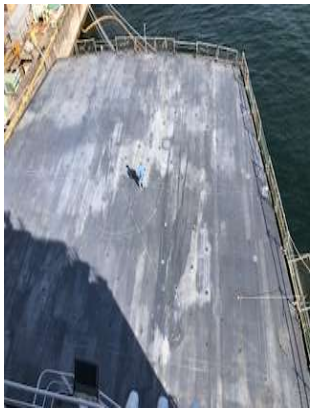
7.6.2 Wrap all valve stems and exposed portions of hydraulic cylinders.

7.6.3 Install filter media on all tank vents and air intake vents.

7.6.4 Install protective coverings on all port-lights, windows, light globes and landing light lenses.

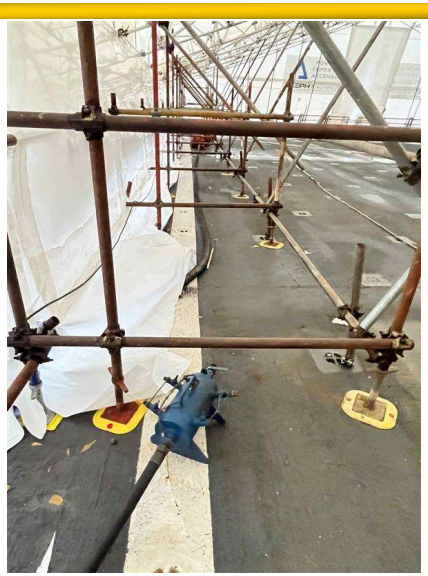
- Work Item 156 is MSC's standardized flight deck work item. It is mandatory to enclose the entire flight deck throughout the entire resurfacing process—from initial surface preparation to nonskid application and curing. This requirement is NON-NEGOTIABLE!
- Noncompliance can result in unplanned rework and costly change orders for MSC.





Flight Deck Encapsulation

- Deck coverings are required by NSTM 634
  - Nonskid deck covering requirements are explained in Section 7 of NSTM 634
- Deck coverings mitigate significant issues caused by environmental conditions
- These issues, such as amine blush and embedded debris, can cause premature failures resulting in rework



Incorrect Staging Placement

Embedded Debris

Surface Profile

- **Most of MSC's work items specify two primary surface preparation standards for critical areas:**
  - **SSPC-SP10/NACE 2, Near White Metal Blast Cleaning**
  - **SSPC-SP WJ-2/NACE WJ-2, Very Thorough Cleaning.**

- **The coatings systems MSC uses requires at least 2-4 mil profile**

- **A number of MSC new construction vessels are being delivered without adequate profile, therefore SP-10 is required to establish profile.**
  - **Note: Waterjetting does not establish profile**

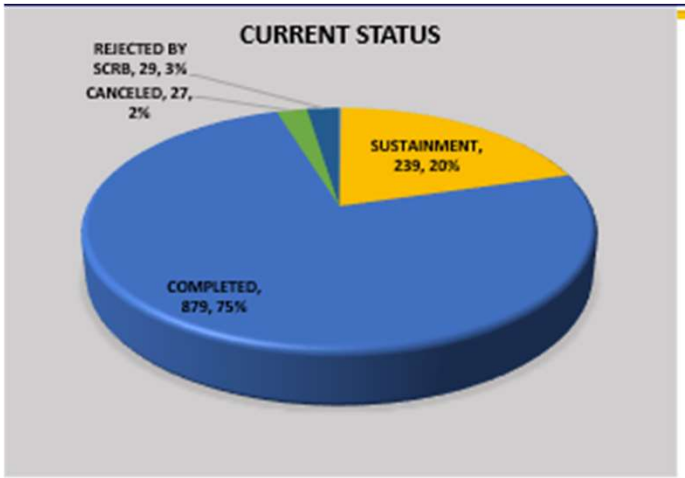
Spraying Preferred Over Rolling

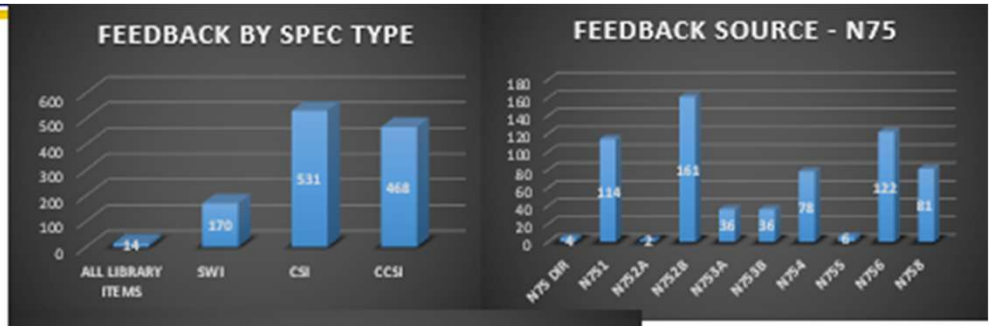
Rolling presents the following issues:

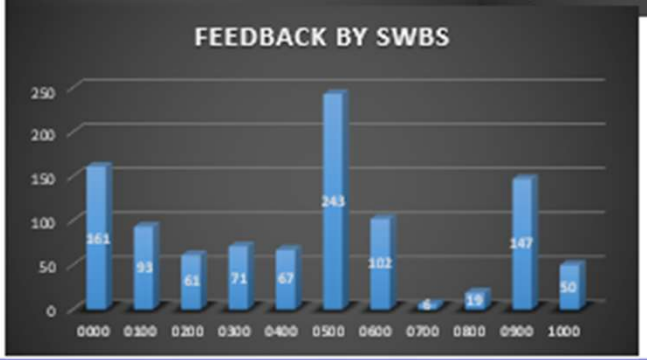
- Thin coats, which requires multiple coats to meet desired thickness. This increases intercoat adhesion problems.
- Uneven thicknesses.
- Embedded roller nap which can lead to coating failure. The nap material allows moisture to wick to the substrate and start corrosion.
- Slower, compared to spraying.
- Undesirable appearance.

If overspray is the concern with rolling, the technology and resources are available to contain overspray.

Embedded Roller Nap





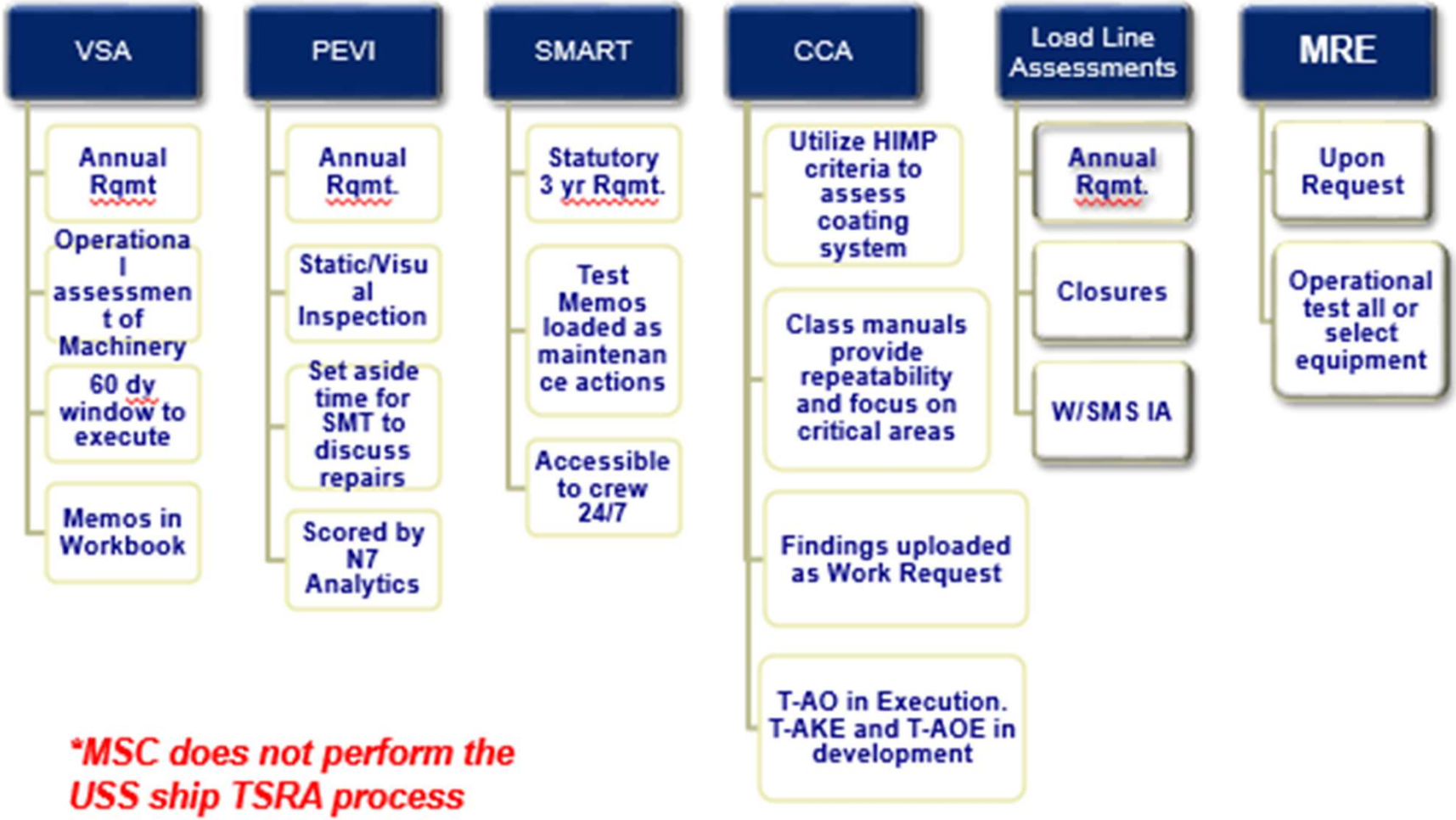


All data from August 2024

381 Day POAM Engineering Milestones

Initiate Advanced Planning Process	-381
PPE Begins work package development	-370
PPE identify and begin ordering LLTM	-370
SMT Procurement Planning Conference on vessel, PPE conduct quarterly meeting with SMT	-356
PPE conduct planning/scoping conference with stake holders	-351
Prescheduled Pre Availability Material Condition Assessments	-346
Cut off date for submittal of prioritized non-critical VRRs	-296
Receive all external work requests, N6, 400/700 SWBS	-271
Type Desk / PPE/GPE Work Package Review Complete	-261
Initial work package due for review complete, Index, CDRLs, J&A submit to MSC N10	-255
Final work package due for review N10 notify PPE/OPCO work package is ready for solicitation	-231
Cut off dates for mission critical or safety critical VRRs and CASREPS to N10	-221
Issue last work package addendum	-174
PPE Conduct meeting with MSC, ABS, and USCG Liaison	-191
Pre-Execution meeting with N75 Director, Type Desk, PPE/GPE	-90
Post Award Conference Planning Conference	-40

Ship Material Assessments



*MSC does not perform the USS ship TSRA process

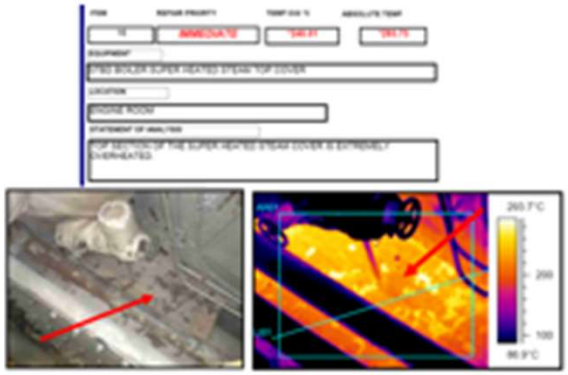
Work Package Standardization

Standardization Initiatives

- Standard Work Items – (SWI) General Requirements
- Cross Class Standard Items (CCSIs)
- Class Standard Items (CSIs)
- Preventative Maintenance Requiring Industrial Assistance (PMIAs)

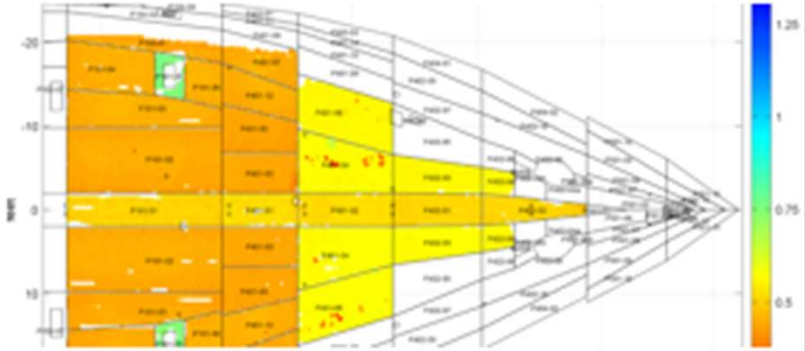
Assessments

- **Thermography**



- **Corrosion Assessments**

- **Underwater Hull Surveys**



- **Port Engineer Vessel Inspections**
  - Instruction N7.7XAMA.3504.108-P
  - Scheduled by Program Manager
  - Visual Inspection
  - Targeted “Zone” Inspections
  - Checklist constantly evolved
  - Can’t be done in Shipyard
  - Input into MRQ

Availability Planning and Execution

- VR Periods have a 150 Day Plan of Action and Milestones (POAM)
- MTA/ROH Periods have a 381 Day Plan of Action and Milestones (POAM)
- POAMs are recorded in SAMM Planning Module accessible to the entire command
- POAMs are based on the Fleet Scheduling Center/MRT Schedule
- Maintenance and Repair time is championed by the PM with support from the Engineering Type Desk/Port Engineers

Questions?

BREAK

SWI 016 Firefighting and Safety Requirements

Alan Ronald, Director N73

Matt Smith, N732 Branch Manager

Firefighting Updates since Oct 2023

- **MSC Shipyard Firefighting QMS procedure (Signed out by MSC Executive Director on July 1, 2024)**
  - Issuance of this QMS implements the latest SWI 016 requirements
- **SWI 016** invoked for Shipyard Firefighting requirements (Port Engineer will pull the Latest Library Item in SAMM Library when developing the work package. **SWI 016 REV Dtd 14 DEC 2023**)
  - Incorporates items from following:
    - NFPA 312
    - NAVSEA 8010
- **Navy 8010 Manual** requirements for commissioned Navy Vessels (LCC, AS and ESB) adopted where able in the class specific Joint Operations Manual and agreed upon by the **both** of the vessels TYCOMS. **(In progress)**
  - N732 reviewing latest revision and ACN changes as they are released by NAVSEA
- **Shipyard Firefighting compliance Visits (requested additional resources)**
  - Completed visits at some CONUS and OCONUS Shipyards as resources and workload allow
- N732 and Port Engineer Reviews of SWI 016 submittals (i.e. fire and safety plans IAW technical subfactor 1.8)
  - Developed a checklist that the technical reviewers use for consistency

Factor 1.8 Technical Requirements

- Factor 1.8 from current selection plan requires plans to be submitted to include the following:
  - **Description of the ship repair facility fire protection and flooding protection measures/procedures,**
  - **agreements with local fire and rescue organizations,**
  - **firefighting response plan,**
  - **flooding response plan,**
  - **rescue response plan,**
  - **medical emergency response plan,**
  - **dewatering equipment available,**
  - **alternative firefighting provisions in the case of disabled fixed firefighting systems and preventive measures that will be taken to ensure ship's safety during fire or flooding emergencies.**
- Factor 1.8 is graded as “acceptable” or “unacceptable”

Shipyard Visits and Way Ahead

- **MSC N732 has visited various CONUS / OCONUS Shipyards for SWI 016 compliance checks in 2024**
  - Detyens
  - Alabama
  - Vigor
  - Boston
  - Colonna's
  - Guam
  - Hawaii
- **MSC N732 goal is to improve the relationships with SY Industry partners**
  - We are seeing improvements on submittals and execution of fire and safety plans
- Pending later this year N732 plans to release our SY SWI 016 Visit Reports
- **Any desired clarifications for SWI 016 should be submitted through the contracting process**

Questions

Wrap Up


THE U.S. NAVY'S MILITARY SEALIFT COMMAND
EST.
1949
75
75 YEARS OF MARITIME EXCELLENCE