



MSC SHIPYARD INDUSTRY DAY

Tuesday, May 17, 2022

DoubleTree by Hilton Hotel – Norfolk Airport

1500 N. Military Hwy, Norfolk, VA

“An Enduring Partnership”



Schedule

Agenda

Welcome Industry Partners!

0730 – 0800	Arrival/Check-in
0800 – 0815	Welcome/Housekeeping/Legal Remarks – Mr. Neil Lichtenstein, Mr. Donald “DJ” Thornley
0815 – 0830	MSC Executive Director – Mr. Steven Cade
0830 – 0845	Small Business Opportunities – Ms. Leah Baker
0845 – 0915	Maintenance Planning and Projections – Mr. Neil Lichtenstein, Mr. William “Ed” Hulick
0915 – 0930	Break
0930 – 1015	Contracting – Mr. Thomas “Joe” Martin
1015 – 1045	Performance to Plan (P2P) – Mr. Neil Lichtenstein, Mr. William “Ed” Hulick
1045 – 1115	Shipyards Safety – CDR Brian Blankenship
1115 – 1145	Fire Prevention – Mr. Matthew Smith
1145 – 1315	Lunch
1315 – 1445	Improvement Initiatives – Mr. Neil Lichtenstein, Mr. William “Ed” Hulick, Mr. Thomas “Joe” Martin
1445 – 1500	Break
1500 – 1545	Panel Discussion (Planning and Execution, Industry Feedback, Opportunities to Improve)
1545 – 1615	Questions / Comments

https://dod.teams.microsoft.us/j/meetup-join/19%3adod%3ameeting_cd9cc13de85b460497465174835af6e3%40thread.v2/0?context=%7b%22Tid%22%3a%22e3333e00-c877-4b87-b6ad-45e942de1750%22%2c%22Oid%22%3a%2251057f6f-c9f2-4531-a692-27142565b469%22%2c%22IsBroadcastMeeting%22%3atrue%7d

Can't Attend in Person? Attend Virtually:



WELCOME TO MSC's SHIPYARD INDUSTRY DAY 2022



Mr. Neil Lichtenstein
Deputy Director, Ship Management



Navy Office of General Counsel Engagement Briefing

Mr. Donald “DJ” Thornley
Associate Counsel, Ship Repair



Rules of Engagement

- **Classified, FOUO, proprietary, and source selection information will not be discussed**
- **Fair and equal treatment for all industry partners**
- **No discussions about current or future procurements or ongoing litigation**
- **Only a warranted contracting officer may bind the Government**

**INDUSTRY DAYS ARE AN OPPORTUNITY
FOR US TO LISTEN AND LEARN**



MILITARY SEALIFT COMMAND

Ship Repair Industry Day

Mr. Steven C. Cade
Executive Director

UNITED WE SAIL

17 May 2022





MSC Global Mission

Support Fleet Deployed Operations

Combat Logistics Force - 29 Ships



Provide Unique Fleet Capabilities

*Towing, Rescue/Salvage, Hospital Ships,
Command and Control – 26 Ships*



Support Other National Security Missions

*Oceanography, Undersea Warfare,
Missile Defense, SPECWAR – 23 Ships*



Preposition Combat Cargo Around The World

Prepositioning Squadrons – 27 Ships



Move Military Equipment And Supplies

Strategic Sealift – 27 Ships



Empower Global Warfighting Effectiveness

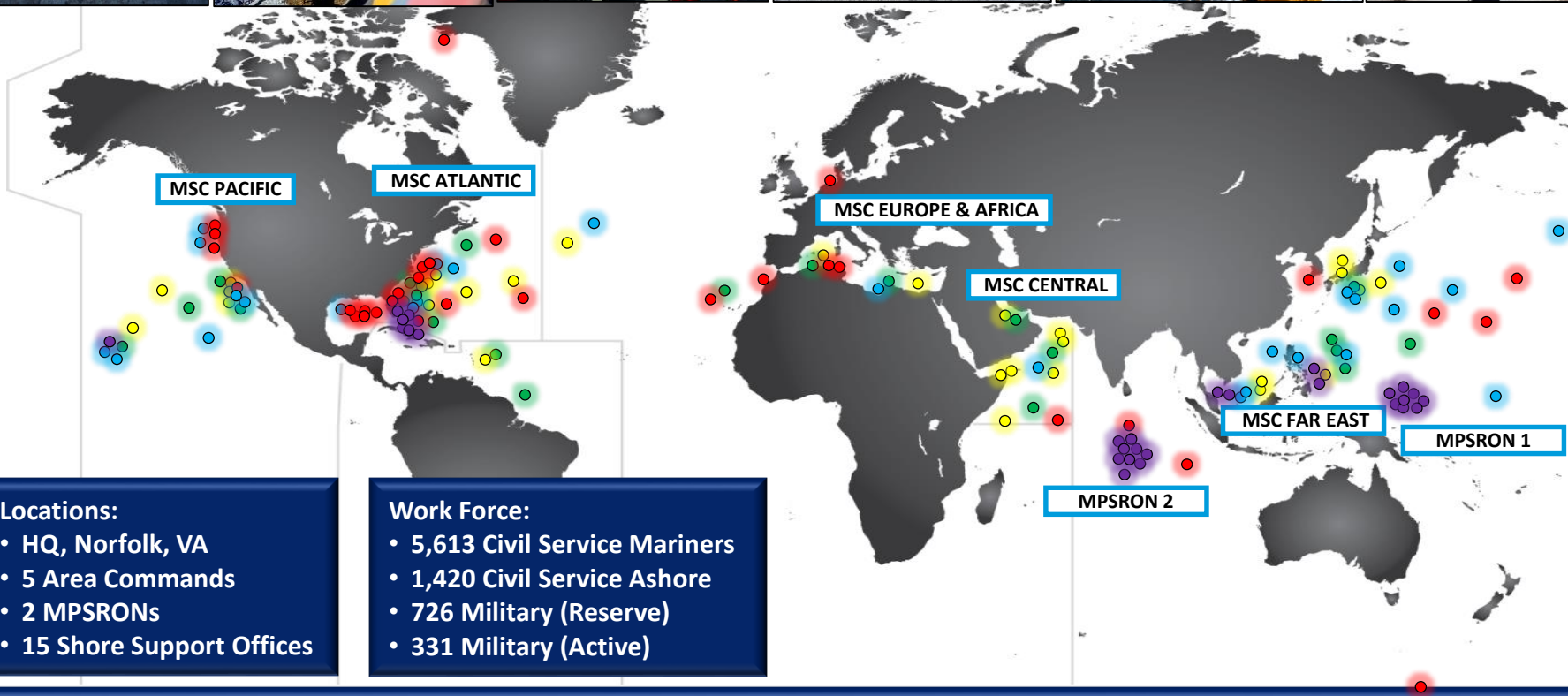
Military Sealift Command exists to support the joint warfighter across the full spectrum of military operations. MSC delivers agile logistics, strategic sealift, as well as specialized missions anywhere in the world, under any conditions, 24/7, 365 days a year

COMSC Priorities:

- ***Health and Safety of Workforce***
- ***Mission Assurance***
- ***Warfighting Effectiveness***



MSC Global Presence



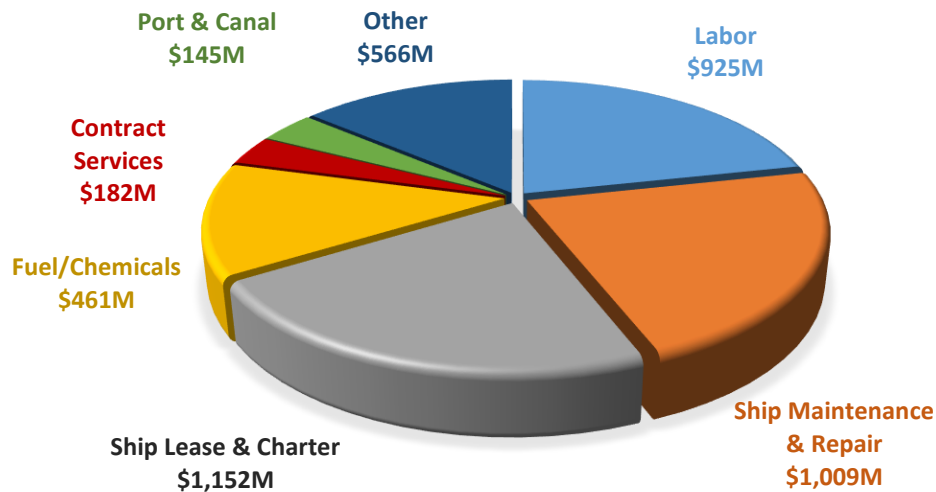
130 + ships, 70% at sea or ready for tasking

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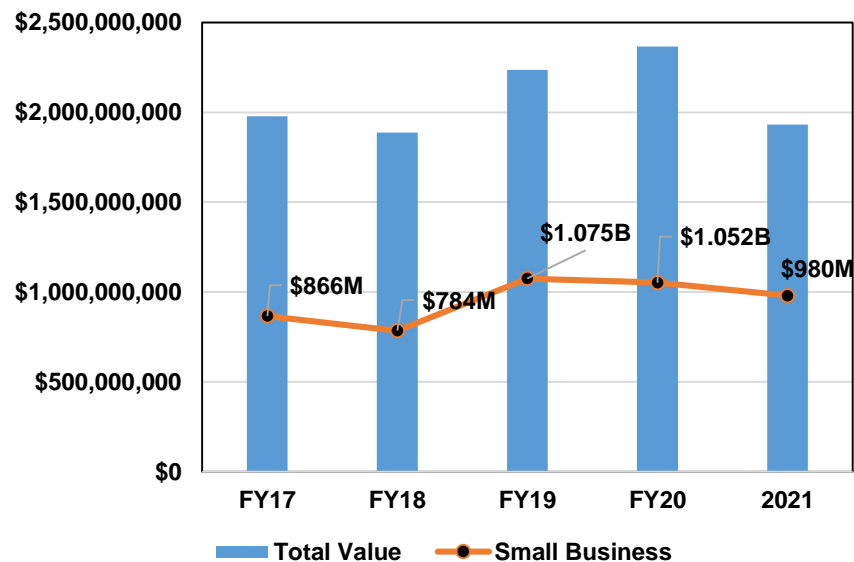


MSC Contracting

\$4.4B Annual Budget (FY21)



Contracts Awarded



Annually ~7,300 contract actions (\$2.3B) ... 3000 to small business (\$950M)



MSC Global Ship Repair and Maintenance

Health and Safety of the Force

Mission Assurance

Warfighting Effectiveness

~60 Maintenance Availabilities Annually
40% OCONUS (NAVSUP FLC Support)

- Seattle, WA
- Portland, OR
- Vallejo, CA
- San Diego, CA
- Pascagoula, MS
- Boston, MA
- Philadelphia, PA
- Norfolk, VA
- Charleston, SC
- Tampa, FL
- Mobile, AL
- Pearl Harbor, HI
- Gaeta, IT
- Rijeka, Croatia
- Bahrain
- Jebel Ali, UAE
- Duqm, Oman
- Singapore
- Busan, ROK
- Chinhae, ROK
- Yokosuka, JP
- Subic Bay, PI
- Guam





Ship Repair Partnership

Mission Essential Tasks

Plan

- Clear and concise work package
- Required work fits allotted repair time
- Source long lead time materials

Assess (and Learn)

- Objective Contract Perf. Assmt. Report (CPARs)
- Refine future work package scope and content
- Hot Wash: ID areas for process improvement
- Respond to CPARs assessments

Ready Ships

Assured
Maritime
Logistics

Solicit/Award

- Honest, accurate and fair proposals
- Feedback concerns with requirements
- Accurate resource and sequence plan
- Prove ability to complete work w/in PoP
- Maintain collaborative & constructive dialogue
- Conduct detailed planning
- Production sked & labor allocations refined
- Prepare purchase orders (contractor furnished material, subs, tech reps)

Execute

- Start availability on time
- Continuous feedback on quality, progress, safety
- Respond promptly to Condition Found Reports
- Issue Contract Change Order proposals
- Perform work IAW work package specifications
- Adhere to ship repair production schedule
- Surge resources when progress lags schedule
- Maintain quality workmanship
- Ensure safety for all personnel and property
- Address additional work requirements presented



Military Sealift Command
471 East C Street
Norfolk, Virginia 23511-2419

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MILITARY SEALIFT COMMAND

Office of Small Business Programs

Ms. Leah Baker
Director

March 2022

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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



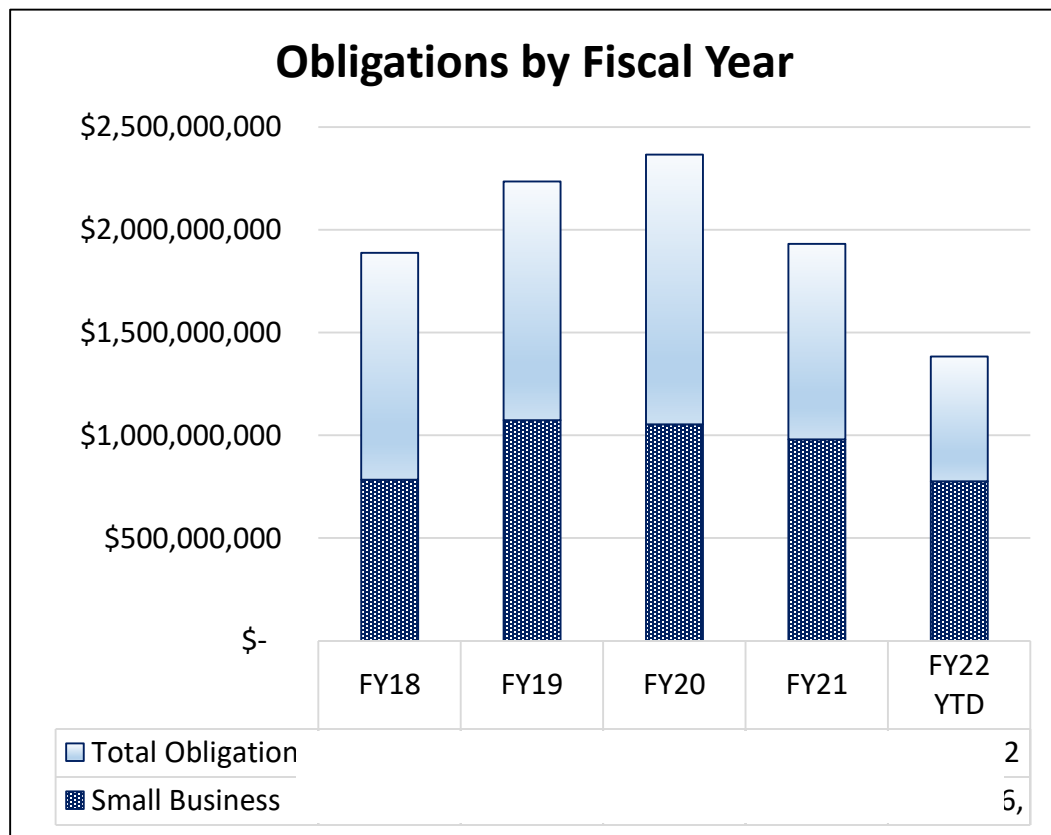
MSC Contracts

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





MSC's Top 10 NAICS

FY21 Top 10 NAICS

NAICS	DESCRIPTION
483111	Deep Sea Freight Transportation
336611	Ship Building And Repairing
541330	Engineering Services
483113	Coastal and Great Lakes Freight Transportation
481212	Nonscheduled Chartered Freight Air Transportation
541512	Computer Systems Design Services
488330	Navigational Services to Shipping
541513	Computer Facilities Management Services
333618	Other Engine Equipment Manufacturing
811310	Commercial and Industrial Machinery and Equipment Repair And Maintenance

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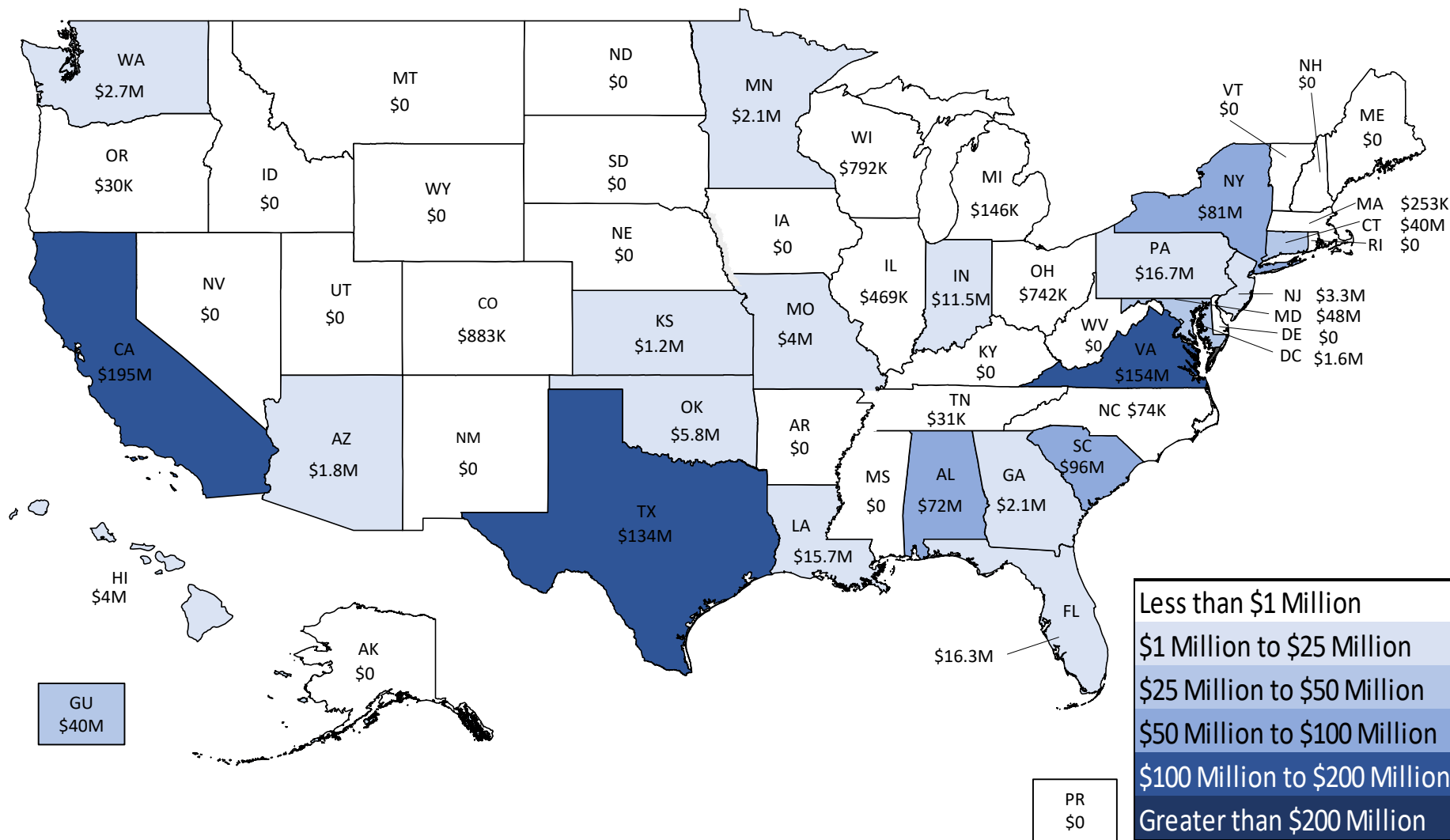
NAICS 2022 Updates

Important Notices:

1. Businesses registered in the System for Award Management (SAM.gov) must update their SAM registration in order to have their small business status updated based on the new size standards effective May 2, 2022. Until the SAM registration is updated, the SAM profiles will continue to display the small business status under the old size standards.
2. In accordance with SBA's recently issued guidance, SBA advises all procurement professionals not to use NAICS 2022 codes when preparing solicitations and awarding contracts until SBA updates its small business size standards to NAICS 2022, which SBA anticipates implementing on October 1, 2022. Until SBA updates its size standards, the NAICS 2017 codes should be used.



FY21 Small Business Achievements Map





Small Business Achievements & Goals

CATEGORY	FY19 ACHIEVEMENT	FY20 ACHIEVEMENT	FY21 ACHIEVEMENT	FY22 GOAL
Small Business (SB)	48.01%	44.49%	50.73%	46.32%
Small Disadvantaged Business (SDB)	2.75%	3.50%	4.41%	3.16%
Service Disabled Vet-Owned SB (SDVOSB)	1.63%	1.74%	3.49%	2.63%
Woman-Owned SB (WOSB)	2.09%	2.95%	4.59%	3.16%
HUBZone SB	1.29%	2.81%	4.59%	3.16%

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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.





Long Range Acquisition Forecast

- <https://www.msc.usff.navy.mil/Business-Opportunities/Contracts/>

MSC_LRAF_2020 - Excel

File Home Insert Page Layout Formulas Data Review View ACROBAT Design Tell me what you want to do...

Leedy, Douglas E CIV MSC, N102 Share

Anticipated Acquisition Strategy

	A	B	C	D	E	F	H	I	J	K	L
	Requiring Office U	Contracting Office U	Anticipated NAC	Anticipated PSC	Requirement Title	Requirements Description	Anticipated Total Value	Anticipated Qtr & Year	Anticipated Qtr & Year Award	Contracting POC Name	Contracting POC E-mail
1	N32205	N32205	541990_All Other Professional, Scientific and Technical Services_\$14M_	R706_SUPPORT- MANAGEMENT: LOGISTICS SUPPORT	Worldwide Logistics Services (Recompete)	Logistics support services for ordnance and weapons accounting, material and ordnance handling equipment, ships & equipment life-cycle logistics support, CLF load management and global stock control, and centrally-managed	> \$93M - < \$250M	Q1, 2022	Q3, 2022	Bryan Makuch	bryan.makuch@navy.mil
2	N32205	N32205	561210_Facilities Support Services_\$35.5M_	Z1AA_MAINTENANCE OF OFFICE BUILDINGS	Building Maintenance (Recompete)	Basic, general, emergency, preventive, predictive and other minor facilities/building maintenance related support.	> \$1M - < \$7M	Q1, 2020	Q3, 2021	James Van Natta	james.vannatta@navy.mil
3	N32205	N32205	541614_Process, Physical Distribution and Logistics Consulting Services_\$14M_	S215_HOUSEKEEPING- WAREHOUSING/STORAGE	Material Management Ashore and Afloat (Recompete)	Warehousing and transportation of parts and equipment; as well as, ashore and afloat inventory support to MSC.	> \$7M - < \$93M	Q2, 2022	Q1, 2023	James Van Natta	james.vannatta@navy.mil
4	N32205	N32205	423830_Industrial Machinery and Equipment Merchant Wholesalers_100 Employees	3930_WAREHOUSE TRUCKS AND TRACTORS, SELF-PROPELLED	Material Handling Equipment Procurement Contract	Material Handling Equipment Recapitalization Program to purchase approximately 100 forklifts/yr to meet recommended maximum service life.	> \$7M - < \$93M	Q4, 2020	Q1, 2021	Bryan Makuch	bryan.makuch@navy.mil
5	N32205	N32205	611519_Other Technical and Trade Schools_\$14M_	U008_EDUCATION/TRAINING- TRAINING/CURRICULUM DEVELOPMENT	Supply and Food Service Training Contract (Recompete)	Supply and Food Service training for CIVMARS.	> \$7M - < \$93M	Q4, 2019	Q4, 2020	Juliann Krogh	juliann.krogh@navy.mil
6	N32205	N32205	561110_Office Administrative Services_\$7M_	R699_SUPPORT- ADMINISTRATIVE: OTHER	Admin & Human Resource Support	Command wide non-personal, non-professional administration and human resource support across the	> \$7M - < \$93M	2020 QTR 3	2021 QTR 1	Juliann Krogh	juliann.krogh@navy.mil
7	N32205	N32205	561311_Employment Placement Agencies_\$25.5M_	R701_SUPPORT- MANAGEMENT: ADVERTISING	Advertising, Recruiting and Call Center Services	Provide services to fulfill the Recruitment, Advertising, CIVMAR Support Center, Acquire To Hire (A2H)	> \$7M - < \$93M	2020 QTR 4	2021 QTR 3	Jim Van Natta	james.vannatta@navy.mil
8	N32205	N32205	721110_Hotels (except Casino Hotels) and Motels_\$30M_	R706_SUPPORT- MANAGEMENT: LOGISTICS SUPPORT	CIVMAR Support Unit (CSU) EAST	Provide Hotel and Transportation services for CIVMARS assigned to CSU East	> \$7M - < \$93M	2021 QTR 2	2022 QTR 2	Efrem Mason	efrem.mason@navy.mil
9	N32205	N32205									

Ready Count: 182 80%

And, of course...

- <https://sam.gov>

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Small Business Tips

- Do your homework.
- Take time to participate in Outreach Events.
- The MSC Office of Small Business Programs is a great first contact.
- Visit <https://sam.gov> daily.
- Respond to sources sought notices!
 - Tell your small business competitors to respond to sources sought notices!



Small Business Tips *Cont.*

- Don't assume that your small business status alone will get you a contract.
- Provide value for a fair and reasonable price.
- Ask questions when you have them.
- Be prepared for lots of closed doors before one opens.
- Don't forget about subcontracting opportunities.
- Don't disappoint a federal customer once you have an award.



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
- ✓ Dynamic Small Business Search (DSBS)
http://dsbs.sba.gov/dsbs/search/dsp_dsbs.cfm
- ✓ Small Business Administration (SBA) – www.sba.gov
 - ✓ **SBA SUBNet** – https://eweb1.sba.gov/subnet/client/dsp_Landing.cfm
- ✓ Procurement Technical Assistance Centers (PTACs) – <http://www.aptac-us.org>
- ✓ Federal Acquisition Regulations (FAR) – <https://www.acquisition.gov/far/>
- ✓ Defense Federal Acquisition Regulations (DFARS) –
<https://www.acq.osd.mil/dpap/dars/dfarspgi/current/>



Do Your Homework

- ✓ 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 Twitter – <http://www.twitter.com/MSCsealift>
 - MSC's LinkedIn – <https://www.linkedin.com/company/military-sealift-command>

- ✓ Long Range Acquisition Forecasts – <https://www.msc.usff.navy.mil/Business-Opportunities/Contracts/>



Questions



MSC OSBP Points of Contact

Email: MSC_SmallBiz@us.navy.mil

Ms. Leah Baker

Director, Office of Small Business Programs

(757) 443-2717

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

Ms. Jacqueline “Jacki” Alford

Deputy Director, Office of Small Business Programs

(757) 443-1209

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



MILITARY SEALIFT COMMAND

Maintenance Planning

Mr. Ed Hulick

**Engineering Division Director
Life Cycle Management**

Mr. Neil Lichtenstein

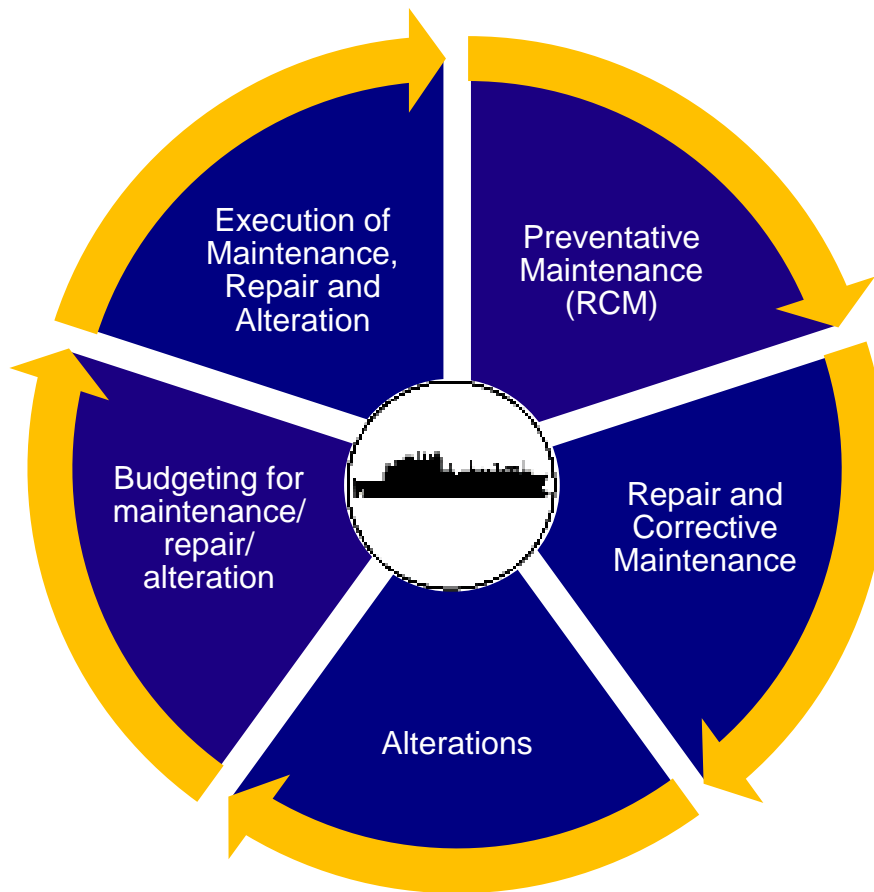
Deputy Director, Ship Mgmt.

March 2022

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Life Cycle Planning Process



Afloat Execute SF
Maintenance,
Condition
Monitoring

Repairs issued via
VRR

Plan Maintenance
Availabilities

Execute



Shipyard Overhaul Planning

Planning for shipyard overhauls begins with the POM Cycle

- F_G Model
- Life Cycle Plans (T-ALTs, PMIA, Historic Repair Costs, ABS/USCG Survey Status)

Execution (Year 1-2)

Detailed Maintenance Plan

Budget
Schedule
MTA/ROH Index
VR Period Index
Estimates
GFM
Agency Support

POM (Year 3-7)

Mid Level Plan

Overhaul Type & Timeframe
Forecasted Maintenance Costs

- Fleet
- Ship

Agency Support
Major Material
Major TALTs

Long Range Schedule (Year 8-35)

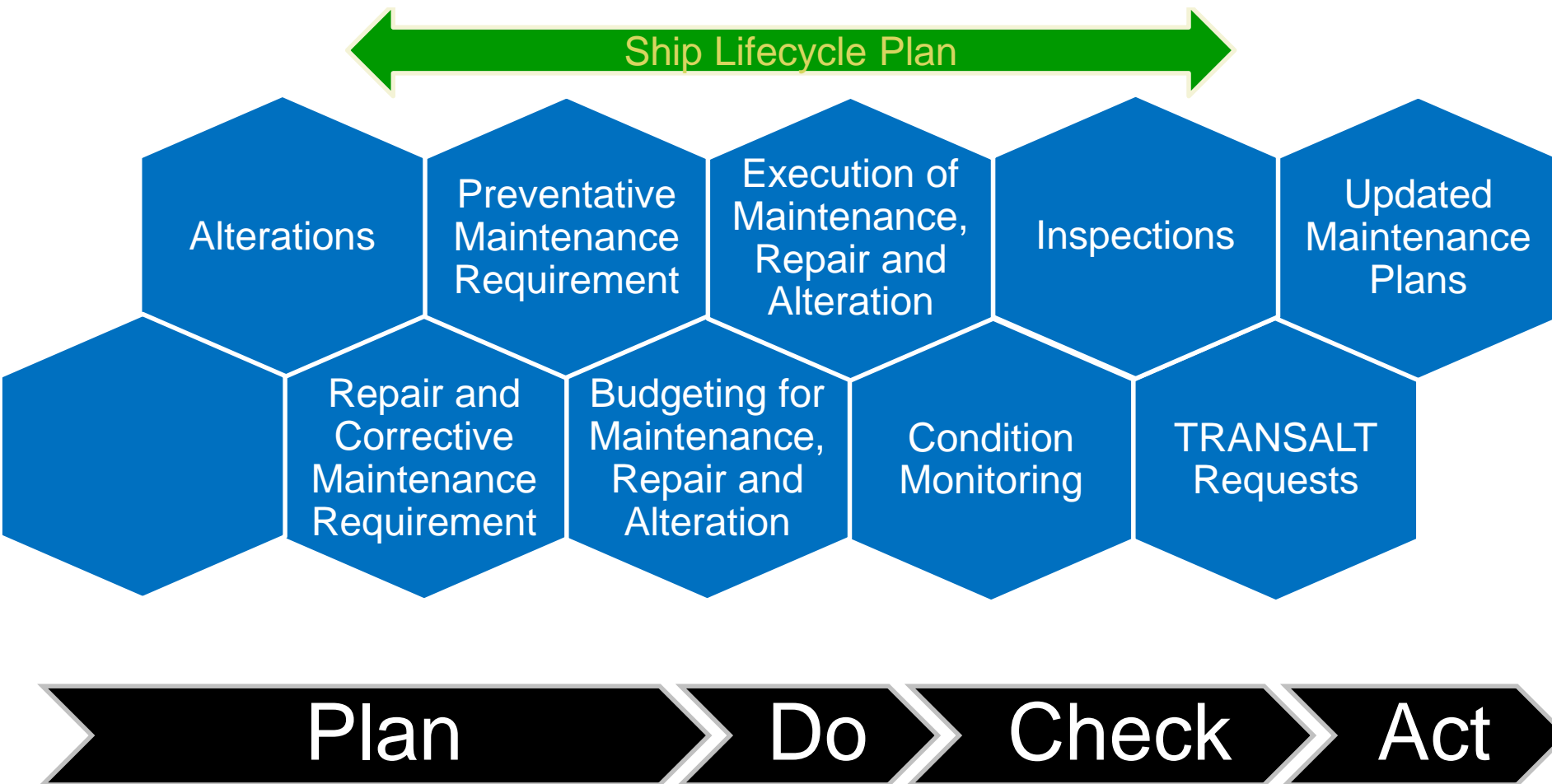
Macro Schedule Presentation

ABS Survey Window
Overhaul (MTA-ROH)
Major Milestones
Major Obsolescence
ESL Goal



Lifecycle Management

Actions taken to ensure the ship can operate through it's design life while maintaining desired operational availability





Technical & Programmatic Authorities

Technical Authority

Engineering develops **technical standards & requirements** for maintenance, repair and alterations.

Programmatic Authority

Program determines **if, when & where** maintenance, repair and alteration efforts are executed within the technical standards and requirements.

Engineering Customer Service

Engineering applies the **program approved & funded** efforts to maintenance, repair and alternation efforts.

Provide a system of *checks and balances* to ensure the safety, reliability, performance, and affordability of Navy assets through adherence to appropriate technical standards and processes, and established engineering principles and practices.



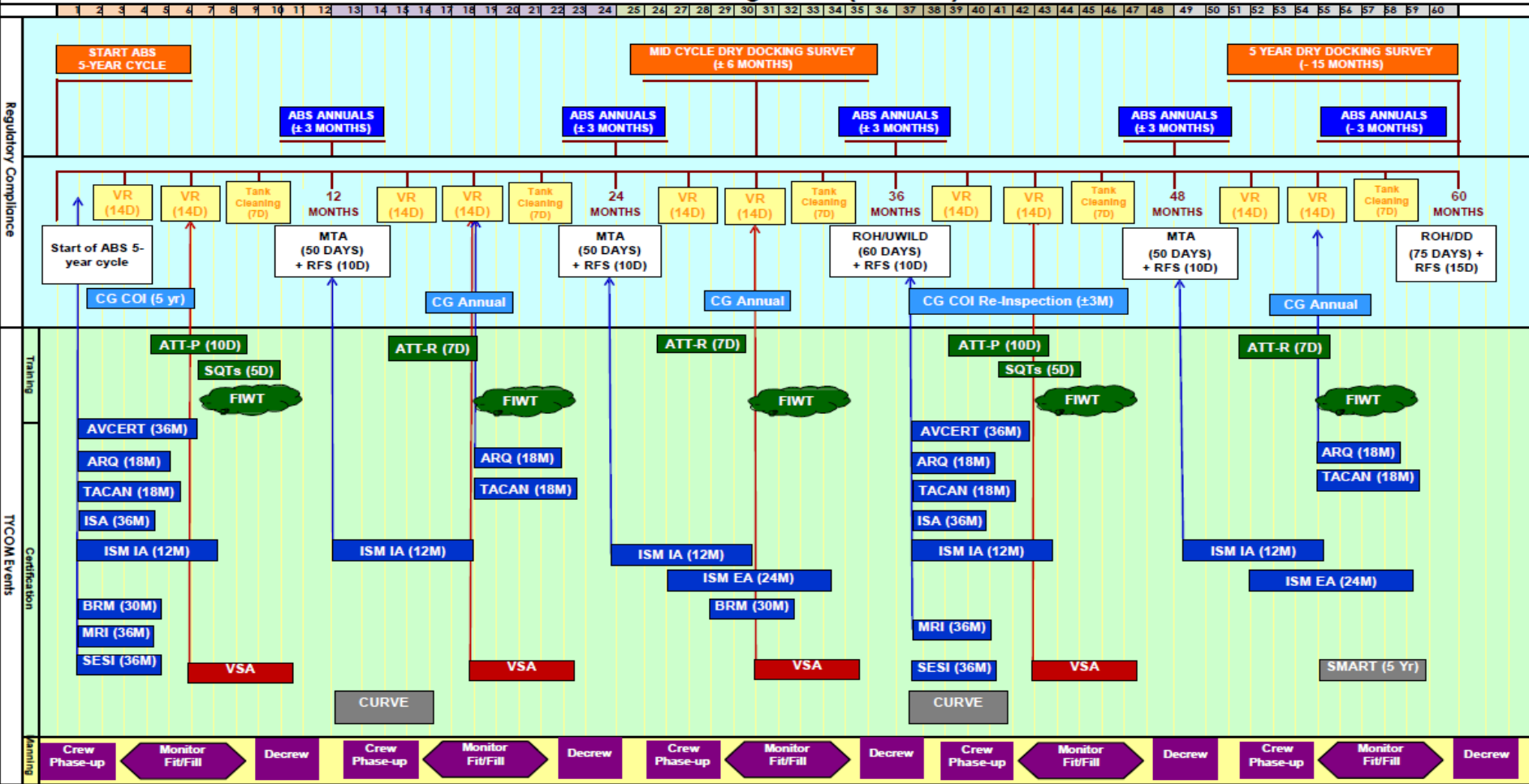
Maintenance and Repair Methodology

- **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 the ship 2x in 5 years**
- **Typical MSC Maintenance Schedule**
 - Quarterly Voyage Repair (VR) periods
 - Alternating Annual Regular Overhaul/Dry-Docking and Mid-Term Availabilities



Example Fg Model

CLF T-AO 187 Fg Model (Ao = .68)



CONTINUOUS CYCLE

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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 with a notional 6 year schedule projected found on outward facing MSC website
- Maintenance and Repair time is championed by the PM with support from the Engineering Type Desk/Port Engineers

» FSC Print out for USS Hershel Woody Williams

Ship	Event Type	Hull	Schedule	Status	Start Date	End Date	Duration	Avail. Co	Updated Date	REPAIR ACTIVITY
HERSHEL WOODY WILLIAMS	VSA (MSC)	T-ESB 4	Scheduled	COMPLETED	3/1/2021	3/1/2021	1		3/10/2021	Not Assigned
HERSHEL WOODY WILLIAMS	ATTP DUE	T-ESB 4	Scheduled	ACTIVE	3/23/2021	3/23/2021	1		2/3/2020	Not Assigned
HERSHEL WOODY WILLIAMS	SQTS due	T-ESB 4	Scheduled	ACTIVE	3/28/2021	3/28/2021	1		2/3/2020	Not Assigned
HERSHEL WOODY WILLIAMS	VR (Z) MSC	T-ESB 4	Scheduled	ACTIVE	3/28/2021	5/13/2021	47		3/19/2021	CROATIA
HERSHEL WOODY WILLIAMS	VR (Z) MSC	T-ESB 4	Scheduled	CANCELED	6/1/2021	6/14/2021	14		10/9/2020	Not Assigned
HERSHEL WOODY WILLIAMS	TACAN due	T-ESB 4	Scheduled	ACTIVE	9/1/2021	9/1/2021	1		7/16/2020	Not Assigned
HERSHEL WOODY WILLIAMS	ISM INTERNAL AUDIT DUE (MSC)	T-ESB 4	Scheduled	ACTIVE	9/2/2021	9/2/2021	1		9/18/2020	Not Assigned
HERSHEL WOODY WILLIAMS	VR (Z) MSC	T-ESB 4	Scheduled	ACTIVE	9/20/2021	10/4/2021	15		2/25/2021	Not Assigned
HERSHEL WOODY WILLIAMS	VR (Z) MSC	T-ESB 4	Scheduled	ACTIVE	11/29/2021	12/8/2021	10		2/25/2021	Not Assigned
HERSHEL WOODY WILLIAMS	MRI (DUE)	T-ESB 4	Scheduled	ACTIVE	12/31/2021	12/31/2021	1		11/20/2018	Not Assigned
HERSHEL WOODY WILLIAMS	SESI DUE (MSC)	T-ESB 4	Scheduled	ACTIVE	12/31/2021	12/31/2021	1		11/16/2018	Not Assigned
HERSHEL WOODY WILLIAMS	MTA (MSC)	T-ESB 4	Scheduled	ACTIVE	1/3/2022	2/17/2022	46		2/25/2021	Not Assigned
HERSHEL WOODY WILLIAMS	VSA due	T-ESB 4	Scheduled	ACTIVE	3/1/2022	3/1/2022	1		3/10/2021	Not Assigned
HERSHEL WOODY WILLIAMS	VR (Z) MSC	T-ESB 4	Scheduled	ACTIVE	5/3/2022	5/17/2022	15		2/25/2021	Not Assigned
HERSHEL WOODY WILLIAMS	AVCERT (MSC) DUE	T-ESB 4	Scheduled	ACTIVE	6/19/2022	6/19/2022	1		6/19/2020	Not Assigned
HERSHEL WOODY WILLIAMS	CURVE Due	T-ESB 4	Scheduled	ACTIVE	6/30/2022	6/30/2022	1		4/8/2021	Not Assigned
HERSHEL WOODY WILLIAMS	VR (Z) MSC	T-ESB 4	Scheduled	ACTIVE	8/1/2022	8/15/2022	15		2/25/2021	Not Assigned
HERSHEL WOODY WILLIAMS	VR (Z) MSC	T-ESB 4	Scheduled	ACTIVE	10/30/2022	11/13/2022	15		2/25/2021	Not Assigned
HERSHEL WOODY WILLIAMS	ROH / DD (MSC)	T-ESB 4	Scheduled	ACTIVE	1/28/2023	3/29/2023	61		2/25/2021	Not Assigned
HERSHEL WOODY WILLIAMS	ABSSYRCLASSCERTDUE	T-ESB 4	Scheduled	ACTIVE	2/21/2023	2/21/2023	1		10/10/2018	Not Assigned
HERSHEL WOODY WILLIAMS	CRANE AUDIT	T-ESB 4	Scheduled	ACTIVE	2/21/2023	2/21/2023	1		10/10/2018	Not Assigned
HERSHEL WOODY WILLIAMS	USCG COI DUE (MSC)	T-ESB 4	Scheduled	ACTIVE	2/22/2023	2/22/2023	1		12/17/2018	Not Assigned

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OPR:



SAMM POAM Module

History ▾Afloat M&R ▾Ashore M&R ▾Training ▾VTL ▾Admin ▾SMS ▾

Edit Availability

General

POAM

Availability: 2022-01-06 - ROH

Start Date: 2022-01-06

End Date: 2022-03-07

Last Revised:

POAM:

CONUS/OCONUS-MTA-ROH-381 DAY PLANNING CYCLE

Calendar:

Standard 365 Day

Milestone	Due Date ▲	Completion Date	Revised	Notes
FINAL PACKAGE REVIEW COMPLETE. N10 NOTIFY PPE/OP...	2021-05-20		No	
ISSUE FINAL PLANNING LETTER (INCLUDE UPDATED POA...	2021-05-21	2021-05-21	Yes	
CUT OFF DATE FOR MISSION OR SAFETY CRITICAL VRRs ...	2021-05-23	2021-05-23	Yes	
CUT OFF DATE FOR SUBMITTING MISSION OR SAFETY CR...	2021-05-30		No	
N10/FLC APPROVE SOURCE SELECTION PLAN AND PROVI...	2021-06-03		No	

Details

Notes

No Data to Display

Submit

Revisions

Due Date

Completion Date

Revised Date ▾

User

Change Date

No Data to Display

* Required Field

Save & Add New

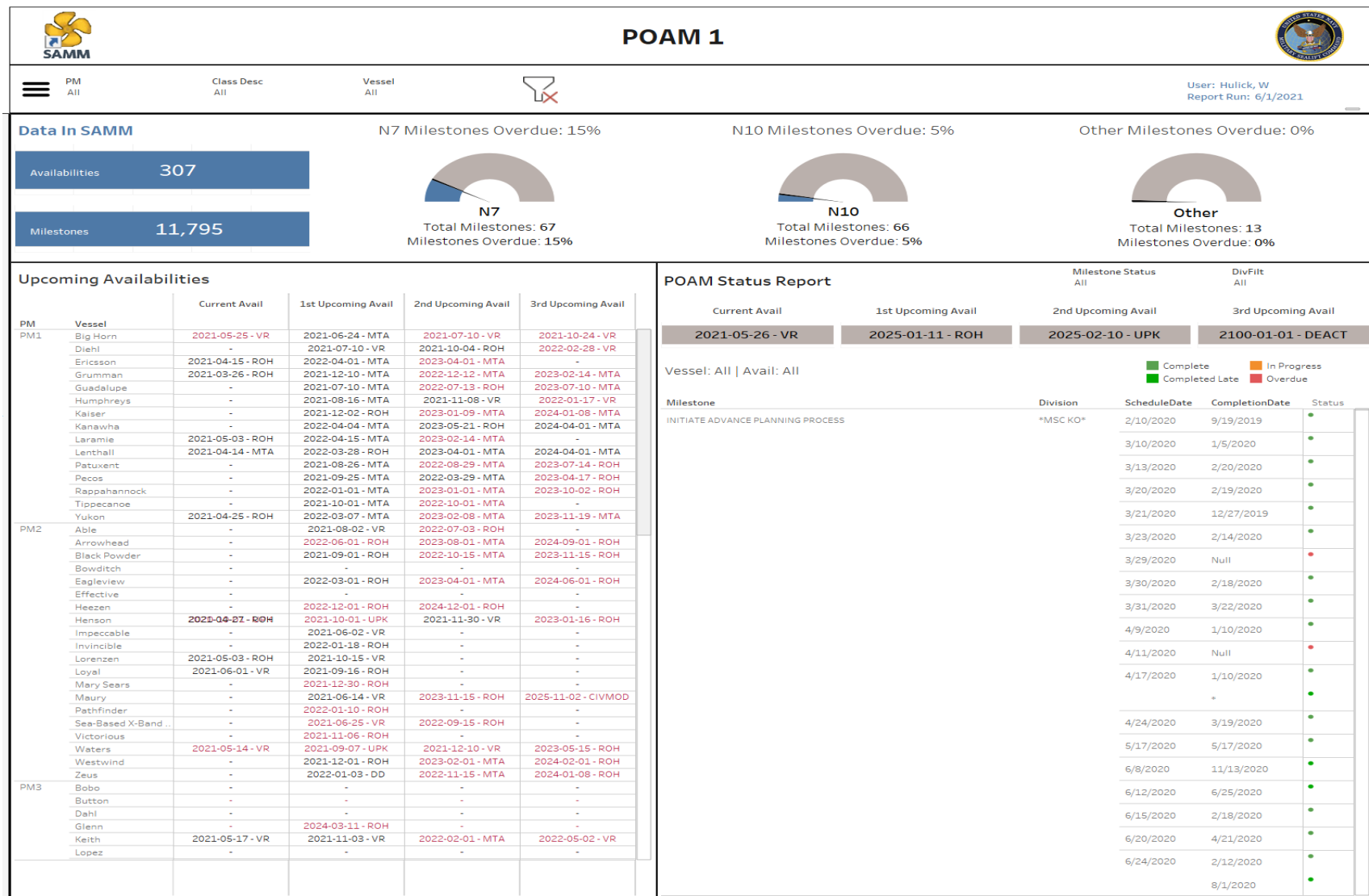
Save

Save & Close

Close



POAM Tracking Dashboards



UNITED WE SAIL!

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OPR:

38



150 Day VR POAM

<u>MILESTONE</u>	<u>DAYS</u>
N7 PPE - ISSUE ADVANCE PLANNING LETTER (OPCO ISSUE IAW C-2.5.7.2.3.)	150
N7 PPE - PPE BEGIN WORK PACKAGE DEVELOPMENT	148
N7 PPE - PPE AND/OR SSU PRESIDING PORT ENGINEER FORWARD PRELIMINARY WORK PACKAGE TO SHIP FOR REVIEW	134
N7 PPE - ALL CODES AND SHIP FORCE SUBMIT WORK PACKAGE REVIEW COMMENTS TO PPE	127
N7 PPE - PPE AND/OR SSU PRESIDING PORT ENGINEER COMPLETE JOINT WORK PACKAGE REVIEW. FINAL WORK PACKAGE ASSEMBLED	120
N7 PPE - PPE ORDERS GOVERNMENT FURNISHED MATERIAL IF REQUIRED.	120
N7 PPE - SUBMIT FINAL WORK PACKAGE TO MSC N10 OR NAVSUP FLC SHIP REPAIR CONTRACTING OFFICE (OPCO IAW C-2.5.7.2.8.).	115
N10/FLC - ISSUE SOLICITATION (OPCO IAW C-2.5.7.2.8.)	94
N7 PPE - PPE NOTIFY ABS AND USCG (if required)	90
N7/SSU PE - OFFERORS' SHIP CHECK OF VESSEL (SEC L-5). PORT ENGINEER ATTENDANCE REQUIRED / ACO ATTENDANCE OPTIONAL	80
N10/FLC - SOLICITATION CLOSES	64
N7/SSU PE - COMPLETE TECH / PRICE EVALUATION OF INITIAL PROPOSAL	50
N10/FLC - CONTRACT AWARD	30
N4 LTD - SHIP GFM IF APPLICABLE	29
N7/SSU PE - START AVAILABILITY	0
N7 PPE/SSU PE - AVAILABILITY COMPLETION REPORT - REF. AND EXECUTE MSFSC INSTRUCTION 5224.2A	0



Advance Planning/Work Scoping

(-381 to -346 days)

Note: Used for MTA/ROH-DD

- ***Issuance of Advance Planning Letter***
 - Developed by PPE – Issued by Engineering Type Desk
 - Outlines Major Work Required
 - Sets out timelines for planning
- **Ship's Force submits prioritized Voyage Repair list**
- **PPE begin ordering long lead time material (LLTM)**
- **Shipboard Management Team work scope conference**
- ***PPE Schedules Work Scope Conference with PM, N-Codes***
- **PM Confirms Budget Allowance**



Advance Planning Letter

Date: 12 May 2021

From: T-AO Engineering Type Desk (N04751)

To: Master, USNS JOSHUA HUMPHREYS (T-AO-188); Chief Engineer, USNS JOSHUA HUMPHREYS (T-AO-188)

Subj: USNS JOSHUA HUMPHREYS (T-AO-188) FY 20 REGULAR OVERHAUL (ROH) CONUS ADVANCE PLANNING LETTER

Ref: (a) COMSCINST 4700.14A

Encl: (1) Plan of Action and Milestones (POA&M)
(2) Tentative Work Item Index as Identified by Ship's Management Team (SMT)

1. The USNS JOSHUA HUMPHREYS is tentatively scheduled for a ROH ship repair availability, tentatively identified to be east or gulf coast, beginning 30 March 2022, with a performance period of 60 days, concluding 28 July 2022. The purpose of this letter is to commence planning of the ship repair availability in accordance with reference (a).

2. Enclosure (1) provides the POA&M to support the proper planning and execution of this ship availability. The official version of enclosure (1) will be maintained in SAMM Web. The responsible parties will make every effort to meet POA&M dates.

3. Enclosure (2) provides basic descriptions of repairs, alterations, and inspections planned for this ship repair availability. These descriptions serve as an initial list of work to be accomplished. Items may be added or deferred as fiscal constraints, material condition and inspection results dictate.

4. MSC Principal Port Engineer has commenced assembling the initial work package. JOSHUA HUMPHREYS (T-AO-188) should continue self-identifying material deficiencies and preparation for submission of Voyage Repairs and alteration requests to document those deficiencies.

a. Note that the last day for submission of non-mission degrading Voyage Repair Requests (VRRs) from JOSHUA HUMPHREYS (T-AO-188) is 14 October 2021. VRRs should be submitted as the repair requirements are identified by ship's force to ensure that the repairs are included in the final work package and that long lead time material can be identified and procured.

5. A copy of the preliminary work package list will be provided to the ship on or about 17 September 2021. JOSHUA HUMPHREYS (T-AO-188) is requested to review the list and provide the Port Engineer with comments regarding the suitability/desirability of the work items and recommended additions or deletions.

R. SCHUBERT

Supervisory Project Engineer

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Work Scope Conference

USNS MATTHEW PERRY TAKE 9 FY22 MTA SCOPING CONFERENCE AGENDA

1. Discuss Shipyard Loading
 - a. This is incorporated into the IGE Development so Loading is live.
 - b. The budget is not yet known, costs are what is required.
2. Review WI Index
 - a. Discuss WIs that are in the index
3. VRR Log
 - a. Only 4 VRRs at this time for MTA
4. Planned T-altS – All Urgent / Mandatory – Safety / Regulatory
 - a. T-ALT 558 CLIMBER SAFETY RAIL REPLACEMENT
 - b. T-ALT 276 RELOCATE FIRE DAMPER SWITCHES (T-ALT 276)
 - c. T-AKE 374 OP 4 STORE ROOM LIGHTING (T-ALT 374)
 - d. T-ALT 420 COUNTERMEASURE WASHDOWN (CMWD)(T-ALT 14-420) PARTIAL
 - e. T-ALT 331 EEBD IN PERSONNEL ELEVATOR (T-ALT 331)
 - f. T-ALT 481 REPLACE 02-58-2 EXTERIOR DOOR (TALT 481)
5. PMIA Log
 - a. PMIA is up to date
6. Service Orders
 - a. No known SORs at this time.
7. GFM/Status of MORs
 - a. MORs are currently being developed
 - i. MDE OH KIT
 - ii. US Joiner
 - iii. FASSMER
 - iv. CUNI 90/10 Outside of Class Buy Material
8. Open Comments / Discussions



Assessments

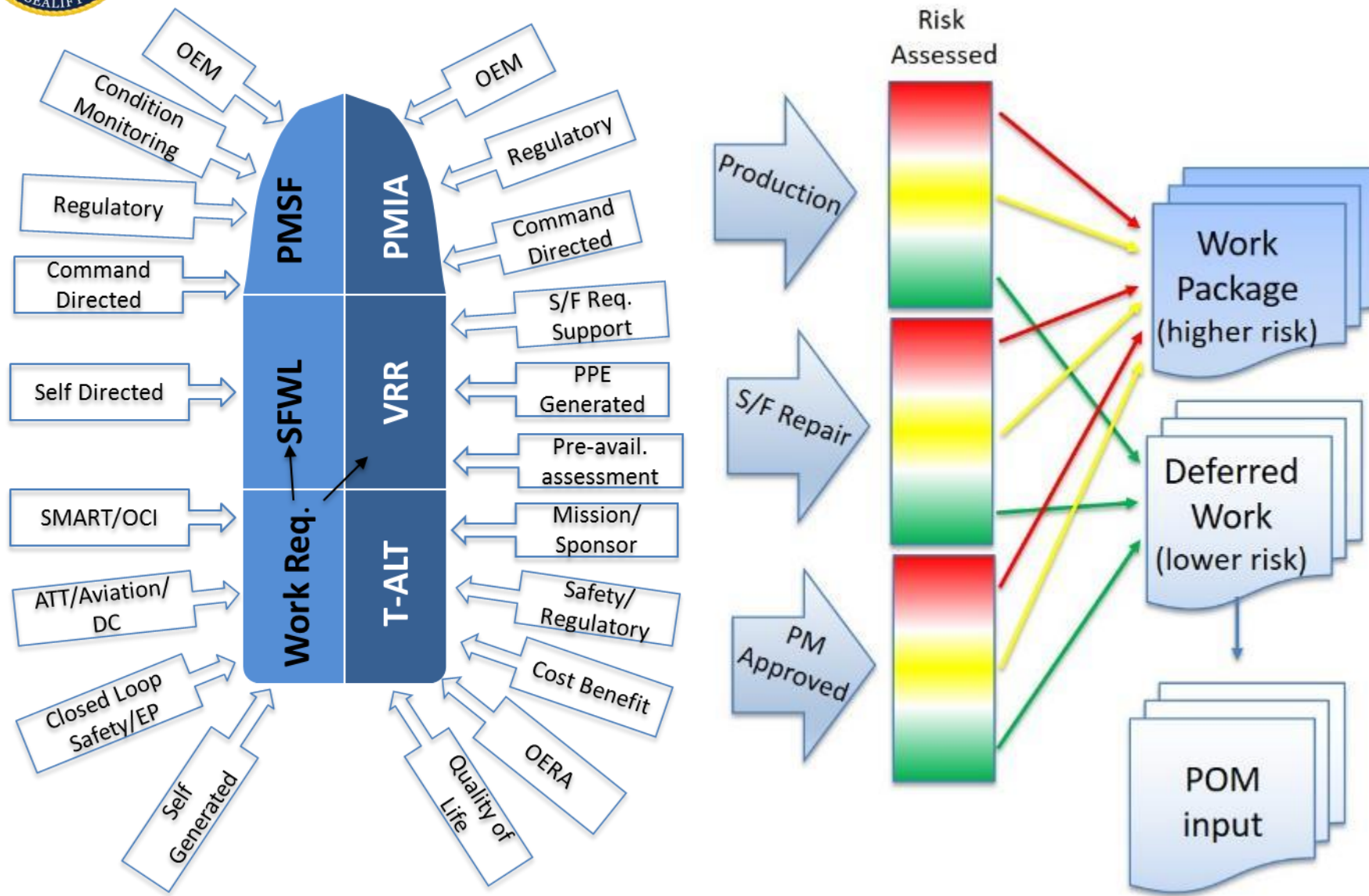
(-346 to -266 days)

These are all constrained by time and money for the contracted services.

- **Pre-assessments**
 - Collaboration with local ABS Surveyor
 - Gauging of suspect areas
 - Corrosion Control Assessments
 - PPG paint rep to survey coatings
 - Thermography
 - Review or Conduct Vessel Self-Assessment / Port Engineer Vessel Inspections
 - OEM assessments
 - Underwater Hull Surveys
 - Lessons Learned



Work Package Development





Work Package Development

(-370 to -238 days)

- ***Work package review with Type Desk and Program Discuss availability budget***
- **Develop potential deferred work item list based on availability budget**
- **Review previous overhaul completion reports**
- **Initial work package submitted to N10/FLC, N00L, N4, includes work item index, work items, J&As, CDRLs**
- **N4 Logistics Type Desk completes the Government Furnished Property (GFP) list and uploads it to the system**



46



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)**

Work Scoping

- **Determination of PoP due to Critical Path**
- **Shipyard trade work loading**
- **Work item de-confliction**



Solicitation/Evaluation

(-238 to -60 days)

- **PPE submits final work package to N10/FLC, (includes index, work items, references, IGEs, GFP, Procurement Requirement)**
- **N10/FLC issues solicitation – Questions from Offerors (RFC)**
- **Solicitation closes**
- **Complete evaluation of initial offers**
- **Receive Best and Final offers**
- **Complete evaluation of final offers**



Post Award Activities

Risk Register:

Number of Contract Extensions:									
Reporting Date:									
Overall Risk									
1) Risk from Award Timing									
a) Did we meet below listed POAM dates? (Y, RF=1; some red but recovered, RF=3; N, RF=5)									
APL issued @ A-378									
WP provided to Contracting @ A-228									
Solicitation released by Contracting @ A-141									
b) Did we meet our award goal (A-65)? (Y, RF=1; 1-5 days late, RF=2; 6-10 days late, RF=3; 11-15 days late, RF=4; 16+ days late, RF=5)									
2) Risk to Performance - Govt									
a) Have we given SY Prime enough time to prepare for PoP (link to 1b)? (Y, RF=1; N, RF=5)									
b) Did we perform ship pre-assessments as part of work package prep? (Y, RF=1; partial, RF=3; N, RF=5)									
c) Have we assessed Transalt risk (work item complexity; work item maturity) (low, RF=1; med, RF=3; high, RF=5)									
d) Have we sized the work package scope appropriately for PoP (no more than 200 MPD for prime + subs)? (Y, RF=1; N, RF=5)									
Note: 200 MPD target is based upon large ship availabilities. PM team should use discretion to target WP size for their ship type and scope of repairs.									
e) Have we factored in appropriate growth B-items (Y, RF=1; N, RF=5)									
f) Have we researched the availability of OEM tech reps to match work scope (PoP (Y available, RF=1; Y, availability concerns, RF=3; N, RF=5)									
g) Did we have to descope work package to make award price match budget? (Y, RF=5; N, RF=1)									
h) Has all required LLTM/GFM been ordered with delivery expected prior to planned availability start date (Y, RF=1; N, RF=5)									
i) Are we planning new work at contract start to address CASREP/VRBs (N, RF=1; low number, low complexity, RF=2; high number, low complexity, RF=3; low number, high complexity, RF=4; high number, high complexity, RF=5)									
3) Risk to Performance - Ship Repair Contractor									
a) What is current CPARS rating, and what areas of concern can be gleaned from past CPARS (past performance) (Sat, RF=1; items of concern, RF=3; significant items of concern, RF=5)									
b) What is SY loading during the PoP? What is our estimation of SY capacity? (low load to capacity ratio, RF=1; med load to capacity ratio, RF=3; high load to capacity ratio, RF=5)									
c) Past experience on management responsiveness to issues (responsive, RF=1; inconsistent, RF=3; non-responsive, RF=5)									
d) SY vulnerabilities to weather (hurricanes, typhoons, snow) impacts (low, RF=1; med, RF=3; high, RF=5)									
e) What OEM tech reps are required for the work package, and what is the impact of tech rep availability on critical path? (low impact on CP, RF=1; med impact on CP, RF=3; high impact on CP, RF=5)									
f) Contract growth beyond A items + B items (AGI goes to growth) (0-10% growth, RF=1; 11-20%, RF=3; greater than 20%, RF=5)									
g) SY vulnerabilities to pandemic or other global impact event creating facility/country access restrictions (low, RF=1; med, RF=3; high, RF=5)									
h) Are critical work items sequenced correctly in the production schedule to support early discovery of changes and meet project milestones (Yes, RF=1; concerns with schedule, RF=3; concerns with critical WP sequencing, RF=5)									
4) Risk to Operational Schedule									
a) Identify any critical post-avail events and float between PoP end date/ATT and critical event, if applicable (float 30+ days, RF=1; float 15-30 days, RF=3; float less than 15 days, RF=5)									
b) Impacts to not meeting/delaying schedule obligations (low impact with delays, RF=1; med impact with delays, RF=3; high impact with delays, RF=5)									
5) Risk to Life Cycle									
a) Identify current state of deferred maintenance (ESR metrics for PM/PMIA) (Less than 50 deferred items, RF=1; 50-100 deferred items, RF=3; over 100 deferred items, RF=5)									
b) Identify descope/deferred work package items (less than 3, RF=1; 4-7, RF=3; greater than 7, RF=5)									
c) Deferred (in-availability) repair discoveries (less than 2 deferred repairs, RF=1; 3-5 repairs deferred, RF=3; greater than 5 repairs deferred, RF=5)									
6) Risk to Other Ships									
a) How will ship/SY delay affect other ship M&M due to OPS obligations (extended deployments, duty CLF, ...) (ship not linked to another ship, RF=1; ship linked to another ship, RF=5)									
b) How will SY delay affect other ship due to SY loading (changes SY planning efforts) (does not impact other MSC ships, RF=1; does impact other MSC ships, RF=5)									

Post Award Conference Agenda:

- a. **Introductions:** Port Engineer Eddie Oleykowski, introduce all on Teams Meeting
- b. **Opening Remarks/Communication/Expectations:** PM 6, Mr. Leonard Bell will open conference
- c. **Production Schedule and Critical Path Work Items:** PPE Eddie Oleykowski to discuss overview.
- a. Work Items requiring added attention/supervision:
- WI 156 - Flight Deck Preservation and associated CCO to replace three flight deck line-up light (ABS Fit-up)
 - WI 158 - Flight Deck hatch repair port/stbd
 - WI 520 - Firemain Pipe Spool Repair
 - WI 521 - Firemain Pipe repair Cargo Hold 1 Deck 5
 - WI 548 - HTFW Preheat Isolation TALT 186
 - WI 551 - Cargo Brine System Valve replacement and associated CCO to replace deteriorated piping
 - WI 560 - EDG FO/LO Reach Rod TALT 471 and associated fuel solenoid valve replacement
 - WI 569 - Fire Charging Pump Repair
 - WI 570 - Firemain Pipe Replacement AMR
- *** WI 851 - Annual Galley, Ventilation, and Gaylord Hood Cleaning
- d. **Problem Areas:** None at this time
- e. **Contractor's ability to absorb growth:** Jonghap Marine to discuss growth work capabilities.
- f. **New Work / CCO's:** PPE Eddie Oleykowski to discuss:
- Accommodation Ladder Safety Net Padeye Replacement
 - No. 2 AC Motor Replacement
 - Cargo Refrigeration and AC Unit Relief Valve Testing
 - Critical System Pipe Section Replacement Three Locations
 - EDG FO Valve Replacement
 - Pancake Isolation FM-COV-5-48-4 and FM-COV-5-39-4
 - Brine Piping Severely Deteriorated
 - Flight Deck Line-up Light Replacement
 - Chief Engineers State Room Window Leaks
- g. **Ship's Force Work Projects:** Chief Engineer to discuss
- Ships force repairs as per the SFWL will be accomplished during the MTA in a not to interfere basis with the prime contractors work.
- h. **State Side OEM representatives / DoD Technical Representatives:** PPE to discuss
- All state Side OEM's are under MSC separate service orders.
 - All State Side OEM's quarantined via the Government of Korea guidelines and all DoD technical representatives quarantined via Camp Humphreys army base.

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OPR:



Execution

Execution is managed by the OMT (Overhaul Management Team)

- **Government Overhaul Team is lead by Principal Port Engineer (PPE) and Administering Contracting Officer (ACO)**
 - Arrive to the yard 3-5 days prior to start of availability
 - OMT is supported by Logistics, Ship's Force, N8, Program Staff, Technical
 - Government Overhaul Team = 1 PPE, 2 APEs, ACO, Paint Rep and Logistics
- ***Contract is managed in PENG (Port Engineering Module of SAMM)***
- **Arrival Conference**
 - Conducted when Ship Arrives to the Yard
- ***Daily Production Meetings***
 - Lead by Shipyard to discuss the plan of the day and to address any issues
- ***Weekly Progress Meetings (usually Wednesday)***
 - Review of Manpower, Production Plan (GANTT Chart required) and Physical Progress to support progress payments
- ***Weekly SITREP (usually Friday)***
 - Developed by OMT and SMT to transmit current status to fleet/HQ/Area Commanders
 - Sent via Naval Message from ship



Closeout

(End of POP +120 days)

- **After Completion of Sea Trials**
- **Post Availability Conference with Shipyard, Program Manager, Overhaul Management Team**
- **Return of unused GFM, residuals and equipment for overhaul**
- **Disposal of scrap**
- **Receive/Review Contract Data Submitted**
- **Complete work items in PENG**
- **Adjudicate incomplete work for credit**
- **Balance Services and other T&M items**
- **Track and Manage Warranty Related Issues**
- **Complete Contract File**
- ***Develop Post Overhaul Completion Report***
- **Review Post Overhaul Completion Report with N75 Director**
- **Conduct Post Overhaul Analysis**



Shipyard Future Loading

Military Sealift Command

msc.usff.navy.mil

U.S. NAVY'S
MILITARY
SEALIFT
COMMAND

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- Small Business Opportunities
- Contracts
- Shipyard Loading & Ship Repair Outlook

USS Spruance (DDG 111) conducts replenishment-at-sea with USNS Guadalupe (T-AO 200). (U.S. Navy photo by Mass Communication Specialist 3rd Class Taylor Crenshaw)

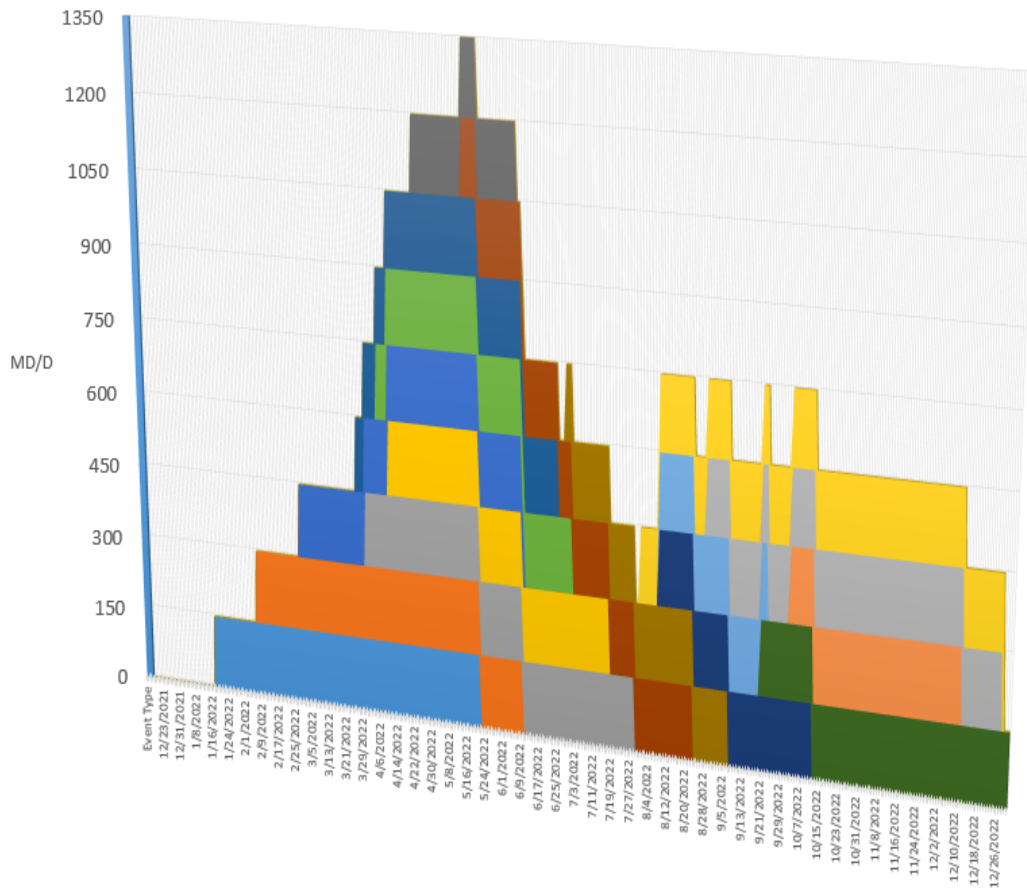
MORE



2nd Fleet – 2022 Shipyard Loading

AVERAGE MPD - AOR SY LOADING

2022 Second Fleet



- POMEROY
- SISLER
- PATUXENT
- ROBERT E PEARY
- SUPPLY
- LARAMIE
- JOSHUA HUMPHREYS
- NEWPORT
- 1ST LT JACK LUMMUS
- JOHN LENTHALL
- KANAWHA
- MEDGAR EVERS
- WATSON
- COMFORT
- INVINCIBLE

SHIP	EVENT	POP START	POP END
ARCTIC	ROH-DD	1/19/2022	5/22/2022
INVINCIBLE	ROH-DD	2/8/2022	6/10/2022
COMFORT	ROH-DD	4/1/2022	7/29/2022
MEDGAR EVERS	ROH-DD	3/1/2022	6/11/2022
JOHN LENTHALL	ROH-DD	3/28/2022	6/26/2022
KANAWHA	MTA	4/7/2022	7/2/2022
NEWPORT	MTA	4/24/2022	6/8/2022
WATSON	ROH-DD	5/1/2022	7/29/2022
1ST LT JACK LUMMUS	ROH-DD	5/16/2022	8/23/2022
JOSHUA HUMPHREYS	ROH-DD	6/30/2022	9/7/2022
POMEROY	ROH-DD	8/1/2022	12/28/2022
ROBERT E PEARY	MTA	8/9/2022	9/23/2022
LARAMIE	MTA	8/9/2022	10/12/2022
SISLER	ROH-DD	8/29/2022	12/27/2022
SUPPLY	ROH-DD	9/21/2022	1/19/2023
PATUXENT	MTA	10/3/2022	12/11/2022

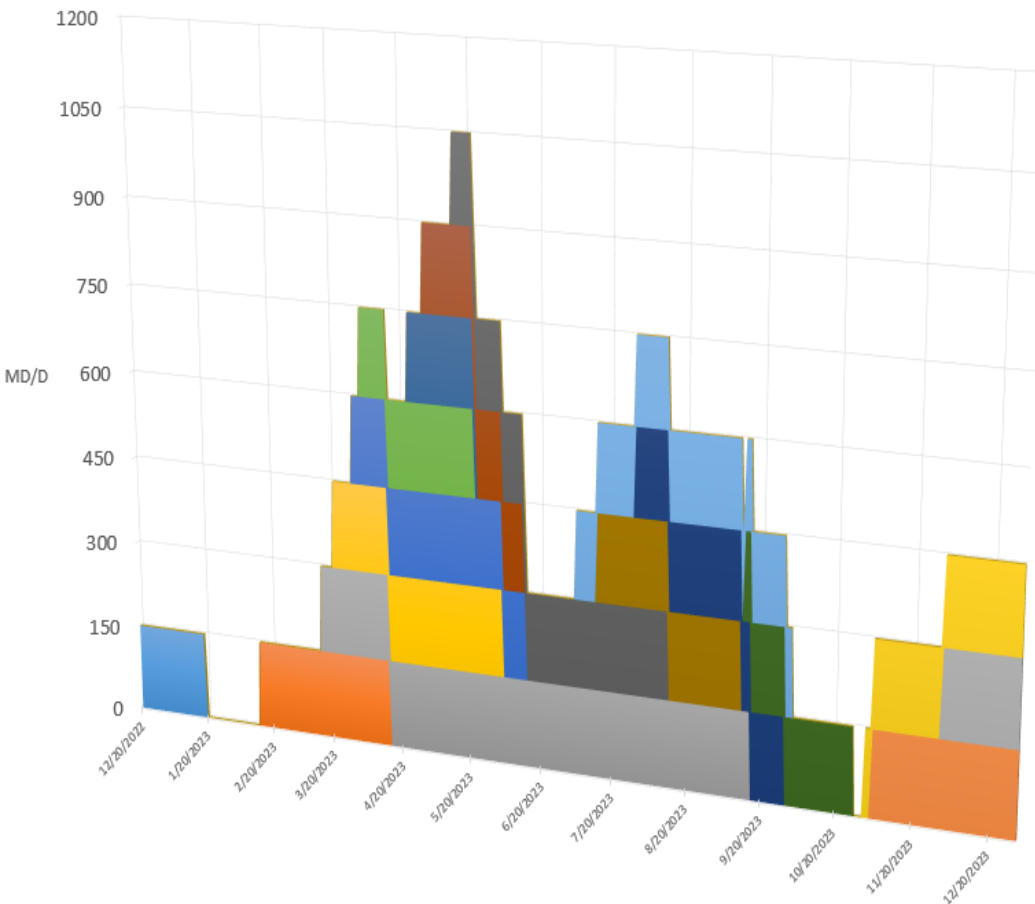
Denotes PoP carry-over from previous year
Denotes PoP end in the next year



2nd Fleet – 2023 Shipyard Loading

AVERAGE MPD - AOR SY LOADING

2023 Second Fleet



SHIP	EVENT	POP START	POP END
SUPPLY	ROH-DD	9/21/2022	1/19/2023
LARAMIE	MTA	2/14/2023	4/14/2023
WATKINS	ROH-DD	3/15/2023	9/15/2023
ROBERT E. PEARY	ROH-DD	3/21/2023	6/3/2023
SACAGAWEA	ROH-DD	3/30/2023	6/13/2023
JOHN LENTHALL	MTA	4/3/2023	5/22/2023
WILLIAM MCLEAN	MTA	4/24/2023	5/23/2023
ARCTIC	MTA	5/1/2023	6/12/2023
KANAWHA	ROH-DD	5/14/2023	8/12/2023
HARVEY MILK	PSA	6/1/2023	12/1/2023
COMFORT	MTA	7/5/2023	10/2/2023
PATUXENT	ROH-DD	7/14/2023	9/11/2023
JOSHUA HUMPHREYS	MTA	7/30/2023	9/29/2023
MEDGAR EVERS	MTA	9/13/2023	10/27/2023
BURLINGTON	ROH-DD	11/1/2023	2/6/2024
BENAVIDEZ	ROH-DD	11/4/2023	1/18/2024
RED CLOUD	ROH-DD	12/1/2023	2/15/2024

Denotes PoP carry-over from previous year

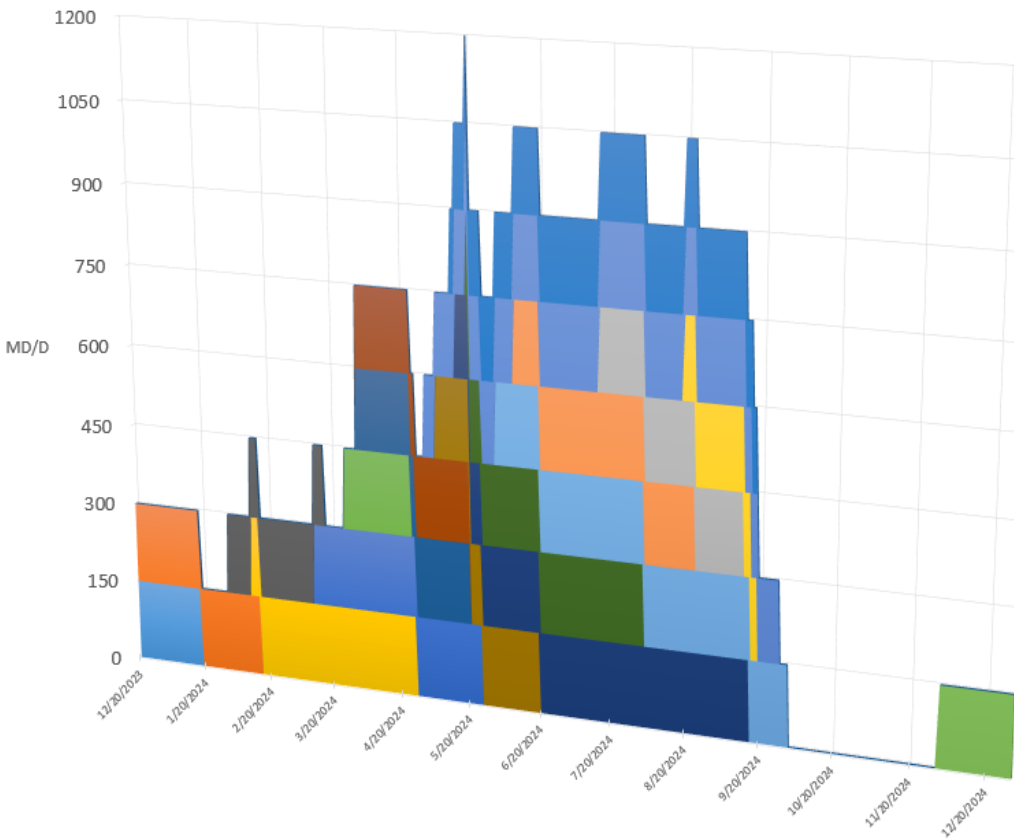
Denotes PoP end in the next year



2nd Fleet – 2024 Shipyard Loading

AVERAGE MPD - AOR SY LOADING

2024 Second Fleet

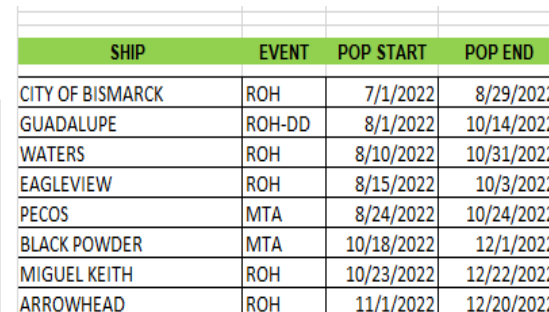


- CODY PSA 5/13/2024 9/17/2024
- SODERMAN ROH-DD 12/1/2024 2/15/2025
- COMFORT MTA 5/1/2024 9/27/2024
- ROBERT E. PEARY MTA 8/19/2024 9/18/2024
- KANAWHA MTA 7/15/2024 9/12/2024
- BOB HOPE ROH-DD 6/9/2024 8/23/2024
- ROBERT SIMANEK PSA 6/1/2024 10/1/2024
- JOSHUA HUMPHREYS ROH 5/20/2024 8/2/2024
- CHARLTON ROH-DD 5/15/2024 9/15/2024
- SUPPLY MTA 5/6/2024 6/19/2024
- ARCTIC MTA 2/1/2024 3/16/2024
- WILLIAM MCLEAN ROH 4/1/2024 5/20/2024
- JOHN LENTHALL MTA 4/1/2024 5/20/2024
- MEDGAR EVERS MTA 3/26/2024 4/24/2024
- LEWIS AND CLARK ROH-DD 3/12/2024 5/25/2024
- LARAMIE ROH 2/12/2024 4/26/2024
- BURLINGTON ROH 11/1/2023 2/6/2024
- RED CLOUD ROH-DD 12/1/2023 2/15/2024
- BENAVIDEZ ROH-DD 11/4/2023 1/18/2024

SHIP	EVENT	POP START	POP END
BURLINGTON	ROH	11/1/2023	2/6/2024
BENAVIDEZ	ROH-DD	11/4/2023	1/18/2024
RED CLOUD	ROH-DD	12/1/2023	2/15/2024
ARCTIC	MTA	2/1/2024	3/16/2024
LARAMIE	ROH	2/12/2024	4/26/2024
LEWIS AND CLARK	ROH-DD	3/12/2024	5/25/2024
MEDGAR EVERS	MTA	3/26/2024	4/24/2024
JOHN LENTHALL	MTA	4/1/2024	5/20/2024
WILLIAM MCLEAN	ROH	4/1/2024	5/20/2024
COMFORT	MTA	5/1/2024	9/27/2024
SUPPLY	MTA	5/6/2024	6/19/2024
CODY	PSA	5/13/2024	9/17/2024
CHARLTON	ROH-DD	5/15/2024	9/15/2024
JOSHUA HUMPHREYS	ROH	5/20/2024	8/2/2024
ROBERT SIMANEK	PSA	6/1/2024	10/1/2024
BOB HOPE	ROH-DD	6/9/2024	8/23/2024
KANAWHA	MTA	7/15/2024	9/12/2024
ROBERT E. PEARY	MTA	8/19/2024	9/18/2024
SODERMAN	ROH-DD	12/1/2024	2/15/2025

Denotes PoP carry-over from previous year

Denotes PoP end in the next year



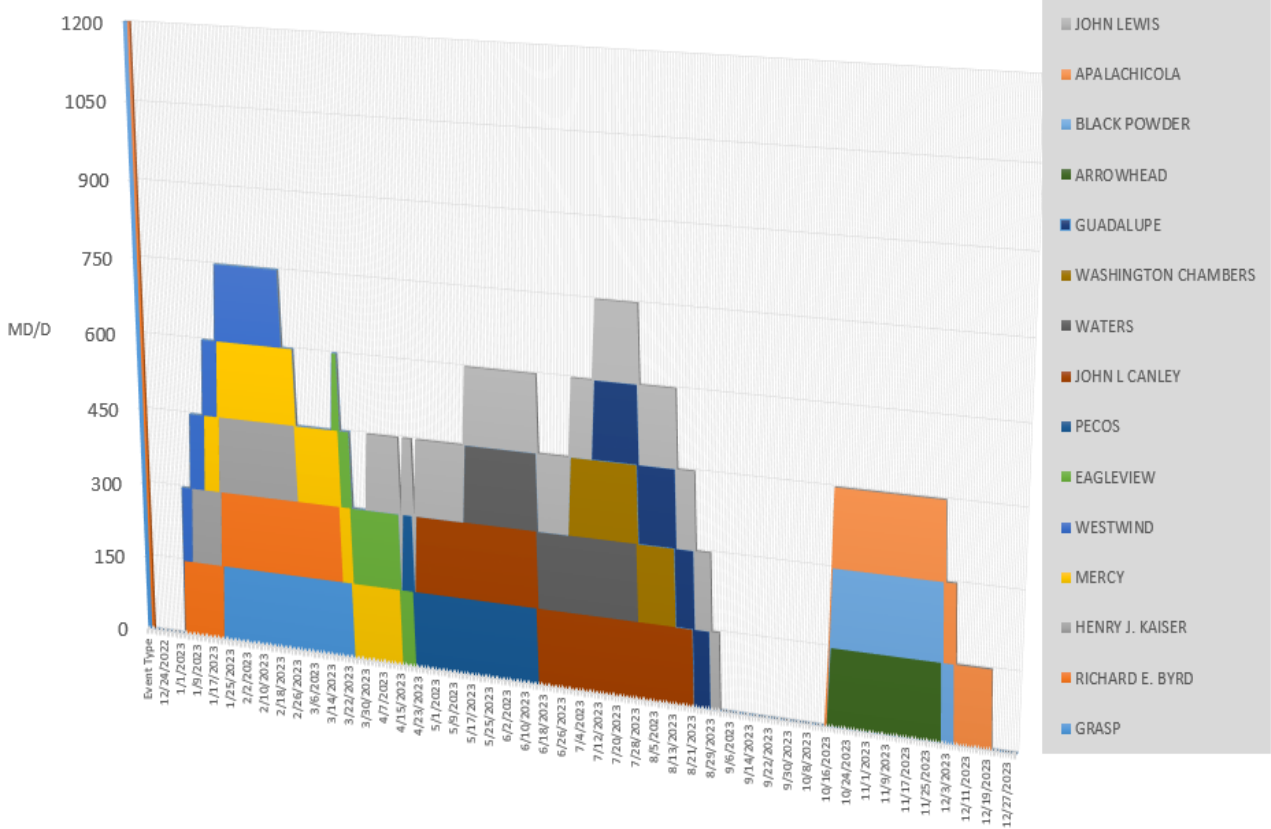
Denotes PoP end in the next year



3rd Fleet – 2023 Shipyard Loading

AVERAGE MPD - AOR SY LOADING

2023 Third Fleet



SHIP	EVENT	POP START	POP END
WESTWIND	MTA	1/4/2023	2/21/2023
RICHARD E. BYRD	ROH-DD	1/4/2023	3/19/2023
HENRY J. KAISER	MTA	1/9/2023	2/27/2023
MERCY	MTA	1/16/2023	4/15/2023
GRASP	MTA	1/23/2023	3/34/2023
EAGLEVIEW	MTA	3/17/2023	4/21/2023
JOHN LEWIS	PSA	4/1/2023	9/1/2023
PECOS	ROH-DD	4/17/2023	6/15/2023
JOHN L CANLEY	PSA	4/23/2023	8/21/2023
WATERS	ROH	5/15/2023	7/28/2023
WASHINGTON CHAMBERS	MTA	6/30/2023	8/13/2023
GUADALUPE	MTA	7/10/2023	8/28/2023
APALACHICOLA	PSA	10/16/2023	12/20/2023
ARROWHEAD	MTA	10/17/2023	11/30/2023
BLACK POWDER	ROH	10/17/2023	12/5/2023

Denotes PoP carry-over from previous year

Denotes PoP end in the next year



3rd Fleet – 2024 Shipyard Loading

AVERAGE MPD - AOR SY LOADING

2024 Third Fleet

- MIGUEL KEITH
- ARROWHEAD
- GUADALUPE
- EAGLEVIEW
- WASHINGTON CHAMBERS
- PECOS
- MERCY
- HENRY J. KAISER
- RICHARD E. BYRD
- WESTWIND
- ZEUS

SHIP	EVENT	POP START	POP END
ZEUS	ROH	1/2/2024	4/2/2024
WESTWIND	ROH	1/3/2024	2/20/2024
RICHARD E. BYRD	MTA	1/4/2024	2/17/2024
HENRY J. KAISER	MTA	1/8/2024	2/26/2024
MERCY	MTA	1/27/2024	3/21/2024
PECOS	MTA	4/1/2024	5/20/2024
WASHINGTON CHAMBERS	ROH	4/8/2024	5/22/2024
EAGLEVIEW	ROH	6/4/2024	7/23/2024
GUADALUPE	MTA	7/8/2024	8/26/2024
ARROWHEAD	ROH	9/1/2024	10/19/2024
MIGUEL KEITH	ROH	10/5/2024	12/4/2024

Denotes PoP carry-over from previous year

Denotes PoP end in the next year



Questions



MILITARY SEALIFT COMMAND

Ed Hulick

COMSC Engineering Division Director for
Life Cycle Management

Office: 757-341-6213

NIPR: William.hulick@navy.mil

SIPR: William.e.hulick@navy.smil.mil



Break



MILITARY SEALIFT COMMAND

Contracting

Mr. Thomas “Joe” Martin

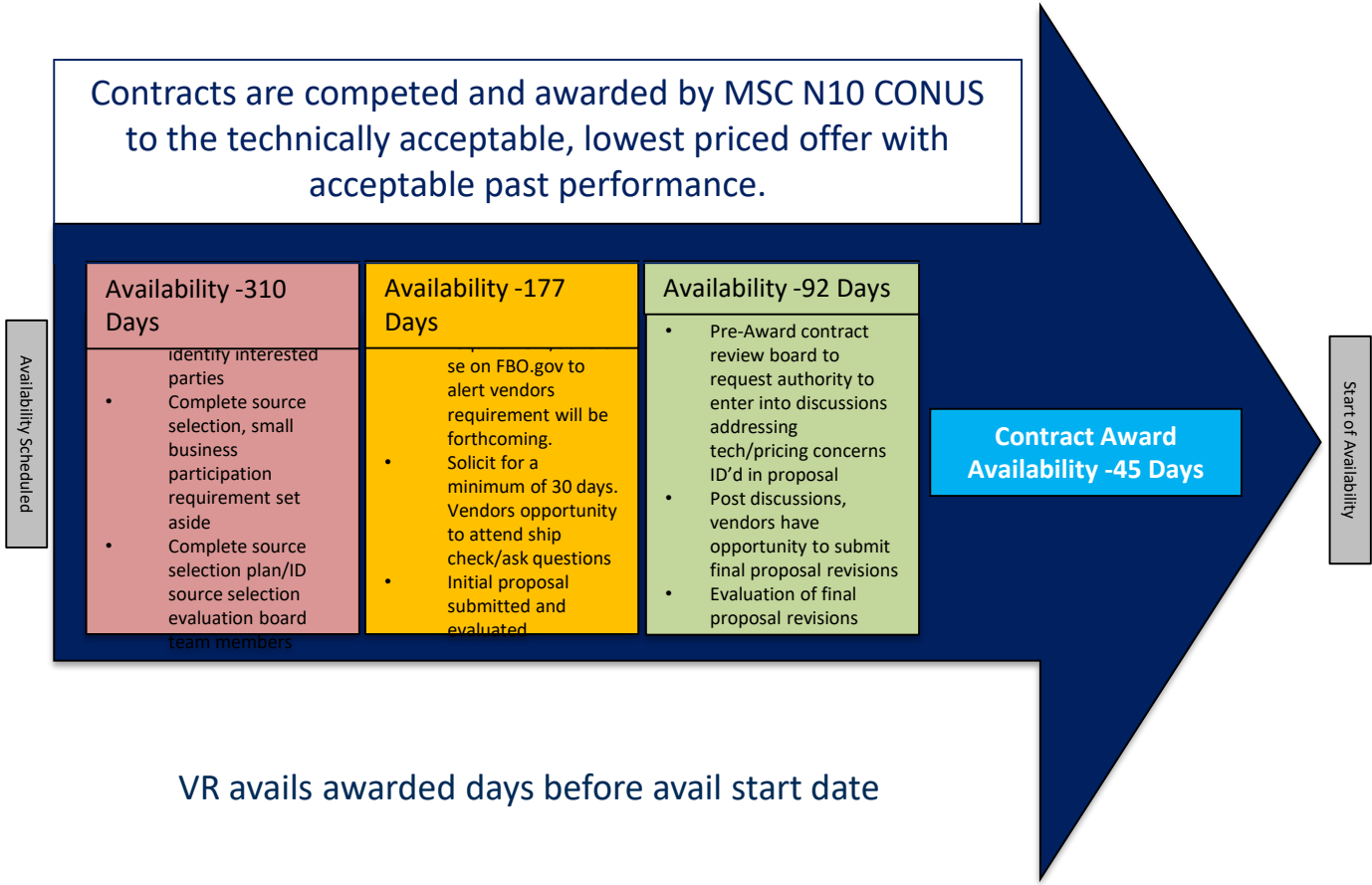
Director of Ship Repair & Fleet Support Operations

March 2022

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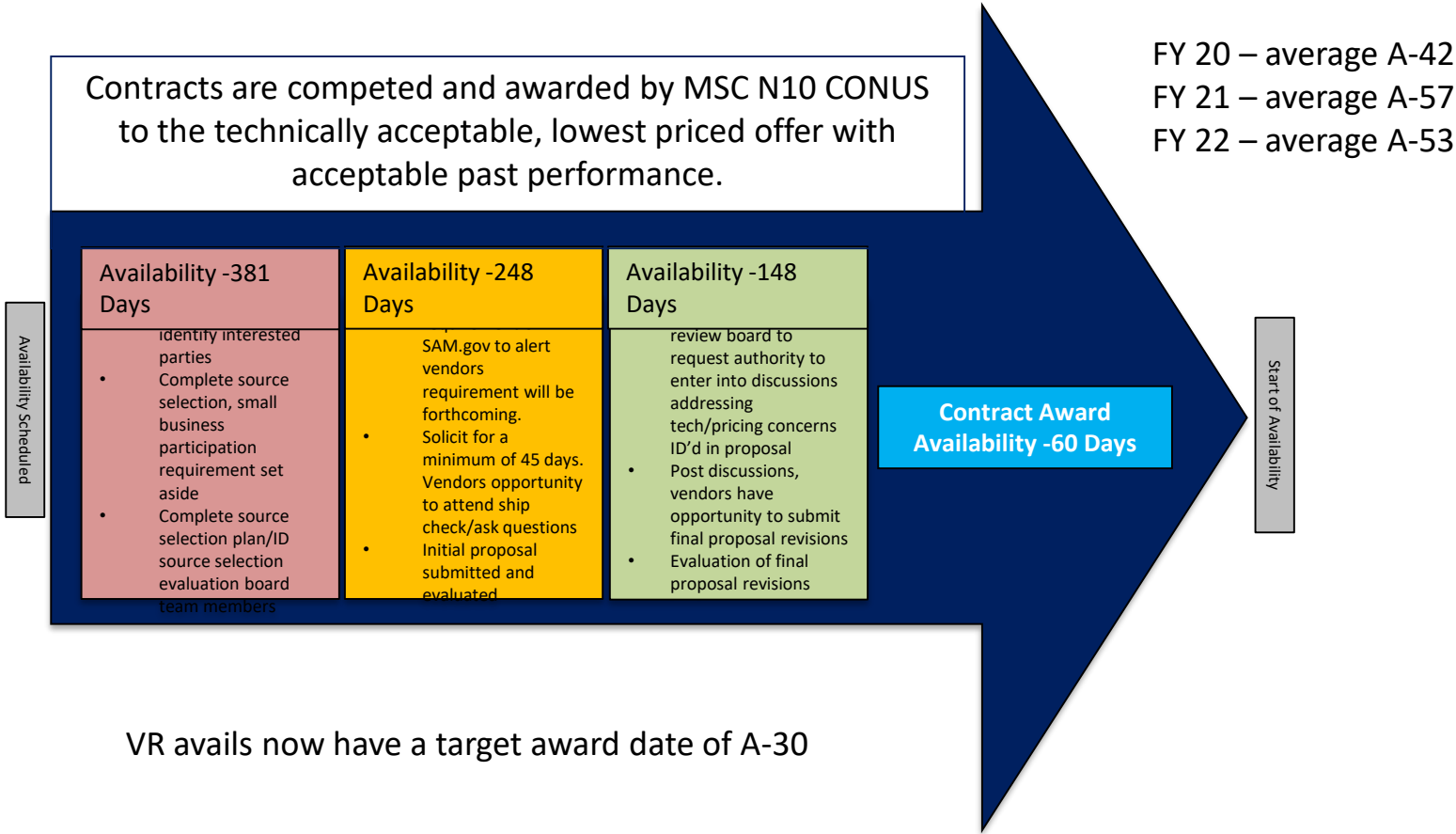
Former Repair Contract Process



VR avails awarded days before avail start date



Current Repair Contract Process



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



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.
- The use of DoD SAFE has caused some contracting offices to experience bid protests relating to questions of whether offers were submitted timely. DoD SAFE does not meet the record keeping requirements of the competitive environment for receiving proposals.
- 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 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



Voluntary Annual Submittal of Technical Proposals

- Based on renewed interest from industry and Military Sealift Command's desire to streamline the technical proposal requirements for ship repair procurements, submittals for the technical requirements listed below may be submitted on an annual basis vice with each proposal submission.
- Estimated RFI issue date: 1 July 2022
- Estimated submission deadline: 1 August 2022 (late submissions will be considered throughout the year)
- Estimated decision date: 1 September 2022
- Proposal expiration date: 30 September 2023
- Technical Factors
 - Factor 1 – Understanding the WI Package
 - 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 WI Package
 - Subfactor 2.3 – Facilities
 - Factor 3 – Management Control and Quality Assurance
 - Subfactor 3.3 – Quality Control Plan
 - Subfactor 3.4 – Hazardous Waste Management Plan



Cost or Pricing Data Requirement

- **15.403-1 Prohibition on obtaining certified cost or pricing data**
- (b) *Exceptions to certified cost or pricing data requirements.* The contracting officer shall not require certified cost or pricing data to support any action (contracts, subcontracts, or modifications) (but may require data other than certified cost or pricing data as defined in FAR [2.101](#) to support a determination of a fair and reasonable price or cost realism)—
 - (1) When the contracting officer determines that prices agreed upon are based on adequate price competition
 - (2) When the contracting officer determines that prices agreed upon are based on prices set by law or regulation
 - (3) When a commercial item is being acquired
 - (4) When a waiver has been approved
 - (5) When modifying a contract or subcontract for commercial items



Cost or Pricing Data Requirement

- **(i) A price is based on adequate price competition when—**
- (A) Two or more responsible offerors, competing independently, submit priced offers that satisfy the Government's expressed requirement;
- (B) Award will be made to the offeror whose proposal represents the best value (see [2.101](#)) where price is a substantial factor in source selection; and
- (C) There is no finding that the price of the otherwise successful offer or is unreasonable. Any finding that the price is unreasonable must be supported by a statement of the facts and approved at a level above the contracting officer.



New Cost or Pricing Data Requirement

- **(ii) For agencies other than DoD, NASA, and the Coast Guard, a price is also based on adequate price competition when—**
 - (A) There was a reasonable expectation, based on market research or other assessment, that two or more responsible offerors, competing independently, would submit priced offers in response to the solicitation's expressed requirement, even though only one offer is received from a responsible offeror and if-
 - (1) Based on the offer received, the contracting officer can reasonably conclude that the offer was submitted with the expectation of competition, e.g., circumstances indicate that—



Liquidated Damages

- **Before:** (a) If the Contractor fails to deliver the supplies or perform the services within the time specified in this contract, the Contractor shall, in place of actual damages, pay to the Government liquidated damages of \$_____ per calendar day of delay.”
- **After:** “(a) If the Contractor fails to deliver the supplies or perform the services within the time specified in this contract, the Contractor shall, in place of actual damages, pay to the Government liquidated damages of **not exceeding** \$_____ per calendar day of delay. **Total Liquidated Damages shall not exceed 50% of the contract value.**”



Retention

- **We care about your cash flow and understand how important it is to your business. We also understand retention is NOT tied to the warranty period.**
- **1) 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."
- **2) The rate authorized by Congress** - "10 United States Code (USC) 3808a Certain Navy Contracts", establishes conditions for progress payments. **(5% withheld for small and 10% for large businesses)**
- **PREVIOUS 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 did, 2% retention for both large and small businesses. We will keep this for at least another year.**



SWI 018 Delivery and Redelivery

- Sail Away Sea Trial
 - Most availabilities end in a sail away sea trial
 - Para. 7.2.2 provides for a credit for tugs and pilot services if the ship does not return to the Contractor's facility.
 - Most contractors have not been including the cost for return tugs and pilot services in their price proposals since the ships do not typically return.
 - Forthcoming Change
 - In the event that the ship needs to return to the Contractor's facility, a change order will be issued to compensate the Contractor for tugs and pilot services.



Questions



- CAPT John Duenas – Director of Contracts
- Mrs. Juliann Krogh – Deputy Director of Contracts
- Mr. Thomas “Joe” Martin – Director of Ship Repair & Fleet Support Operations
- Mrs. Stephanie Jewell – AO/AOX/ESB/ARC Branch Chief
- Mr. Damian Finke – AKE/AOE/EPF/ATS/AH/AS Branch Chief
- Mr. Mike Rossik – Services/GSR/Guam Branch Chief
- Mr. Taylor Reeves – Services/GSR San Diego Branch Chief
- Mr. Rob McDermott – Acting Director of Ship Operations & Maintenance Support



MILITARY SEALIFT COMMAND

Performance to Plan (P2P)

Mr. Ed Hulick

**Engineering Division Director
Life Cycle Management**

Mr. Neil Lichtenstein

Deputy Director, Ship Mgmt.

May 2022

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Assessments

• Thermography

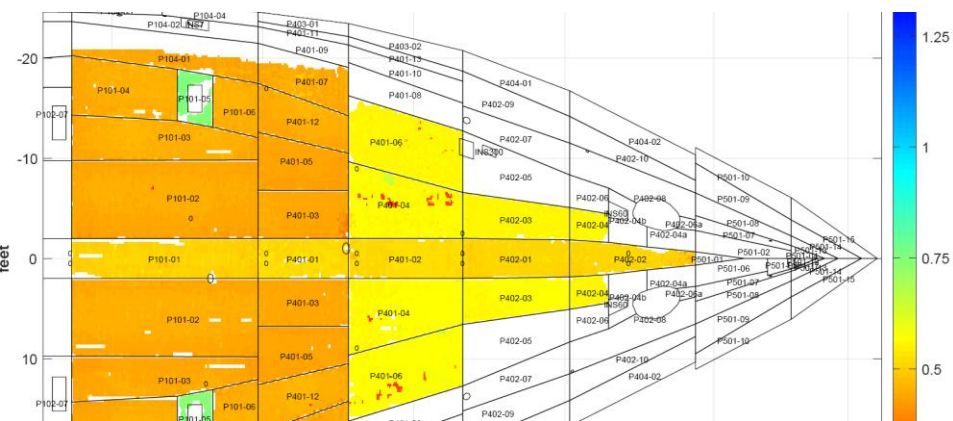


• Corrosion Assessments

4-33-0 FWD CARGO JP-5 PUMP ROOM AREA, FRAME 35 - 39



• 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

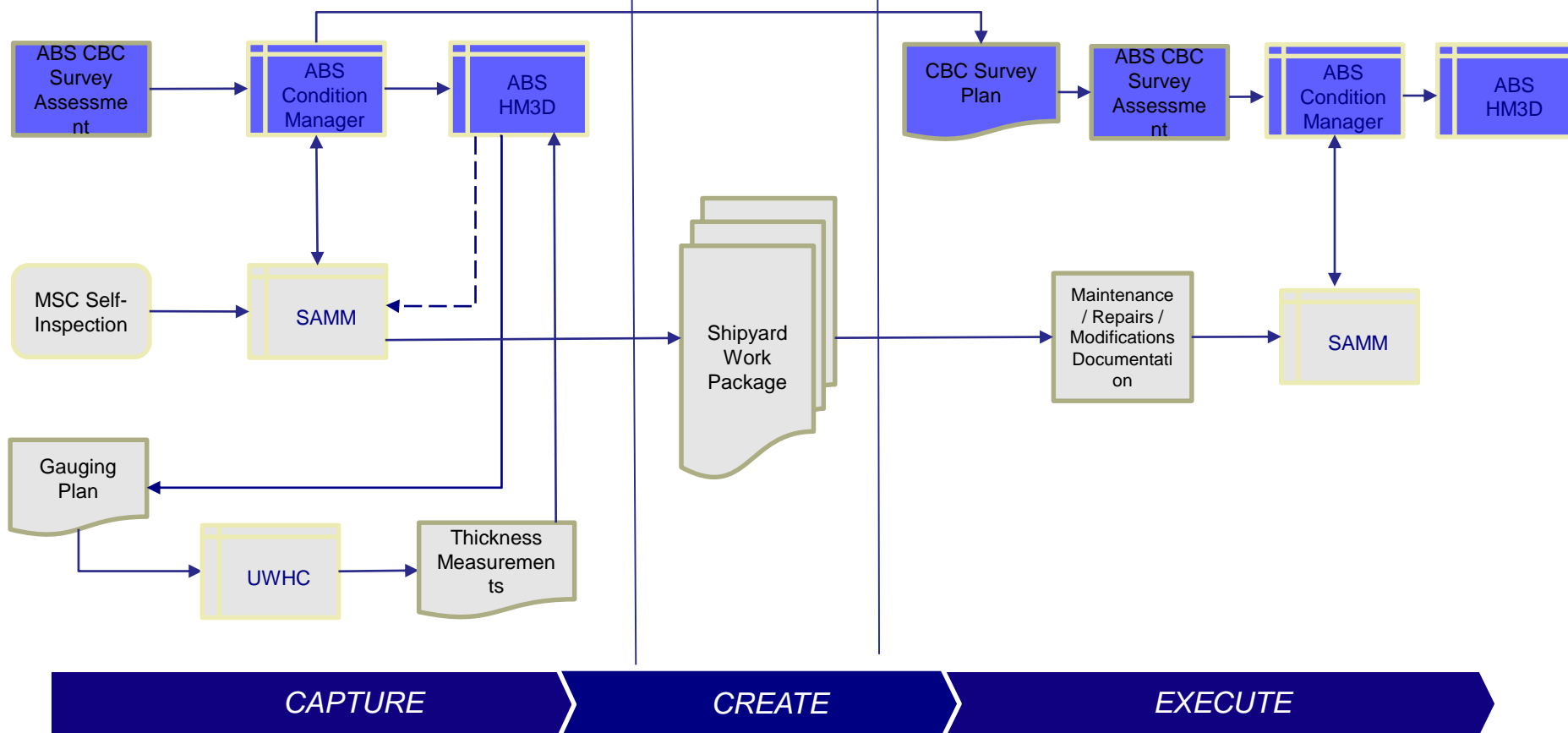


Corrosion Control Assessment Workflow

A-450

A-360

A0





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**



CCOs and Impact

- **Schedule “Open and Inspect” items early in the availability to allow for adequate time to source parts and plan labor**
- **Condition Found Reports**
 - **Minimize submission time = maximize decision time**
 - **Provide options:**
 - **Temporary repair with timeline and schedule impact**
 - **Permanent repair with timeline and schedule impact**
 - **Deadline for settlement or permission to proceed**
 - **Notional cost impacts for both options, if possible**



Adherence to Production Schedule

- **Production schedule (Gantt Chart) – Used by the port engineer to track availability progress**
 - Accuracy is important
 - Production plan is a tool to be used by shipyard and OMT to plan and monitor production work
 - Detailed breakdown to facilitate better communication with Overhaul Team
 - Providing timely updates to allow complete understanding of critical path items that may slip or change
- **Management of Shipyard Execution**
 - Open and honest discussion weekly on adherence to the production schedule and impacts to critical path
 - Work together to minimize impacts of schedule shifts
 - Detail changes necessary needed to maintain overall Performance Period



Questions



MILITARY SEALIFT COMMAND

Ed Hulick

COMSC Engineering Division Director for
Life Cycle Management

Office - 757-341-6213

NIPR: William.hulick@navy.mil

SIPR: William.e.hulick@navy.smil.mil



MILITARY SEALIFT COMMAND

Shipyard Safety

CDR Brian Blankenship
Force Safety Officer

May 2022

UNCLASSIFIED





Agenda

- **Overview of COMSCINST 5103 – MSC Shipyard Safety Instruction**
 - Purpose
 - Policy
- **Shipyard Observations**
- **Conclusion**



Agenda

- **Overview of COMSCINST 5103 series – MSC Shipyard Safety Instruction**
 - **Purpose**
 - **Policy**
- Shipyard Observations
- Conclusion



Overview

- **Purpose:**

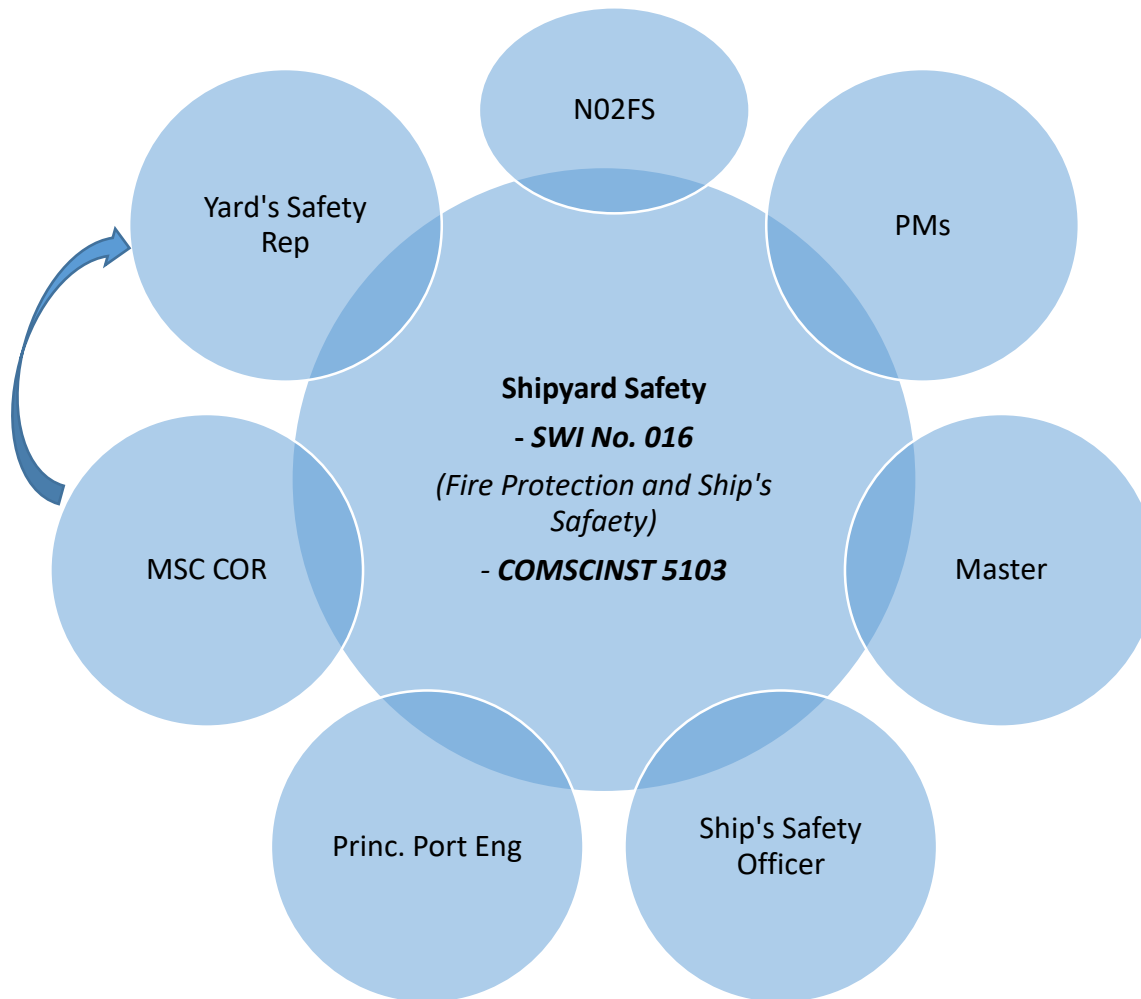
- Establishes **policy** and **assign responsibilities** to Military Sealift command (MSC) Ships during a shipyard availability
- To provide tangible solutions to the CIVMARs and to **mitigate or reduce mishaps** in the fleet

- **Policy:**

- With the increased activity in the shipyard, there is a greater potential for injuries and material lost. It is MSC's **policy** to **establish and maintain a safe and healthful work environment**
- Personnel and occupational safety is and has been a key operating imperative in MSC, but can only be achieved through vigilant hazard identification and taking appropriate action to prevent, abate, or mitigate hazards



Overview





Agenda

- Overview of COMSCINST 5103 series – MSC Shipyard Safety Instruction
 - Purpose
 - Policy
- **Shipyard Observations**
- Conclusion



Shipyard Observations

Purpose

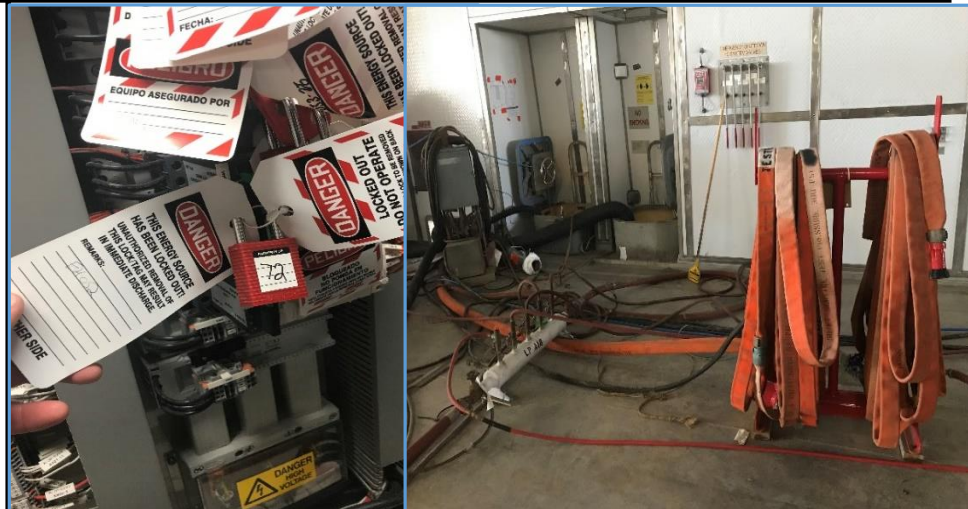
- Interact with ship personnel
- Observe the ship safety culture
- Real time feedback from ships force regarding safety programs in the shipyard
- Gage ship and yards implementation of COMSCINST 5103

Items of interest

- No secondary ship egress (1915.74)
- No guardrails at vertical access points
 - Anything greater than 5 feet (1915.73)
- LO/TO – ship's workload exceeded normal inventory of locks, used zip ties instead.
- CIVMAR not wearing PDF / hard hat (1915.155)
- House/Hose Keeping (1915.81)

Recommendation

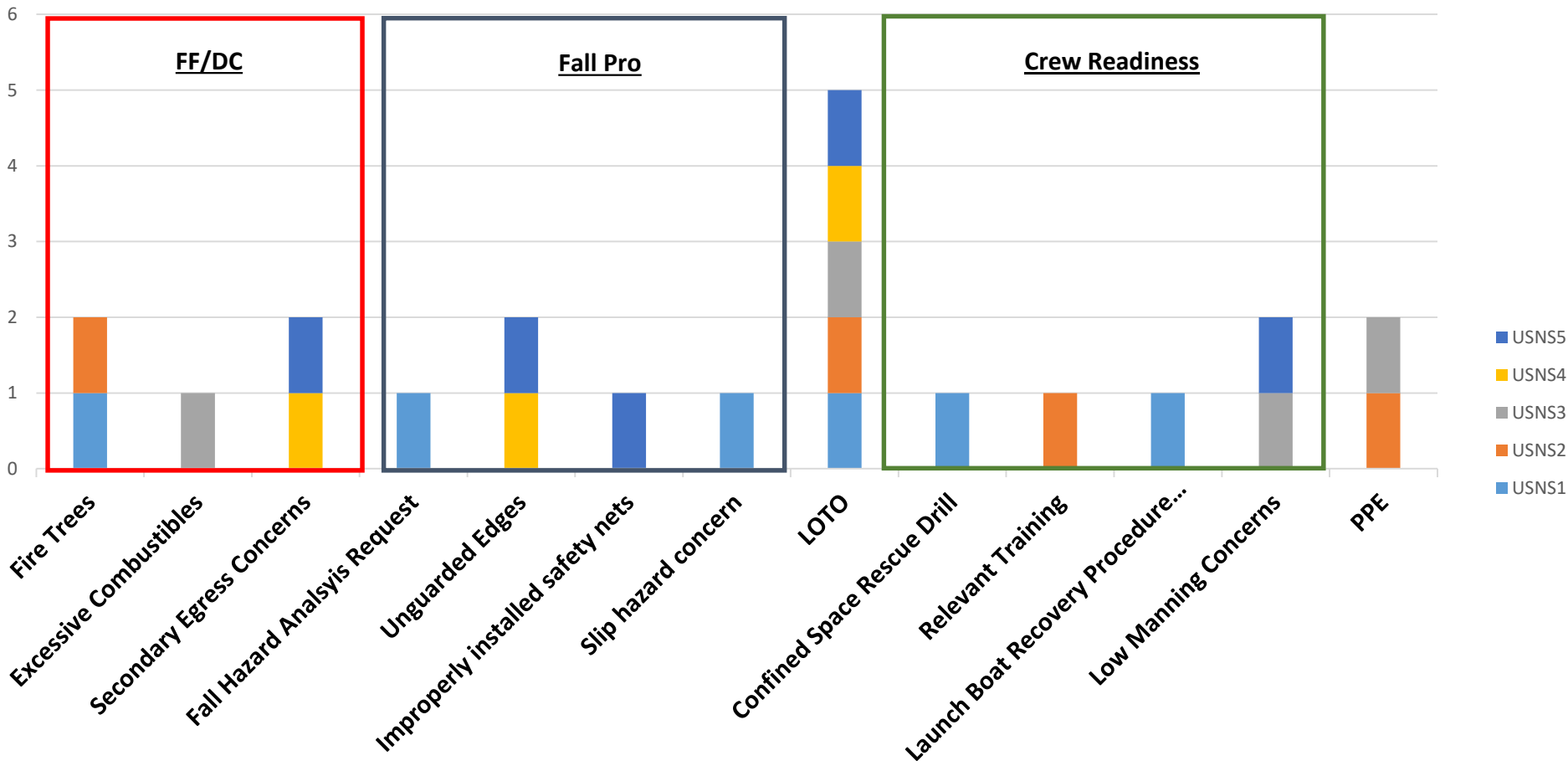
- Ensure secondary egress is available
- Install swing gates for all vertical access
- Prior to yard period, increase inventory of locks to meet demand of LO/TO requirements
- Promote and enforce PPE requirements
- Shipboard and shipyard personnel maintain clear decks / ready DC equipment





Observations Summary

Shipyard Observations
(Feb 2022 – present, 5 ships, 3 yards)





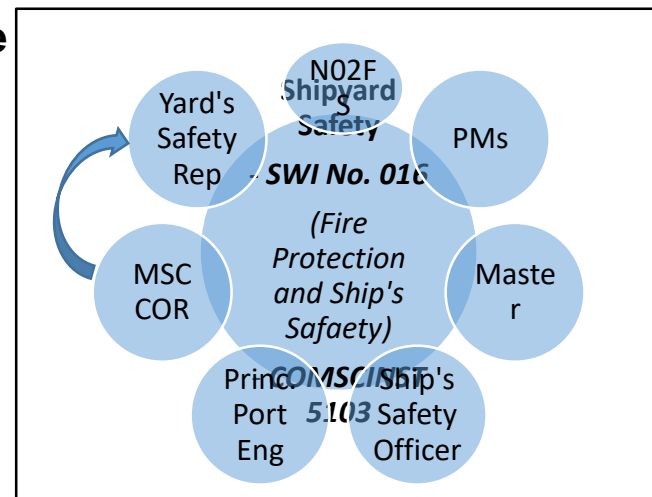
Agenda

- Overview of COMSCINST 5103 series – MSC Shipyard Safety Instruction
 - Purpose
 - Policy
- Shipyard Observations
- **Conclusion**



Conclusion

- **Fall hazard recognition**
 - Emphasis on reporting and correction of fall hazards
- **Secondary Egress**
- **Housekeeping**
 - Good housekeeping reduces working / walking surface related injuries
 - Emergency response and readiness
- **Daily safety and leadership walkthroughs**
 - Help identify and correct hazards
 - Shows leadership buy-in in keeping a safe work place





Questions



MILITARY SEALIFT COMMAND

Fire Prevention

Mr. Matthew B. Smith

Branch Head – Environmental & Damage Control Policy

May 2022

UNCLASSIFIED



Question

What will our response be to a major fire on an MSC vessel???





BONHOMME RICHARD (LHD 6) Fire

Our vigilance, planning, training must prevent this from occurring!





MSC QMS Policy Updates Resulting From BHR Fire

- *Updates to SWI 016, "Fire Protection and Ships Safety Program"*
 - ✓ *Added quick disconnect fittings (QDF) in way of openings/ penetrations*
 - ✓ *Added execution/ documentation of a detailed daily inspection list*
 - ✓ *Adding daily inspections to note current conditions of fixed fire suppression and monitoring systems*
- *Working to implement an after-hours fire party on all active MSC ships, adding licensed engineer presence 24x7 or develop a risk based approach*
- *Future need to integrate with local municipal fire agencies during shipyard periods*
 - *Conduct periodic integrated fire drills in shipyards and at lay berths*
- *Future need to track access cuts in way of main vertical and horizontal zones*
- *Discuss with shipyards the development of agreements with local municipal fire departments*
 - *Agreements should consist of response times, capabilities and manning of local fire departments. Need to ensure when a fire does occur that the local fire department will provide assistance to ship and shipyard when requested and approved by the fire chief*
- *Future goal to spot-check shipyard avails for SWI 016 compliance*

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Questions



Mr. Matthew B. Smith

Branch Head – Environmental & Damage Control Policy

Email: matthew.b.smith154.civ@us.navy.mil



Lunch



MILITARY SEALIFT COMMAND

Critical Safety Items **Parts and Service Support**

Mr. Ben Hawbaker

Engineering Division Director
Fleet Recapitalization Support

March 2022

UNCLASSIFIED



Policy - Ship Critical Safety Items

“For ship critical safety items, MSC shall enter into contracts only with sources qualified to produce and service such items.” – COMSCINST 4490.1C

- Purpose: Ensure safety and mission performance of MSC ships and equipment while still encouraging a competitive procurement environment
 - Consistent with all Federal and DoD acquisition regulations
 - Not blanket authority to justify non-competitive procurement
- MSC Engineering Director (N7) is the Design Control Activity (DCA) for MSC
 - Identifies systems/equipment meeting criteria for ship critical safety items
 - Qualifies potential vendors meeting the criteria and standards required for any contract involving the procurement, modification, repair, or overhaul of ship critical safety items.
- MSC Contracting Officers and MSC Operating Companies
 - Ensure contracts are negotiated only with sources that meet the qualification standards and have been approved by the DCA.
- Key References: COMSCINST 4490.1C, MSC QMS N0750-100.00-AQ
 - Both available on MSC Procurement website



Ship Critical Safety Items

Any ship part, mission system, equipment, assembly, or support equipment containing a characteristic, the failure, malfunction, or absence of which could cause a catastrophic or critical failure resulting in loss of or serious damage to the ship; or unacceptable risk of personal injury or loss of life. - DFARS 252.209-7010

1. Main Propulsion Diesel Engines/Main Propulsion Motors/Gas Turbine Engines
2. Ship Service Diesel Engines/Ships Service Turbine Generators
3. High Pressure/Low Pressure Propulsion Turbines
4. Emergency Diesel Generators
5. Propulsion/Machinery Control Systems
6. Main Propulsion and Turbine Generator Reduction Gears
7. Propulsion Shafting, Bearings and Couplings
8. Controllable Pitch Propeller Systems
9. Stern Tube Seal Systems
10. Steering Gear Control Systems (not hydraulics)
11. Electronic Chart Display Information System
12. Dynamic Positioning System
13. Fixed Fire Extinguishing Systems/Fire Detection Systems
 - Note: ABS "Recognized External Specialist" documentation shall suffice for Fire Extinguishing System service providers
14. Oily Water Separator/Oil Content Monitors
15. Mission Equipment (Vehicle Ramps; Cargo Cranes; Cargo Hold Water Tight Doors and Ramps)
 - structural, electronics and hydraulic control systems; not hydraulic components and hoses, and other common components



Areas of Applicability

• Technical Service Providers

Only OEM-authorized or MSC-qualified non-OEM technical service providers shall be commissioned to accomplish the work on ship critical safety items

• Repair Parts

Only OEM-authorized or MSC-qualified parts shall be procured and used in the maintenance and repair of ship critical safety items

- When the OEM does not supply specific parts, is no longer in business or no longer supports a piece of equipment, N7 shall qualify permissible repair parts manufacturers/suppliers to be used for maintenance and parts procurements based upon known technical details of the original parts
- When contractor furnished material (CFM) is required and specified by brand name in the contract or work item, equivalent material ("or equal" products) may be proposed. "Or equal" repair parts shall be evaluated by N7 to determine equivalency to OEM specifications.



Qualification Criteria - Technical Service Providers

- Substantial journeyman-level documented work experience
 - Includes formal training in a field service organization as an authorized manufacturer's technical representative or technical service provider
 - Training must be for the type of equipment or systems being serviced, repaired, installed, modified, or relocated
- Demonstrated competency in:
 - analyzing repair requirements
 - maintenance and repair process performance
 - making recommendations based upon as-found condition results and/or performance analysis.
- Recent references (within last 3 years) from at least three different clients for whom service was provided as a qualified technical service provider on the type of equipment or systems being serviced, repaired, installed, modified, or relocated
- Ability to procure OEM authorized parts
- Access to manufacturer's drawings, technical manuals, technical service bulletins, and special tools for the equipment or machinery specified in the work item.
- Ability to reach-back to the OEM's engineering department to assess, diagnose and properly accomplish maintenance and repair (M&R), or provide their own expert engineering assessment.
- The non-OEM qualified technical service provider shall have expert knowledge of the equipment or system and shall be able to provide detailed repair requirements, including identification of parts required, authorized sources for those parts, and step-by-step repair procedures to the shipyard or other industrial assistance contractor and the MSCREP to return the equipment functionality to proper full operating parameters



Qualification Criteria – “Or Equal” Repair Parts

- Compliance of proposed item, equipment, component, or material with regulatory body requirements and other design standards.
- Data that demonstrates that the proposed item, equipment, component, or material meets or exceeds the specified performance requirements.
- Data that demonstrates that the proposed item, equipment, component, or material has functionally equivalent:
 - Dimensions.
 - Weight.
 - Power, HVAC, cooling water, and other required services.
 - Suitability for marine service.
 - Material characteristics
 - Maintenance features and requirements.
 - Vendor furnished training.
 - Life cycle cost and maintenance cost.
 - Structure-borne and airborne noise characteristics.
 - Warranty provisions.
 - Maintenance manpower requirements.
 - Worldwide support and service infrastructure.
 - Spare parts availability.
 - Prior provisioning through the Naval Supply System.
 - Estimated spare parts costs for one year's use.
 - Compatibility with interrelated systems and arrangements.
- Proof of industry use of the "or equal" repair parts shall be considered in the determination.



Qualification Process & Letters

Review & Qualification Process

1. Request for qualification received by N7
 - multiple entry points: email, referral by PPE, N10, N4, OPCO
2. N7 conducts review IAW established procedures / criteria (N0750-100.00-AQ)
 - Reliant on vendor desiring qualification to provide all required documentation
 - The better/faster the info received, the easier the approval
3. If review clearly meets qualification criteria → qualification approved / issued
4. If criteria not clearly met, second review by Technical Qualification Review Board
5. If criteria still not satisfied, N7 will notify vendor AND educate them on actions or documentation needed to achieve qualification

Qualification Letters

- Posted to public MSC Procurement website
- Valid for 24 months from date of issue, then must be reevaluated
 - MSC will attempt to notify vendors to initiate reevaluation, but is not responsible for lapses
 - Please keep N7 POC informed of any contact changes



Information / Contacts

Program Website - Information, References, and Qual Letters:

<https://www.msc.usff.navy.mil/Business-Opportunities/Contracts/Qualification-for-Items-Critical-to-Shipboard-Safety-on-MSC-Vessels/>

Qualification Requests & N7 Program POC:

Ben Hawbaker, N74 Division Director

benjamin.f.Hawbaker.civ@us.navy.mil

(757) 341-6211



MILITARY SEALIFT COMMAND

Improvement Initiatives

Mr. Neil Lichtenstein

Deputy Director, Ship Mgmt.

Mr. Ed Hulick

Engineering Division Director

Life Cycle Management

Mr. Thomas “Joe” Martin

Director, Ship Repair &

Fleet Support Operations

March 2022

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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)**



Cross Class and Class Standard Items

- **CCSI are fleet wide standardized items, CSI are class specific items**
 - **Ensure fleet/class wide consistency**
 - **Tracking maintenance costs**
 - **Improve technical rigor, ensure technical requirements**
 - **Apply Lessons Learned**
 - **Changes are tracked via the Standard Change Review Board process with concurrence from N7, Legal, N10**
 - **Reduces review time**
 - **Provides Industrial base with repeatable requirements**
 - **Approximately 90 CCSI and estimate of 100 CSI per class**
 - **SAMM uses a closed loop system to track disposition**
 - **SCRB meets quarterly**



CCO Turnaround Time

- **Improve communication between Engineering by assigning on-site personnel to high-risk availabilities**
- **Improving availability of funding in ERP system**
- **Accelerate Program Manager / Front Office concurrence to shipyard extensions**
- **Shipyards can provide better (timely) descriptions of impacts of CCOs to overall project**



Long Lead Time Material

- **MSC working to improve long lead time material ordering process to account for increased supply chain delays**
 - Ordering earlier
 - Tracking required delivery dates (RDD)
 - Shipping to yard 45 days prior to ship's arrival
- **Not performing work until parts are on site**



Technical Evaluation Factors

- Working to revise technical evaluation factors to be more realistic with current ship repair requirements
- Reduce redundancy in technical proposals
- Focus on execution of an individual availability and overall scoping
- Reinvigorated annual facility survey could reduce



Work Item Improvements

- **Category B items are to be biddable, executable, and able to be integrated with production schedule**
- **Work items with outdated suggested sources are to be updated**
- **MSC will provide OEM service and parts under IDIQ contracts for critical systems with a corresponding work item for shipyard support**



Communication

- **OMT meeting weekly with ABS and HQ support team**
- **Post Award Conference**
- **Post availability lessons learned meeting**



Questions



Break



Panel Discussion

- **Planning and Execution**
- **Industry Feedback**
- **Opportunities to Improve**
- **Comment Card Review** *(Time Permitting)*
- **Something Else?**



Questions / Feedback