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

**Can’t Attend in Person? Attend Virtually:**

https://dod.teams.microsoft.us/l/meetup-join/19%3adod%3ameeting_cd9cc13de85b460497465174835af6e3%40thread.v2/0?context=%7b%22Tid%22%3a%22e3333e00-c877-4b87-b6ad-45e942de1750%22%2c%22Oid%22%3a%22%2c%22%251057f6f-c9f2-4531-a992-27142565b469%22%2c%22IsBroadcastMeeting%22%3atrue%7d
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

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

Locations:
- HQ, Norfolk, VA
- 5 Area Commands
- 2 MPSRONs
- 15 Shore Support Offices

Work Force:
- 5,613 Civil Service Mariners
- 1,420 Civil Service Ashore
- 726 Military (Reserve)
- 331 Military (Active)
MSC Contracting

$4.4B Annual Budget (FY21)

- Port & Canal: $145M
- Other: $566M
- Labor: $925M
- Contract Services: $182M
- Fuel/Chemicals: $461M
- Ship Lease & Charter: $1,152M
- Ship Maintenance & Repair: $1,009M

Contracts Awarded

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<tr>
<th>Fiscal Year</th>
<th>Total Value</th>
<th>Small Business</th>
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<tr>
<td>FY17</td>
<td>$866M</td>
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<tr>
<td>FY18</td>
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<tr>
<td>FY19</td>
<td>$1,075B</td>
<td>$1,052B</td>
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<tr>
<td>FY20</td>
<td>$980M</td>
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<tr>
<td>2021</td>
<td></td>
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</tbody>
</table>

Annually ~7,300 contract actions ($2.3B) ... 3000 to small business ($950M)
MSC Global Ship Repair and Maintenance

~60 Maintenance Availabilities Annually
40% OCONUS (NAVSUP FLC Support)
Ship Repair Partnership
Mission Essential Tasks

Ready Ships
Assured Maritime Logistics

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

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

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)
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

<table>
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<tr>
<th>Fiscal Year</th>
<th>Total Obligations</th>
<th>Small Business</th>
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<tr>
<td>FY18</td>
<td>$1,103,310,000</td>
<td>$784,477,000</td>
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<tr>
<td>FY19</td>
<td>$1,162,100,000</td>
<td>$1,073,200,000</td>
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<td>FY20</td>
<td>$1,313,400,000</td>
<td>$1,052,500,000</td>
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<td>FY21</td>
<td>$951,534,000</td>
<td>$979,816,000</td>
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<tr>
<td>YTD</td>
<td>$607,542,000</td>
<td>$776,296,000</td>
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The obligations for FY22 YTD are $500,000,000 for the total obligation and $500,000,000 for small business.
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<tr>
<th>NAICS</th>
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<td>483111</td>
<td>Deep Sea Freight Transportation</td>
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<tr>
<td>336611</td>
<td>Ship Building And Repairing</td>
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<tr>
<td>541330</td>
<td>Engineering Services</td>
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<tr>
<td>483113</td>
<td>Coastal and Great Lakes Freight Transportation</td>
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<tr>
<td>481212</td>
<td>Nonscheduled Chartered Freight Air Transportation</td>
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<tr>
<td>541512</td>
<td>Computer Systems Design Services</td>
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<tr>
<td>488330</td>
<td>Navigational Services to Shipping</td>
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<tr>
<td>541513</td>
<td>Computer Facilities Management Services</td>
</tr>
<tr>
<td>333618</td>
<td>Other Engine Equipment Manufacturing</td>
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<tr>
<td>811310</td>
<td>Commercial and Industrial Machinery and Equipment Repair And Maintenance</td>
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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

Less than $1 Million
$1 Million to $25 Million
$25 Million to $50 Million
$50 Million to $100 Million
$100 Million to $200 Million
Greater than $200 Million
# Small Business Achievements & Goals

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


And, of course...

- [https://sam.gov](https://sam.gov)
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

✓ 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

  - 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

Questions
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
Maintenance Planning

Mr. Ed Hulick
Engineering Division Director
Life Cycle Management

Mr. Neil Lichtenstein
Deputy Director, Ship Mgmt.

March 2022
Life Cycle Planning Process

- Execution of Maintenance, Repair and Alteration
- Preventative Maintenance (RCM)
- Repair and Corrective Maintenance
- Budgeting for maintenance/repair/alteration
- Alterations

Afloat Execute SF Maintenance, Condition Monitoring
Repairs issued via VRR
Plan Maintenance Availabilities
Execute
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 Obsolesence
  - ESL Goal
Lifecycle Management

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

Ship Lifecycle Plan

- Alterations
- Preventative Maintenance Requirement
- Execution of Maintenance, Repair and Alteration
- Inspections
- Updated Maintenance Plans
- Repair and Corrective Maintenance Requirement
- Budgeting for Maintenance, Repair and Alteration
- Condition Monitoring
- TRANSALT Requests

Plan → Do → Check → Act
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 alteration 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.
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-TermAvailabilities
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

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<th>Ship</th>
<th>Event Type</th>
<th>Event Type</th>
<th>Hull</th>
<th>Event Type</th>
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<th>End Date</th>
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<td>HERSHEL WOODY WILLIAMS</td>
<td>USC (MSC) DUE</td>
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### SAMM POAM Module

**Edit Availability**

**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

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<th>Completion Date</th>
<th>Revised</th>
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**Details**

**Notes**

No Data to Display

**Revisions**

**Due Date**

**Completion Date**

**Revised Date**

**User**

**Change Date**

No Data to Display
POAM Tracking Dashboards

POAM 1

Data in SAMM
- N7 Milestones Overdue: 15%
- N10 Milestones Overdue: 5%
- Other Milestones Overdue: 0%

Availabilities: 307
Milestones: 11,795

Upcoming Availabilities

POAM Status Report

Vessel: All | Avail: All

Milestone Status Report

Milestone
- Total Milestones: 67
- Milestones Overdue: 15%

Milestone Status Report

Milestone
- Total Milestones: 66
- Milestones Overdue: 5%

Milestone Status Report

Milestone
- Total Milestones: 13
- Milestones Overdue: 0%

United We Sail!
## 150 Day VR POAM

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<td>N7 PPE - PPE AND/OR SSU PRESIDING PORT ENGINEER FORWARD PRELIMINARY WORK PACKAGE TO SHIP FOR REVIEW</td>
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<td>N7 PPE - ALL CODES AND SHIP FORCE SUBMIT WORK PACKAGE REVIEW COMMENTS TO PPE</td>
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<td>N10/FLC - CONTRACT AWARD</td>
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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-AC 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) COMSECINST 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
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-alt - 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

(-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
USNS Tippecanoe
(TAO 199)

0600

CONTRACT NO. N40434519F0409
ITEM NO. 0601  CATEGORY "A"

06/01/2021 ANNUAL LIFEBOAT AND DAVIT INSPECTION
TBD

0601 - 1

1.0 ABSTRACT

1.1 This work item describes the annual requirements to inspect, service and test the ships Lifeboats, Launching Appliances and Releasing Gear.

2.0 REFERENCE/ENCLOSURE

2.1 Reference:


2.1.2 USCG NVIC 04-07, Servicing & maintenance of Lifeboats, Launching Appliances and On-Load Release Gear

2.1.3 10.0000-019.40.010 Operators Handbook for Lifeboat (CL-T 9.4 (USCG)


2.1.5 MSC DWG 583-8498316 New Life Boat Installation

2.2 Enclosure:

2.2.1 Lifeboat Required Equipment (LSA Code, Chapter IV Survival Craft)

3.0 ITEM LOCATION/DESCRIPTION/QUANTITY

3.1 Location: Port and Starboard sides, between frames 60 and 85.

3.2 Description: Lifeboat

3.2.1 Manufacturer Fassmer Service America LLC Model: CL-T 9.4 (USCG)

Length overall, 10.0 m (32 ft 10 in) Beam over all 3.48 m (11.42 ft) Depth 1.38 m (4.53 ft) Height 3.50 m (11.48 ft) Distance Between hooks 8.70 m (28.54 ft) Height from keel to suspension point 2.53 m (8.30 ft)

S.W.L. 6803 kg (15,000lbs)

Weight (Fully Equipped) "A" 4,330 kg (9,546 lbs.)

Weight (Fully Loaded) "B" 10,509.5 kg (23,169.5 lbs.)

MSC COST ESTIMATE

Contract: N40434519F0409
Ship: USNS Tippecanoe
Date: 6/01/2021

WI Nbr: 0601
Title: ANNUAL LIFEBOAT AND DAVIT INSPECTION

Cost Summary:

Labor Hours: 0
MaterialSub: 0

Total Cost: $0.00

SUMMARY OF ALL COSTS-ESTIMATE

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TOTALS 0

Estimator Signature Title
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:

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### Post Award Conference Agenda:

**Risk Register:**

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<td>Low</td>
<td>Med</td>
</tr>
<tr>
<td>Med</td>
<td>High</td>
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</tbody>
</table>

**Post Award Conference Agenda:**

**a. Introductions:**
Port Engineer Eddie Oleykowski, introduce all on Teams Meeting.

**b. Opening Remarks/Communication/Expectations:**
FM 6, Mr. Leonard Bell will open conference.

**c. Production Schedule and Critical Path Work Items:**
PPE Eddie Oleykowski to discuss overview.

**d. Problem Areas:**

**f. New Work / CCO’s:**
PPE Eddie Oleykowski to discuss:

**g. Ship’s Force Work Projects:**
Chief Engineer to discuss:

**h. State Side OEM representatives / DoD Technical Representatives:**
PPE to discuss:

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**Risk Register:**

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<thead>
<tr>
<th>Number of Contract Statements</th>
<th>Overall Risk</th>
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</thead>
<tbody>
<tr>
<td>Low</td>
<td>Med</td>
</tr>
<tr>
<td>Med</td>
<td>High</td>
</tr>
</tbody>
</table>

**Post Award Conference Agenda:**

**a. Work Items requiring added attention/supervision:**

1. **WI 156 - Flight Deck Preservation and associated CCO to replace three flight deck line-up light (ABS Fit-up)**
2. **WI 156 - Flight Deck hatch repair port/material**
3. **WI 520 - Firemain Pipe Spool Repair**
4. **WI 521 - Firemain Pipe repair Cargo Hold 1 Deck 5**
5. **WI 546 - HTFW Preheat Isolation TALT 186**
6. **WI 551 - Cargo Brine System Valve replacement and associated CCO to replace deteriorated piping**
7. **WI 560 - EDG FO/LO Reach Rod TALT 471 and associated fuel solenoid valve replacement**
8. **WI 569 - Fire Charging Pump Repair**
9. **WI 570 - Firemain Pipe Replacement AMR**
10. **WI 851 - Annual Galley, Ventilation, and Gaylord Hood Cleaning**

**d. Problem Areas:**

**e. Contractor’s ability to absorb growth:**
Jonghap Marine to discuss growth work capabilities.

**f. New Work / CCO’s:**
PPE Eddie Oleykowski to discuss:

1. Accommodation Ladder Safety Net Padeye Replacement
2. No. 2 AC Motor Replacement
3. Cargo Refrigeration and AC Unit Relief Valve Testing
4. Critical System Pipe Section Replacement Three Locations
5. EDG FO Valve Replacement
7. Brine Piping Severely Deteriorated
8. Flight Deck Line-up Light Replacement
9. Chief Engineers State Room Window Leaks

**g. Ship’s Force Work Projects:**
Chief Engineer to discuss:

1. Ships force repairs as per the SWF 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:

1. All state Side OEM’s are under MSC separate service orders.
2. All State Side OEM’s quarantined via the Government of Korea guidelines and all DoD technical representatives quarantined via Camp Humphreys army base.
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

/msc.usff.navy.mil

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)
2\textsuperscript{nd} Fleet – 2022 Shipyard Loading

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Denotes PoP carry-over from previous year

Denotes PoP end in the next year
2nd Fleet – 2023 Shipyard Loading

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Denotes PoP carry-over from previous year
Denotes PoP end in the next year
3rd Fleet – 2022 Shipyard Loading

### Average MPD - AOR SY Loading

#### 2022 Third Fleet

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- **PECOS**
- **MIGUEL KEITH**
- **ARROWHEAD**
- **EAGLEVIEW**
- **BLACK POWDER**
- **WATERS**
- **GUADALUPE**
- **CITY OF BISMARCK**

Legend:
- Denotes Pop carry-over from previous year
- Denotes Pop end in the next year
3rd Fleet – 2023 Shipyard Loading

**2023 Third Fleet**

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Denotes PoP carry-over from previous year

Denotes PoP end in the next year
3rd Fleet – 2024 Shipyard Loading

![Graph showing MPD for 2024 Third Fleet ships]

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Denotes PoP carry-over from previous year

Denotes PoP end in the next year
Questions
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
Contracting

Mr. Thomas “Joe” Martin
Director of Ship Repair & Fleet Support Operations
Former Repair Contract Process

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

Availability -310 Days
- Identity interested parties
- Complete source selection, small business participation requirement set aside
- Complete source selection plan/ID source selection evaluation board
- Team members

Availability -177 Days
- Pre-Award contract review board to request authority to enter into discussions addressing tech/pricing concerns ID’d in proposal
- Solicit for a minimum of 30 days. Vendors opportunity to attend ship check/ask questions Initial proposal submitted and evaluated

Availability -92 Days
- Issue a sources sought notice to identify interested parties
- Complete source selection plan
- Complete source selection evaluation board team members

Availability -45 Days
- Contract Award Availability

VR avails awarded days before avail start date
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 -381 Days
- Identify interested parties
- Complete source selection
- Complete source selection plan/ID source selection evaluation board

Availability -248 Days
- 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
- 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

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

FY 20 – average A-42
FY 21 – average A-57
FY 22 – average A-53
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.
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://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
MSC Contracting Staff

- 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
Performance to Plan (P2P)

Mr. Ed Hulick
Engineering Division Director
Life Cycle Management

Mr. Neil Lichtenstein
Deputy Director, Ship Mgmt.

May 2022
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
Corrosion Control Assessment Workflow

A-450

ABS CBC Survey Assessment → ABS Condition Manager → ABS HM3D

MSC Self-Inspection → SAMM

Gauging Plan → UWHC → Thickness Measurements

A-360

CBC Survey Plan → ABS CBC Survey Assessment

Shipyard Work Package → Maintenance / Repairs / Modifications Documentation → SAMM

A0

ABS Condition Manager → ABS HM3D

CAPTURE | CREATE | EXECUTE
Industry Feedback and Shipyards Availability Analysis determined target workload is \textit{150 man-days/day}.

- Shipyards loading is calculated using prime contractor hours.
- Shipyards 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 Shipyards 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
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
Shipyard Safety

CDR Brian Blankenship
Force Safety Officer

May 2022
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

Shipyard Safety
- SWI No. 016
(Fire Protection and Ship's Safety)
- COMSCINST 5103

- Yard's Safety Rep
- MSC COR
- Princ. Port Eng
- N02FS
- PMs
- Master
- Ship's Safety Officer
Agenda

• Overview of COMSCINST 5103 series – MSC Shipyard Safety Instruction
  – Purpose
  – Policy

• Shipyard Observations

• Conclusion
**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)

FF/DC

Fall Pro

Crew Readiness

- Fire Trees
- Excessive Combustibles
- Fall Hazard Analysis Request
- Unguarded Edges
- Improperly installed safety nets
- Slip hazard concern
- Confined Space Rescue Drill
- Relevant Training
- Launch Boat Recovery Procedure
- Low Manning Concerns
- PPE

USNS5
USNS4
USNS3
USNS2
USNS1
Agenda

• Overview of COMSCINST 5103 series – MSC Shipyards Safety Instruction
  – Purpose
  – Policy

• Shipyards 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
Fire Prevention

Mr. Matthew B. Smith
Branch Head – Environmental & Damage Control Policy
Question

What will our response be to a major fire on an MSC vessel???
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
  o 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
  o 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
Questions
Mr. Matthew B. Smith
Branch Head – Environmental & Damage Control Policy

Email: matthew.b.smith154.civ@us.navy.mil
Lunch
Critical Safety Items
Parts and Service Support

Mr. Ben Hawbaker
Engineering Division Director
Fleet Recapitalization Support

March 2022
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
Program Website - Information, References, and Qual Letters:

Qualification Requests & N7 Program POC:
Ben Hawbaker, N74 Division Director
benjamin.f.Hawbaker.civ@us.navy.mil
(757) 341-6211
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
• 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