



PSSRA Newsletter

Industry. Navy. One Team.

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Letter from the President

Contributed by Ed Zajonc

The Navy vision for our region is starting to be revealed. A decision to add a second carrier to the region, support for MSMO contracts for our surface combatants, and moving forward with a MSMO re-compete for the CVN's. In some way this is certainty in what may be another year of uncertainty in federal funding.

The budget picture is blurry and without clear direction. What we can expect is a continuing resolution later this fall, only to possibly be challenged by action or inaction by the budget super committee in December. If we are lucky, and it always good to be lucky, Congress may pass a Defense Bill, which would be one of only a hand full

of spending bills passed! Regardless we are in a time of uncertainty.

If history repeats itself, and we learned from this past budget year, we can expect a lean and confusing first quarter, possibly shifts in CNO avails and budgets in the second quarter, realignment in the third quarter, and all out spending in the fourth quarter. So be prepared for a roller coaster ride for planning and spending!

Members of the Puget Sound Ship Repair Association will get the facts, we will be strategic in our discussions and tactical in our actions. Working together we can make this next year successful.

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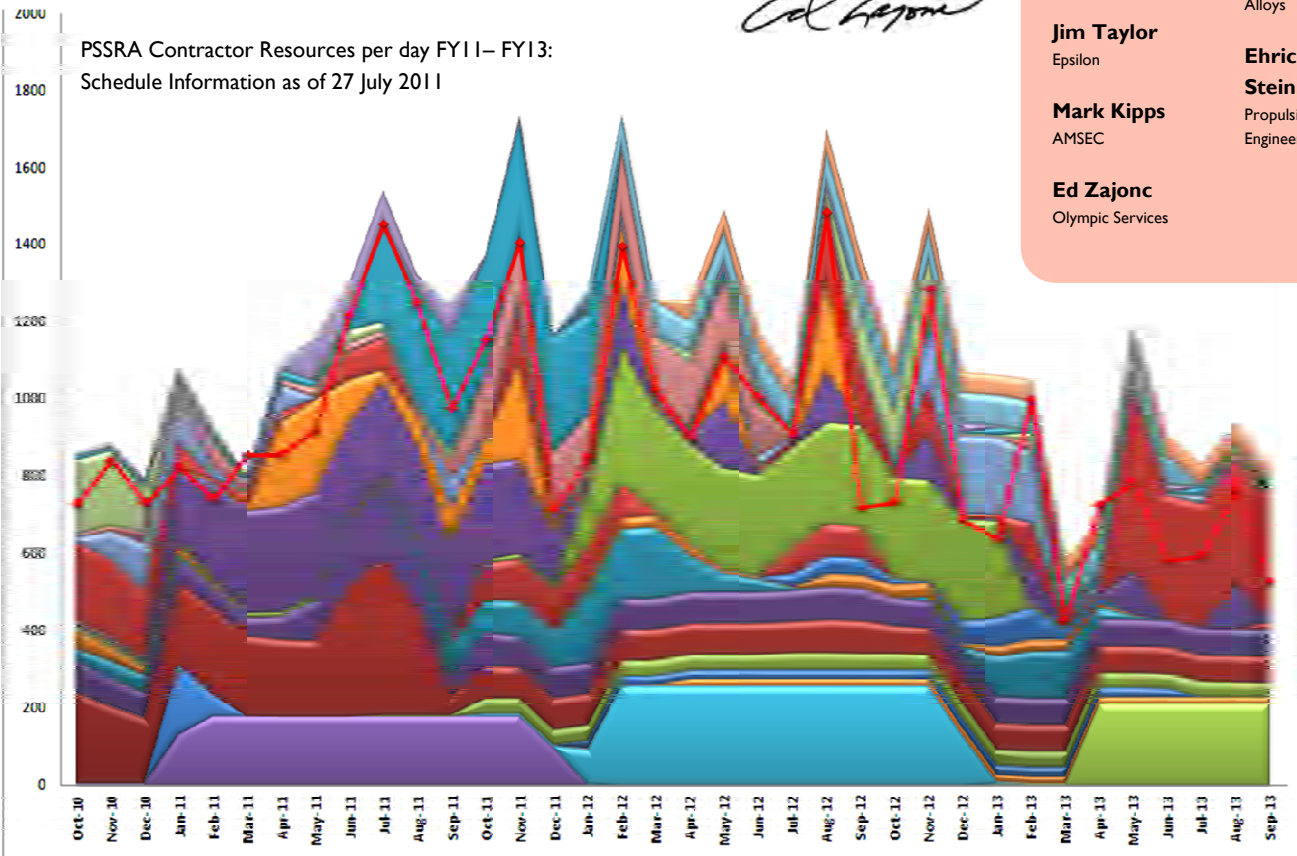
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In My Eyes....

Contributed by Carla Newell

San Diego was my first Fleet Maintenance & Modernization Symposium (FMMS) and Joint Industry/Naval Improvement Initiative (JINII) meeting and in my perspective they were very well attended events and by the right people. Over 1000 people were registered for the conference. This number includes speakers, attendees and exhibitors. Approximately 25% of the registered people were U.S. Navy and U.S. Coast Guard personnel. The East and West Coasts, Hawaii and Alaska were represented as well as Canada, the United Kingdom and The Royal Saudi Navy Forces.

What surprised me was that NAVSEA had booths and were distributing information of what they are looking for to build and maintain a fleet of 313 ships. They are looking for quality as "our sons and daughters are on these ships" and value so the USA can afford to operate and maintain these ships. In my observation there is a chasm in the belief and reality between the Navy and private industry and this is the place to address or at least raise some of these issues. Business as usual cannot be sustained, but the Navy cannot outsource security and believe there is not a cost associated with it such as RAPIDGate. Additionally the Navy is increasing documentation requirements for work performed and materials used, but they would like a reduction in price.

The Navy echoed the familiar call for standardization of maintenance procedures across bases, and that the US Navy is aiming to maintain and expand their fleet with longer life spans and higher technology. This is to be accomplished cheaper and faster than in the past hopefully through new innovations and "lessons learned". These innovations may come along in new materials, ship designs, creating parts that can be shared among classes of ships, and working with the various Ship Repair Associations to ensure everyone is on the same course.

The JINII brought together a smaller group (approx. 140 people) of companies that repair US Navy Ships, US Navy Commanders, and at least one Navy Reservist. There is a gap between what is happening in the industry and what the Navy perceives is happening and this is the arena to address it. It was brought up that no companies were on the JINII Agenda so this will hopefully be corrected at the next JINII Session.

On the positive side the Navy and US Coast Guard has answered the call to duty in simultaneous wars and humanitarian efforts including Japan and Haiti. There are great people and minds on both sides of the table and as a team many of the challenges presented will be overcome and triumphs shared among military and the companies within this unique industry.

FMMS 2011:

CONTRIBUTED BY JARED PIERCE, COMMUNICATIONS COORDINATOR, ASNE

The American Society of Naval Engineers (ASNE) held the very successful Fleet Maintenance & Modernization Symposium (FMMS) 2011 on August 30-31 in San Diego, CA. FMMS 2011 was designed to provide useful information and valuable networking opportunities for those who are involved in maintenance, refit, repair, conversion, modernization, service, and support of naval ships and craft. The theme for FMMS 2011 was "Supporting Force Structure Demands: Cradle to Grave Ship & Ship Systems Wholeness." This yearly symposium rotates between Virginia Beach, VA, and San Diego, CA. FMMS 2011 keynote speakers featured some of the heavy hitters in the naval engineering community, including NAVSEA Commander VADM Kevin McCoy, USN; Naval Surface Forces Commander VADM Richard Hunt, USN; and Congressman Duncan D. Hunter from California. FMMS 2011 also included high-level panel discussions and more than 40 technical paper presentations. The symposium provided a unique opportunity to interact with senior military decision makers, ship and craft operators and maintainers, repair and maintenance personnel, designers and builders, equipment suppliers, and other technical experts. To learn more, please visit: www.navalengineers.org/FMMS2011

PSSRA Board of Directors Meets with Rear Admiral Richard D. Berkey

Contributed by Greg Bryant

Rear Admiral (RDML) Richard D. Berkey is the Deputy Chief of Staff for Fleet Maintenance for the U. S. Pacific Fleet. In this capacity he is responsible for all of the maintenance performed on U. S. Navy ships and aircraft in the Pacific Fleet. In discharging this responsibility he is actively involved in all aspects of the planning, funding, execution of this maintenance. Having been an Engineer on a nuclear aircraft carrier as well as a shipyard commander, he is very knowledgeable of the maintenance needs of the fleet and how that maintenance gets done.

During the recent Fleet Maintenance and Modernization Symposium The PSSRA Board Members had an opportunity to have a sit-down meeting with RDML Berkey and brief him on PSSRA and private sector maintenance issues in the Puget Sound Area. In particular, we addressed :

The history of the association and how the association continues to grow

The active involvement of the local Navy leadership in sharing information with the association and working with the association to address common issues and improve our collective ability to support the Navy

The significant private sector workload fluctuations that are a way of life in the Puget Sound area and some things (such as home porting additional surface ships in Everett) that have to potential to result in a more stable regional workload.

The advantages and significant disadvantages of overusing "touch labor" contracts.

RDML Berkey was appreciative of the brief



and understood our issues. If schedules support it during a future visit to the Puget Sound area, he would welcome the opportunity to speak at a PSSRA General Membership meeting.



JINII PURPOSE:

In order for the Department of the Navy, and more specifically, the Fleet Forces Command (FFC) and the Naval Sea Systems Command (NAVSEA), to better address and resolve areas of concern that impact the timeliness and cost effectiveness of building and repairing Navy vessels, the Joint Industry-Navy Improvements Initiative (JINII) is chartered to foster communication and factual interchange between contractors and the Government regarding business and technical processes used in the construction and repair of Navy ships. JINII will support the following principal elements as set forth by FFC and NAVSEA, as they relate to work performed in the private sector:

Performance Initiative #1:

Improve availabilities -- Get ships back to the fleet on time, within budget, and in the best possible condition.

Performance Initiative #2:

Improve maintenance at all levels -- Eliminate non-value added requirements, clarify technical authority as it pertains to ships and systems, and expand adoption of condition-based maintenance.

Performance Initiative #3:

Improve Fleet modernization process -- Reduce cycle time in the modernization process from identification of the requirements to installation on the ships.

Performance Initiative #4:

Streamline acquisition and business processes -- Increase productivity, reduce cycle time, reduce cost, and improve product quality.

JINII Conference Held in San Diego

Contributed by Mark Kipps

The Joint Industry-Navy Improvements Initiative (JINII) conference took place in San Diego on Thursday 1 September 2011 at the Town and Country Hotel. This conference immediately followed the Fleet Maintenance and Modernization Symposium. For additional background on JINII see the inset titled "JINII PURPOSE" in this issue.

The JINII conference each year is preceded by at least two, and sometimes three, JINII Planning Sessions (JPS). The JPSs are smaller group sessions where representatives of the Navy, major ship repair yards and each regional ship repair association come together to discuss a range of issues impacting cost, quality, schedule, safety and environmental issues. The agenda for this year's JINII included: a "View from the Bridge" by the Commander Navy Regional Maintenance Centers (CNRMC) RDML Dave Gale; RDML Jim Mc Manamon (SEA21) discussing the status of surface maintenance initiatives as well as Multi-Ship Multi-Option (MSMO) contracts; a NAVSEA 02 discussion on contracting process initiatives; quality and safety initiatives; and finally a panel discussion with the Captains heading up four of the five Regional Maintenance Centers.

RDML Dave Gale's "View from the Bridge" provided an interesting perspective of the types of things that take up the time of CNRMC. RDML Gale noted that the Contracts Governance Council is getting a great deal of attention from senior Navy leadership. This group is trying to better define what contracts are required to be in the Navy's portfolio to cover the range of services needed. Some additional points that RDML Gale made:

- Work force development is a hot topic, there needs to be standard WF development across the RMCs so that a resources from one region can travel to any other region and work effectively.
- The integrated project team model is coming to surface maintenance and team building will be coming to surface ship maintenance soon. He cited the Naval Shipyard model as his example.
- On the subject of assessments he said that Navy needs to consolidate assessment efforts and there should be a gate-keeper that tracks and controls them. He also stated that the emphasis on better assessments is already showing results in INSURV inspections.

The next speaker was SEA 21, RDML Jim Mc Manamon. SEA 21 is the NAVSEA office responsible for life-cycle maintenance of surface ships and his remarks were very germane to the surface ship maintenance improvements that are still taking shape. His topics ranged from assessments that define the condition of our ships to the meth-

ods that can be used to measure effectiveness and incentivize performance. A few of the specific comments:

- TSRA (Total Ships Readiness Assessment) needs to be supervised and run at the RMC/ Type Commander level. There could be some conflicts between the priorities set by the RMS versus the TYCOM. Also the Navy must work to get funding for the assessment process stabilized.
- CG & DDG modernization is going very well overall and LSD 41 Mid-life program is a success.
- The M-curve metric is a measure of how effective man-power utilization is during the workday. Navy will implement the requirement to measure using the M-curve in all MSMO yards. Intent is to optimize the workday and increase productivity.
- Cost sharing is a new twist to Spiral II MSMOs and it is coming soon. Incentivize to Save!

Contracting is the responsibility of NAVSEA 02. Captain Sturken of NAVSEA 02 spoke about contracting components and strategies. He was mainly focused on MSMOs but some of his comments had broader applicability. Captain Sturken said that cost type contracts (including the MSMOs) were not viewed as the preferred approach by the Navy. Many questions are being asked about where the cost saving are from the MSMO approach. He challenged industry to find savings and feels that we have not really achieved the public/private partnership that was envisioned with the MSMO. He is looking for ways to better incentivize first time quality in contracts and also pointed out that changes to NAVSEA standard items

The Technical Director for CNRMC, Mr. Dale Hirschman, spoke about some recent changes including the new requirements for work on critical systems. Critical systems are things like main engines and reduction gears and new controls are being imposed upon the work process. He noted that the new controls will only impact about 20% of industrial work. Mr. Hirschman also discussed the stand-up of a new oversight organization for the RMCs and the development of a certification process for surface ship availabilities.

The JINII speakers were very consistent in defining the current landscape in Navy maintenance. Cost was a huge focus area. Everyone is aware that budgets will be squeezed next year and for the foreseeable future. There is an expectation that better processes, elimination of redundant requirements and incentivizing desired behavior can save money. However, there is also a push for better first time quality and more oversight and control of critical work. This is in addition to more formal work certification processes that will be required in order to send a ship to sea after a maintenance period.



PSSRA at Gold Mountain during the PSNBA Golf Tournament in September.

PSSRA: NOVEMBER GENERAL MEMBERSHIP MEETING

11/15 @ 11:30

LOCATION:

BAYMONT INN
5640 KITSAP WAY
BREMERTON, WA 98312

SPEAKER:

COMMANDER NEAL FROM NUWC, KEYPORT WILL DISCUSS THE WOUNDED WARRIOR PROGRAM.

PSSRA: DECEMBER GENERAL MEMBERSHIP MEETING

12/20 @ 11:30

LOCATION:

BAYMONT INN
5640 KITSAP WAY
BREMERTON, WA 98312

SPEAKER:

TBA

DOES YOUR COMPANY HAVE AN ARTICLE TO SUBMIT?

Please send information you think PSSRA members should know to: Elizabeth.stege@hii-amsec.com.

VSRA and PSSRA Working Together: Metal Disintegration Comes to the Sound

Contributed by Carla Newell

Kenith Guthrie president of CBG, LLC located in Portsmouth, Virginia was in Puget Sound this April working with WÄRTSILÄ DEFENSE, INC. in Poulsbo, Washington. Wartsila had a small problem; three items were stuck or broken in propellers they had received for repair.

A 4-inch tap was broken off 5/8 inches deep in a hole.

A 4-inch eyebolt was stuck in a hole.

A 4-inch Navy Brass plug was stuck in a hole.

CBG had previously solved a similar problem at the WÄRTSILÄ DEFENSE, INC. facility located in Chesapeake, Virginia.

Due to the fact this was not a rush job, CBG was able to ship one of its Cammann Inc. portable Metal Disintegrating Machines (MDM) to Poulsbo, Washington by freight truck saving the high cost of overnight shipping.

CBG set up and disintegrated the broken tap by cutting it in half so the tap could be removed without damaging the threads in the propeller. The eyebolt and plug were also disintegrated in a similar fashion. The work was scheduled for the weekend so as not to disrupt normal production.

CBG, LLC Metal Disintegration Services is noted for its ability to be anywhere in the world in 48 hours. Removing broken bolts, studs, taps, drill bits, keys, or any metal stuck in metal from 0.050 inch up to 7+ inches both

onsite and in their shop. CBG specializes in metal disintegration in the maritime industry. With MDM's that are designed for shipboard work CBG has removed pins from reduction gears on board the USS Samuel Roberts (FFG 58), Turbocharger bolts from the USNS Mendonca (T-AKR303), a Hydraulic ram bolt from the USS Tennessee (SSBN 734) and over 500 flight deck bolts from various aircraft carriers.

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