

The Bartlett Maritime Plan™

– Restoring Critical Naval Shipyard Capacity & Capability –



Solving the Submarine Maintenance & Construction Crisis Within Budget Limitations

January 27, 2022

American Naval Shipyard, LLC

– A Bartlett Maritime Corporation Company –
CAPT Edward L. Bartlett, Jr., Founder
P.O. Box 470863
Broadview Heights, OH 44147

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Project Overview

V3

We Can't Keep our SSNs Certified for Sea

- Between 2008 – 2018 SSNs incurred >10,0000 days of idle time waiting on other ships to complete overhauls
- USS *Boise* (SSN 764) spent 4 years waiting to enter overhaul and will now go more than a full decade between deployments
- 5 Years for a 6-month Availability (USS *Helena* (SSN 725))
- Between 2015-2019 75% of Naval Shipyard maintenance periods were completed late, with an average delay of 225 days per SSN (7,241 days of CVN/SSN total delay)
- CBO forecasts that in 25 of the next 30 years SSN maintenance demand will exceed existing shipyard capacity

“I don't have enough capacity.

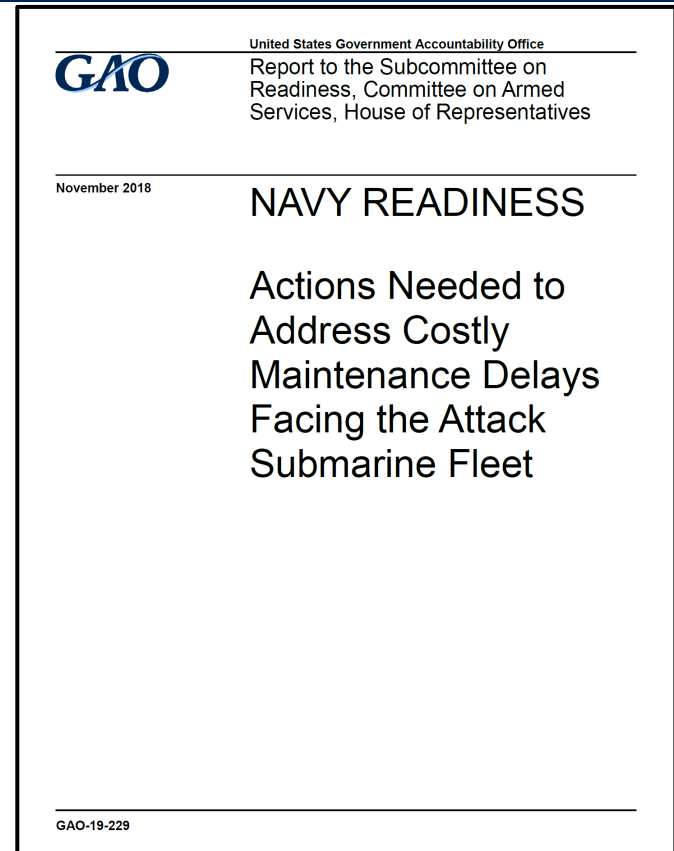
I don't have enough dry docks, and I don't have enough shipyards”

Admiral Daryl Caudle, Commander, Fleet Forces Command

January 12, 2022

This Project Started in Response to GAO Report 19-229

- While the submarine maintenance crisis had existed for a significant period, before this GAO Report was published it was not known outside of the Navy. **This GAO Report was a wake-up call for us.**
- This GAO Report came on the heels of our effort to develop a feasible CVN recycling plan and led to a series of events. These events included meetings with associates and with the Navy.
- The result was the formation of Bartlett Maritime Corporation and a multi-million-dollar multi-year commitment by CAPT Bartlett to assist the Navy in solving this problem.



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On Course; Building Value

Serving America's Submarine Fleet

***Bartlett Maritime Corporation is Committed
To Assisting the Navy in Solving this Problem***

Our Final
Vision -
NOT Step
One

The Bartlett Maritime Plan™ Solves The Submarine Maintenance Problem

American Naval Depot, Lordstown

- Located in the Village of Lordstown, OH
- Greenfield construction; will be designed with growth in mind; Can support Columbia Class component manufacturing
- Forecast to employ 500 to 1,000 personnel



American Naval Shipyard, Lorain

- Located in the City of Lorain, OH
- Two drydocks in an enclosed Integrated Drydock Production Facility
- Forecast to employ 2,000 to 3,000 personnel



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***The North Coast Industrial Midwest
Provides the New Labor Pool***

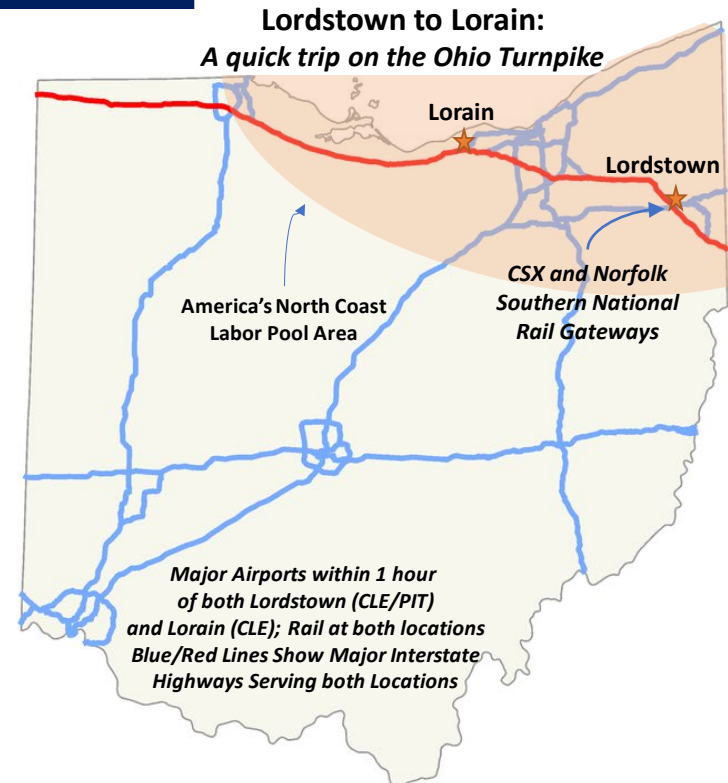


Why OHIO ????

Available Funding; Available Workforce



- **Ohio has an Available Industrial Revenue Bond Program** which can Fund the Multi-Billion \$\$ Capital Cost of the Facilities in a 3-way Public Private Partnership (1 ORC § 165)
- The Navy can use an **Existing Federal Lease-Purchase Program** to Acquire the Facilities through Bond Repayments (10 USC § 2812)
- **Ohio has the Available Skilled Trades Workforce** – *Not Readily Available Elsewhere*



Strong Local, State and Congressional Delegation Support for the Project

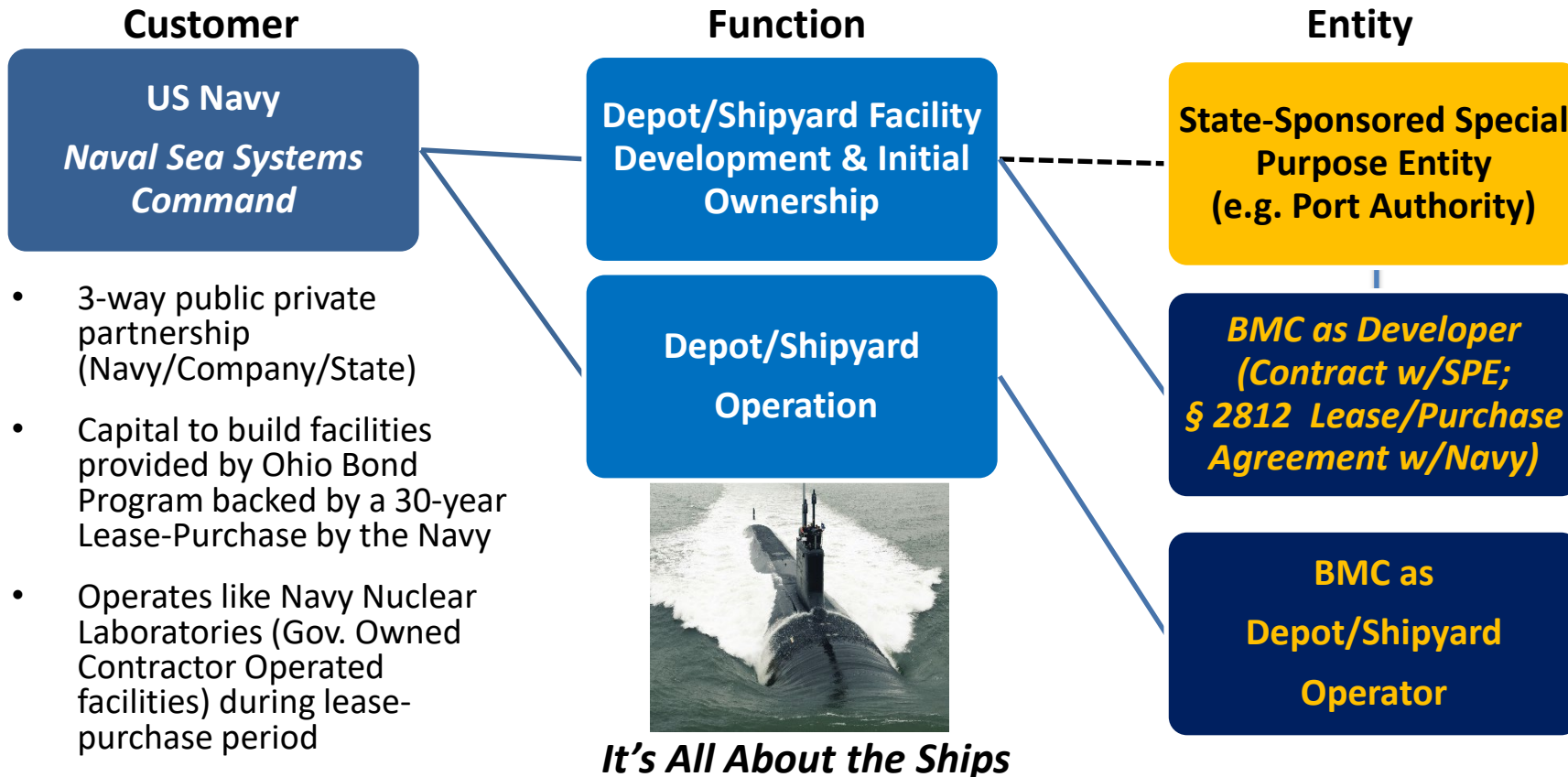
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Advantages Only Available in Ohio

An Innovative, Unique Acquisition Process Eases Implementation



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A Proven Model to Create a Congressionally Authorized Public Private Partnership under 10 USC § 2812

The Critical Skilled Trades Shortfall along the 3 Ocean Coasts Continues to Get Worse



TheMiddletownPress

BUSINESS

With backlog of future work, General Dynamics to add 2,200 Electric Boat jobs in 2021

Alexander Soule

Feb. 1, 2021 | Updated: Feb. 1, 2021 2:15 p.m.



The Virginia-class fast-attack submarine USS North Dakota enters the Thames River in January 2019 en route to the Naval Submarine Base New London in Groton, Conn., where the submarine was built at Electric Boat owned by General Dynamics. (U.S. Navy photo by Cmdr. Jason M. Geddes)

U.S. Navy photo by Cmdr. Jason M. Geddes / Naval Submarine Support Center

- Thousands of open shipbuilding jobs to fill on the nation's 3 ocean coasts
- Many available trainees in Ohio. . .



Norfolk Naval Shipyard

7,029 followers

59m •



Norfolk Naval Shipyard (NNSY) is actively hiring welders, machinists, electricians, IT specialists and contract specialists! Federal employees at NNSY enjoy great benefits including ten paid holidays, up to 26 vacation days, and generous retirement plans! Visit <https://NNSY.jobs> to learn more. #jobs #hiring #careers #shipyardsVisit <https://NNSY.jobs> to learn more. #jobs #hiring #careers #shipyards

You can also visit NNSY jobs at:

Facebook: https://lnkd.in/dDWu_7g

LinkedIn: <https://lnkd.in/ddKqc3F>



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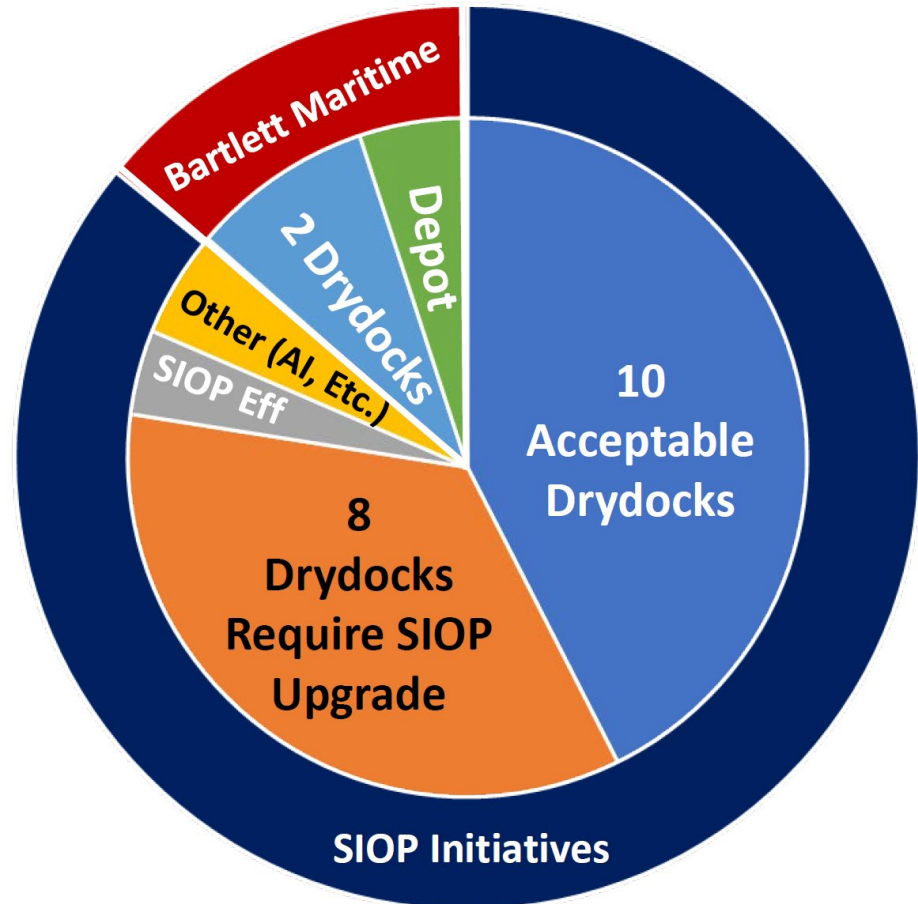
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The Navy has Called up 1,600 Reservists to Work in the Naval Shipyards to Fill Open Skilled Trades Positions

Navy Efficiency Initiatives Alone are Not Enough

- American Naval Depot, Lordstown is a Navy-Originated Concept to Improve Overall Naval Shipyard Throughput
- American Naval Shipyard, Lorain brings the Total Number of Certified Naval Shipyard Drydocks to 20
- This Project Importantly Adds Geographic Diversity and Expands the Overall Available Labor Pool
- The Proposed New Facilities *Close the Gap* to **Achieve Required Capacity and Capability**, while Accelerating Shipyard Infrastructure Optimization Program (SIOP) Completion



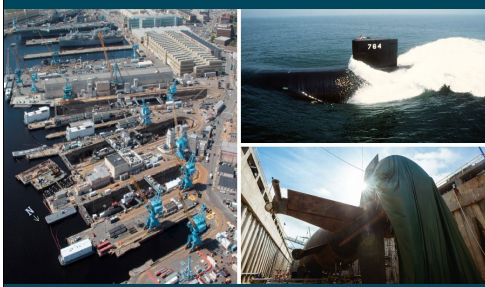
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The Bartlett Maritime Plan™ is the Only Affordable Alternative Which Can Close the Gap

The Capacity of the Navy's Shipyards to Maintain Its Submarines



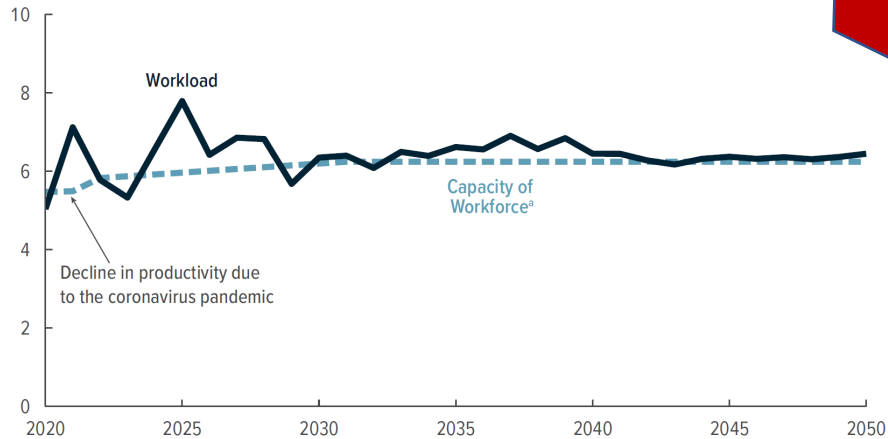
MARCH | 2021

The Congressional Budget Office Independently Arrived at the Same Result as the Bartlett Maritime Analysis

Figure 9.

Projections of Workforce and Workload for Nuclear Ships

Millions of Days of Labor



Data source: Congressional Budget Office. See www.cbo.gov/publication/57026#data.

CNA has Developed Results Indicating an Even Larger Capacity Shortfall

The number of hours of labor required to maintain the nuclear fleet is projected to exceed the capacity of the workforce in most future years.

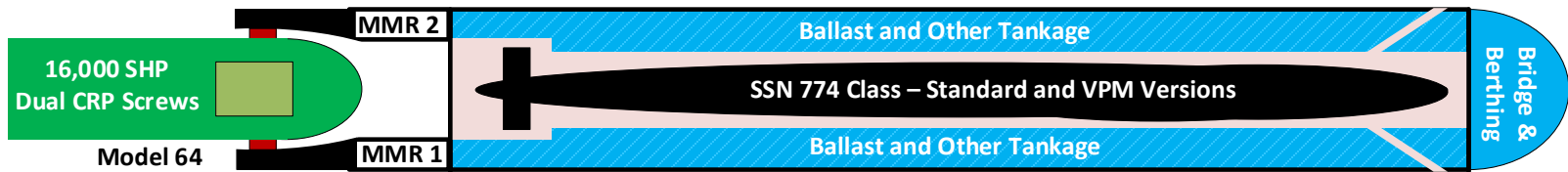
- The CBO workload forecast averages 2,500 personnel more demand than supply (reflects universal 20% overtime and only partial overhead staffing; all at historical productivity plus Navy forecast efficiency gains). This equates to approximately 5,000 total personnel.
- In January 2019 the Navy forecast “being caught up” by now – but is farther behind now than in 2019 (The Navy fleet maintenance demand has exceeded the forecast for most of this century)
- The FY22 Long Range Shipbuilding Plan forecasts Submarine Force growth of 15-24% – further exacerbating this problem

The Oceangoing Transit Carrier

(Patent Pending)

SSN 774 Class Oceangoing Transit Carrier

(Patent Pending)



Model 64 Intercon Connectors P/S

Package Length 740' Package Beam 78' Loaded Package Draft 25' Air Draft Maximum 97'



Conceptually is a Cross Between a WWII ARDM 1 Class Mobile Drydock and a 2011 Crowley 750 Class ATB
Will Be Classed, Registered and Operated as a Jones Act Commercial ATB

Concept of Operations: 7-day transit between Groton/Lorain with SSN in Normal Cold Shutdown (Normal Cold Shutdown is the typical Shipyard condition) All Services Provided by OGTC™

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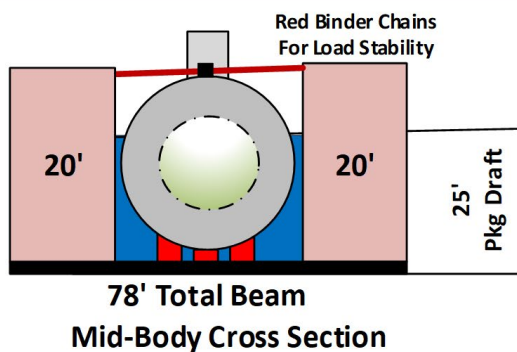
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Solves the Draft Problem on the St Lawrence Seaway

OGTC™ – A Proven Design Basis

Conceptually is a Cross Between a WWII ARDM 1 Class Mobile Drydock and a 2011 Crowley 750 Class ATB
Will Be Classed, Registered and Operated as a Jones Act Commercial ATB



- During transit the SSN remains primarily supported by its own buoyancy
- The OGTC™ provides all normal “shore services” to the transiting SSN
- The cargo chamber remains open to sea, with continuous chamber flow

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Low Risk; Proven Concept; Complete Cargo Protection

Fincantieri Marine Group

Industry Teammate & OGTC™ Shipbuilder

The ATB tug Millville and barge 1964 has been named a Top Ten Significant Boat for 2018 by WorkBoat Magazine.



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***Fincantieri Bay Shipbuilding is
America's Most Experienced ATB Shipbuilder***



Bartlett Maritime Corporation

- Founded February 22, 2019, for the express purpose of supporting the US Navy in resolving the capacity and capability shortfall in the Naval Shipyard industrial enterprise
- Immediately successful and very profitable providing shipyard-related technical services to an international client base
- Fully re-invested in developing the Bartlett Maritime Plan™

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***A Multi-Million \$\$ Speculative Investment;
A Total Commitment to Success***

CAPT Edward L. Bartlett, Jr.

Submariner, Submarine Design Engineer, Industrialist

- Cold War service on USS *Bergall* (SSN 667), USS *La Jolla* (SSN 701), USS *Gato* (SSN 615), USS *Fulton* (AS 11); Nuclear Power School Instructor
- Design Engineer at Electric Boat for both Seawolf and Virginia Classes, *Key Personal Design Innovations on Virginia Class Changed Past Submarine Design Practices*
- Rescued an important but financially failed supplier to Naval Reactors; *successful serial entrepreneur*



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Sole Investor in Bartlett Maritime Corporation
“We owe our Submariners Properly Maintained Ships”

The Bartlett Maritime Team

— an incredibly talented, broadly experienced diverse group —



ADM Frank Bowman, USN(Ret),
Former Director, Naval Reactors



Mr. J. William Shirley,
SES, Retired from NR



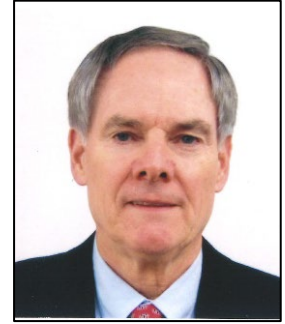
Hon. George Sawyer,
Former Asst. SECNAV



Mr. Richard Burkhardt,
Industrial Entrepreneur



Mr. Bob Hogue,
CEO In-Dept Engineering



Mr. Renold Thompson,
ANS Chief Financial Officer



Mr. Stuart S. Dye, Esq.,
General Counsel



RDML Robert Frick, USN(Ret)
VP, Planning



CAPT Frank Simei, USN(Ret)
VP, Operations



Mr. John Alden, Jr, PE
VP, Engineering



CAPT David McCall, USN(Ret)
VP, Test and Trials



Ms. Melanie D. Lewis,
Chief Human Resources Officer

More Team Information at:
[Key Personnel — Bartlett Maritime Corporation](#)



Ms. Katharine Vavpetic
VP, Education & Training



CDR Richard Deschauer, SC,
USN(Ret), VP Contracts &
Compliance

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The Bartlett Maritime Project Team is Fully Developed



*Lorain County
Community College*

FINCANTIERI
MARINE GROUP



American Naval Shipyard, LLC
Supporting the Greatest Navy on Earth

*Our Subsidiary
Operating Company*



**Goldman
Sachs**

LINCOLN
ELECTRIC

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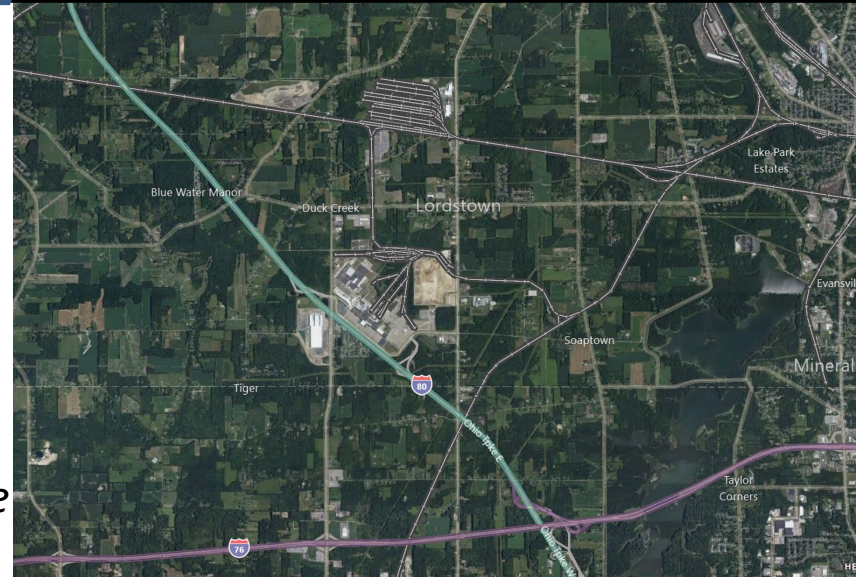
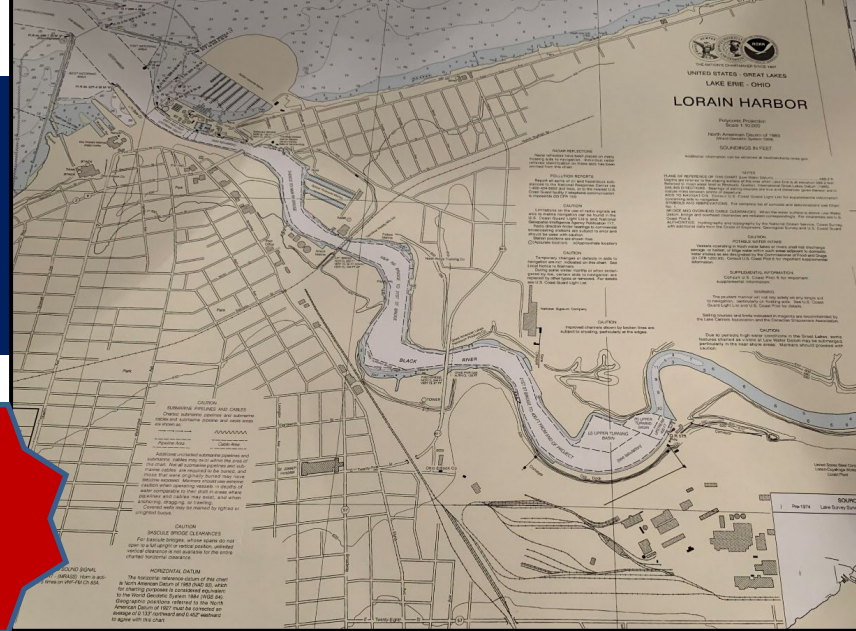
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*The Bartlett Maritime Plan™ was Endorsed by the
AFL-CIO Metal Trades Department January 14, 2022*

Phase 1: Research, Planning & Concept Demonstration

- **First formally proposed:**
October 15, 2019
- **Comments returned:**
July 31, 2020
- **Resubmittal Date:**
December 2, 2020, *resolving all comments.*
Updated Resubmittal made January 21, 2022
- **An Affordable 6-month Program to:**
 - *Demonstrate a comprehensive Facility Acquisition Plan for each facility*
 - *Demonstrate the Proposed Workforce Development Plan*
 - *These concept demonstrations are for unique and innovative plans (sole source eligible)*

**Step One is
a Modest
Phase 1
Study
Program**



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A Modest Investment to Fully Plan the Program



Final Note: Collaboration, *Not* Competition, with Existing Shipyards

- This project only seeks to expand Naval Shipyard capacity and capability in order to restore and maintain full fleet readiness – ***it is not competitive with nor a threat to the existing Naval Shipyards (Portsmouth, Pearl Harbor, Norfolk and Puget Sound)***
- This project is not a substitute for the Shipyard Infrastructure Optimization Plan (SIOP) and related Navy initiatives – ***these initiatives are urgently required at all 4 existing Naval Shipyards***
- The proposed facilities will not have the unique equipment required to build new ships or submarines – ***and is therefore not competitive with either Electric Boat or Newport News***. EB & NNS both require full capacity to build new nuclear-powered ships – our future fleet
- ***The Bartlett Maritime Plan™ deconflicts accelerating urgently required upgrades at existing Naval Shipyards while protecting the entire US Navy shipbuilding and repair enterprise industrial base by quickly adding required capacity and capability without sacrificing other priorities in today's constrained budget environment***

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The Bartlett Maritime Plan™

Protects the Existing Industrial Base

Then and Now . . .



The launching of USS Peto

USS PETO (SS 265)



Keel Laid - June 18, 1941

Launched - April 30, 1942

Commissioned - November 21, 1942

USS *Peto* (SS 265) was the first submarine built by the Manitowoc Shipbuilding Company. *Peto* began her first patrol on April 2, 1943 from Brisbane, Australia. In all she completed ten war patrols in the Pacific Ocean during World War II, sinking seven ships, for a total tonnage of 29,139 tons and earning eight Battle Stars.

- Then: 12% of US WW2 Submarines were innovatively built in the Great Lakes (28 of 226)
- Now: China is Building 2 new Submarine Shipyards (CRS Report 33153-3/9/21)

Figure 7. Shang (Type 093) Attack Submarine (SSN)



Source: Photograph accompanying SinoDefence.com, "Type 093 Shang Class," July 1, 2018, accessed August 27, 2019, at http://sinodefence.com/type093_shang-class/.

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***We Cannot Afford to Have Our Most Capable
Ships Parked for Overdue Maintenance***

The US Navy & Bartlett Maritime

– Partners in Successfully Restoring Naval Shipyard Capacity & Capability –



The Only Meaningful Measure is Deployable, Combat-Ready Ships

Admiral Jonathan Greenert, USN(Ret)