

# Panelists: Navy, Industry Must Collaborate Better Throughout Acquisitions Process



Moderator U.S. Navy Vice Adm. Michael Moran (standing) and a panel including British Vice Adm. Nick Hine, U.S. Coast Guard Rear Adm. Michael Johnston, William Williford of the U.S. Marine Corps and Capt. Doug Harrington of the U.S. Maritime Administration explore streamlining the acquisitions process at Sea-Air-Space 2019. Chuck Fazio.

NATIONAL HARBOR, Md. – The Navy and industry must do a better job at collaborating and monitoring progress throughout the entire acquisition process if the service hopes to improve how acquisition is done, a panel said at Navy League’s annual Sea-Air-Space symposium May 7.

Vice Adm. Nicholas Hine, 2nd Sea Lord with the Royal British Navy, said there is a need to monitor industry partners throughout the acquisition process, as “too often” the government just hands money to them and doesn’t check up, opting to deal with problems late in the acquisition process when major changes might need to be made.

*“Robust engagement between industry and government teams, sharing the models, enabling real-time decision-making – that’s a must for us.”*

*Vice Adm. Michael Moran*

Rear Adm. Michael Johnston, Coast Guard deputy commandant for mission support, said that both sides need to focus on the end mission goal.

“We always vet a team on the contractor side and really are with them every day,” he said. “We’re part of the risk meetings. That’s how we get at where we are in a program at every given time, and monitor the program early and often so we make minor adjustments.”

Vice Adm. Michael Moran, the Navy’s principal military deputy assistant secretary of the Navy for research, development and acquisition, said that the Navy needs to focus on real-time decision-making. He said that’s what happened in the Long Range Anti-Ship Missile program – a program that would normally take eight to nine years to field that only took four years as a result.

“Robust engagement between industry and government teams, sharing the models, enabling real-time decision-making – that’s a must for us,” Moran said. “That’s just a must.”

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## **Sea Service Spouses Share Experiences of Building Families While Married to Military**

NATIONAL HARBOR, Md. – Being flexible while raising families in an ever-changing environment continues to be a high priority for military spouses, the spouses of top sea service officials said May 7.

The panel of spouses at Sea-Air-Space 2019 discussed their experiences in dealing with the challenging but rewarding life of being

married to members of the military.

*“Four out of five of our kids would recommend this way of life. So, I think we were pretty successful overall showing them the positive in this crazy life of ours.”*

*Dana Schultz, wife of Commandant of the Coast Guard Adm. Karl L. Schultz*

“It’s an adventure,” said Dana Schultz, wife of Commandant of the Coast Guard Adm. Karl L. Schultz. Throughout their military careers, the Schultzes have moved 21 times – an enormous challenge when you have five children to raise.

“Four out of five of our kids would recommend this way of life,” Dana Schultz said. “So, I think we were pretty successful overall showing them the positive in this crazy life of ours.”

Constantly moving to new places around the world still can be tough for kids and spouses, but Ellyn Dunford, wife of the chairman of the Joint Chiefs of Staff, Marine Corps Gen. Joseph Dunford, said she believes the best solution to fighting those challenges is making the best of your situation.

“Bloom where you are planted,” Ellyn Dunford said. “If you want to be miserable in life, you will be miserable. ... It’s all what you make of it. Are you going to look for opportunities that will help satisfy whatever need is not being answered by the problem you are facing right now?”

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# Digital Window Display Grabs Attention at Sea-Air-Space



A Grabb-It-equipped car sponsored by Lockheed Martin outside the Gaylord National Resort & Convention Center, which hosted Sea-Air-Space 2019. Lisa Nipp

NATIONAL HARBOR, Md. – Grabb-It is turning car-windows into visual displays, grabbing not only the attention of occasional passersby, but their data as well.

Four cars lined up in front of the Gaylord National Resort & Convention Center, which hosted Navy League's Sea-Air-Space 2019 exposition, showed off the start-up company's digital display windows for their client, Lockheed Martin. Video of the F-35 Lightning II joint strike fighter covered the back-right window of the front car in the display – as if the window was replaced by a computer monitor.

“We usually park the cars in strategic locations to showcase whatever creative content they want to show or whatever call-to-action they want to showcase,” a Grabb-It employee working the display said.



Another view of a Grabb-It-powered car on display at Sea-Air-Space on May 7. Lisa Nipp

But the potential of Grabb-It's display technology isn't limited to advertising, according to the employees at Sea-Air-Space display. “It

actually pings people's devices while [the cars] are out in the city," one employee said. "There are sensors you can put on them to get a bunch of data as they are driving around." As in more specific data than a cellphone tower can provide.

The employees also pointed out their clients have crossed into various industries from banking to music and now defense, hence their presence at the Gaylord for Sea-Air-Space.

"That's the interesting part about it. It's something relevant to all kinds of industries, not just advertising or media," one employee said. "I never expected to be working with Lockheed Martin."

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## **Coast Guard MSRT Sees Expanding, Evolving Role**



Maritime Security Response Team West members train on April 10 in Cordova, Alaska, with the FBI's Joint Terrorism Task Force. U.S. Coast Guard/Chief Petty Officer Matthew Schofield  
NATIONAL HARBOR, Md. – The U.S. Coast Guard's maritime security response teams (MSRT) continue to evolve, as the service looks to make them more effective and expand their capabilities.

The mission of the teams – one is based in San Diego, California,

and another is in Chesapeake, Virginia – is tactical, as MSRT is a ready assault force, whose members are trained in maritime security, law enforcement boarding procedures, force protection and environmental hazards response within a tactical law enforcement operation. The teams also combat chemical, biological, radiological and nuclear threats posed to the United States.

Lt. Jake Tronaas, Direct Action 6 team leader, Maritime Security Response Team West, said his team is working on a more robust working relationship with U.S. Indo-Pacific Command and other Department of Defense agencies.

“In the last few years, our mission set has changed,” Tronaas said.

Once focused primarily on issues related to San Diego, his team now focuses on vast counter-terrorism responses and is responsible for an area from Alaska to Australia.

Tronaas said his unit recently completed three weeks of training in Alaska, in preparation for response potential incidents in the Arctic.

“We definitely need to work on being prepared to cover our operational area,” he said during the Navy League’s annual Sea-Air-Space exposition.

The U.S. Department of Homeland Security agency team stays consistent

in terms of operations throughout the year, but sees a slight uptick in the summer months, as more events, such as United Nations meetings along with presidential and Coast Guard commandant missions, occur.

The team also recently transitioned to a maritime security response team from the maritime safety and security team, allowing them to focus on additional legacy anti-terrorism missions that predate the Sept. 11, 2001, terrorist attacks.

“This is a consolidation and will make us and the Coast Guard more efficient,” Tronaas said.

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## Marine Corps to Procure Naval Strike Missile



The Naval Strike Missile, originally designed by Norway's Kongsberg.

NATIONAL

HARBOR, Md. – Using the congressionally approved Other Transaction Authority

with the Marine Corps Systems Command, Raytheon will integrate the Naval Strike

Missile (NSM) into the Marine Corps' existing force structure.

In recent

years the Corps has determined a need to field an anti-ship

missile to defend  
its forces ashore and the fleet that supports them.

Randy

Kempton, Raytheon's NSM program director, briefing reporters  
at the Navy

League's Sea-Air-Space exposition here, was not at liberty to  
discuss which

platforms would deploy the NSM. He did say the Corps had a lot  
of integration

options and that the missile would be the same as the one on  
order with the U.S.

Navy.

The Navy has

selected the Naval Strike Missile for its littoral combat  
ships and

new-generation guided-missile frigate.

The NSM is a fifth-generation

long-range precision-strike cruise missile originally designed  
by Kongsberg. A

mobile, land-based version is deployed with the coastal  
defense forces of

Poland.

The missile

is produced "in partnership with Norway and its defense leader  
Kongsberg," a

May 7 Raytheon release said. "The Marine Corps' selection of  
the Navy's

anti-ship missile enhances joint interoperability and reduces  
costs and

logistical burdens."

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# Geurts: Navy Balancing Columbia, Virginia Sub Production



James Geurts, the assistant Navy secretary for research, development and acquisition, at Sea-Air-Space 2019 on May 7, discussing the sea service's submarine production challenges.

Charles Fazio

NATIONAL HARBOR,

Md. – The meeting of Navy leaders with submarine shipbuilding industry

officials, planned for this month, will focus on integrating the production of

the Columbia-class ballistic missile sub and the future Virginia-class attack

boats, the Navy's top acquisition executive said May 7.

The biggest issue is removing any conflict in the production of the two classes of submarines, which will be built by the same two shipyards – Newport News and Electric Boat, James Geurts, the assistant Navy secretary for research, development and acquisition, told reporters after his luncheon speech at the Navy League's annual Sea-Air-Space exposition. The concern is the impact on Columbia if Virginia production "gets out the box," Geurts said. That issue could become acute in five years when both submarines are in serial production.

The planned

meeting was announced by Chief of Naval Operations Adm. John Richardson, who

said it would seek to add back some of the schedule margin for Columbia that

has been eroded by production problems. Maintaining the schedule for Columbia

is crucial, because the first boat must be ready for its strategic deterrence patrol in 2031 when the first of the Ohio-class ballistic missile subs is forced to retire.

If any conflict in production emerges, Geurts said, the priority will be Columbia.

On another current acquisition issue, Geurts minimized the impact from President Donald Trump's decision to reverse the Navy's budget proposal to retire the aircraft carrier Harry S. Truman rather than put it through the planned mid-life nuclear refueling and overhaul, which would give it 25 years of additional service life. Geurts said the change affected very little money in the fiscal 2020 budget, which is being processed in Congress. The cost of keeping Truman in service and paying for the refueling and overhaul will be worked into the fiscal 2021 budget, and "we'll do what needs to be done," he said.

In his speech at the Navy League luncheon, Geurts urged the industry and Navy officials in the audience not to focus on sequestration and other budget problems but look at what the Navy has accomplished in the last 18 months. "I've been incredibly impressed with how fast this organization has changed," he said.

He said the Navy has saved about \$30 billion through acquisition reform and has

accelerated some production systems by six to eight months, and industry is saving money through innovation. He noted that the Navy would deliver 12 ships this year, more than it has produced in decades. "We are getting tools out to the fleet," he said.

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## **Boeing's Service-Life Modernization of Navy Super Hornets Underway**



Production of the Super Hornets is planned to continue through 2023, with 12 per year for three years. THE BOEING CO.

NATIONAL

HARBOR, Md. – The first seven of Block II F/A-18E/F Super Hornet strike

fighters have been inducted into the service-life modernization (SLM) at

Boeing's St. Louis, Missouri, facility, while next month the company's San

Antonino facility will induct its first Super Hornet.

Bob Kornegay,

Boeing's capture team lead for F/A-18, briefing reporters May 7 at the Navy League's Sea-Air-Space Expo in National Harbor,

Maryland, said the inducted jets will emerge as Block III Super Hornets with

their 6,000-hour life extended to 10,000 flight hours.

Boeing plans to process 40 Super Hornets per year through the SLM sites, with production running through 2033.

Kornegay

described the Block III Super Hornet as having conformal over-wing fuel tanks, freeing up two wing pylons for more weapons. The new version also will be

equipped with the Distributed Targeting Processor-Networked (DTP-N), which incorporates the Tactical Targeting Network Technology

and produces a common operating picture. The Block II Infrared Search and Track

sensor will be installed in a centerline pod. With some additional coating

applied, the Block III will have a smaller radar cross-section and will feature

the Advanced Cockpit System.

This year the Navy issued a contract for the fourth multiyear procurement for the Super Hornet, ordering 78 new Block

III Super Hornets over fiscal years 2019, 2020 and 2021. Production is planned

to continue through 2023, with 12 Super Hornets per year for three years.

The two Super Hornets selected by Boeing to be the test jets for the Block III program have been inducted into the

factory and will be ready to turn over the Navy at the end of the year, said Jennifer Tebo, director of Development for the F/A-18 and EA-18G. This event had been accelerated by one year.

The conformal

fuel tanks were flown in February and March.

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# Services Tackling New Type of Enlistee



Three senior enlisted leaders from the Navy, Marine Corps and Coast Guard spoke during a panel discussion on May 7 at Sea-Air-Space 2019. Charles Fazio

NATIONAL HARBOR, Md. – The new generation of Sailors, Marines and Coast Guardsmen who are entering the force and in the early stages of their careers is, well, different. Such is the consensus among the three senior enlisted leaders who spoke at Sea-Air-Space 2019 on May 7.

On one hand, these young people come into military service with an unprecedented technological savvy. On the other, they have a greater need to know why they are given the tasks they must complete. And they must be placed in the right jobs – with the understanding that they should know how to perform other tasks necessary to support the warfighting mission.

“From my perspective, as I’m looking at the Sailor standing in front of me, is there are too many choices and options in time management,” said Master Chief Petty Officer of the Navy Russell Smith.

Young Sailors understandably are attracted to service by incentives like tuition assistance

and the ability to take college courses while deployed on ships. Still, Smith said, those Sailors must know how to do their jobs.

*“By any measure, we have more capable Sailors today than any time in our nation’s history.”*

*Master Chief Petty Officer of the Navy Russell Smith*

“What you’re expected to do under high stress in the middle of the night, with things exploding around you or the ship sinking,” is critical, Smith said. So too is the “ability to continue the fight.”

Leaders, Smith said, need to convince their younger charges that goals like the achievement of associate degrees are worthwhile.

“Stay with us. We’ll help you get there – but focus on your job,” Smith said.

Smith said he spent too much time in the accession pipeline to believe that the next generation of Navy leaders is not up to the task.

“By any measure, we have more capable Sailors today than any time in our nation’s history,” Smith said, mentioning that performance and retention went up due to recent efforts to bolster physical standards and boot camp requirements.

Sgt. Maj. Robin Fortner of the Quantico, Virginia-based Marine Corps Systems Command,

discussed the need to show new recruits what the service can offer them.

“We have to make sure we have the right incentives for those with the right skills to stay,” said Fortner, who was standing in on the panel for Sergeant Major of the Marine Corps Ronald Green.

Master Chief of the Coast Guard Jason Vanderhaden emphasized the need to allow the service’s young men and women to specialize in fields that are compatible with individual skill sets.

“They want to get really good at their jobs,” Vanderhaden said.

But like his fellow panelists, Vanderhaden stressed that these Coastguardsmen also must be able to perform missions like damage control, law enforcement or helicopter landings that may be outside of their ratings. As the smallest armed service, the Coast Guard needs everyone possible to fulfill mission requirements, he said. Moreover, as the service gains from technological advances associated with the largest recapitalization in service history, young members’ skill sets must grow accordingly to keep pace.

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# Navy Tackling Shipyard Inefficiencies That Leave Fleet Lagging



The USS Boise, shown here in 2014, has been waiting 18 months for its required yard period. U.S. Navy/Mass Communication Specialist 2nd Class Daniel M. Young

NATIONAL HARBOR,

Md. – The Navy is investing \$21 billion in a multiphase program to improve the

efficiency of its government shipyards, which have struggled to get ships and

submarines back into service on time. The program is called the Shipyard

Industrial Optimization Plan, said Steve Lagana, program manager for the plan

in the Naval Sea Systems Command Industrial Division.

Speaking at a NAVSEA

briefing at the Navy League's annual Sea-Air-Space exposition May 7, Lagana

said the plan was developed in response to criticism from Congress, which has

complained about ships and submarines languishing in the yards or unable to get

in for required maintenance. A prime example of the problem is the three Los

Angeles-class attack boats that have lost their certification to sail due to

the overdue maintenance. The USS Boise has been waiting 18 months for its

required yard period.

The plan was

developed by a team of 40 engineers, Lagana said. The first two phases of the plan were surveys of the yards and detailed analysis of the problems. Those studies showed enormous inefficiencies created by the physical layout of the yards, which had facilities providing parts or services to the dry docks in some cases more than a mile apart.

Lagana showed diagrams of the existing arrangements at the major yards and the planned realignments, which would produce more compact and efficient facilities. At the Puget Sound and Norfolk yards, the facilities serving submarines and nuclear-power carriers would be separated and combined with their supporting components.

“This is a whole new way of thinking about the problem,” Lagana said. Ships in the yards do not produce a lethal Navy, he said.

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## **Coast Guard Working Toward Recapitalizing WCC Fleet**

NATIONAL HARBOR, Md. – The Coast Guard plans to release its fifth request for information (RFI) to industry in the coming months, as they

continue to gather information on how best to recapitalize their dated waterways commerce cutter (WCC) fleet.

“This aging fleet, it is extremely important to our nation’s economy,” Aileen Sedmak, manager of the WCC program, said during a floor presentation at the Navy League’s Sea-Air-Space exposition May 7.

The 35-ship fleet consists of three cutter types, an inland construction tender, a river buoy tender and an inland buoy tender. They primarily operate along the Mississippi River and Great Lakes region. The ships average 50 years of age and are responsible to making sure \$4.6 trillion for the nation’s economy per year is able to move freely in the inland waters.

In February, the service released an RFI asking for industry to gather information about the state of the market and current industrial capabilities to support pile-driving systems for the WCC program.

Sedmark said the recapitalization program is currently in the analyze-select phase, which includes collaborating with the Navy’s Naval Sea Systems Command to analyze needs and requirements.

“We are doing our due diligence,” she said.

The acquisition program will cost over \$1 billion, and the exact number of cutters needed remains uncertain. Sedmark said they would like to have initial operational capability in fiscal 2024 and full operational capability by fiscal 2030.

"This is a very critical mission right now," she said.

Issues with the cutters currently include additional maintenance requirements and lost operational time because of it.

Industry representatives at the presentation asked a series of questions on production timelines, how many cutters may be in the fleet and additional requirements that may be needed on the cutters.

Sedmark said she was uncertain when a request for proposal would be issued or how many exact ships would be requested.