



U.S. Coast Guard Naval Engineering Logistics Modernization 15 November 2010

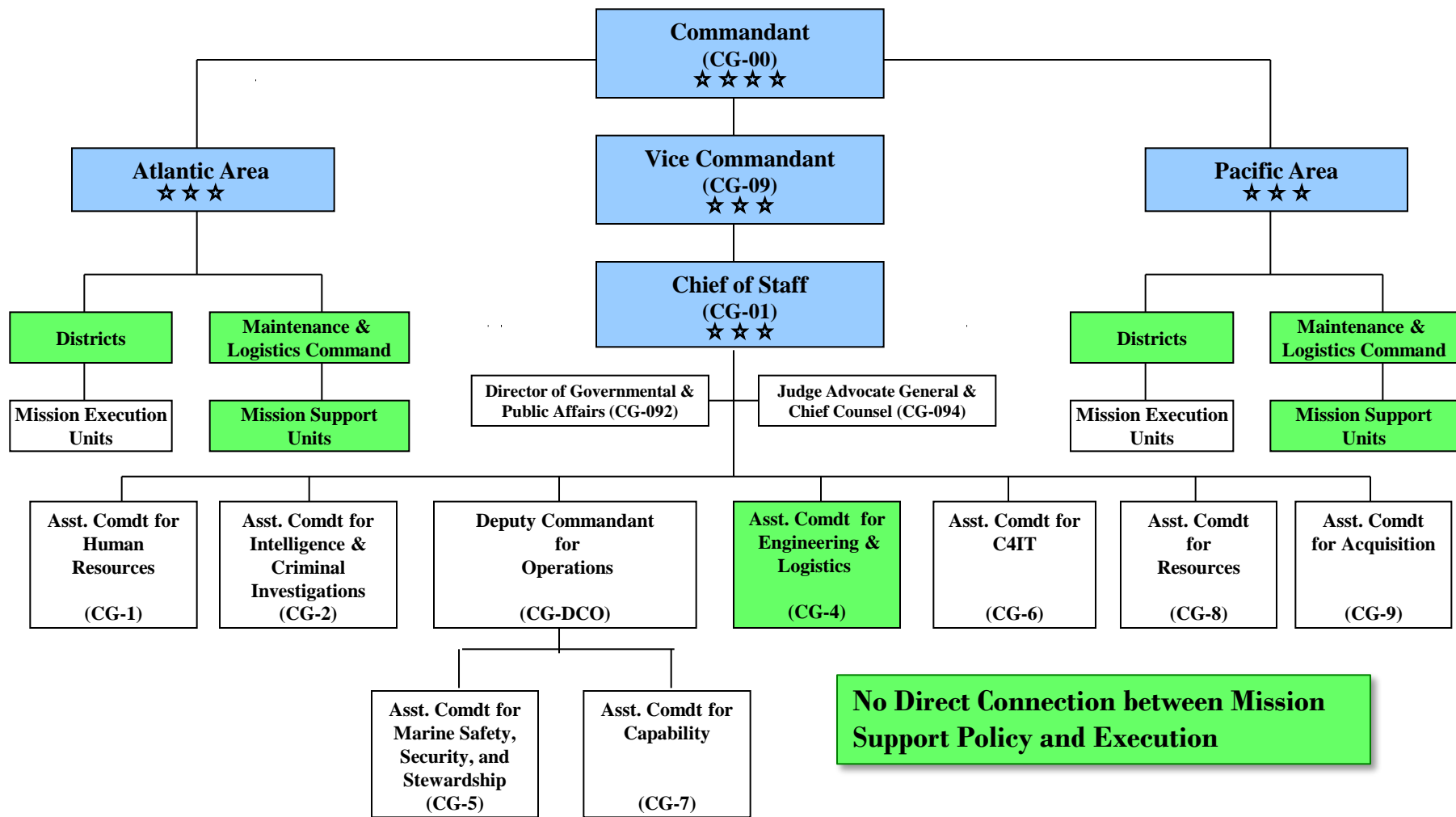
**Capt John Bragaw
Surface Forces Logistics Center
Coast Guard Yard**



Former MLC-Based Mission Support Model

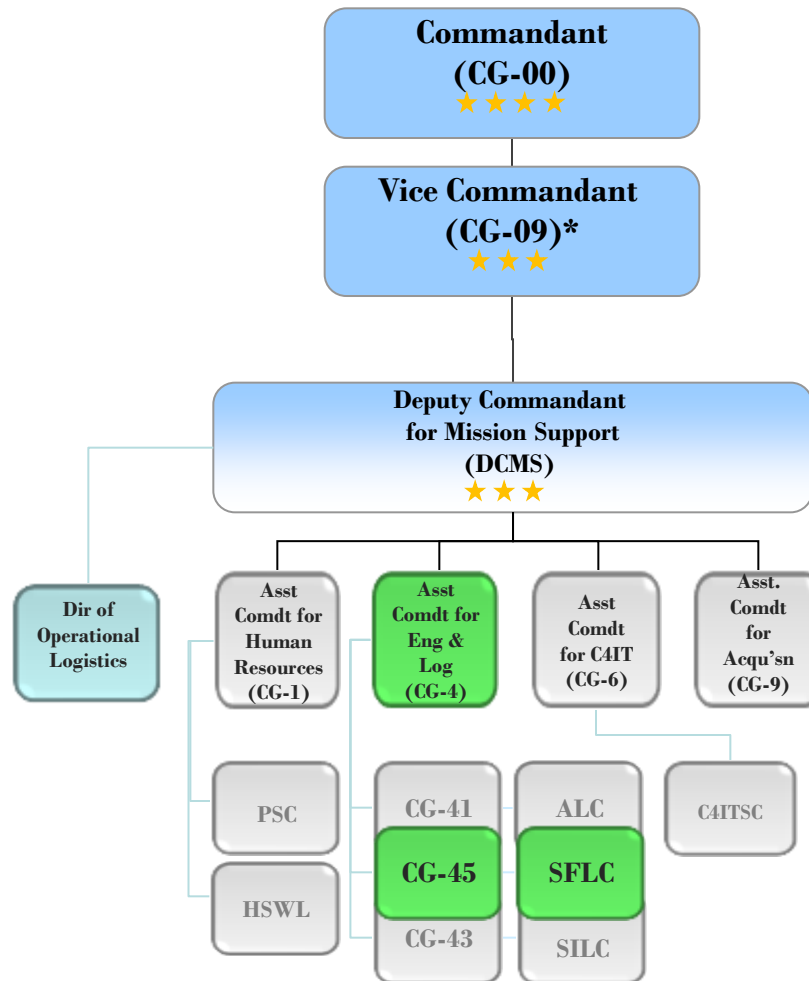


Decentralized Management of Naval Engineering Support





Centralized Management of Naval Engineering Support



**Direct Connection
between Mission
Support Policy and
Execution**



ISA NEW ORLEANS



ISD CAPE MAY

ISD ALAMEDA

ISD JACKSONVILLE

ISA PORTSMOUTH



IDS NEW HAVEN

ISD S. WEYMOUTH



ISA ST LOUIS



ISA SAN PEDRO

ISA BOSTON

ISD HONOLULU



ISA MIAMI

ISA DETROIT

ISD PORTLAND

ISD FORT MACON

ISD CHARLESTON

ISD SAULT ST. MARIE

ISD MOBILE



Surface Forces Logistics Center



Logistics Model Objectives: 4 Cornerstones



Product Line Organization

- Provide Field w Single-touch-point for Mission Support 24X7
- Centralize management of Maintenance Funds
- Drive toward developing Total Cost per Op Hour for assets

Bi-Level Maintenance

- Maintenance responsibility @ 2 levels: Operational (O Level) & Depot (D Level)
- Perform 100% of Planned Maintenance
- Link Maintenance to Configuration via logistics IT tools

Configuration Management

- Ensure Mission Requirements drive Configuration of assets
- Ensure Configuration drives Supply Chain & Maintenance systems
- Reap economies from standard configurations documented in database

Total Asset Visibility

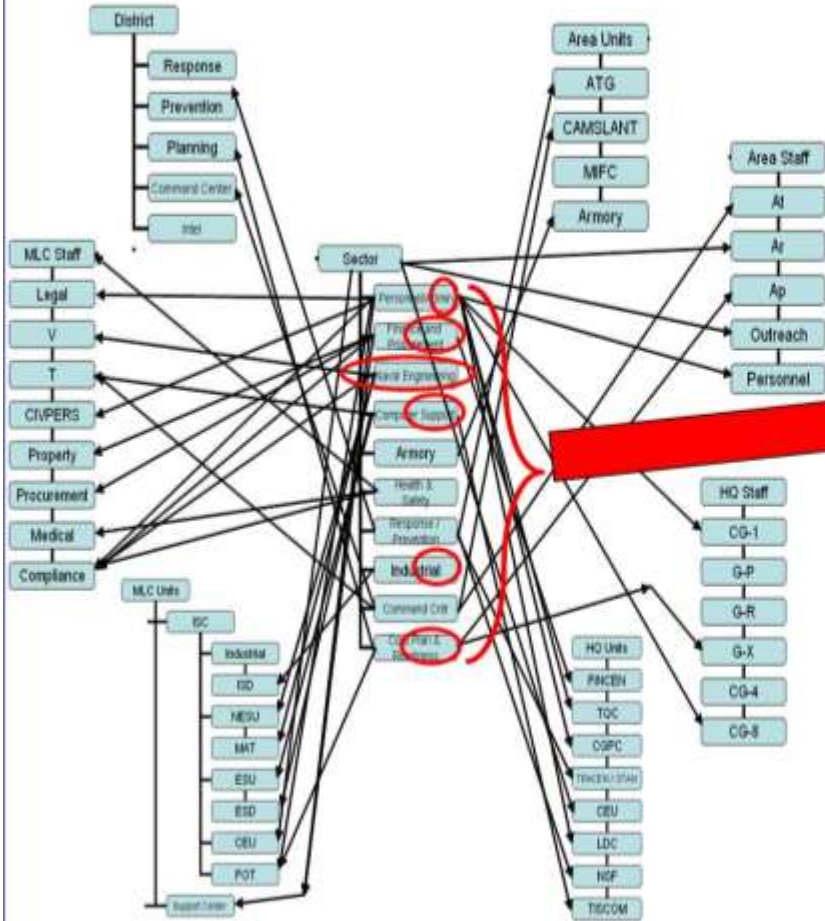
- Visibility of Fleet Operational Availability
- Visibility of Inventory count, condition & supply chain
- Link Inventory to Configuration via logistics IT tools



PL Organization: Single Touch-Point for Fleet

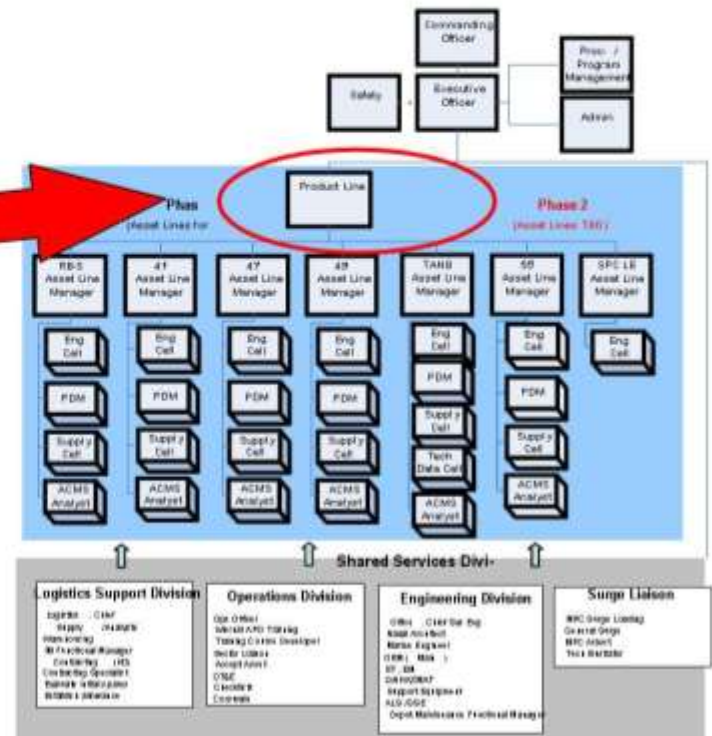


BEFORE



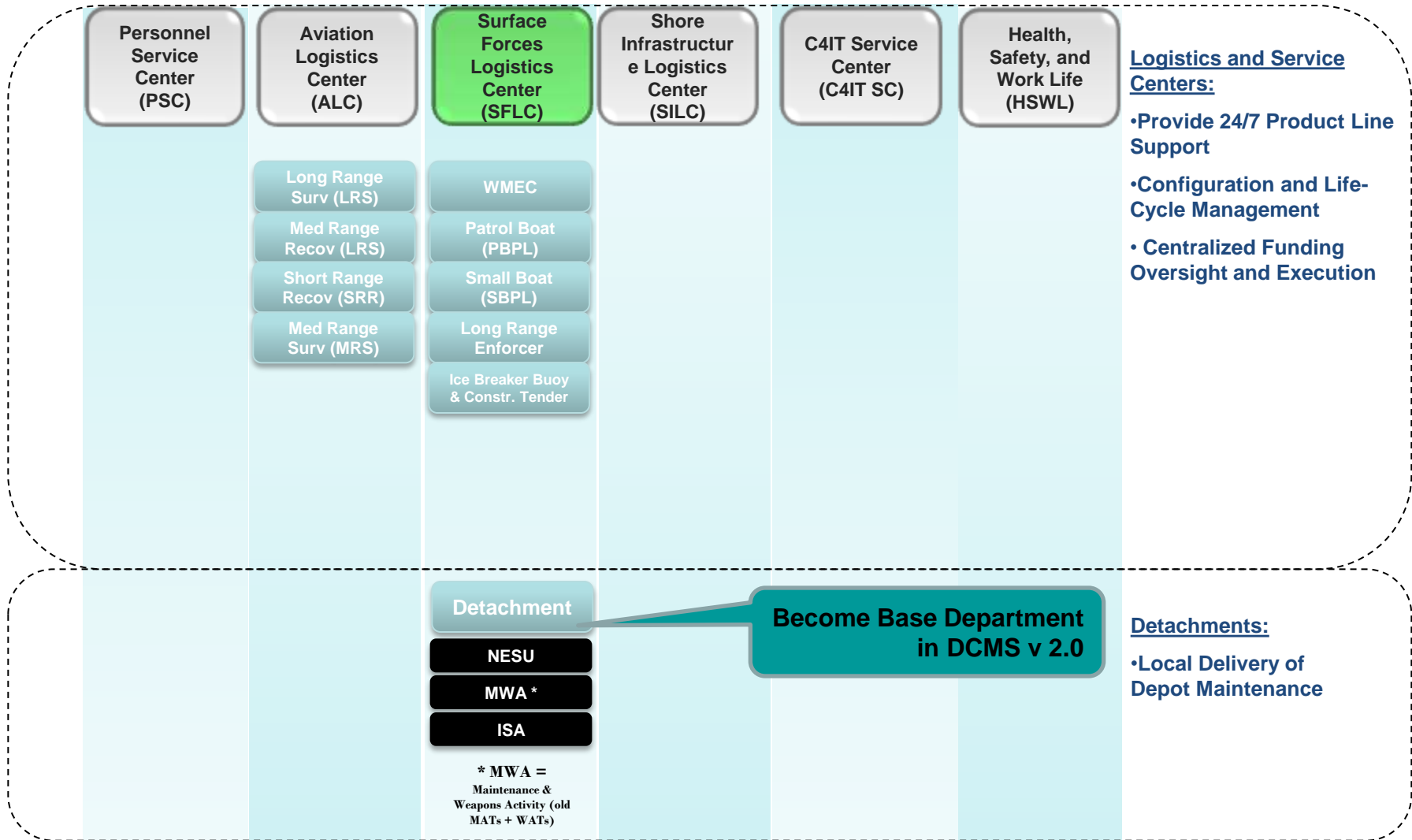
AFTER

Single Point of Contact:
Product Line Manager for each platform type.





Product Line Organization



Logistics and Service Centers:

- Provide 24/7 Product Line Support
- Configuration and Life-Cycle Management
- Centralized Funding Oversight and Execution

Detachments:

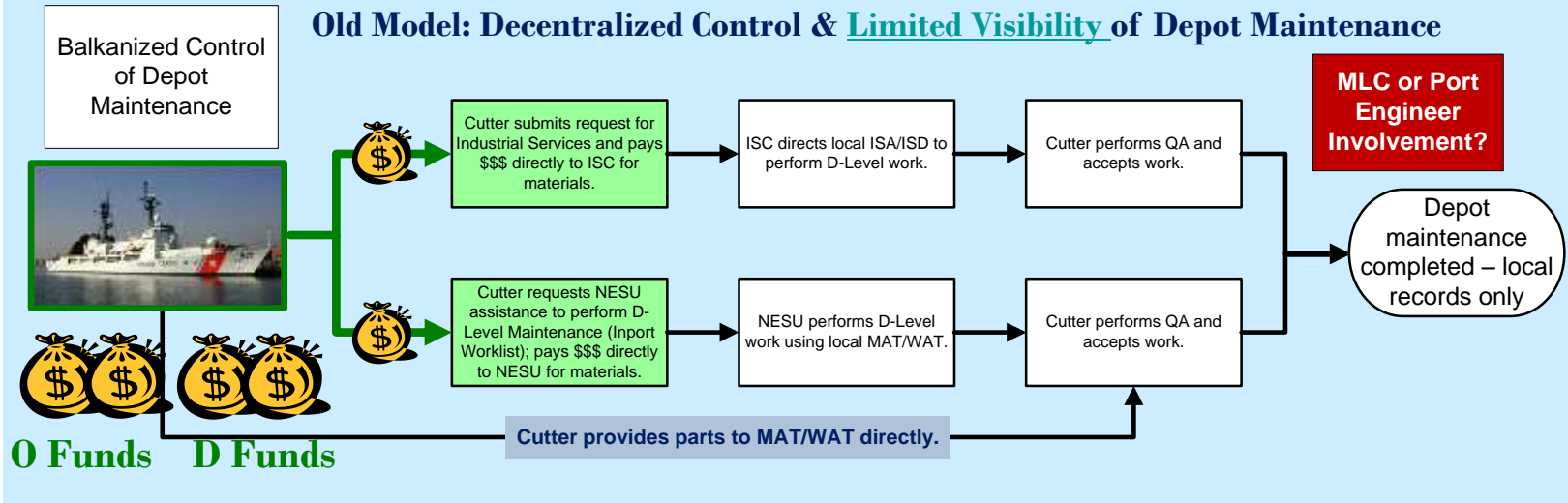
- Local Delivery of Depot Maintenance



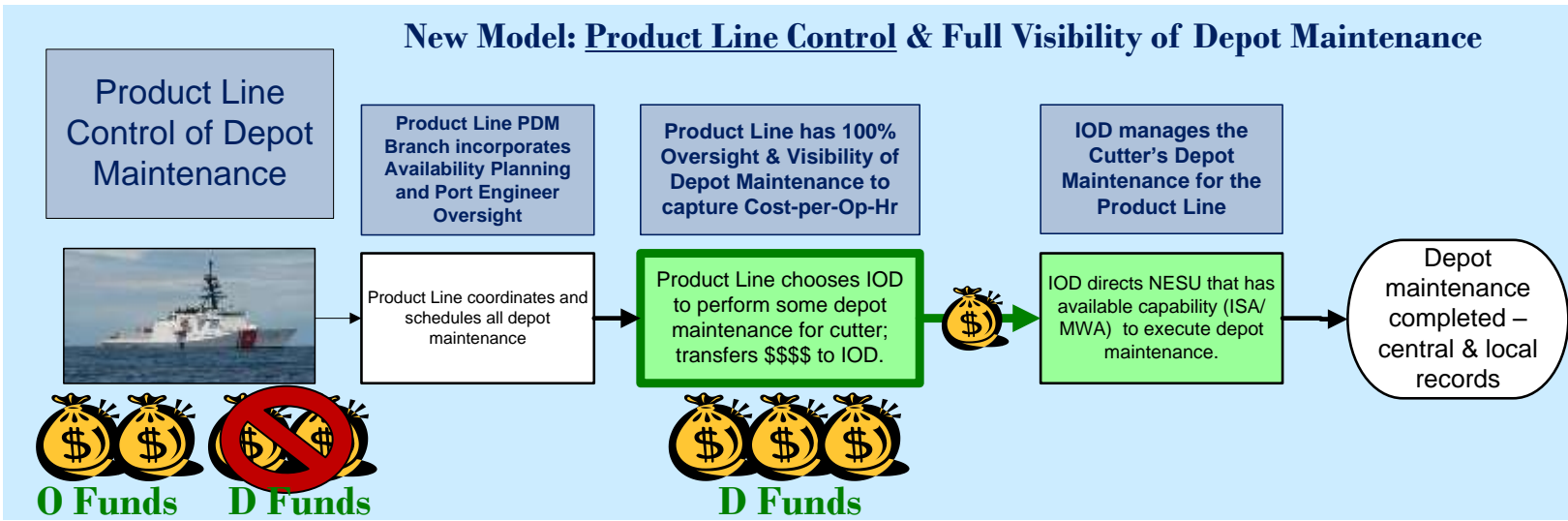
Waterfront Delivery of Depot Maintenance



Old Model: Decentralized Control & Limited Visibility of Depot Maintenance



New Model: Product Line Control & Full Visibility of Depot Maintenance





Surface Forces Top 5 Mission Degraders

by Asset Class



Degraders	Top 5 Mission Degraders - by Asset Class
MDE SSDG CPP / Z Drives	WAGB, 378, 270, 210, 110, 87, 225, 175, 140 WAGB, 378, 270, 210, 110, 87, 140 WAGB, 378, 140 / 175
Steering Gear System Main Gas Turbines OTH Boat /RHI	378, 140, 110 WAGB, 378 270, 210
Boat Davits Elec Systems & Equip Cranes	270, 210 225, 175, 140 225, 175
HVAC Gyro Thrusters	87, 110 87, 110 225, 175



Surface Forces Top 5 Cost Drivers

by Asset Class



Cost Drivers	Top 5 Cost Drivers - by Asset Class
MDE SSDG CPP / Z-Drive / Shafts & Propulsion	WAGB, 210, 110, 87, 225, 140 270, 210, 110, 87, 140 WAGB, 270, 210, 225 / 175 / 378
Hull Repairs Cranes Flight Deck repairs	378, 270, 110, 87 WAGB 270, 210
Preservation Main Motor HVAC	225, 175 140 110, 175
Red Gear Gyro Lead / Asbestos Abatement	87 87, 140 WAGB
Buoy Handling Systems Thrusters	225, 175 225, 175



Questions??



SFLC Supports

Assets

2044 (244 cutters / 1800 boats)
34 Asset Classes (17 cutters / 17 boats)

Operating Hours

1.5M (461K cutters / 1.1M boats)

Depot Maintenance Availabilities

200/yr (125 cutters / 75 boats)

Supply Line Items

up to 250K to push parts on time

Maintenance Procedure Cards

>18K (200 to 900 per Class)



FY-10 IDIQ Multi-Ship Contracts Summary



Product Line/Organization Supported	Number of IDIQ/Requirements & Multi-Ship Contracts Requested	Number of IDIQ/Requirements & Multi-Ship Contract Packages ready for Solicitation / Solicited	Number of IDIQ/Requirements & Multi-Ship Contracts Awarded	Number of IDIQ/Requirements & Multi-Ship Contracts in danger of slipping to FY11
Small Boat	47	2	22	19
Patrol Boat	23	1	12	10
Medium Endurance Cutter	12	3	2	7
Long Range Enforcer	4	0	0	4
Ice Breaker & Construction Tender	6	0	7	0
ALD/YARD Retail	16	9	3	11
ESD/BOD	9	3	4	2
TOTAL	115	21	49	52



Opportunities



- Support from CG Senior leadership
- Shift away from tolerance for deferred maintenance
- Centralized management
- Data driven decisions
- Most efficient use of limited resources
- Define cost of an asset's operational hour
- Nationwide contract strategies



Challenges



- Centralizing over 20 diverse units
- Culture of deferred maintenance & lack of configuration discipline
- Geographic distribution
- No single IT system
- Personnel resources significantly under capacity to meet requirements of new model





Benefits of IDIQ / Multi-Ship Contracts



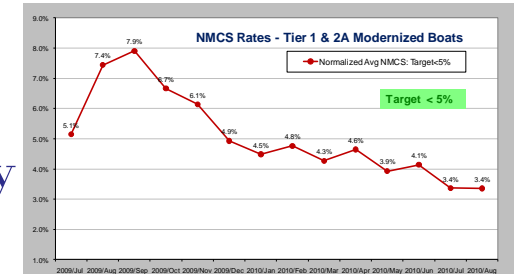
Lower Cost/Op Hour

- 20% Reduction (41' UTB, 47' MLB, 25' RB-S, 26' TANB)



Increased Ops Availability

- Tier 1 Boat Not Mission Capable due to Supply (NMCS) **Cut-in-Half** in past 12 months



Shorter Procurement Action Lead Time (PALT)

- Standard Emergency Dry Dock = 8 DAYS
- Delivery Order for CYPRESS = 2 DAYS



Increased Flexibility of Emergency DryDocks

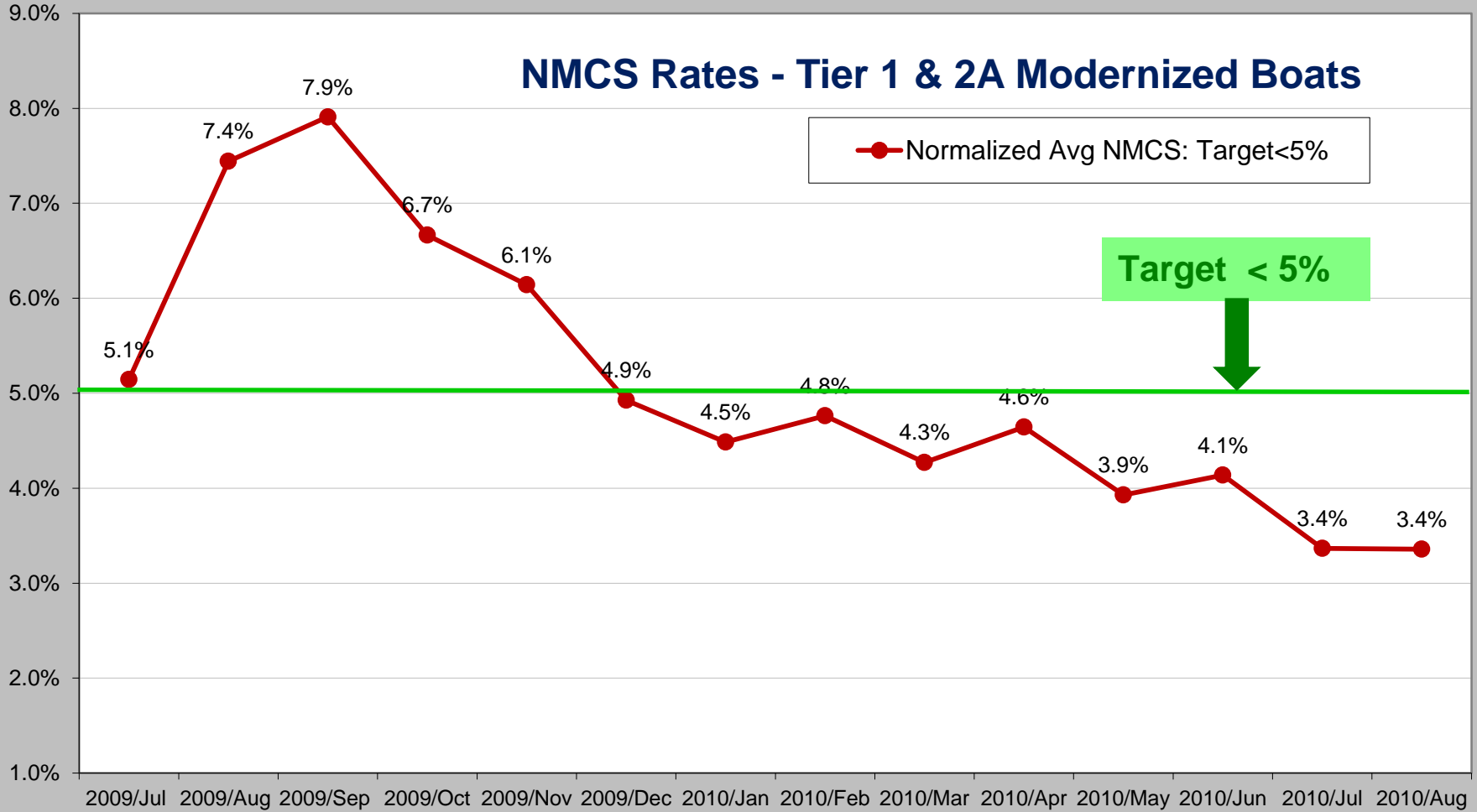
- no longer limited to Emergent Items



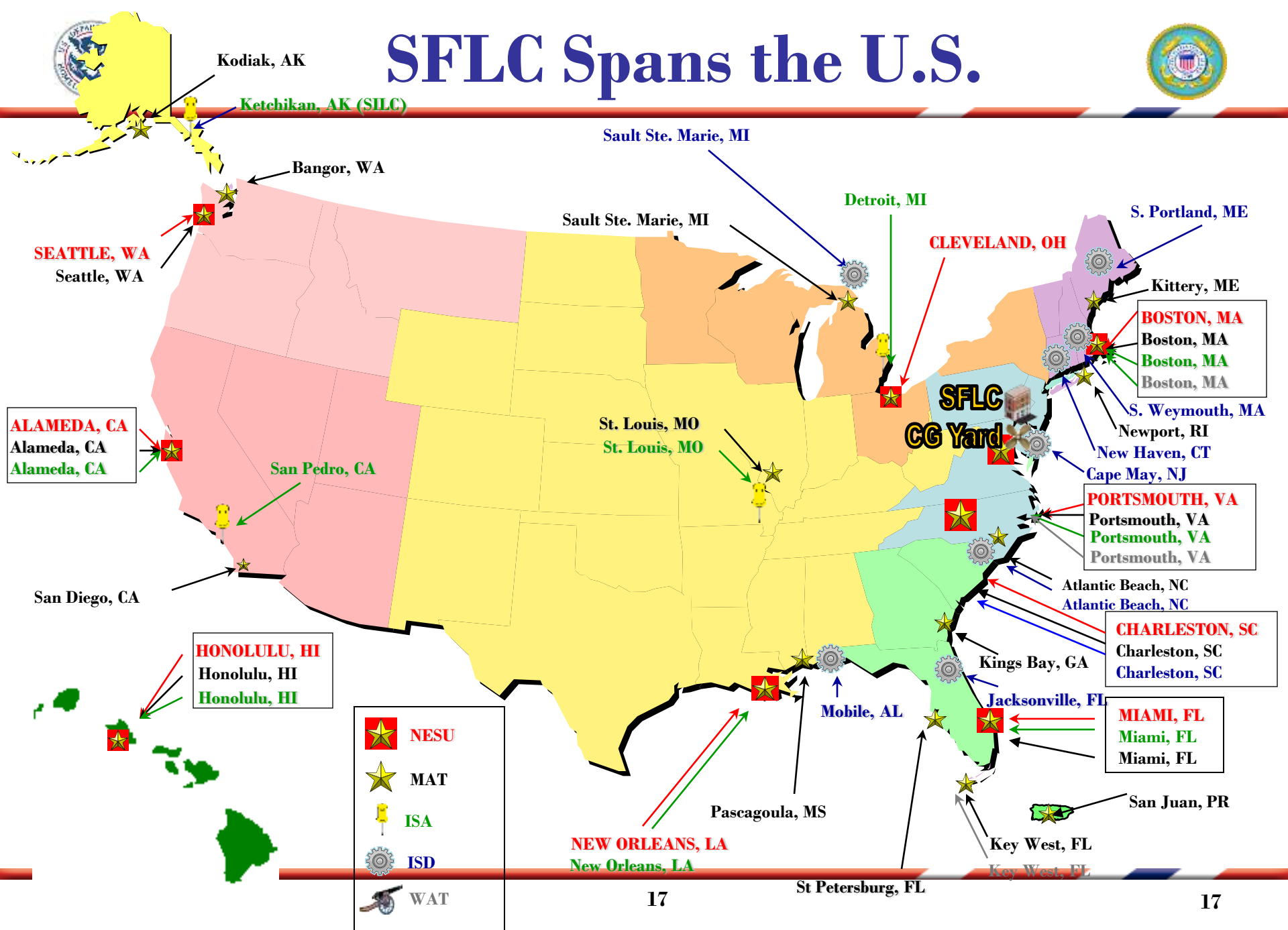
NMCS Rates - Tier 1 & 2A Modernized Boats



NMCS Rates - Tier 1 & 2A Modernized Boats



SFLC Spans the U.S.





Staffing ~ 2750



- **Civilian: 1350**

- 1100 Bargaining Unit
- 550 GS
- 800 Wage Grade

- **Military: 1100**

- 300 Officers (38 Reservists)
- 800 Enlisted



- **Contractors: 300**

