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ENSURING FREEDOM OF THE SEAS



MARITIME POLICY 2011-12

NAVY LEAGUE OF THE UNITED STATES





The Navy League of the United States believes that providing for the common defense is — and must always be — the first and most important responsibility of the federal government.

2011-12 MARITIME POLICY
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THE NAVY LEAGUE'S ANNUAL MARITIME POLICY STATEMENT IS PRODUCED BY THE NAVY LEAGUE'S MARITIME POLICY AND RESOLUTIONS COMMITTEE AND APPROVED BY THE BOARD OF DIRECTORS. THE ANALYSES AND RECOMMENDATIONS IN THE MARITIME POLICY STATEMENT ARE DERIVED FROM MULTIPLE SOURCES, INCLUDING THE EXPERTISE AND DECADES OF EXPERIENCE OF OUR MEMBERS, OPEN SOURCE MATERIALS AND PUBLIC INFORMATION FROM THE SEAGOING SERVICES. THE VIEWS EXPRESSED ARE THOSE OF THE NAVY LEAGUE OF THE UNITED STATES AND DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OF THE U.S. NAVY, MARINE CORPS, COAST GUARD OR MARITIME ADMINISTRATION.

beyond its near seas, and the potential impact of that strategy — China's ability to flex its military muscle in the region — on global trade and freedom of the seas is a concern. The United States must stand firm in the face of China's emergence as a global maritime power. If we maintain and strengthen our maritime services, we can work with China to promote greater safety for maritime commerce.

Of equal negative impact on our maritime superiority is the decreasing number of ships, or hulls in the water. Our fleet already is stretched to the breaking point and it will become more difficult to maintain our global presence, react rapidly to humanitarian and disaster situations and be ready to defeat aggression. We will not be able to meet all of our global commitments as the number of ships continues to decline. The minimum 325-ship Navy is a long way from reality but is sorely needed today. A 325-ship Navy is not just a number. It means hulls with the capability to maintain presence, project power and influence events. They must be capable of prevailing in conflict whether alone or as part of a task force. They must be warfighting ships.

Joint Forcible Access is the mantra of U.S. power projection from the sea. Whether for peaceful purposes, as has been shown repeatedly in humanitarian situations, or in conflict, the ability of our amphibious forces to influence people and control situations is a major contributor to U.S. maritime superiority. Having the right vehicles and sufficient numbers of amphibious ships is critical to ensuring our future as a strong maritime nation. An amphibious ship — with its medical, airlift, food, water, engineering, communications and other critical capabilities in a single platform — is the most effective asset in the world in assisting during a humanitarian assistance/disaster relief operation. It also can send a signal — figuratively or literally — of America's interests and intentions in areas of turmoil, wherever and whenever our civilian leaders see a need.

“The pathway of man's journey through the ages is littered with the wreckage of nations which, in their hour of glory, forgot their dependence on the seas.”

—Brig. Gen. James D. Hittle, USMC (Retired), 1961

These words are even more relevant today. America is a maritime nation and must maintain its status of maritime superiority if there is to be peace and economic prosperity around the world.

The United States Navy — Key to naval operations is affordable ships and aircraft of the right capability mix, properly manned by dedicated, highly trained, professional Sailors.

The No. 1 problem facing the Navy today is the lack of a fully funded, achievable shipbuilding program that produces the right ships, with the right capabilities, for the right costs, in economic quantities over the next 25 years. A shipbuilding plan must be defined and agreed upon by the Navy, Department of Defense (DoD) and Homeland Security, Congress and the administration — and executed now. Funding for the Shipbuilding and Conversion, Navy (SCN) account at \$25 billion per year or more and the use of multiyear procurement strategies are strongly recommended to achieve a force level of 325 ships.

Furthermore, the fleet must have sufficient aircraft of the right mix, and key to that requirement is getting the next-generation fighter/attack aircraft — the carrier variant of the F-35 Lightning II, also known as the Joint Strike Fighter (JSF) — operational in numbers. The timely delivery of the JSF, along with the recent-



Aerographer's Mate 2nd Class Cory Clare, left, Electronics Technician 2nd Class Damien Pauline and Boatswain's Mate 2nd Class Jeffrey Dixon, all embarked aboard the amphibious dock landing ship USS *Gunston Hall*, transport a patient from the Military Sealift Command hospital ship USNS *Comfort* to the Killick Haitian Coast Guard Base medical clinic Jan. 31, 2010, during humanitarian and disaster relief operations in response to the earthquake that devastated Haiti Jan. 12.

ly extended multiyear buy of F/A-18 E/F Super Hornet multirole fighters and EA-18G Growler airborne electronic attack aircraft, will help close the projected strike fighter gap in the latter part of this decade.

The Navy must dominate the information sphere. The opening rounds of the next war likely will be in cyberspace. It is vitally important that the Navy maintain a credible cyber force and develop leap-ahead, interoperable and resilient capabilities in cyberspace to successfully counter and defeat a determined, asymmetric threat.

The United States Marine Corps — America's amphibious expeditionary force in readiness today remains heavily engaged in Afghanistan and supports numerous other small-unit operations that enable nation-building with allies around the globe. The Marine Corps has met the authorization for expanding to an end strength of 202,000 Marines, and this force level must be sustained. The Corps must regain its expertise in amphibious operations and maintain that capability in force structure. The service also must:

- Be provided the resources to reset the force; restore or acquire anew the equipment capabilities consumed in the ongoing wars.
- Field the F-35B short-takeoff-and-vertical-launch (STOVL) variant, develop a new affordable amphibious assault vehicle and field sufficient amphibious lift, starting with an additional LPD 17.

The United States Coast Guard — The Coast Guard is our lead agency for maritime homeland security and law enforcement support to the Navy in deployed operations. This is in addition to other duties in its mission portfolio, including maritime safety and environmental enforcement. This significant increase in scope of operations continues to overstress aging equipment, resulting in rising maintenance costs and a greater workload for Coast Guard personnel. To ensure the ability to respond, the Coast Guard must be resourced at no less than \$2.5 billion per year for:

- Continued fielding of the National Security and Fast Response Cutters.
- Introduction of the Offshore Patrol Cutter.
- Renewal of the aviation assets (manned and unmanned).
- Integration of the Coast Guard into maritime domain awareness.

The U.S.-Flag Merchant Marine — Skilled Mariners are more critical than ever to ensuring our ability to sustain U.S. national and global security interests. Ninety-five percent of the equipment and supplies required to deploy the U.S. armed forces is moved by sea. The base of skilled U.S. Merchant Mariners is shrinking. The shipping capabilities of the Maritime Administration's Ready Reserve Force and the DoD's Military Sealift Command are sized to support routine and some surge logistics and specialized mission requirements. This critical capability must be maintained by ensuring an active commercial U.S.-flag Merchant Marine to support efficient and cost-effective movement of DoD cargo.

Personnel — Personnel must train as they will fight to remain operationally ready. This all-volunteer military also must receive highly competitive compensation as well as health care, retirement and quality-of-life benefits to remain an effective fighting force. Taking care of our wounded warriors is fundamental.

NLUS Maritime Policy — Global engagement is critical to the U.S. economy, world trade and the protection of democratic freedoms that so many take for granted. The guarantors of these vital elements are hulls in the water, boots on the ground and aircraft overhead.

The Navy League of the United States' Maritime Policy for 2011-2012 provides recommendations for strategy, policy and the allocation of national resources in support of our Sea Services, essential to successfully executing their core missions.

THE SEA SERVICES TEAM

There is no shortage of challenges facing the Sea Services Team. While all the services are engaged in war in Iraq and Afghanistan as well as other smaller operations throughout the world, it is necessary that they be prepared for all future contingencies. Preventing war is the cornerstone to a healthy global economy, on which the United States depends. It is imperative that we maintain a strong force that convinces potential adversaries that the United States can win any future war. For that, we need hulls in the water, globally deployed and ready to act. In addition, the Navy, Marine Corps, Coast Guard and Merchant Marine are being asked to participate in humanitarian assistance, disaster response and counterterrorism operations to a greater extent than ever before.

The Sea Services Team provides the president and the combatant commanders (COCOMs) with their only forcible-entry option and brings a unique mix of capabilities to face these evolving operational requirements. Positioning resources at sea and in Global Fleet Stations enables the Navy and Marine Corps to respond decisively, with precisely the right capabilities — at sea and ashore — as threats and natural disasters dictate. The Sea Services are forward-deployed to all corners of the globe, supporting the Maritime Strategy of the United States, the core capabilities of which are Forward Presence, Deterrence, Sea Control, Power Projection, Maritime Security and Humanitarian Assistance/Disaster Response. These are articulated in the Maritime Strategy document, “A Cooperative Strategy for 21st Century Seapower.”

U.S. NAVY

The mission of the Navy is to “*maintain, train and equip combat-ready naval forces capable of winning wars, deterring aggression and maintaining freedom of the seas.*” Chief of Naval Operations (CNO) Adm. Gary Roughead is leading our Navy in a time of significant demand for forces trained in multiple missions to support the Maritime Strategy. The Navy is uniquely suited to meet the COCOMs’ demands due to its continuous forward presence, state of combat readiness and the inherent capability of its ships, submarines and aircraft. Whether called upon to provide forces afloat and ashore to support the ongoing wars in Iraq and Afghanistan, to shoot down an errant satellite, rescue hostages from pirates or extend medical care and relief to victims of natural disasters, *our Navy continues to deliver world-wide*, but ... there is a limit to how far the current force can be stretched.

Among the CNO’s intended outcomes in executing the Maritime Strategy, the most encompassing is to “continue to be the most dominant, ready and influential naval force, globally and across all naval missions.” However, U.S. leadership on the seas is increasingly being challenged by an emerging Chinese fleet and stretched by global commitments and requirements.

The Navy League of the United States fully endorses the CNO’s three focus areas:

- **Build the Future Force** — sufficient to execute the Maritime Strategy, whose core capabilities are:
 - Forward Presence
 - Deterrence
 - Sea Control
 - Power Projection
 - Maritime Security
 - Humanitarian Assistance and Disaster Response

Clearly, the key to this major focus area is the ability to build the future force, affordably, to achieve a minimum 325-ship Navy of the right mix and capabilities.

- **Maintain Warfighting Readiness** — with a Navy that is agile, well trained, capable, ready and able to generate responsive, persistent sea power to meet any demand, from deterrence to major combat operations.
- **Develop and Support our Sailors, Navy Civilians and Families** — with career paths, rotation, competitive compensation, training and education that produce concerned leaders and a professional force with mission focus underpinned by a warrior ethos and unit pride.

Maritime superiority, hence the ability to execute the Maritime Strategy, is determined in large measure by our number of highly capable, fully ready-for-tasking ships — hulls in the water. The Navy League applauds the Navy's decision to truncate DDG 1000 production at three hulls and restart the DDG 51 production line, preferably in both the General Dynamics Bath Iron Works and Northrop Grumman Shipbuilding yards. This will allow for continued competitive procurement and will achieve sufficient stability in shipbuilders' order books so that they can retain a stable work force and stabilize the shipbuilding industrial supplier base.

The U.S. Naval Submarine Force has several challenges ahead, such as the SSBN(X), the program that develops the next-generation ballistic missile submarine. But there are other issues as well, including potential near-term effects of the New Strategic Arms Reduction Treaty (START) with the Russian Federation, the impact the submarine cost would have on future shipbuilding budgets, and changes in the industrial base as it pertains to submarine construction. The DoD must fund the SSBN(X), without detriment to current Navy shipbuilding funds, in order to update the naval leg of the U.S. strategic nuclear deterrent force, or nuclear triad.

We must anticipate future threats to the United States and therefore continue to deploy SSBNs on strategic deterrent patrols, but possibly at reduced operational tempos. Accordingly, we must continue to embrace new technologies and incorporate flexibility and adaptability into our new subs. The 2010 Quadrennial Defense Review advocates a larger fleet weapons system recapitalization and a larger naval presence in the Asia-Pacific region, which translates into the need for increased funding.

The value of command, control, communications, computers, intelligence, surveillance and reconnaissance (C4ISR) to naval strike groups is best measured in terms of its contribution to warfighting. Cutting-edge C4ISR is central to a naval strike group's combat capabilities. C4ISR is not just an



Ensign Bryan Kline, assigned to the Oliver Hazard Perry-class frigate USS *Taylor*, stands ready as a rigid-hull inflatable boat approaches the Croatian Coast Guard vessel *Hrvatska Kostajnica* during the Partnership of Adriatic Mariners exercise in the Adriatic Sea June 23.

C4ISR is not just an enabler of more efficient and effective operations, it also provides the information, command and control and electronic attack targeting so essential to ultimate success.



An F/A-18C Hornet lands Jan. 1 aboard the aircraft carrier USS *Carl Vinson* in the Pacific Ocean.

enabler of more efficient and effective operations, it also provides the information, command and control (C2) and electronic attack targeting so essential to ultimate success. The Navy League applauds the direction the Navy is taking in cyber warfare and cyber security to promote reliable and responsive C2. The service is not limiting the scope of its Cyber Command/Tenth Fleet to the strict defend-and-attack view that some nations are taking.

To support this broad view, the Navy must have flexible systems that provide:

- The capability to serve users with ISR information that suits their specific operations.
- The capability to reconfigure and integrate C2 applications to fit the work flow in which a naval strike group is engaged.
- The ability to connect software applications and users in support of the dynamic integration and flow of information of ad hoc peer groups.
- The reduction of mission-cycle time for battlespace awareness and decision making to remain inside the enemy's decision cycle.
- That operational commanders be integral and active participants in cyber decision making.

Finally, in the 100th anniversary year of Naval Aviation, the Navy League specifically honors the sacrifice, commitment and service of our naval aviators who helped establish, and now maintain, our nation's pre-eminent position over the oceans of the world.

The Navy League of the United States:

- Fully supports rebuilding the fleet to a minimum level of 325 ships and believes that an annual SCN budget of \$25 billion or more is required to attain this ship count. The Navy League of the United States believes that this ship count is necessary to properly execute the Maritime Strategy and, inclusive in this ship count, should be not less than:
 - 11 aircraft carriers
 - 38 amphibious ships; four more if the Global Fleet Station concept is adopted
 - 50 attack submarines
 - 55 Littoral Combat Ships (LCSs)
- Supports the sustainment of a minimum of 10 carrier air wings, including the continued multi-year procurement of the F/A-18E/F Super Hornet and the E-2C/D Hawkeye airborne early warning (AEW) aircraft, and full development and follow-on procurement of the F-35 Lightning II.
- Supports the upgrade of our existing Aegis fleet to retain warfighting currency and sustain service life to the 30- or 35-year mark through implementation of an engineered work plan, and cruiser and destroyer modernization programs for the 22 Ticonderoga-class cruisers and 62 Arleigh Burke-class destroyers when they reach their approximate midlife point.
- Supports the continuing development, procurement and deployment of the Navy portion of the Ballistic Missile Defense System, including long-range surveillance and tracking capability to queue ground-based intercept systems and, ultimately, the ability to detect, track and engage medium- and long-range ballistic missiles well distant from the United States.
- Supports the Navy's continuing lead of the Phased Adaptive Approach to the ballistic missile defense of Europe.
- Supports the sustainment of the significant deterrent capability that our ballistic-missile submarine, or SSBN, force offers, including the replacement of the Ohio-class SSBNs at the rate of one per year, which should be funded as a national imperative outside of the Navy's SCN plan.
- Supports the acquisition of two new Virginia-class submarines per year beginning in fiscal 2011.
- Supports maintaining two U.S.-owned sources for building Navy submarines, and maintaining a teaming agreement for constructing Virginia-class submarines wherein one shipyard serves as the prime contractor and the other serves as its major subcontractor.
- Supports the Navy's LCS acquisition strategy to select 10 units of each hull form, based on sea trials and operating experience of the initial hulls, to attain the unique attributes of each for the LCS class.
- Supports maritime domain awareness (MDA) which integrates our national resources and information systems.
- Supports the P-8A Multimission Maritime Aircraft and Broad Area Maritime Surveillance System, which will contribute surveillance data to Maritime Operations Centers and Regional Operations Centers. These centers will fuse information for dissemination to Navy, Coast Guard and Joint Force Maritime Component Commanders and our allies for military and counterdrug operations.
- Supports the continuing integration of unmanned aircraft systems (UASs) into the fleet, including the expansion of the deployment of the MQ-8B Fire Scout vertical takeoff unmanned aerial vehicle.

- Supports capitalizing on the significant goodwill fostered by cooperation with multiple countries in response to piracy concerns.
- Supports rapid passage of the United Nations Convention on the Law of the Sea, or Law of the Sea Treaty, which seeks to establish a comprehensive set of rules governing the oceans.
- Believes that increased emphasis and funding is required to allow Navy and Coast Guard operations in the polar regions to protect our access to natural resources as well as preclude these regions from becoming sanctuaries for potential adversaries. Communications, logistics, ship and aircraft modifications are essential for such operations.
- Believes there must be an increased emphasis on anti-submarine warfare, as our skills in that arena have atrophied in the face of an increasing threat.
- Supports continued funding for Combat Logistics Force assets, including oiler/ammunition carriers and dry cargo/ammunition carriers; large, medium-speed roll-on/roll-off ships and new classes of special mission vessels, all of which will be employed in the Maritime Preposition Force (Future) squadrons.
- Supports realistic and sufficient operational training to ensure the safe, combat-effective performance of our young men and women, to include adequate flight hours and steaming days as well as active sonar operations in any ocean environment, pending conclusive evidence that such operations are harmful to marine mammals.
- Strongly supports the submission of budgets that support the real cost of owning and operating a Navy without the use of supplemental funding requests.
- Urges that naval C4ISR systems have increased levels of information flow, resource assignments and adaptability, and that procurement processes be modified to ensure the rapid insertion of new technology.
- Supports Navy emphasis on cyber warfare to ensure the viability of our C2 systems even in the face of increased cyber attacks.

U.S. MARINE CORPS

America's expeditionary force in readiness remains heavily engaged around the world in the long struggle against violent extremism, deep in the fight for freedom, peace and security. Our Marines continue to be involved in a generational battle against those forces dedicated to destroying our vital interests and our homeland, especially in Afghanistan. As a nation, we must stand behind them and provide the training, support systems and equipment they need to do their job safely, effectively and efficiently. Former Marine Corps Commandant Gen. James T. Conway repeatedly stated that "our Marines and Sailors, at home and in combat overseas, are the No. 1 priority in all that we do." Referring to those troops in combat, Conway's successor, Gen. James F. Amos, noted in his 2010 Planning Guidance, "We will continue to provide the best trained and equipped Marine units to Afghanistan. This will not change. This remains our top priority!"

The Corps met its goal of expanding to an end-strength of 202,000 Marines last year and now is right sized for all that it is called upon to do. The deployment-to-dwell ratio is about 1:1; the Marine Corps' near-term target is for the active component to be able to support a 1:2 rotation, meaning for every one day deployed they have two days home. This allows for better training, building expanded skill sets and better care for their families. In the future, an active-duty force of 202,000 Marines will ensure the nation can re-establish relationships that have faded over the past decade.

The relationships we build in situations short of conflict are crucial to national defense in three areas. First, we can help partners develop their ability to take on missions for themselves, whether it is humanitarian relief, peacekeeping, or counterinsurgency. Second, we develop relationships so that when a crisis occurs we have partners who are inclined to trust first and ask questions later — relationships cannot be surged. Finally, by working with others we increase our own understanding of the challenges in foreign areas, and thus are better prepared to respond. The Corps' 202,000-strong force provides the capacity to deploy forces for operations, broadens the engagement options available to national leadership and improves overall readiness. It is important that Congress continue its support to allow the Marine Corps to sustain this level and to provide a properly trained, manned and equipped force. The Marine Corps has completed a Force Structure Review aimed at ascertaining what the right number of Marines should be in the future and determine how they should be sustained. The results of that review will be released in the near future.

The Navy League supports the critical requirement that the Marine Corps be able to deploy to where the country needs it, when it needs it, and be ready to prevail regardless of the challenge. To ensure this, the Navy League supports the following objectives and priorities:

- Achieve victory in the long war.
- Right size our Marine Corps to achieve a 1:2 deployment-to-dwell ratio in the active component.
- Provide our nation a naval force that is fully prepared for deployment for Marine Air-Ground Task Force (MAGTF) operations across the spectrum of conflict.
- Reset and modernize to be the most ready when the nation is least ready.
- Improve the quality of life for Marines and their families.
- Posture the Marine Corps for the future.

Right Sizing: The current 202,000-strong force is an expeditionary Marine Corps ready to go to war with no additional preparation or sustainment required. The Marine Corps is ready to support and defend the nation around the globe. This capability does not come free or easily. Maintaining and preparing this modern force calls for recruiting and retaining the right personnel, buying and maintaining the right equipment, training to the full list of combat missions and providing modern and improved quality of life in areas such as housing, education for their children and child care. The Marine Corps completed its five-year recruitment program for the 202,000 force ahead of schedule while continuing to exceed all DoD standards for personnel. There are no hurdles to maintaining this force size because large numbers of new recruits are lining up to sign on. As the force maintains these numbers with new recruits, it must also retain quality, experienced Marines to ensure the proper grade and skill-set mix. Continued Incentive Bonuses for re-enlistments will remain the most important tool.



U.S. MARINE CORPS

Lance Cpl. Kyle R. Lamoreaux, a squad automatic weapon gunner with the Combined Action Company, 3rd Battalion, 3rd Marine Regiment, holds security while on patrol in Gowragi, Afghanistan, during a clearing operation, Sept. 29.

Because of Operations Enduring Freedom and Iraqi Freedom, there is an entire generation of young Marines who have never been aboard ship.

Marines have been dedicated to high-tempo operations since late 2001. Traditional training and skill sets have been replaced with desert training requirements. Because of Operations Enduring Freedom and Iraqi Freedom, there is an entire generation of young Marines who have never been aboard ship. Many missions and sophisticated skill sets, such as those required for jungle and mountain warfare, have been pushed aside because of the intense focus on sustained ground operations. Now, with the growth and sustainment of the force, the Marine Corps is able to begin the shift back to its traditional expeditionary role, once again operating from the sea. With this right-sized force, the Marine Corps is starting to regain these skill sets and be ready for any contingency.

Resetting: Combat operations have been continuous and equipment has been subjected to intense use in harsh environments. Aside from the requirement to buy new equipment for the increased end strength, the entire force needs extensive rehabilitation, repair and replacement as weapons and equipment are rotated out of combat. Likewise, prepositioned stocks and training base stocks must be replenished. The current reset cost estimate exceeds \$15.6 billion, of which only about \$10.9 billion has been funded. As the fight continues, the reset costs for equipment and training will increase apace, and Congress needs to understand and support this requirement.

Modernization: A ready force is a modern force. As the Marine Corps modernizes its combat forces, funding must be continued for individual survivability programs, to include personal protective equipment, lighter-weight gear and modern force-protection systems. Ground mobility must be



Landing craft air cushions operated by Marines assigned to the 13th Marine Expeditionary Unit prepare to dock in the well deck of the amphibious assault ship USS *Boxer* during a composite unit training exercise Nov. 4 off the coast of Southern California.

improved to provide the Marine Corps the capability to effectively operate across the mission spectrum yet remain tailored in size to be deployable and employable. The new Marine Armor System, the up-armored High Mobility Multipurpose Wheeled Vehicle (or Humvee), the Marine Personnel Carrier and the Joint Light Tactical Vehicle will be instrumental in achieving these goals. To enhance the forcible-entry ability, the Corps must develop a new affordable amphibious assault vehicle based on the technology of the former Expeditionary Fighting Vehicle program. Likewise, there is continued support needed for weapon improvements for the MAGTF, particularly in the 155mm Howitzer, the High Mobility Artillery Rocket System (HIMARS) and Naval Surface Fire Support. Within Marine Aviation, the MV-22 Osprey tiltrotor, the CH-53K heavy-lift helicopter, the UH-1 and AH-1 helicopters and the F-35B STOVL variant of the Lightning II — Commandant Amos' No. 1 aviation priority — will provide the MAGTF commander with unsurpassed warfighting capability.

Building an Amphibious Force: Naturally, a key part of the Navy-Marine Corps Team is amphibious shipping. The top unfunded requirement again this year is the 11th LPD 17. The COCOMs require more than the planned number of amphibious ships to meet their demand for forward presence and crisis response. Depending on how requirements are met, more than 38 amphibious ships are needed to provide an adequate number of Expeditionary Strike Groups (ESGs) and Marine Expeditionary Units, deploy naval forces in single ships as Global Fleet Stations and provide adequate time for training and maintenance. Interestingly, fewer ships are required for forcible entry than for presence and response. The COCOMs know that in a natural disaster or humanitarian crisis, there is more value in a large-deck amphibious ship than in a hospital ship. The Amphibious Force brings helicopter lift, mobile communications, medical and engineering, all the capabilities most needed in a humanitarian assistance or disaster relief scenario. The nation requires a fleet of 34 amphibious ships to support the absolute minimum forcible entry amphibious force of two brigades. In light of fiscal constraints, the Department of the Navy stated that it will sustain a minimum of 33 amphibious ships in the assault echelon. Amphibious capability demands sea basing and the Maritime Prepositioning Force. Protecting U.S. interests around the globe and forcible entry are directly tied to these amphibious capabilities. A national dialogue will continue to be needed to understand this issue and determine what is required to sufficiently resource this mission. The ability to visit locations where we are not welcomed is a critical element of our deterrence capability.

Sustaining the Marine and Marine Family: Trying to maximize the real return on each limited dollar available for investment, the Marine Corps is focused on making tomorrow's vision a reality by strengthening key pillars that support warfighting capabilities. One such pillar is the support system for individual Marines and their families, such as continuous care for and attention to our wounded, injured or ill Marines throughout all of recovery. To provide this help, the Wounded Warrior Regiment was established, with a Battalion Headquarters on each coast. This regiment is dedicated to watching over and assisting those Marines, and Sailors serving with Marines, by encouraging recovery and to assist them and their families as they face the challenges ahead. They continue to provide outstanding support in their endeavors.

The Navy League of the United States supports:

- Continued funding to maintain an end-strength of 202,000 Marines, which enables the Corps to support the full mission spectrum, or the resultant numbers of the ongoing Force Structure Review Board.
- The full funding of costs associated with resetting the force to meet current and future requirements.
- The acquisition of an affordable amphibious assault vehicle to ensure we have the ability to maneuver against adversaries that are becoming increasingly capable, and to replace the aging and costly Amphibious Assault Vehicle force.

The Marine Corps is focused on making tomorrow's vision a reality by strengthening key pillars that support warfighting capabilities.



Cpl. Conor Wood, a radio operator with Company I, Battalion Landing Team 3/8, 26th Marine Expeditionary Unit, communicates with his team while an MV-22 Osprey takes off during a simulated vertical assault in Djibouti Oct. 28.

- The continued acquisition of the F-35B to replace the AV-8 Harrier and F/A-18 Hornet aircraft, and the acquisition of unmanned air and ground systems to further enhance the flexibility, mobility and versatility of Marine Corps forces.
- Adequate Navy shipping and sealift platforms to provide the expeditionary lift to support present and future COCOM requirements.
- Continued full-rate production of the MV-22 Osprey. Recent successful deployments to Afghanistan of the MV-22 reinforce the immediate need for this capability for both the Marine Corps and U.S. Special Operations Command.
- The recapitalization of the workhorses of Marine Corps aviation — the KC-130J aircraft, equipped with an improved aerial refueling system, and the CH-53K, and the acquisition of UH-1Y Huey and AH-1Z Super Cobra helicopters.
- The acquisition of modern air, ground and logistics C2 systems such as Combat Operations Centers, the Joint Tactical Radio System, the Common Air C2 System, Joint Tactical Common Operational Picture Workstation and the Global Combat Support System to support joint and coalition operations.
- The successful and continuous armor upgrades of vehicles as well as anti-sniper technology and anti-improvised explosive device technologies.
- The continued acquisition of MAGTF fires improvements, particularly in the 155mm Howitzer and HIMARS, and sufficient naval surface fire for joint forcible-entry operations.
- The Marine Corps infrastructure plan, which eliminates the single-Marine barracks shortfall and funds the Guam relocation planning and design efforts.

- The ongoing reconstitution and modernization efforts in the wake of the extremely demanding rotation cycle of personnel and equipment in Afghanistan.
- The transition to network-centric expeditionary forces able to execute the war on terrorism with ready, relevant and capable forces, supported by ISR assets that strengthen joint and combined capabilities, ensure presence and provide surge.

U.S. COAST GUARD

The Coast Guard, the fifth armed force, is the lead agency for maritime homeland security and provides validated support for the defense of our homeland. As such, the Service is required to maintain focus, operational expertise and awareness of everything happening in the maritime domain approaching the United States. This does not abrogate the requirement for Coast Guard extra-territorial engagement in influencing other countries' activities. The strategy of layered defense requires that systems and operations are coordinated and integrated with DoD as well as the Department of Homeland Security (DHS) and other departments, including State and Justice. As an armed force with law enforcement authorities, the Coast Guard is the perfect interface between the DoD and civilian agencies.

The stated goal is to collaborate and respond in an environment that brings together all elements of national power in the pursuit of national objectives. Whether it is a sudden terrorist situation in our harbors or an action overseas, the Coast Guard must have the systems and personnel in place to respond. The Coast Guard is an integral player in the Maritime Strategy, which calls for the service to have a role overseas as well as at home. The Coast Guard should not duplicate so much as complement Navy capabilities that provide a more unified and effective overall national maritime force. The fact that the Coast Guard resides in the nondefense sector of our government does not lessen the requirement to appropriately and fully fund its recapitalization of operational assets.

The Coast Guard's ability to collaborate across government and with industry and international partners materially enhances its effectiveness. Today, the challenges of prevention and response are much more complex than when only law enforcement or safety of life at sea was considered. Today, the potential for attacks on U.S. soil is a reality. The absence of a maritime terrorist incident since 9/11 does not lessen the need for resourcing the assets, people and operational capabilities necessary to prevent, deter and respond.

Budget exercises that reduce the Coast Guard make our nation and its infrastructure less secure and its citizens more vulnerable. Natural or manmade disasters are spreading the Coast Guard thinly over the homeland security/safety/defense landscape. These challenges require an acknowledgement by Congress and the Administration that the value of the Coast Guard spans the full spectrum of domestic and international operations. The Coast Guard's international relationships, especially with China, and the critical expertise and relevance it brings to developing and developed countries can open doors and improve dialogue between nations. COCOMs and the State Department have long realized this connection and requested Coast Guard services that, to date, outstrip budgeted capacity. In a time when commercial security and territorial integrity are rising in importance around the world, the Coast Guard needs the resources to accomplish its missions.

Global climate change is opening up polar sea lanes, highlighting competing territorial claims. Consequently, it is essential that responsibility for ensuring our national sovereignty and interests in the polar regions is assigned appropriately to the Coast Guard. In addition, preserving the security of our vital inland waterways requires proper consideration of assets to replace the overworked and outdated inland buoy tenders.



U.S. COAST GUARD

Crew members from Coast Guard Station Mayport, Fla., prepare to moor up to a pier in Jacksonville aboard their new 45-foot Response Boat–Medium Dec. 29.

MDA is the portal through which we gain situational awareness and the ability to use limited resources in the most effective manner. A coordinated, national approach to providing a single global surface and subsurface operational picture is imperative.

The Navy League of the United States:

- Supports an overall acquisition budget of \$3 billion per year to accelerate existing programs, begin others and modernize the Coast Guard in an effort to offset deteriorating assets and information systems.
- Supports funding for the service’s equipment modernization and recapitalization program at no less than \$2 billion per year in fiscal 2009 dollars, which includes \$1 billion per year for large cutters in the out-years. This figure represents what is needed to maintain and modernize aging assets and correct the persistent underfunding of this critical, transformational acquisition program. Delaying the program in any way increases program costs while leaving the nation more vulnerable, with outdated assets that cannot be relied upon to fulfill their assigned missions. Key acquisition and modernization efforts include:
 - National Security Cutter — The program should deliver one ship per year, including all long-lead items to build and operate 12 cutters.
 - Offshore Patrol Cutter — The service is in the process of determining operational requirements, and then will build these vessels as soon as feasible to replace outdated and unreliable Medium Endurance Cutters. The total requirement is for 25 vessels delivered at two per year.
 - Sentinel-Class Patrol Boats — This project, as currently structured, with production of six craft and four craft in alternate years, will close the critical patrol boat gap by 2012. This contract has

been awarded and construction has begun. Given the success of the first incremental contract (for 34 craft), the program should be continued without break until the identified requirement for 58 patrol boats is fulfilled. As the budget tightens in future fiscal years, this program must be fully supported to ensure the effectiveness of America's last line of defense against those who seek to harm us and our way of life.

- HC-144A (CASA CN-235) medium-range patrol aircraft — This project should be accelerated at every opportunity to ensure 20 fully mission-ready HC-144As are delivered by no later than 2014.
- HC-130J, HC-130H, HH-60J — The missionization/upgrade of HC-130J and H aircraft and HH-60J helicopter should be accelerated to provide the “eyes in the sky” and the connectivity to ships and shore stations essential to effective homeland security. Funding of \$200 million per year is required.
- UASs — Cooperation with Customs and Border Protection regarding long-range UASs with proven maritime-environment sensors is proceeding, with the systems approaching initial operational capability. This effort, along with the Navy's UAS for shipboard use, requires funding of \$30 million for survey, design and purchase of equipment and systems.
- Supports funding for Rescue 21, a critical component of a modernized coastal C2 system. The systems deployed under this project bring game-changing capabilities, including direction finding that substantially improves search-and-rescue response time. In addition, the systems have facilitated the more efficient use of limited assets. The funding requirement is \$120 million per year. This figure accommodates the uncertainty of obtaining permits for tower construction or rental, the single most volatile aspect of this program.
- Supports the purchase of systems by the Coast Guard as well as DoD, DHS and the intelligence community in support of MDA. The MDA concept requires a world view of how to manage the maritime commons. It requires funding and integration of systems as well as the collaboration of commercial and coalition partners, including the realization of a “virtual” Joint Interagency Task Force for America. Funding is identified in parent agency budgets, but \$5 million is required for cross-department research, development, testing and evaluation, and system integration. The Coast Guard operates and funds the Long Range Identification and Tracking program as required by the International Maritime Organization, and involvement and usage throughout the world is increasing.
- Supports the acceleration of the highly successful Response Boat–Medium project. For increased operational security and response, production should remain at 30 boats per year.
- Supports increased, recurring funding of not less than \$100 million per year for the repair, rehabilitation and replacement of old shore infrastructure and command centers that are located along the coasts and inland waters of the United States. Currently, there is a \$2 billion backlog in needed repairs.



U.S. COAST GUARD
An MH-65C Dolphin helicopter aircrew from Air Station Los Angeles hoists a flight mechanic during annual wet drills Sept. 15 off Redondo Beach, Calif.

- Supports funding for training, technology and equipment that will enable the Coast Guard to meet its requirement as a full member of the national intelligence community and to develop a maritime cyber organization. This recognizes the unique role the Coast Guard has in ensuring continuity and security in the maritime domain. Recurring funding of \$10 million is required.
- Recognizes that the Navy and COCOMs, in support of the Maritime Strategy, have identified extra-territorial commitments and requirements for Coast Guard national security, homeland security and national defense as well as State Department program facilitation. A minimum of \$5 million per year is required to cover these overseas requirements and worldwide security initiatives, which are supported yet under-resourced by the COCOMs and State Department regional desks.
- Supports increased operational, training and equipment funding for the Deployable Operations Group (DOG) to enhance the professional competency of the group. In addition, training equipment must be integrated and operational synergies found between the Naval Expeditionary Combatant Command and the DOG to ensure a continuum of operational capability in the littoral regions off our coasts as well as overseas. Increased funding of \$5 million per year is required. A concerted effort needs to be undertaken to ensure that these quick-response, highly capable, but “standby” forces are not allowed to disappear because of budget shortfalls. The fact that there has been no maritime terrorist event to date does not mean these forces will not be needed in the future. The threats of attacks from the sea, as well as piracy on the high seas, are ever present.
- Recommends funding of \$20 million per year for Interagency Operations Centers, an innovative and proactive program to establish capabilities and protocols in all high-priority ports to coordinate inter-agency planning and operations. These systems must be connected to the Navy’s new Maritime Headquarters and Maritime Operations Centers. Staffing with appropriate DHS and DoD personnel is required to optimize systems, activities and operational outcomes across the maritime border.
- Recommends funding for an active-duty strength of 45,000 and a Reserve strength of 10,000 personnel.
- Supports the transfer of icebreaker maintenance funds from the National Science Foundation to the Coast Guard. The need for a robust presence in the polar regions is supported by the Joint Chiefs of Staff to accommodate heightened safety, security and sovereignty concerns. The first step is to put the management of the nation’s icebreaking capability where it belongs — with the Coast Guard. Then new and updated polar icebreakers are needed and should be available by 2015. A new icebreaker will cost approximately \$1 billion. The number of new-construction icebreakers needed should result from a national policy determination on icebreaking requirements.



Petty Officer 2nd Class Chris Hartman, a member of Maritime Safety and Security Team (MSST) San Francisco, and his K-9 partner, Evy, search a pier for dangerous materials Oct. 9 during San Francisco’s Fleet Week 2010.

U.S. COAST GUARD

- Recommends recapitalization and increased maintenance funding for the current fleet of inland river buoy tenders. This funding will enable the fleet to operate until the Heartland Waterways Vessel acquisition project comes online. A sum of \$55 million is needed during the next five years for maintenance and \$100 million is needed in that same period of time for replacement.
- Supports the overhaul, upgrade and replacement of the Coast Guard's obsolete financial, logistics and accounting systems. Initial funding should be provided in the amount of \$10 million for already identified initiatives that align with departmentwide initiatives.

U.S.-FLAG MERCHANT MARINE

Our U.S.-flag commercial fleet is facing significant challenges. The ability to access this maritime capability of ships and seafarers is essential to our national and economic security. Ninety-five percent of the equipment and supplies required to deploy the U.S. Armed Forces is delivered by ship. U.S. commercial and government-owned vessels, manned by 5,000 U.S. Mariners, played a significant and indispensable role in strategic sealift support for Iraq operations and continue to supply operations in Afghanistan. In today's irregular warfare environment, with increased requirements to support and sustain special operations forces, maritime coalition forces, ESGs and humanitarian assistance/disaster relief operations, a substantial logistics force and commercial sealift capability will be needed.

The U.S.-flag commercial fleet includes the 60 ships in the Maritime Security Fleet (MSF). This fleet has continued to grow in capabilities through modernization, replacing 28 old ships with new, more productive ships and a number of container ships and roll-on/roll-off vessels for increased deployment surge capability. The Maritime Security Program continues to show its value as the most cost-effective source of sealift for the U.S. government and has "answered the call" in all emergencies and contingencies since it was first established in 1996. In addition, the Voluntary Intermodal Agreement, which includes the domestic Jones Act fleet, provides 135 ships, 213 barges and tugs, and worldwide intermodal capability. Without these commercial capabilities, the U.S. government would be required to provide significantly more funds to build a replacement fleet and infrastructure while losing the pool of highly qualified Mariners needed to sail these vessels.



U.S. COAST GUARD

U.S. Coast Guard icebreaking tug *Biscayne Bay*, foreground, and icebreaker *Mackinaw* break ice in the lower end of the Rock Cut in the St. Mary's River, Mich., Dec. 22 after the freighter *Cedar Glen*, center, became beset by ice the previous day.

Ninety-five percent of the equipment and supplies required to deploy the U.S. Armed Forces is delivered by ship.

The Maritime Administration's (MARAD's) Ready Reserve Force and the Military Sealift Command fleet — sized to support DoD special mission requirements — include heavy-lift, offshore petroleum discharge, auxiliary crane, aviation logistics-support vessels and hospital ships.

The Navy League of the United States supports:

- The Maritime Security Act (which authorized the Maritime Security Program), strict compliance with cargo preference laws, the tonnage tax regime and open access to U.S. government military cargo as the foundations of the U.S.-flag commercial fleet in international trade and a strong and economically viable U.S.-flag Merchant Marine for national defense and economic security.
- The Jones Act and Passenger Vessel Act, which are important to economic and national security because they protect critical national infrastructure and provide added sealift capacity through the Voluntary Intermodal Sealift Agreement, an expanded pool of trained and experienced Mariners to crew U.S. government-owned sealift assets, and help to sustain the U.S. shipbuilding and repair industrial base that is vital to the U.S. Navy.
- Budgetary and legislative measures, including capital and operations-related changes in U.S. tax laws, Mariner income tax exclusion and the harmonization of domestic and international regulations to improve the competitive position of the U.S.-flag fleet in the world marketplace.
- Growing the Maritime Security Program fleet, as requirements warrant, for both surge and sustainment operations, with full, long-term funding for the program. Replacing the lift and worldwide intermodal capabilities of this fleet would cost DoD in excess of \$60 billion.
- Full funding, at authorized levels, for federal assistance at the six State Maritime Academies, the Student Incentive Program, training ships and meeting the operational and capital improvements at the U.S. Merchant Marine Academy. This will ensure the long-term availability of licensed mariners to serve the nation's needs.
- Efforts by the U.S. Coast Guard to expedite the licensing and documentation of Merchant Mariners while striking a balance between security and commercial maritime interests.
- A strong strategic sealift merchant reserve component in the U.S. Navy to ensure that critical mariner skills and experience are retained to support Navy and strategic sealift transportation.
- The combined government and industry efforts to counter piracy by placing armed guards aboard ships and introducing new technologies to prevent boardings.
- Federal and industry collaborative efforts that will increase senior unlicensed electricians, reefer engineers and tankermen, whose numbers have decreased with the size of the commercial fleet.
- Legislation for the Department of Veterans Affairs to treat Merchant Marine veterans of World War II as they do all other veterans.



Container ships load and unload cargo at Pier T facility at the Port of Long Beach, Calif., one of the nation's busiest container ports.

MARINE TRANSPORTATION

Maritime transportation contributes more than \$11 billion per year to the U.S. economy. The U.S. Marine Transportation System (MTS) consists of waterways, ports and their intermodal connections, vessels and vehicles. **As one of the world's trade leaders, the United States requires a technologically advanced, secure, efficient and environmentally sound MTS.**

Roughly, one quarter of the world's trade flows through U.S. ports. Our economic prosperity is dependent on international trade, of which 95 percent, by volume, moves by water. Any disruption in this global supply chain would have a serious negative impact on the U.S. economy and, consequently, national security. **Trade flowing through the nation's ports and waterways will increase substantially by 2020, creating greater congestion on overburdened land, port, water, passenger and freight-delivery systems.** Only a truly seamless, integrated, multimodal transportation system with an expanded Marine Highway System and a dynamic National Freight Policy will meet the nation's growing needs.

The Navy League of the United States supports:

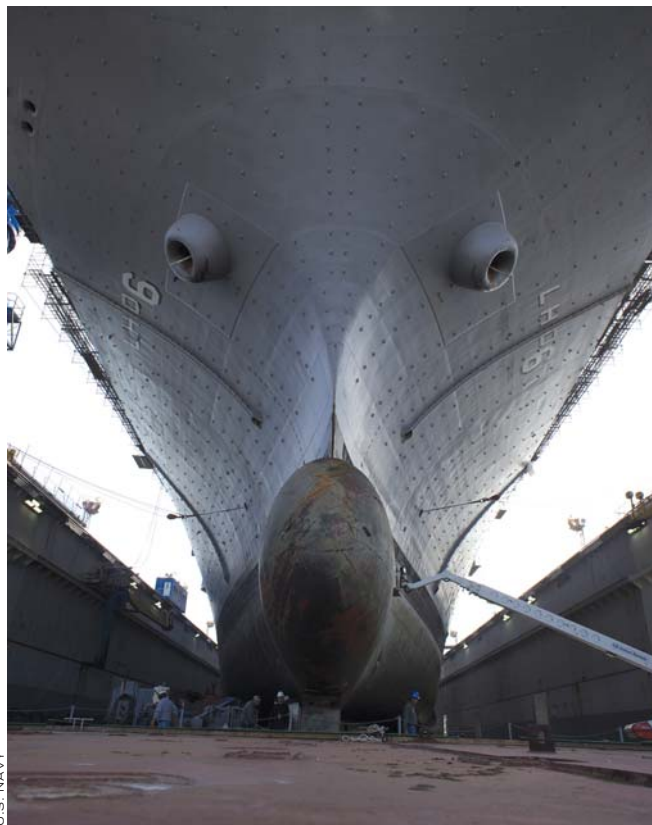
- The Department of Transportation's "America's Marine Highway" initiative that includes a national freight policy that shifts more freight cargo to the nation's waterways to improve economic competitiveness while reducing congestion, carbon consumption and transportation costs and increasing U.S.-flag vessels and Mariners in the domestic waterways.
- MARAD's comprehensive "green" program, with the necessary resources to promote sustainability throughout the MTS, including research and technology in areas of emerging environmental concerns such as ballast water, port and vessel emissions, alternate fuels usage and energy management.
- Making MTS infrastructure projects permanently eligible for funding under Title 23 of the next surface transportation reauthorization legislation to ensure that marine transportation is fully integrated into the surface transportation system.
- Under the America's Marine Highway initiatives, an exemption of waterborne cargo transhipped between U.S. ports from the Harbor Maintenance Tax. This is a double tax because it is paid when imports first land in the United States and is a major disincentive for increased waterborne transport.

Only a truly seamless, integrated, multimodal transportation system ... will meet the nation's growing needs.



Sailors assigned to Assault Craft Unit 2 unload humanitarian supplies from the Maritime Administration Ready Reserve Force auxiliary crane ship SS *Cornhusker State* in Killick, Haiti, Feb. 13, 2010, in support of the Joint Logistics Over The Shore Operation under Joint Task Force Haiti.

- Additional resources for the Army Corps of Engineers' dredging projects and to the Coast Guard for upgraded navigational aids in river and harbor channels that connect U.S. ports to the world.
- Use of the Inland Waterway Trust Fund to repair/replace aging infrastructure on the inland waterway system. The inland waterway system is capable of carrying huge additional amounts of freight and petroleum products at a fraction of the cost of other modes of transport.
- Increased investment in overall maritime research and development on a par with other modes of transportation.
- Funding for the Title XI Ship Construction Loan Guarantee Program to support replacement of existing Jones Act tonnage; Marine Highway shipping needs including vessels and infrastructure in ports and shipyards.
- Efforts by the Coast Guard, Navy and MARAD for MDA improvements, such as the MarView Internet-based portal that provides essential MTS information for decision makers.
- The 17 commercial strategic ports that support the short-notice military surge deployments with priority access to terminals, vessel berths and staging areas under the National Port Readiness Network. Sixteen of the 17 strategic ports have been used for DoD Iraq and Afghanistan operations.
- Efforts to develop a national capacity for the MTS to recover from major disruptions to ensure the continuity of critical maritime activities. This should include the maintenance of a robust U.S. salvage vessel and oil spill recovery capability to ensure expeditious clearing of vital channels and harbors.



U.S. NAVY

General Dynamics NASSCO shipyard workers prepare to clean the hull of the amphibious assault ship USS *Bonhomme Richard* Dec. 2 in San Diego.

SHIPBUILDING

The Navy continues to struggle to meet its operational demand for deployable warships. The Navy's fleet is deploying as many ships today as it did in the early 1990s and it has one-third fewer ships. Some of these ships are more capable, with their warfighting systems, but numbers do count and there are simply not enough ships to match the demand. The Navy is going to say "no" to some COCOM requirements. To add to the problem, the Navy is only buying what it can afford and not what it needs. A minimum of \$25 billion per year is needed to achieve the absolute floor of 325 ships.

The threat that our forces face in their operations is continuing to escalate, and the Navy is hard pressed to match and outpace these threats from ballistic missiles, cruise missiles, aircraft and submarines. Some of our warships are reaching an end point in modernization that can be accommodated and already have had their midlife shipyard upgrades. All three fleets — the fleet in planning, the fleet in construction and the fleet in being — are stressed with budget lim-

itations. Our Aegis cruiser fleet has passed its midlife point and there is no cruiser program replacement program on the horizon. Existing Arleigh Burke-class destroyers are being upgraded, but the ships are densely packed with equipment and systems already. The Arleigh Burke flight one, two and three construction programs will provide 15 additional improved DDG 51s with BMD capabilities that are sorely needed. Flight three will have an improved radar among other upgrades. A new surface warship must be designed to replace the aging cruisers and this must not be delayed.

Some good news is the success of the aircraft carrier construction and the midlife refueling overhauls of the existing Nimitz class. The Virginia-class submarine construction continues with two boats a year authorized and funded beginning in 2011. It is in surface warfare, with our destroyers, cruisers and amphibious ships, where we are seeing the greatest difficulties. The LCS is still in its infancy, with the determination for which hull will be chosen still in the offing. The LCS prototypes and their mission packages are experiencing difficulties in their shakedown and testing.

The Ohio SSBN replacement is under design, with efforts to restrain the costs yet meet the expected operational demands. This development and construction program, if allowed to remain in the Navy's SCN funding accounts, will create havoc with other vital construction programs. These costs should be a national strategic program off of the Navy's funding books.

The major new-construction shipyards face a somewhat uncertain near-term future, with Northrop Grumman planning to divest itself of its several shipyards and close the Avondale operation near New Orleans. The yards at Newport News, Va., and Pascagoula, Miss., must be provided a continuous workload along with General Dynamics Bath Iron Works in Maine and Electric Boat in Groton, Conn. Our amphibious and surface warships depend on Pascagoula and our auxiliary ships depend on General Dynamics NASSCO in San Diego. These major shipyards have had a modest amount of facility modernization and storm damage repair over the past decade, but the four remaining nuclear-capable naval shipyards have had little of the same. The Supervisor of Shipbuilding staffs that are so vital in forming a team with the shipbuilder are in the process of being restaffed with additional experienced personnel. This will help ensure ships are constructed with quality processes and are delivered to the Navy meeting all specifications and plans.

These shipyards must be able to plan on a sustainable and predictable workload, which will provide the revenue to support the trained work force and facilities needed to construct our fleet. Along with constructing and supporting the Navy fleet, these yards, along with the Naval Sea Systems Command, must support and cooperate closely with the U.S. Coast Guard, Military Sealift Command and MARAD. The plans, best procedures, research and development all must be shared along with the industrial base. There also must be development in the domestic oil and gas industry's emergency response capability, sufficient to handle large and small oil spill response, from incidents like the Deepwater Horizon spill to Hurricane

These shipyards must be able to plan on a sustainable and predictable workload, which will provide the revenue to support the trained work force and facilities needed to construct our fleet.



The future USS *Arlington* launched Nov. 23 from Northrop Grumman Shipbuilding's Pascagoula, Miss., shipyard, marking a key milestone in the amphibious transport dock ship's construction process.

Katrina. The industry needs increased investment in maritime research and development that includes dual-use vessels for America's Marine Highway System, with military-useful capabilities that can be called upon for DoD strategic sealift capability.

Of continuing concern are the small order books that persist for essential manufacturing companies that provide the equipment, machinery and combat systems for our ships, both in new construction and modernization. They are every bit as essential to our fleet as the shipyards. Some have been developed and nurtured at great expense over the past decades and they must be protected and sustained.

In the never-ending struggle to constrain total ownership and operating costs, the Navy is searching for ways to reduce personnel and fuel costs on its new non-nuclear ships. This is good to a point, but we already have too many undermanned ships that cannot keep abreast of maintenance and required upkeep. There is a practical limit to the amount and sophistication of automation in our surface ships that our Sailors can manage and maintain. There also is a growing risk of introducing untested and complex systems to save some small amount of ship fuel. We must thoroughly test these systems before we risk replacing very reliable gas turbine mechanical drive systems. Undoubtedly, integrated electric-drive systems will be required on some of our future warships to provide the large amount of power required for new weapons and sensors. We will learn a great deal about this once DDG 1000 is operating at sea.

We must design for and plan to retain our warships for a minimum of 40 years. This requires a robust hull design with ample volume to modernize and maintain. Service life allowances for growth must be enlarged. Designing a ship for today's systems to restrain costs is just not prudent. There is a fledgling program to engineer the maintenance plans for surface warships. The model for this effort is what has been accomplished in the submarine force. Every ship should be delivered from new construction or a midlife upgrade with its engineered maintenance plan. That is the only way that the Navy will achieve the expected service life of its warships.

The Navy must continue to strengthen, improve and reassess its design, procurement and integration processes to produce affordable, combat-credible and survivable surface ships and submarines. The government must take on a stronger role in the design and engineering of these warships. There must be a drastic technique for reducing the horrendous cost and schedule in producing shipboard tactical

software. It is noted with some alarm that several research labs in the Navy are performing more of their work to support ship development and design and testing in lieu of more pure research. Research is vital to the future fleet and its capabilities.

Coast Guard shipbuilding programs, while a very small part of the overall shipbuilding picture, are becoming more important to the major shipyards to bridge the gaps between major Navy programs. The upcoming acquisition of the Offshore Patrol Cutter, for example, if preserved in the budget on its current schedule, will provide essential bookings in the middle of the next decade. This is all part of the National Fleet Concept, which was signed by the Navy and the Coast Guard more than a decade ago but has yet to see effective implementation. It covers not only the function of major Coast Guard cutters to fill in the very important “low-end” capability in such staple roles as maritime interception operations, but also to help level the workloads in the shipyards as the Navy’s shipbuilding activities wax and wane. The Coast Guard fleet is a vital part of our national maritime capability and must be valued as such. It is imperative that the recapitalization of the Coast Guard fleet as well as the service life-extension programs for the existing ships be preserved through the budget process.

The Navy League of the United States supports:

- Significant fiscal 2012 and sustained out-year increases in appropriations to construct, maintain, modernize and support the force structure to meet current and predicted operational requirements.
- An increase of shipbuilding funds to the level of at least \$25 billion per year, with the associated research and development dollars to fund the requirements and design work that precedes contracting for ship and submarine construction.
- Ensuring that the funds for the SSBN(X), the Ohio-class submarine replacement, are provided as needed outside of the Navy’s SCN budgets to preclude the destruction and delay of other vital shipbuilding programs.
- Enough throughput in the industrial base at all levels — government and industry — to maintain its health, availability and capacity to support the Navy at its current, planned and surge force levels.
- Continuing to modernize all Aegis fleet warships to have ballistic and cruise missile defensive systems in addition to their normal capabilities of anti-air, anti-ship and anti-underwater warfare. BMD and anti-submarine warfare should be fully capable of simultaneous operations.
- Funding and starting early studies for the design of a new cruiser to replace the Aegis cruiser fleet, which is past its midlife point.
- A balanced fleet of aircraft carriers, submarines, surface warfare ships, amphibious ships and logistic ships that meet the CNO’s goals of a minimum fleet number of 313 ships.
- Adequate funding to recover and continue to build and sustain a vital organic Navy Shipbuilding Technical Authority, including a robust design and research capability and capacity, which has dwindled and remains at a reduced and inadequate size.
- The aggressive execution of the Coast Guard’s fleet recapitalization efforts, at least to the current timeline. This is essential to the Coast Guard, to the Sea Services and to the nation. One ship a year for the National Security Cutter is a minimum and should be accelerated. Contract award for the first Offshore Patrol Cutter must occur in 2014 and the continuation of the Sentinel-class production line with at least six ships per year should be established and sustained until the completion of the first batch of 34 ships.

INDUSTRIAL BASE

The industrial base that services this nation's Sea Services is, at best, stagnant and most likely declining. This is cause for great concern because it inhibits ship construction, ship repair (battle damage) and ship modernization in a time of increased tension or crisis. It also inhibits price and technical competition, which results in paying more for goods and services and acquiring less advanced equipment and systems for warships and aircraft. The Navy and Coast Guard are only purchasing what they can afford, which is not sufficient to meet fleet needs. Our stocks of spare parts are reduced in number and our critical battle spares (shafts, propellers, reduction gears) are nearly nonexistent. The same limited availability of combat system components, such as weapon launchers, guns and sensors, would preclude our performing meaningful battle damage repairs and restoration, which with a small fleet is an important capability. The only practical source of this equipment today is found in the new-construction shipyards. The manufacturing lead time is extensive, therefore we need spares. The defense supply system stocks little if any of the critical steel, aluminum, piping and electric cable needed for major repairs.

The labor pool possessing the critical skills necessary to produce our equipment and systems and construct our warships is aging, with key personnel leaving and not being replaced in kind. Ship construction and related industries are not viewed by the younger generation as the place to be in today's markets. The key element to achieving on-time and on-price production for our technically advanced systems and ships is a trained and dedicated work force. These shortages result in the all-too-common poor performance experienced in shipyards and manufacturing plants. The only solution is additional training and education at all levels. Entry-level training alone is not sufficient. We are especially stressed with the low number of experienced ship design personnel and senior managers within the Navy and in industry.

Global trade, somewhat depressed at present from the world's economic woes, is still robust, yet our own foreign commerce is carried in mostly foreign-constructed and -crewed ships. A modest increase, beyond Jones Act construction, in commercial shipbuilding would give a substantial boost to our shipyards and marine vendors. Shipyard facilities at the larger shipyards in the United States are capable of constructing merchant ships as well as warships, but cannot match the costs, schedules and efficiencies of shipyards in Europe and Asia. On the other hand, U.S. yards construct and equip the best warships, aircraft carriers and submarines in the world. They are unmatched in capability, but are struggling to maintain that lead.



Norfolk, Va., Naval Shipyard naval architects Bobby Griffin and Allen Lester take measurements of the contents within the print shop storeroom aboard the amphibious assault ship USS *Wasp* during a week-long data-gathering project Sept. 10.

U.S. NAVY

The facilities in the largest private shipyards in the United States are more than adequate to produce the ships currently assigned. There also is some limited surge capacity in existence, but personnel and equipment for the ships are the limiting factors. Our naval shipyards have suffered for decades with little to no facility upgrades. The four remaining public nuclear shipyards need attention.

No nation can support and sustain a capable and sizeable Navy without a strong and sustaining industrial base manned with adequate numbers of skilled personnel. It is essential that this nation have a policy at the highest levels of government to support and sustain an adequate industrial base capable of providing and supporting a strong Navy and maritime commerce.

The Navy League of the United States urges:

- The U.S. government to develop and institute an effective industrial base policy that addresses critical issues such as the development of improved ships, ship systems and weapons with the capacity to annually produce multiple ships of a class and the capability to increase capacity rapidly in time of national need or emergency.
- An increased and stable level of predictable funding for the ships, submarines, aircraft and combat systems that are the essential elements of our fleet. The cost of these programs continues to rise beyond normal inflation rates, which is somewhat caused by the low production rates and unstable funding. Improving staffing, additional research and stable programs with a reasonable annual production rate will help contain rising costs. Costs are related to the schedules and, at present, our production times are excessive and should be reduced. A strong industrial base will assist in achieving affordable pricing for the Navy's programs.
- Capital investments in our existing infrastructure to allow us to stay abreast of the latest technological advances, attract the best young engineers and skilled workers, and ensure that we have the capability and capacity to surge repair, produce and construct the nation's fleet in time of crisis. In this regard, we have reduced our level of battle spares and critical industrial materials to a dangerously low level, which would not allow us to make rapid battle repairs. Without adequate battle spares and major manufactured parts, the time to restore a damaged warship to the fight is excessive. With small fleet numbers, this is a critical capability that has withered to a dangerous level.
- Expanded use of advanced acquisition strategies, including block buys, multiyear-priced options with innovative funding approaches, such as time-phased and advanced appropriations that stabilize accounts and avoid disruptive funding spikes and voids.
- Care with competitive requirements. Competition should be used where appropriate, but not if it leads to the destruction of a prime source of equipment or services. Some of these sources have taken years to develop and must be preserved.

No nation can support and sustain a capable and sizeable Navy without a strong and sustaining industrial base.

- Adopting incentives to cut costs and schedules and reward firms that achieve significant savings in both money and time, while maintaining quality. This will create an environment in which high-performing companies can achieve returns on capital comparable to those commercial enterprises of similar risk and capitalization. Contracts should be structured so that earning higher fees for higher performance is achievable.
- Better methods of industry teaming and integration, especially in combat systems development, yet with the Navy fully in charge. Tactical software development and testing must be improved from the standpoint of cost and schedule. This is a common problem in industry.
- All parties (government and industry) to spend more funds to train and educate the work force and endeavor to improve retention and recruiting of high-quality professionals.
- Rebuilding sufficient numbers of personnel with the required skills in Naval Sea Systems Command and the Coast Guard Surface Force Logistics Center to have the capability to fully research and produce preliminary and contract designs for new naval ships in-house. The final stages of ship design would be accomplished by industry.
- Support for the selected modernization of the Navy's infrastructure (naval shipyards, laboratories and engineering stations), which has fallen behind in developing new technology and in the capability to repair and modernize our National Fleet.

PERSONNEL POLICIES — IT'S ALL ABOUT PEOPLE!

The national imperative to reset our Maritime Forces not only requires the replacement of equipment, but also demands the continued effort to attract, train and retain intelligent and capable men and women. The need for improved support infrastructure — such as housing, commissaries and exchanges, modern offices and classrooms — has never been more important in providing a satisfying quality of life and rewarding military career. Maintaining the shore infrastructure is a critical need of today's Sea Services. Recruiting and retention are dependent on compensation, health care benefits, retirement and quality of life to attract and retain dedicated and qualified professionals, while training and education are mandatory for operational readiness.

Navy manning should be set at 328,700 personnel if the Navy is to fight and win in major combat operations and succeed in irregular warfare and in disaster and humanitarian response. The delay in seeing the benefits of technology improvements coupled with the continued deployment of about 14,000 Navy personnel to Individual Augmentee assignments preclude further reductions in Navy personnel.

The Marine Corps' end strength of 202,000 has been achieved largely as a result of the recognition of this critical need by members of the House of Representatives and Senate. This number of Marines is considered to be the minimum required to make the Corps capable of fighting both urban and amphibious wars. It supports a deployment-to-dwell ratio of 1:2, which is critical to being able to adequately train Marines to prosecute global contingencies.

The Coast Guard is a critical component of our country's national defense capability. Since 9/11, Coast Guard manning has not been sufficient to support the mission-rich environment into which the service has been thrust. To ensure the Coast Guard has sufficient personnel resources to meet these evolving missions, while maintaining its core competencies, the Coast Guard manning should be set and maintained at 45,000 personnel.

The national imperative to reset the Maritime Forces requires the will of the American people, the President and Congress to commit the necessary resources. We can no longer demand more from an already stressed manpower pool to respond to worldwide disasters while redeploying to war zones and maintaining a high operational tempo. We can no longer reduce the number of personnel to fund force recapitalization and operations and expect to recruit as well as retain the men and women at the tip of the spear.

The Navy League of the United States supports:

- Recruiting and retention policies that ensure adequate personnel for the current and future operational tempo to support the war on terrorism and natural/man-made disaster response, while ensuring the readiness to fight and win in a major combat operation.
- DoD directly funding the Navy's 14,000 IA personnel.
- An authorized end strength for the Coast Guard of 45,000 active-duty personnel.

The national imperative to reset the Maritime Forces requires the will of the American people, the President and Congress to commit the necessary resources.



A family member waves from the pier as the Los Angeles-class submarine USS *Boise* returns to homeport Dec. 21 at Naval Station Norfolk, Va., after a scheduled six-month deployment.



Final checkers assigned to Strike Fighter Squadron 113 signal a thumbs up before the launch of an F/A-18C Hornet aboard the aircraft carrier USS *Carl Vinson* in the Pacific Ocean Jan. 1.

CONCLUSION

In 2020, 40 percent of the U.S. Gross Domestic Product will be dependent on ocean shipping and maritime trade. Maritime superiority is essential to our economy. The Navy League is committed to persuading, through education, the senior leadership in the Executive and Legislative branches of the U.S. Government, as well as the media and the American people, of the continuing need for U.S. sea power, both naval and commercial, to protect U.S. interests throughout the world and ensure the nation's economic well-being. The most important "reform" that can be made in the field of national defense is to provide adequate funding for America's Sea Services, which are today the greatest force for peace in the world.

While specific funding initiatives are mentioned in the body of this document, the most critical requirement that demands our national attention is an adequate number of ships to accomplish the Sea Services' missions. Since "presence with the capability to engage" is the primary strength of the Sea Services, and that is achieved through the global movement of our ships to provide diplomacy, humanitarian assistance or combat capability, it is imperative that we fund an aggressive shipbuilding and modernization program. Due to lengthy construction times, it will realistically take several years to return our fleet size to the numbers needed. Sustained maritime superiority is paramount to supporting the American economy.

The Navy League of the United States believes that providing for the common defense is — and must always be — the first and most important responsibility of the federal government. To that end, Navy League believes that a defense budget figure of 4 percent of the Gross Domestic Product is the minimum to ensure that all of our Armed Forces are ready to fight and win our nation's wars as well as deter those who would seek to engage us.

NAVY LEAGUE MISSION

The Navy League of the United States is a nonprofit organization dedicated to educating our citizens about the importance of sea power to U.S. national security and supporting the men and women of the U.S. Navy, Marine Corps, Coast Guard and U.S.-Flag Merchant Marine and their families.





U.S. MARINE CORPS

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