SUBBASE Pearl Harbor

1. Provide six copies of the **pilotage chart** that includes the waterfront at your facility. Indicate on the chart what Notice to Mariners it is corrected to.

SUBASE does not maintain charts. NAVSTA Pearl Harbor is responsible for providing all pilot support and harbor navigation.

2. List the following:

a. Length of main channel from base to the open sea:

The distance from NAVSTA PEARL HARBOR turning basin (Merry Point) to open sea is 13,500 yds.

b. Minimum Channel width between base and open sea:

100 YDS

c. Minimum center channel depth (MLLW) between base and open sea:

6 1/2 Fathoms.

d. Minimum height of overhead obstructions of the channel from base to the open sea:

None.

FORCE STRUCTURE

3. List the **active surface warships and carriers** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 3.1

Ship Class	# of Ships FY 94	# of Ships FY 95	# of Ships FY 97	# of Ships FY 99	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Power Amps
NONE									

4. List the **reserve ships** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 4.1

Ship Class	# of Ships FY 94	# of Ships FY 95	# of ships FY 97	# of Ships FY 99	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Power Amps
NONE									

5. List the **amphibious and mine warfare ships** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 5.1

Ship Class	# of Ships FY 94	# of Ships FY 95	# of Ships FY 97	# of Ships FY 99	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore PERSONNELo wer Amps
NONE									

6. List the **submarines** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

TYCOM NOTE: SSN FORCE STRUCTURE FOR FY94 THROUGH FY01 REFLECTS THE REALIGNMENT OF PACFLT SSNs FROM THE CURRENT CNO APPROVED HOMEPORT PLAN TO A CADRE OF BETWEEN FOUR AND SIX SSNs IN SAN DIEGO BY THE END OF FY98 AND IS BASED ON A 50/50 SPLIT BETWEEN LANTFLT/PACFLT SSN ASSETS. ALL SCHEDULED INACTIVATIONS AND NEW COMMISSIONINGS HAVE BEEN INCLUDED. THIS PLAN HAS BEEN BRIEFED TO AND IS BEING STAFFED BY CINCPACFLT STAFF FOR PRESENTATION TO CNO FOR REVIEW AND APPROVAL. ALL FY96/97 POM ISSUES SUBMITTED BY COMSUBPAC AND ENDORSED BY CINCPACFLT REFLECT THIS REALIGNMENT. ALL TABLES IN THIS DATA CALL HAVE BEEN PREPARED USING THE FORCE LEVELS WHICH WOULD RESULT FROM THIS REALIGNMENT.

Table 6.1

Ship Class	# of Ships FY 94	# of Ships FY 95	# of Ships FY 97	# of Ships FY 99	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Power Amps
637	6	6	4	0	0	403'	32/41*	29'	1200
640	1	1	1	0	0	461' **521**	33/41*	32'	1200
688	11	11	19	18	20	521' **461**	33/40*	30.5'	1600

* At stern planes.

TYCOM NOTE: MOORING LENGTH FOR 640 AND 688 CLASS SSNs HAVE BEEN CORRECTED PER DISCUSSION WITH INSTALLATION ON 09 MAY 94. MOORING LENGTHS PROVIDED INCLUDE ACTUAL LOA OF THE VESSEL PLUS 50 FEET BUFFER ON EACH END AS REQUIRED BY NAVFAC P-80.

7. List the **logistics, sealift, and auxiliary ships** (including MSC) by class that were homeported at your base at the end of the indicated fiscal years. Include in this table all DON ships not covered previously in tables 4 through 7. For each class provide the listed mooring requirements.

Table 7.1

Ship Class	# of Ships FY 94	# of Ships FY 95	# of Ships FY 97	# of Ships FY 99	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Power Amps
N/A									

8. List ships of **other DOD and non-DOD** departments by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 8.1

Ship Class	# of Ships FY 94	# of Ships FY 95	# of Ships FY 97	# of Ships FY 99	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Power Amps
AFDM 6	**1**	**1**	**1**	**1**	**1**	**722**	**124**	**52.8 +1**	**1600 FOR AFDM + 1600 FOR SSN**

TYCOM NOTE: AFDM 6 MOVED FROM TABLE 9.1 TO TABLE 8.1 BY TYCOM. CORRECT MOORING DATA AND SHORE POWER REQUIREMENTS OBTAINED FROM NAVFAC P-80.

[1] Det 219 drills at SUBASE San Diego, but performs their AT and mobilization at COMSUBPAC within SUBASE, Pearl Harbor facilities.

TYCOM NOTE: NOTE (1) CORRECTED TO READ DET 219 VICE DET 29 AS DISCUSSED WITH INSTALLATION ON 09 MAY 94.

BERTHING CAPACITY

11. For each **Pier/Wharf** at your facility list the following **structural characteristics**. Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Table 11.1

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for Maint[8]
S-13/14	152-20	385'	35 + 1	100'	28'	N/**YES**	100'	
S-20	152-20	600'	55 + 1	175'	45'	N/**YES**	100'	
S-21A	152-20	393.5'	39 + 1	100'	45'	N/**YES**	100'	
S-21B	152-20	393.5'	39 + 1	100'	45'	N/**YES**	100'	
Y-3A	152-20	492.5'	40 + 1	150'	60'	N/**YES**	100'	
Y-3B	152-20	492.5'	40 + 1	150'	60'	N/**YES**	100'	
S1A	152-20	542.5	35 + 1	100'	46'	N/**YES**	100'	
S1B	152-20	542.5	35 + 1	100'	46'	N/**YES**	100'	
S4[9]	151-20	340	35 + 1	100'	40'	N/**YES**	100'	
S-5[9]	151-20	340	35 + 1	100'	40'	N/**YES**	100'	
S-8[10]	151-20	350	35 + 1	100'	47'	N/**YES**	100'	
S-9[10]	151-20	350	35 + 1	100'	47'	N/**YES**	100'	
S-10	152-20	385	35 + 1	100'	28'	N/**YES**	100'	
S-11	152-20	385	35 + 1	100'	28'	N/**YES**	100'	
S-12	152-20	385	35 + 1	100'	28'	N/**YES**	100'	

[1] Original age and footnote a list of MILCON improvements in the past 10 years.

- MILCON P-114 (completed) provided a $2.6M shorepower improvement to S10, S11 and S21A.

- MILCON P-116 (in process **PROGRESS**) provides an $18.6M general purpose/berthing wharf for Y3A.

- MILCON P-120 (in process **PROGRESS**) provides a $23M general purpose/berthing wharf for Y3B.

[2] Use NAVFAC P-80 for category code number.

[3] Comment if unable to maintain design dredge depth

[4] Water distance between adjacent finger piers.

[5] Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.

[6] Describe the additional controls for the pier.

[7] Net explosive weight. List all ESQD waivers that are in effect with expiration date.

[8] Data on days out of service is not available.

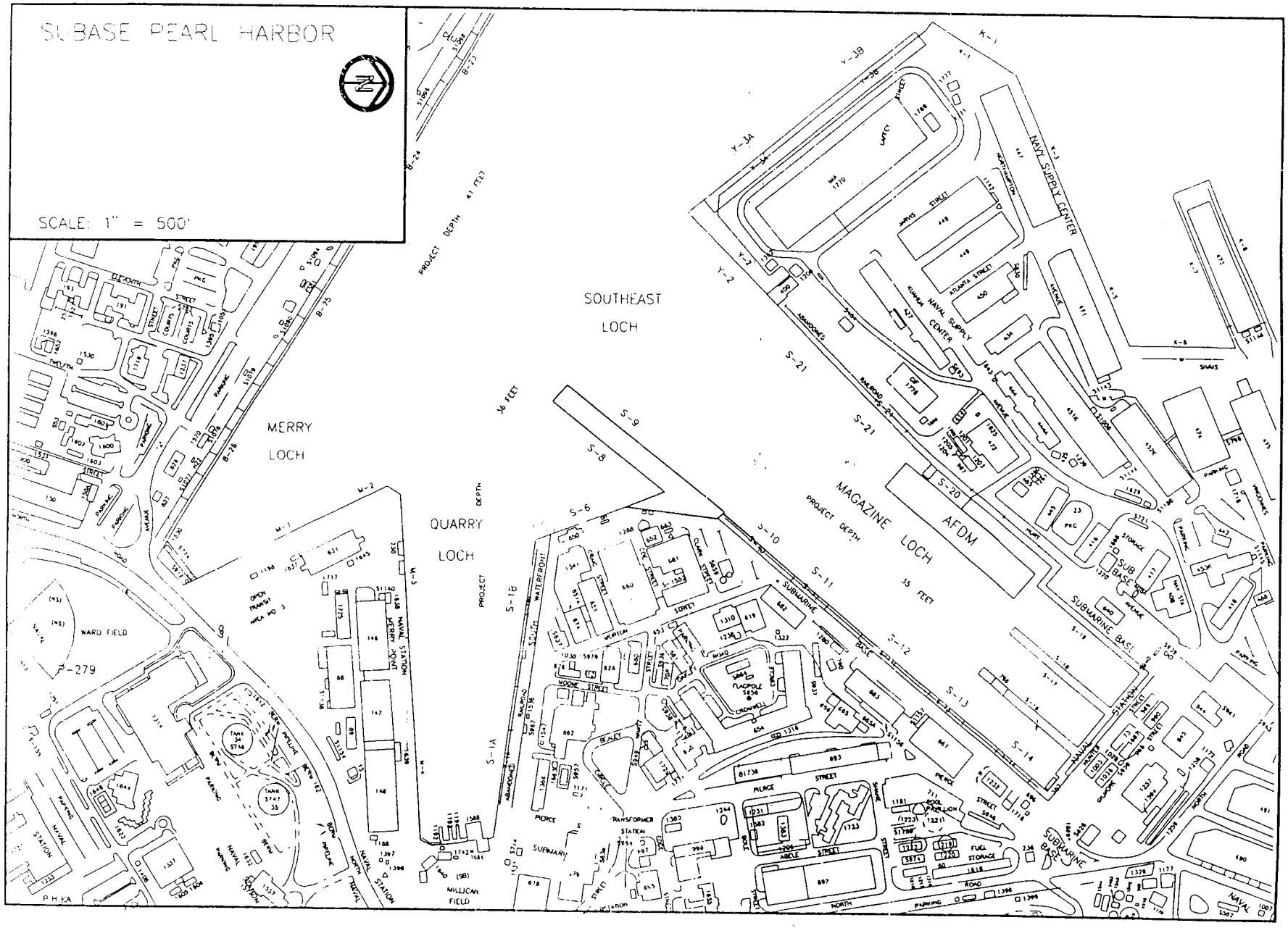
[9] Berths S4 and S5 combine as a single pier with a total width of 40 feet (see attached waterfront drawing).

[10] Berths S8 and S9 combine as a single pier with a total width of 47 feet (see attached waterfront drawing).

TYCOM NOTE: AGES OF PIERS/WHARVES REQUIRED BY COLUMN ONE OBTAINED FROM P-164 AND CONFIRMED WITH INSTALLATION ON 09 MAY 94.

PIER	AGE IN YEARS
S1A/B	52
S4/5	50
S8/9	59
S10 - 14	52
S20/21	50

TYCOM NOTE: WITH THE EXCEPTION OF PIERS S4/5 AND S8/9 WHICH ARE ADJACENT FINGER PIERS, ALL OTHER BERTHING STRUCTURES ON SUBASE ARE WHARVES. THEREFORE, SLIP WIDTH PROVIDED IN COLUMN FIVE REFLECTS AMOUNT OF WATER SPACE IDENTIFIED FOR BERTHING AND COINCIDES WITH ESQD ARC SHOWN ON STATION PLANS.



REPRODUCED AT GOVERNMENT EXPENSE BY THE DEPARTMENT OF THE NAVY

[6] MILCON P-116 (in process **PROGRESS**) provides an $18.6M general purpose/berthing wharf for Y3A.

[7] MILCON P-120 (in process **PROGRESS**) provides a $23M general purpose/berthing wharf for Y3B.

TYCOM NOTE: CONSTRUCTION ON WHARF Y-2, P-117, HAS NOT STARTED. CONTRACT IS SCHEDULED FOR AWARD IN LATE FY94.

UNITS FOR COMPRESSED AIR ADDED FOR CLARITY.

SHORE POWER REQUIRED IN TABLES 6.1 AND 8.1 REQUESTS AMPS. TABLE 12.1 REQUESTS PROVIDE SHORE POWER AVAILABLE IN KVA. KVA CALCULATED BY USING THE FOLLOWING ALGORITHM, "AMPS TIMES SQUARE ROOT OF PHASES TIMES VOLTAGE DIVIDED BY 1000".

13. For each **pier/wharf** listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 13.1

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
S-1A	*	2 - 637,688 OR 640	NONE	1
S-1B	*	2 - 637,688 OR 640	NONE	1
S-4	*	2 - 637 OR 688	NONE	1
S-5	*	1 - 637 OR 688	NONE	1
S-8	*	2 - 637 OR 688	NONE	1
S-9	*	1 - 637 OR 688	NONE	1
S-10[4]	*	2 - 637 OR 688	NONE	1
S-11[4]	*	2 - 637 OR 688	NONE	1
S-12[4]	*	1 - 637 OR 688	NONE	1
S-13[4]	0	1 - 637 OR 688	NONE	1
S-14[5]	0	0	NONE	1/**0**
S-20	DRY DOCK	AFDM 6	NONE	1
S-21A[6]	*	1 - 637 OR 688	NONE	1
S-21B[6]	*	2 - 637 OR 688	NONE	1
Y-2[7]	*	2 - 637 OR 688	NONE	1
Y-3A[8]	*	2 - 637 OR 688	NONE	1
Y-3B[9]	*	2 - 637 OR 688	NONE	1
K-1[10]	*	0	NONE	0

* THE AVERAGE LOAD FOR ALL PIERS COMBINED IS .85 PER DAY (BASED ON 12 PIERS AND 10.24 SHIPS/DAY INPORT)

[1] Typical pier loading by ship class with current facility ship loading.

[2] List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3] List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

[4] The maximum capacity for S-10,11,12,and 13 is two (2) 688 and two (2) 637 class submarines or any combination yielding less total length than this configuration (see attached drawing).

[5] S-14 berths our current RADCON barge.

[6] Berthing of one Trident 726 class is possible by using both piers.

[7] MILCON P-117 (in process **PROGRESS**) provides a $26M general purpose/berthing wharf for Y2.

[8] MILCON P-116 (in process **PROGRESS**) provides an $18.6M general purpose/berthing wharf for Y3A.

[9] MILCON P-120 (in process **PROGRESS**) provides a $23M general purpose/berthing wharf for Y3B.

[10] Storage pier only.

TYCOM NOTE: IMA CAPACITY OF WHARF S-14 IS ZERO BECAUSE OF INSUFFICIENT SHORE POWER. CONFIRMED WITH STATION ON 09 MAY 94. ALSO, ALTHOUGH PIER S-20 IS CAPABLE OF SUPPORTING SSN IMA WORK, IT IS DEDICATED TO THE AFDM 6 DRYDOCK. CURRENT PLANS ARE FOR THE DRYDOCK TO REMAIN AT S-20.

TYCOM NOTE: COMPARING TABLES 6.1 AND TABLE 11.1 WILL REVEAL THAT THE MOORING REQUIREMENTS FOR 688 CLASS SSNs IAW NAVFAC P-80 REQUIREMENTS EXCEEDS MOORING SPACE AVAILABLE AT EACH PIER/WHARF WITH THE EXCEPTION ON NEW CONSTRUCTION (Y-3A, Y-3B AND Y-2). THIS DEFICIENCY IS RECOGNIZED AND A CERTAIN LEVEL OF RISK EXISTS IN MOORING THE 688s AT LESS THAN THE REQUIRED SEPARATION DISTANCE. OUR CURRENT MILCON PROGRAM WHICH INCLUDES P-097,P-137 AND P-123 COMBINED WITH THE OUTYEAR LOADING WILL CORRECT THIS DEFICIENCY.

[4] The maximum capacity for S-10,11,12,and 13 is two (2) 688 and two (2) 637 class submarines or any combination yielding less total length than this configuration (see attached drawing).

[5] S-14 berths our current RADCON barge.

[6] Berthing of one Trident 726 class is possible by using both piers.

[7] MILCON P-117 (in process **PROGRESS**) provides a $26M general purpose/berthing wharf for Y2.

[8] MILCON P-116 (in process **PROGRESS**) provides an $18.6M general purpose/berthing wharf for Y3A.

[9] MILCON P-120 (in process **PROGRESS**) provides a $23M general purpose/berthing wharf for Y3B.

[10] Storage pier only.

TYCOM NOTE: IMA CAPACITY OF WHARF S-14 IS ZERO BECAUSE OF INSUFFICIENT SHORE POWER. CONFIRMED WITH STATION ON 09 MAY 94. ALSO, ALTHOUGH PIER S-20 IS CAPABLE OF SUPPORTING SSN IMA WORK, IT IS DEDICATED TO THE AFDM 6 DRYDOCK. CURRENT PLANS ARE FOR THE DRYDOCK TO REMAIN AT S-20.

TYCOM NOTE: COMPARING TABLES 6.1 AND TABLE 11.1 WILL REVEAL THAT THE MOORING REQUIREMENTS FOR 688 CLASS SSNs IAW NAVFAC P-80 REQUIREMENTS EXCEEDS MOORING SPACE AVAILABLE AT EACH PIER/WHARF WITH THE EXCEPTION ON NEW CONSTRUCTION (Y-3A, Y-3B AND Y-2). THIS DEFICIENCY IS RECOGNIZED AND A CERTAIN LEVEL OF RISK EXISTS IN MOORING THE 688s AT LESS THAN THE REQUIRED SEPARATION DISTANCE. OUR CURRENT MILCON PROGRAM WHICH INCLUDES P-097,P-137 AND P-123 COMBINED WITH THE OUTYEAR LOADING WILL CORRECT THIS DEFICIENCY.

14. For each **pier/wharf** listed above, based on Presidential Budget 1995 budgeted **infrastructure improvements in the Presidential Budget 1995 through FY 1997 and the BRAC-91 and BRAC-93 realignments**, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 14.1

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
S-1A	*	2 - 637,688 OR 640	NONE	1
S-1B	*	2 - 637,688 OR 640	NONE	1
S-4	REMOVED	0	NONE	1
S-5	REMOVED	0	NONE	1
S-8	*	2 - 637 OR 688	NONE	1
S-9	*	2 - 637 OR 688	NONE	1
S-10[4]	*	2 - 637 OR 688	NONE	1
S-11[4]	*	2 - 637 OR 688	NONE	1
S-12[4]	*	1 - 637 OR 688	NONE	1
S-13[4]	0	1 - 637 OR 688	NONE	1
S-14[5]	0	0	NONE	1/**0**
S-20	DRY DOCK	AFDM 6	NONE	1
S-21A[6]	*	1 - 637 OR 688	NONE	1
S-21B[6]	*	2 - 637 OR 688	NONE	1
Y-2[7]	*	2 - 637 OR 688	NONE	1
Y-3A[8]	*	2 - 637 OR 688	NONE	1
Y-3B[9]	*	2 - 637 OR 688	NONE	1
K-1[10]	0	0	NONE	0

* PAST HISTORY SHOWS APPROX HALF THE UNITS HOMPORTED ARE IN AT ONE TIME. THEREFORE WHEN HOMEPORTED UNITS ARE INCREASED AFTER COMPLETION OF NEW PIERS THE AVERAGE LOAD FOR ALL PIERS COMBINED WOULD BE APPROX. 1.1 WITH 30 UNITS AND 13 PIERS.

[1] Typical pier loading by ship class with current facility ship loading.

[2] List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3] List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations. For SUBASE, Pearl: TWO WOULD BE POSSIBLE, BUT NOT PRACTICAL WHILE UNIT IS IN IMA.

[4] The maximum capacity for S-10,11,12,and 13 is two (2) 688 and two (2) 637 class submarines or any combination yielding less total length than this configuration (see attached drawing).

[5] S-14 berths our RADCON barge currently.

[6] Berthing of one Trident 726 class is possible by using both piers.

[7] MILCON P-117 (in process) provides a $26M general purpose/berthing wharf for Y2.

[8] MILCON P-116 (in process) provides an $18.6M general purpose/berthing wharf for Y3A.

[9] MILCON P-120 (in process) provides a $23M general purpose/berthing wharf for Y3B.

[10] Storage pier only.

TYCOM NOTE: IMA CAPACITY OF WHARF S-14 IS ZERO BECAUSE OF INSUFFICIENT SHORE POWER. CONFIRMED WITH STATION ON 09 MAY 94. ALSO, ALTHOUGH PIER S-20 IS CAPABLE OF SUPPORTING SSN IMA WORK, IT IS DEDICATED TO THE AFDM 6 DRYDOCK. CURRENT PLANS ARE FOR THE DRYDOCK TO REMAIN AT S-20.

TYCOM NOTE: COMPARING TABLES 6.1 AND TABLE 11.1 WILL REVEAL THAT THE MOORING REQUIREMENTS FOR 688 CLASS SSNs IAW NAVFAC P-80 REQUIREMENTS EXCEEDS MOORING SPACE AVAILABLE AT EACH PIER/WHARF WITH THE EXCEPTION OF NEW CONSTRUCTION (Y-3A, Y-3B, S-8/9 AND Y-2). THIS DEFICIENCY IS RECOGNIZED AND A CERTAIN LEVEL OF RISK EXISTS IN MOORING THE 688s AT LESS THAN THE REQUIRED SEPARATION DISTANCE. OUR CURRENT MILCON PROGRAM WHICH INCLUDES P-123 AND P-137 COMBINED WITH THE OUTYEAR LOADING WILL CORRECT THIS DEFICIENCY.

TYCOM NOTE: IF THE REGIONAL MAINTENANCE CONCEPT IS FORMALIZED AND THE SUBASE IMA TAKES ON ADDITIONAL WORK FOR SURFACE CRAFT, THE REASSIGNMENT OF FISC WHARVES K-3 THROUGH K-5 WOULD PROVIDE ADDITIONAL BERTHING FOR SURFACE SHIPS ADJACENT TO THE NEW SUBASE IMA.

15.d. Describe any **unique limits or enhancements** on the berthing of ships at specific piers at your base.

- NAVFAC P-80 limitations (as discussed above), crane capacity and SIA.

TYCOM NOTE: IN ADDITION TO THE LIMITED MOORING SPACE AVAILABLE TO BERTH SSNs IAW NAVFAC P-80 CRITERIA, THE STRUCTURAL CAPACITY OF THE EXISTING PIERS/WHARVES HAS DETERIORATED WELL BELOW WHAT IS REQUIRED TO PROVIDE COMPLETE IMA SUPPORT TO INPORT SUBMARINES. THE MILCON PROJECTS LISTED IN 15.c ABOVE ARE DESIGNED TO CORRECT THIS DEFICIENCY.

15.e. Describe the planned improvements in the pier support elements from questions 11 and 12 above that are budgeted in the presidential budget submission 1995 through fiscal year 1997.

- **MILCON PROJECT P-097 WILL** Demolish piers S-4/5 & S-8/9 **IN FY96.**
THE PROJECT WILL THEN Re-establish(ment) **PIER** S-8/9 as an extension on S-10. Also constructing Y-2, Y-3A, & Y-3B as IMA piers **UNDER MILCON PROJECTS DESCRIBED IN QUESTION NUMBER 14 NOTES 7 THROUGH 9**.

TYCOM NOTE: CLARIFICATION ADDED IN BOLD.

15.a. How much pier space is required to **berth and support ancillary craft** (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

- Boat house finger piers included boat house and finger piers for small craft, 794 landing ft. These finger piers are the property of NAVSTA Pearl Harbor and are designated S-15,16,17,18 and wharf 19 on the attached drawing.

15.b. What is the average pier loading in ships per day due to **visiting ships** at your base. Indicate if it varies significantly by season.

- Less than (1).

- During the Fall of each year Japanese (JMSDF) ships visit and pier loading increases significantly.

15.c. Given **no funding or manning limits**, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

- Current MILCON projects that will improve our waterfront infrastructure include the following:

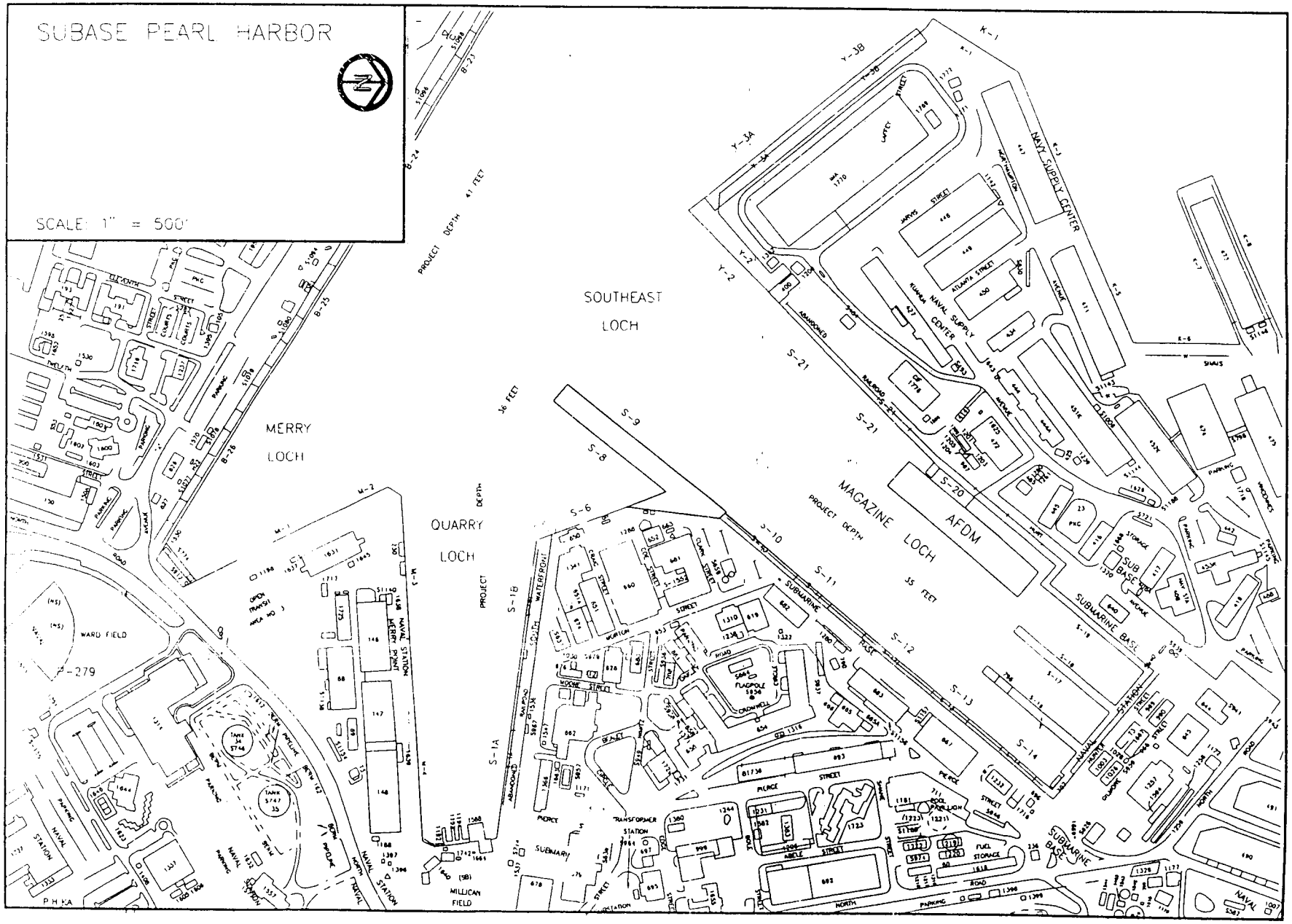
P-097 (FY-96) RECONSTRUCT PIER S8/S9 $22.3M
P-123 (FY-97) RECONSTRUCT WHARVES S10-12 $25.5M
P-150 (FY-98) RECONSTRUCT WHARVES S13-14 $16.0M
P-134 (FY-98) CHANNEL DREDGING $20.0M
P-133 (FY-99) DRYDOCK PIER/DREDGE $32.1M
P-137 (FY-99) RECONSTRUCT WHARF S21 $28.0M
P-131 (FY-99) WATERFRONT CIA FENCE $1.9M
P-105 (FY-99) WATERFRONT LIGHTS $1.8M
P-124 (FY-01) RECONSTRUCT WHARVES S1A/B $43.1M
P-132 (UNPROGRAMMED) RECONSTRUCT WHARF S20 $26.0M

TYCOM NOTE: P-097 IS CURRENTLY PROGRAMMED IN FY96. P-123 HAS SLIPPED TO FY98 AS A RESULT OF FEB 94 CNO SFPB. ALL OTHER OUT YEAR MILCON IS REFLECTED IN THE YEAR IT APPEARS ON THE LATEST RAD IX WITH THE EXCEPTION OF P-105, P-124 AND P-132 WHICH ARE UNPROGRAMMED.

Additionally, the following actions might be considered:

- Construct facilities to support two (2) 1600 amp service mounts and associated equipment, estimated at $4M ... this would provide berthing for two (2) additional submarines.

- Transfer adjacent piers from Naval Station, Pearl Harbor and/or from Fleet Industrial Supply Center, Pearl Harbor to SUBASE, refurbishment estimated at $8M ... this would provide berthing for four (4) additional submarines.



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20. Provide data for **waterfront cranes** at your installation. List all permanent, mobile and floating cranes, owned or long term leased:

Note: We are expecting a government-owned 100 ton floating crane to replace our 25 ton floating crane in late May 94.

TYCOM NOTE: THE ABOVE COMMENT REFERS TO THE 100 TON FLOATING CRANE CURRENTLY AT SRF GUAM WHICH WAS RETROGRADED FROM SUBIC BAY. THIS TRANSFER TO SUBASE PEARL HARBOR IS STILL IN THE REVIEW PROCESS AND MAY NOT OCCUR.

Table 20.1

Type / ID	Typical Use	Nuclear / Ordnance Certified	Maximum Capacity (tons)	Pier limits for use	Owned / Leased
82-04646 35 TON HYD MOBILE	USED TO SUPPORT SUBASE IMA	YES	35 TONS[2]	ALL[1]	LEASED (PWC)
82-05273 35 TON HYD MOBILE	USED TO SUPPORT SUBASE IMA	YES	35 TONS[2]	ALL[1]	LEASED (PWC)
82-04852 15 TON RT MOBILE	USED TO SUPPORT SUBASE IMA	YES	15 TONS[3]	ALL[1]	LEASED (PWC)
25 TON FLOATING CRANE[4]	USED TO SUPPORT SUBASE IMA	YES/**NO**	25 TONS	ALL	OWNED

[1] Cranes can not service ships outboard.
[2] Restricted to a 10 foot radius as reaved and 22 tons.
[3] Restricted to a 10 foot radius.
[4] Is scheduled to be **DE**commissioned in the near future.

TYCOM NOTE: THE 25 TON FLOATING CRANE IS NOT CERTIFIED FOR NUCLEAR WORK AND IS IN FACT SCHEDULED FOR DECOMMISSIONING IN THE NEAR FUTURE. STATION NOTE (4) HAS BEEN CORRECTED TO REFLECT THIS.

21. List all government owned or leased **tugs and pusher boats**, and provide a description of each with their capabilities.

- All operations conducted by Naval Station, Port Operations.

Operational Suitability

24. Provide the shortest distance (safe navigation route)(nautical miles) from the base to the **fifty fathom curve**. Indicate which DMA chart the distance/curve is based on.

A distance of 4.5 nautical miles from the base towards Papa Hotel. DMA#19366.

25. Provide the designation for and **shortest distance** from the sea buoy (safe navigation route)(nautical miles) to the **training areas for naval air superiority fighters** and air defense missiles. Provide the name or designation for these areas and the DMA chart number that depicts these areas.

Not known.

TYCOM NOTE: THE NEAREST AREA FOR AIR SUPERIORITY TRAINING IS WHISKEY AREA 196 BEARING 180 DEGREES FROM BOUYS 1 AND 2 AT 20 NM, DMA #19002.

26. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for **individual ship exercises**. How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

Papa Hotel is in submarine operating areas. This area is 25 square miles. Naval Exercise Area. DMA# 19366.

While the above noted area is the closest operating area, we are adjacent to numerous operating areas. 4.5 nautical miles away is the Hawaiian operating area, encompassing 164,700 square miles. DMA#19002.

27. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for individual **submerged submarine exercises**. How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

Papa Hotel is in submarine operating areas. This area is 25 square miles. Naval Exercise Area. DMA# 19366.

While the above noted area is the closest operating area, we are adjacent to numerous operating areas. 4.5 nautical miles away is the Hawaiian operating area, encompassing 164,700 square miles. DMA#19002.

28. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the **NGFS training area at sea for ashore bombardment** for naval ship delivered ordnance. Provide

the name or designation for this area and the DMA chart number that depicts the area.

While there is no readily available "shore bombardment" area, there is a "Target tow-only, area 196" twenty (20) nautical miles from buoys 1 and 2 DMA#19002.

29. Provide the distance (safe navigation route)(nautical miles) from the sea buoy to the nearest **amphibious assault training area**. Provide the name or designation for this area and the DMA chart number that depicts the area.

Bellows beach which is located 27 nautical miles from buoys 1 and 2, chart DMA#19358.

30. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the nearest **mine warfare training area**. Provide the name or designation for this area and the DMA chart number that depicts the area.

100 nautical miles NW of Pearl Harbor PMRF DMA#19002.

31.a. List the features of this station, base, or facility that make it a **candidate for basing other operational units in the future.**

Climate, geographic location, increased maintenance potential. Specifically, Subase IMA will be moving into a new IMA facility in fiscal year 1995. This new facility will offer better logistics, coordination, and a closer proximity between shops.

Additionally, three major commercial shipyards are located near SUBASE, in Honolulu: Honolulu Shipyard, Inc, MARISCO, Ltd, and Honolulu Marine, Inc.

TYCOM NOTE: SUBASE PEARL HARBOR IS AN EXCELLENT CANDIDATE FOR BASING ADDITIONAL OPERATIONAL UNITS IN THE FUTURE DUE TO IT'S STRATEGIC LOCATION AND SELF-CONTAINED INFRASTRUCTURE (I.E., ADJACENT TO A NUCLEAR CAPABLE SHIPYARD, FULLY CAPABLE IMA, TRAINING FACILITIES AND WEAPONS IMA). SUBASE PEARL HAS BERTHING FOR UP TO 27 HOMEPORTED SSNs AND A NEW IMA FACILITY SCHEDULED FOR COMPLETION IN FY95.

A PACFLT SSN FORCE STRUCTURE REALIGNMENT PROPOSAL WILL RESULT IN AN INCREASE OF SSNs IN PEARL HARBOR STARTING IN FY96. THIS REALIGNMENT WILL OPTIMIZE THE UTILIZATION OF THE PREMIER NUCLEAR CAPABLE IMA IN THE NAVY AND SUPPORT THE CONTINUED PRESENCE OF VLS CAPABLE SSNs IN WESTPAC.

31.b. List the features of this station, base, or facility that **inhibit the basing of other operational units.**

There are no significant features that inhibit the basing of other operational units at SUBASE. Pier capacity and BQ capacity are limiting factors, depending upon the planned magnitude of increases.

TYCOM NOTE: WITH THE IMPLEMENTATION OF THE NEW DOD MINIMUM STANDARDS OF ADEQUACY FOR BQs, SUBASE PEARL HARBOR NOW HAS A SHORTFALL IN BQs. ADDITIONALLY, ANY INCREASE IN THE NUMBER OF HOMEPORTED SUBMARINES WILL INCREASE THE SHORTFALL IN BQ's. THIS WILL BE ALLEVIATED SOMEWHAT BY MILCON PROJECT P-141 (FY94 FUNDING), BUT AN ADDITIONAL BQ WILL BE REQUIRED TO FULLY COMPLY WITH THE BQ STANDARDS AND ADDITIONAL SUBMARINES. PIER CAPACITY IS NOT AN ISSUE AS MILCON PROJECTS P-116 (UNDER CONSTRUCTION), P-120 (UNDER CONSTRUCTION), P-097 (FY96 FUNDING) AND P-123 (FY98 REQUEST FOR FUNDING) WILL PROVIDE ADEQUATE BERTHING FOR UP TO 27 HOMEPORTED SSNs.

32. Are there any **assets in the vicinity** of the station, base, or facility that are currently not used because of a deficiency or O&M,N funding shortages (safe navigation route)(nautical miles) but **could be improved to enhance the station's contingency or mobilization capabilities**? Provide details.

Ford Island land and pier facilities are currently underutilized due to limited access availability to the island. The 300 acres of vacant land could be utilized to address the family housing shortfall and the piers and wharves could be upgraded to fully support berthing of ships and modified to berth submarines. Construction of a causeway in 1997/98 will alleviate the access restrictions. Ford Island also possesses several assets that are rarely or no longer used. Ford Island offers numerous pier spaces including a 726 class submarine capable pier. There is also an idle battleship support facility on Ford Island.

33. Does the operational infrastructure (i.e., test areas, fuel and munitions storage, warehouse space, industrial space) meet current requirements and provide capabilities for future expansion or change in mission? Provide details.

Subase IMA in **(IS)** already constructing a new facility. This new facility will replace the current IMA buildings. A new Controlled Industrial Facility is under construction at the new IMA for radiological waste stowage and processing. These are some examples of Subase IMA's ability for future growth and expansion.

34. List the **airspace, waterspace, and approach channels** that are actively managed by the base or a tenant activity.

Table 34.1 **Management Responsibilities**

Area	Managed by:	Management role
None		

35. Describe the role of the base in support of **military surveillance operations**. Indicate if prior BRAC realignments will impact this role.

N/A. Any support provided would be on a one-time basis, since this is not in our mission and functions statement.

36. Describe how this base or tenants support **training of Coast Guard or Drug Interdiction Forces or other non-DOD units or forces**.

N/A. Any support provided would be on a one-time basis, since this is not in our mission and functions statement.

37. Describe the direct **oceanographic or meteorological support** the base or tenants provides to other governmental or military agencies.

N/A. Any support provided would be on a one-time basis, since this is not in our mission and functions statement.

38. Weather and Climate

38.a. In the table provide the percent of ship underways and arrivals delayed more than three hours due to weather. Indicate the number of days inport lost due to emergency weather sorties during the same years. Add any further discriptions on how **weather** generally **impacts base operations** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions, etc.)

Table 38.1 **Operational Weather Impact**

	% delay CY 1990	% delay CY 1991	% delay CY 1992	% delay CY 1993
JAN	0	0	0	0
FEB	0	0	0	0
MAR	0	0	0	0

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	% delay CY 1990	% delay CY 1991	% delay CY 1992	% delay CY 1993
APR	0	0	0	0
MAY	0	0	0	0
JUN	0	0	0	0
JUL	0	0	0	0
AUG	0	0	0	0
SEP	0	0	10%	0
OCT	0	0	0	0
NOV	0	0	0	0
DEC	0	0	0	0
# days lost to weather	0	0	3 days	0

Remarks:

Hurricane force winds can restrict submarines from remaining in port.

The weather has very little effect on operations in Subase IMA. The only significant storm that affected operations was Hurricane Iniki in September 1992.

38.b What percentage of the time (on avarage, by month) does the local weather affect maintenance operations? Use the chart below and add any further descriptions on how **weather** generally **impacts base maintenance evolutions** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions.

Table 38.1 **Maintenance Weather Impact**

	Inches of Rain/Snow			Days under 40°F			% of upkeep or IMA days cancelled due to low or high temperatures or precipitation		
	CY 1991	CY 1992	CY 1993	CY1991	CY 1992	CY 1993	CY 1991	CY1992	CY 1993
JAN	.80	.43	.7	0	0	0	0	0	0
FEB	2.09	1.35	.41	0	0	0	0	0	0
MAR	6.24	.72	.02	0	0	0	0	0	0
APR	1.00	.11	.23	0	0	0	0	0	0
MAY	.48	1.13	.19	0	0	0	0	0	0
JUN	.26	.1	.11	0	0	0	0	0	0
JUL	.16	2.01	.69	0	0	0	0	0	0
AUG	.16	.97	1.03	0	0	0	0	0	0
SEP	.56	2.08	.1	0	0	0	0	10%	0
OCT	3.43	2.57	1.63	0	0	0	0	0	0
NOV	1.52	1.04	.46	0	0	0	0	0	0
DEC	1.24	6.49	.27	0	0	0	0	0	0

Remarks:

Iniki - September 1992
High winds (exceeding 40 kts) will shut down crane services

TYCOM NOTE: ALL PRECIPITATION REPORTED IN ABOVE TABLE IS FOR RAIN.

38.c. Describe any **unique training opportunities afforded by the local climate or geography**.

The year round warm weather offers all of the advantages of a tropical climate.

The strategic location of Hawaii, in the middle of the Pacific Ocean with nearly unlimited access to "open ocean" training areas.

Pearl Harbor is five full "sailing days" closer to the Western Pacific than mainland facilities.

Ordnance Support

39.a. List the ordnance terminals at your station. If the base has no ordnance terminal, list the distance (ship transit miles) to the nearest ordnance station.

None, the distance to NAVMAG Lualualei (West Loch) is three (3) nautical miles from Pearl Harbor.

39.b. List any **ordnance anchorages** in your harbor complex. Provide the limits on their use.

Pearl Harbor Ammo Anchorage
Authorized capacity/class - Class 1, Division
Quantity (NEW) - 70,000 lbs
ESQD = 1,650 ft

40. State the location, distance and response time of the **explosive ordnance disposal** (EOD) unit tasked to respond to your station.

EOD is located at Iroquois Point, with water and shore capabilities. Mobile Unit One (at West Loch) response time varies with threat levels, but averages approximately thirty minutes.

TYCOM NOTE: EOD MOBILE UNIT ONE IS ATTACHED TO NAS BARBERS POINT, HI, BUT IS STATIONED AT WESTLOCH LUALUALEI, HI. EOD MOBILE UNIT ONE WILL BE DECOMMISSIONING ON 30 SEPT 94. NEW EOD DETACHMENT PEARL HARBOR AND EOD TRAINING AND EVALUATION TEAM WILL REPLACE EOD MOBILE UNIT ONE AND WILL REMAIN AT WESTLOCH. DISTANCE OF TRAVEL IS 1/2 MILE. RESPONSE TIME DURING NORMAL WORKING HOURS IS 15-20 MINUTES, AFTER HOURS IS 30-45 MINUTES.

41. Can you or a tenant activity **reload VLS ship magazines**?

YES

This document is a map that is too large to be scanned in for electronic view regarding Pearl Harbor

Document Separator

Pearl Harbor

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1. Provide six copies of the **pilotage chart** that includes the waterfront at your facility. Indicate on the chart what Notice to Mariners it is corrected to.

2. List the following:

a. **Length of main channel** from base to the open sea: Approx 8,000 yards

b. **Minimum Channel width** between base and open sea: Approx 350 yards

c. **Minimum center channel depth** (MLLW) between base and open sea: 13.1 meters

d. **Minimum height of overhead obstructions** of the channel from base to the open sea: There are no overhead channel obstructions.

FORCE STRUCTURE

3. List the **active surface warships and carriers** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 3.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
CG	**3**	3	3	3	3	**566**	55	31.5	4000
DD	4	4	4	4	4	**563**	55.1	29.0	2400
FFG	2	2	2	2	2	**453**	45	24.5	2000
DDG	1	3	*3*	*3*	*3*	**504**	66.9	**30**	4000

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4. List the **reserve ships** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 4.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
	NONE								

5. List the **amphibious and mine warfare ships** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 5.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
MHC	*0*	*0*	**0**	**0**	**0**	188	36	9.5	400

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6. List the **submarines** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 6.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
	NONE								

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7. List the **logistics, sealift, and auxiliary ships** (including MSC) by class that were homeported at your base at the end of the indicated fiscal years. Include in this table all DON ships not covered previously in tables 4 through 7. For each class provide the listed mooring requirements.

Table 7.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
AO	2	2	2	2	2	0709	88	**35**	2400
Victorious TAGOS	2	2	2	2	2	234.5	93.6	24.8	800
Stalwart Class TAGOs	4	3	3	3	3	224	43	14.9	800
AE	0	0	**0**	**0**	**0**	564	81	28	2000
ARS 38	**0**	**0**	0	0	0	213	44	13.4	400
ARS 50	2	2	2	2	2	**255**	51	**17**	800

8. List ships of **other DOD and non-DOD** departments by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 8.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
Franks Besson LSV	2	2	2	2	2	272.8	60	12	800

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9. List all **operating forces** and operational staffs (CARGRU, DESRON, SUBRON, etc.) not listed in questions 3 through 8 above that will be home based at your base at the end of the indicated fiscal years. For each unit provide the listed support requirements.

Table 9.1

Unit ID	Onboard FY 1994 (PN)	Onboard FY 1995 (PN)	Onboard FY 1997 (PN)	Onboard FY 1999 (PN)	Onboard FY 2001 (PN)	Indoor SF reqd	Outdoor SF reqd	Special Facilities required
DESRON 31 55528	*13*	*12*	*12*	*12*	*12*	2496	N/A	NONE REQUIRED

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BERTHING CAPACITY

11. For each **Pier/Wharf** at your facility list the following **structural characteristics.** Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Table 11.1

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit [7]	# Days OOS for maint
B22 1937	152.20	500	40	N/A	50	SEMI	NOTE 1	18
B23 1937 MCON P-441	152.20	550	40	N/A	50	SEMI	NOTE 1	21
B24 1937 MCON P-441	152.20	550	40	N/A	50	SEMI	NOTE 1	10
B25 1937	152.20	600	40	N/A	50	SEMI	NOTE 1	18
B26 1937	152.20	700	40	N/A	50	SEMI	NOTE 1	18
F1 1940	152.20	570	40	N/A	50	N	NOTE 2	5
F1.5 1940	152.20	215	40	N/A	50	N	---	5
F4 1923	152.20	230	40	N/A	50	N	---	5

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Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint
F5 1944 MCON P-332	152.20	1000	45	N/A	100	N	NOTE 2	70
F9 1941	152.20	360	40	N/A	50	N	NOTE 2	5
F10 1941	152.20	360	40	N/A	50	N	NOTE 2	5
F12 1943	152.20	700	40	N/A	75	N	NOTE 3	5
F13 1943	152.20	700	40	N/A	75	N	NOTE 3	5
A1 1944	152.20	390	20	N/A	75	N	NOTE 2	5
A2 1944	151.20	300	20	150	75	N	NOTE 2	5
A3 1944	151.20	300	20	150	200	N	NOTE 2	5
A5 1944	151.20	310	20	150	50	N	NOTE 2	5
A6 1944	151.20	310	20	150	50	N	NOTE 2	5
A7 1944	152.20	400	20	N/A	50	N	NOTE 2	16
M1 1922 MCON P-441	152.20	386	35-40	N/A	51	SEMI	NOTE 2	21

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Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint
A7 1944	152.20	394	20	N/A	22	N	NOTE 2	16
M1 1922 MCON P-441	152.20	386	40	N/A	51	SEMI	NOTE 2	21
M2 1922 MCON P-441	152.20	386	40	N/A	51	SEMI	NOTE 2	33
M3 1922	152.20	612	35	N/A	51	SEMI	NOTE 2	10
M4 1922	152.20	612	35	N/A	51	SEMI	NOTE 2	10

[1]Original age and footnote a list of MILCON improvements in the past 10 years.
[2]Use NAVFAC P-80 for category code number.
[3]Comment if unable to maintain design dredge depth
[4]Water distance between adjacent finger piers.
[5]Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.
(No RO/RO and/or aircraft access available at NAVSTA Pearl. Kilo and Victor Piers at FISC Pearl has RO/RO capability, no aircraft access.) R
[6]Describe the additional controls for the pier.
[7]Net explosive weight. List all ESQD waivers that are in effect with expiration date.

MILCON IMPROVEMENTS:

P-441 Electrical Improvement Bravo/Mike Docks
P-332 Pier/Shore Improvements

NOTES:
1. CLASS 1
   DIV 4 UNLIMITED
   DIV 3 20,000 LBS
   RADIUS 215 FT

2. CLASS 1
   DIV 4 1000 LBS
   DIV 3 1000 LBS
   RADIUS 100 FT
3. CLASS 1
   DIV 4 UNLIMITED
   DIV 3 20,000 LBS
   DIV 1 VARIOUS
   RADIUS 600 FT

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BERTHING CAPACITY

11. For each **Pier/Wharf** at your facility list the following **structural characteristics**. Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Table 11.1

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint
S15/S16 1932	15120	450	22.0	160	26	N	75	5
S15/S16 1932	15120	450	22.0	160	26	N	75	5
S19 1944	15120	450	22.0	160	28	N	75	5

[1]Original age and footnote a list of MILCON improvements in the past 10 years.
[2]Use NAVFAC P-80 for category code number.
[3]Comment if unable to maintain design dredge depth
[4]Water distance between adjacent finger piers.
[5]Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.
[6]Describe the additional controls for the pier.
[7]Net explosive weight. List all ESQD waivers that are in effect with expiration date.

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12. For each **Pier/Wharf** at your facility list the following **ship support characteristics**:

Table 12.1

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]
B22/23	Y	5320 KVA/ 7320 KVA	115 PSI	2,160,000	2,505,600	0	12,400 LB/HR 100 PSI	NONE
B24 B25 B26	Y	7980 KVA/ 8980 KVA/ 4660 KVA	115 PSI	1,440,000	3,398,400	0	5,400 LB/HR 100 PSI	NONE
M1/2	Y	2000 KVA/ 2000 KVA	115 PSI	1,440,000	1,828,800	0	4100 LB/HR 100 PSI	NONE
M3/4	Y	4660 KVA/ 3990 KVA	115 PSI	1,440,000	2,246,400	0	8,200 LB/HR 100 PSI	NONE
F1	Y	0	0	1,440,000	0	0	0	NONE
F4	Y	0	0	0	0	0	0	NONE
F5	Y	3000 KVA	140 PSI	1,440,000	576,000	0	12,000 LB/HR 175 PSI	NONE
F 9/10	Y	0	0	1,440,000	0	0	0	NONE
F 12/13	Y	0	0	2,160,000	1,411,200	0	0	NONE
A1	Y	330 KVA	0	1,440,000	720,000	0	0	NONE

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Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]
A2	Y	330 KVA	0	1,440,000	720,000	0	0	NONE
A3	Y	330 KVA	0	1,440,000	720,000	0	0	NONE
A5	Y	330 KVA	0	1,440,000	720,000	0	0	NONE
A6	Y	330 KVA	0	1,440,000	720,000	0	0	NONE
A7	Y	670 KVA	0	1,440,000	720,000	0	0	NONE

[1]List only permanently installed facilities.
[2]Indicate if the steam is certified steam.
[3]Describe any permanent fendering arrangement limits on ship berthing.

NOTE: All steam where indicated is certified.

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12. For each **Pier/Wharf** at your facility list the following **ship support characteristics:**

Table 12.1

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/ hr & PSI)[2]	Fendering limits[3]
S15/S16	Y	460	4500 PSI	1,440,000	720,000	0	0	NONE
S17/S18	Y	460	4500 PSI	1,440,000	720,000	0	0	NONE
S19	Y	460	4500 PSI	1,440,000	720,000	0	0	NONE

[1]List only permanently installed facilities.
[2]Indicate if the steam is certified steam.
[3]Describe any permanent fendering arrangement limits on ship berthing.

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Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]
A7	Y	670 KVA	0	1,440,000	720,000	0	0	NONE

[1]List only permanently installed facilities.
[2]Indicate if the steam is certified steam.
[3]Describe any permanent fendering arrangement limits on ship berthing.

NOTE: All steam where indicated is certified.

Question 13 has been revised/clarified in response to clarification request from CDR R.M. Sanders, BSAT.

13. For each pier/wharf listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 13.1

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
Bravo 22-24	AOE, AO, DD, DDG, FF, FFG, CG, LST, LPD, LHA, LPH, LSO, CV	* Four ships per berth (Nested) ** R	** Four ships per berth R	** Four ships per berth R
Mike 1-2	All class ships except ships over 750'	One ship per for Mike 1-2 combined R	One ship berth for Mike 1-2 R	One ship berth for Mike 1-2 R
Bravo 25	All class ships except CV, CVN, LPH, LHD, LHA R	** *** Three ships per berth	** Three ships per berth (Nested) R	** Three ships per berth (Nested) R
Bravo 26	All class ships except CV, CVN, LPH, LHD, LHA R	** Two ships per berth (Nested) R	** Two ships per berth (Nested) R	** Two ships per berth (Nested) R
Mike 3-4	All Class ships except CV, CVN, LPH, LHD, LHA R	** Two ships per berth (Nested) with exception of AIGIS/ARLEIGH BURKE due to power requirements R	** Two ships per berth (Nested) R	** Two ships per berth (Nested) R

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13. For each **pier/wharf** listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 13.1

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
Bravo 22-24	AOE, AO, DD, DDG, FF, FFG, CG, LST, LPD, LHA, LPH, LSO, CV	Four ships per berth	One ship per berth	One ship per berth
Mike 1-2	All class ships except ships over 750'	One ship per berth	One ship per berth	One ship per berth
Bravo 25	All class ships except CV, CVN	Three ships per berth	Three ships per berth	Three ships per berth
Bravo 26	All class ships except CV, CVN	Two ships per berth	Two ships per berth	Two ships per berth
Mike 3-4	All Class ships except CV, CVN	Two ships per berth	Two ships per berth	Two ships per berth
A-1 A-3 A-S A-7	ARS, TAGO's	One ship per berth	One ship per berth	One ship per berth
F-1	DD, DDG, FFG, FF, LST, AO, AOE, LSO, LHA, LPH, CG	One ship per berth	One ship per berth	One ship per berth
F-1.5	NONE	NONE	NONE	NONE
F-4	NONE	NONE	NONE	NONE
F-5	DD, DDG, FFG, FF, LST, AO, AOE, LSO, LHA, LPH, CG	Two ships per berth	Two ships per berth	One ship per berth

PEARL HARBOR
UIC: 62813 R

A-1 A-3 A-5 A-7	ARS, TAGO's	One ship per berth	One ship per berth	One ship per berth
F-1	DD, DDG, FFG, FF, LST, AO, AOE, LSO, CG	One ship per berth	One ship per berth	One ship per berth
F-1.5	NONE	NONE	NONE	NONE
F-4	NONE	NONE	NONE	NONE
F-5	DD, DDG, FFG, FF, LST, AO, AOE, LSO, LHA, LPH, CG, CV, CVN, LHD, LPD R	** Two ships per berth (Nested) R	** Two ships per berth (Nested) R	** Two ships per berth R
F-9 F-10	ARS, TAGOs	One ship per berth	One ship per berth	One ship per berth
F-12 F-13	SUBS, ARS, DD, FF, FF3, LST, AOE, AO, LSO, LHA, LPH, CG	One ship per berth	One ship per berth	One ship per berth

* Shore power available for 2 ships only, additional nested ships require own power.

** With exception of CV, LHA, LPH, LHD which are 1 ship per berth.

[1]Typical pier loading by ship class with current facility ship loading.

[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

24.a. R. (3 JAN95)

F-9 F-10	ARS, TAGOs	One ship per berth	One ship per berth	One ship per berth
F-12 F-13	SUBS, ARS, DD, FF, FF3, LST, AOE, AO, LSO, LHA, LPH, CG	One ship per berth	One ship per berth	One ship per berth

[1]Typical pier loading by ship class with current facility ship loading.
[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.
[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

14. For each **pier/wharf** listed above, based on Presidential Budget 1995 budgeted **infrastructure improvements in the Presidential Budget 1995 through FY 1997 and the BRAC-91 and BRAC-93 realignments**, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 14.1

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
	SAME AS ABOVE			

[1]Typical pier loading by ship class with current facility ship loading.

[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

Rev SEO
Pier

Naval Station Capacity Analysis Data Call
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15.a. How much pier space is required to **berth and support ancillary craft** (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

1. Berth S-19 are suited to accommodate 4 of 5 YTB's assigned to Pearl Harbor. One YTB is temporarily berth at S-18. Total Pier space required 1000 feet of pier space to accommodate five YTB's.

2. YC Barge/YCV barges assigned to NAVSTA Pearl require approximately 1000 feet of pier space. Temporary berth for 4 YC barges and 2 YCV barges are Kilo 3/5 and Kilo 9.

15.b. What is the average pier loading in ships per day due to **visiting ships** at your base. Indicate if it varies significantly by season.

Average pier loading on a daily basis is 7.

15.c. Given **no funding or manning limits**, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

No modifications or improvements required at this time.

15.d. Describe any **unique limits or enhancements** on the berthing of ships at specific piers at your base.

Unique limits for Arleigh Burke and Aegis Class ship can only be berthed at B-23 thru B-25 and M 1/2 for power requirements.

15.e. Describe the planned improvements in the pier support elements from questions 11 and 12 above that are budgeted in the presidential budget submission 1995 through fiscal year 1997.
None planned for the years 1995-1997 at this time.

20. Provide data for **waterfront cranes** at your installation. List all permanent, mobile and floating cranes, owned or long term leased:

Table 20.1

Type / ID	Typical Use	Nuclear / Ordnance Certified	Max Capacity (tons)	Pier limits for use	Owned / Leased
NONE					

21. List all government owned or leased **tugs and pusher boats**, and provide a description of each with their capabilities.

- YTB's - 806, 814, 781, 815
  LOA 109 ft and Beam 30 ft
- HTB's - generally same as YTB's
- Capabilities are various for all
- Pusher boats - 4 on station, general purpose
- Pilot boats - 2 on station

22. State the number of ship sets of **CV or CVN mooring camels** at your facility. State the number of ship sets of **SSN or SSBN camels** at your facility.

CV/CVN: three sets
SSN/SSBN: twenty six

22.b. For all **facilities that were classified as inadequate** in the preceding table, identify the type of facility and describe why the facility is inadequate; indicate how the facility is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate (do not be concerned with the economic justification for these costs). Indicate current plans to remove these deficiencies and the amount of any programmed funds.

Two facilities were rated inadequate, buildings 17 and 259. Building 17 is a converted World War II quonset hut and building 259 is a wood framed two story structure. Both buildings are inadequate classification due to its overall total deterioration. Each facility has numerous structural and electrical deficiencies. The facilities are still being utilized for administrative offices. A possible use for the facilities would be storage. The estimated cost to repair both facilities is approximately $ 180,000. Only minimal work is being done to repair these facilities until replacement facilities can be found.

23. Describe any **administrative support facility limitations**. Describe the potential for expansion of the services that personnel support facilities provide.

There are numerous facility deficiencies in all of the facilities in the administrative category. These deficiencies require structural, mechanical, plumbing, electrical and air conditioning repair work. The degree of deficiency severity ranges from imminent structural failure to minor items such as incidental exterior painting. The extreme age of the existing facilities of the administrative facilities. Termite structural damage, corroded plumbing, deteriorated electrical wiring insulation are actual deficiencies. The cost estimates for these hidden administrative facility category has been inadequate. With the added responsibility of Fire Code compliance, the existing repair funding is inadequate.

Operational Suitability

24. **Provide the shortest distance** (safe navigation route)(nautical miles) from the base to the **fifty fathom curve**. Indicate which DMA chart the distance/curve is based on.

1200 Yards from Buoys 1 and 2. DMA Chart #19366 R

25. Provide the designation for and **shortest distance** from the sea buoy (safe navigation route)(nautical miles) to the **training areas for naval air superiority fighters** and air defense missiles. Provide the name or designation for these areas and the DMA chart number that depicts these areas.

2500 NM to San Clemente Island. DMA Chart #18AOA18760 R

R

26. **Provide the shortest distance** (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for **individual ship exercises**. How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

2 nautical miles on course 270 true from Sea Buoy Papahotel.
25 square miles
Naval Exercise Area. DMA Chart #19366

27. **Provide the shortest distance** (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for individual **submerged submarine exercises**. How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

2 nautical miles on course 270 true from Sea Buoy Papahotel.
25 square miles
Naval Exercise Area. DMA Chart #19366

28. **Provide the shortest distance** (safe navigation route)(nautical miles) from the sea buoy to the **NGFS training area at sea for ashore bombardment** for naval ship delivered ordnance. Provide the name or designation for this area and the DMA chart number that depicts the area.

2500 NM to San Clemente Island. DMA Chart #18AOA18760 R

R

29. **Provide the distance** (safe navigation route)(nautical miles) from the sea buoy to the nearest **amphibious assault training area**. Provide the name or designation for this area and the DMA chart number that depicts the area.

27 NM to Bellows Beach. DMA Chart #19358.

30. **Provide the shortest distance** (safe navigation route)(nautical miles) from the sea buoy to the nearest **mine warfare training area**. Provide the name or designation for this area and the DMA chart number that depicts the area.

100 Nautical miles Northwest of Pearl Harbor.
Pacific Missile Range Facilites. DMA Chart #19002 R

R

31.a. List the features of this station, base, or facility that make it a **candidate for basing other operational units in the future.**

Strategic Location: Pearl Harbor is five full sailing days closer to the Western Pacific than mainland Naval facilities.

Climate: Mild tropical climate with temperatures averaging 75° F allow year-round operations.

Harbor / Piers: Deep water harbor allows access to all Naval and Commercial vessels. Piers capable of berthing all surface and subsurface vessels.

Expansion Opportunities: Ford Island offers significant land and pier space availability for expansion if required.

Industrial Availability: Naval Station is adjacent to the full service Pearl Harbor Naval Shipyard and the Fleet Industrial Support Center. Additionally, three major commercial shipyards are located in Honolulu, Honolulu Shipyard Inc, MARISCO, Ltd, and Honolulu Marine Inc.

31.b. List the features of this station, base, or facility that **inhibit the basing of other operational units.**

Cost of Living: The Honolulu area is rated number three on the list of the nations highest cost of living cities.

Housing: Estimated Navy family housing shortfall on Oahu is over 2,800 units.

32. Are there any **assets in the vicinity** of the station, base, or facility that are currently not used because of a deficiency or O&M,N funding shortages (safe navigation route)(nautical miles) but **could be improved to enhance the station's contingency or mobilization capabilities**? Provide details.

Ford Island land and pier facilities are currently underutilized due to limited access availability to the island. The 300 acres of vacant land could be utilized to address the family housing shortfall and the piers and wharves could be upgraded to fully support berthing of ships and modified to berth submarines. Construction of a causeway in 1997/98 will alleviate the access restrictions.

33. Does the operational infrastructure (i.e., test areas, fuel and munitions storage, warehouse space, industrial space) meet current requirements and provide capabilities for future expansion or change in mission? Provide details.

Yes. However, Ford Island piers do not have ship refueling capability as no fuel pipeline to the island exists. Naval Station munitions storage capabilities are limited, however, NAVMAG Lualualei is located 3 miles away.

34. List the **airspace, waterspace, and approach channels** that are actively managed by the base or a tenant activity.

Table 34.1 **Management Responsibilities**

Area	Managed by:	Management role
Ford Island Runway	NAVSTA PEARL	Oversight responsibility, plant account holder - runway is leased to state of Hawaii for civilian use only.
Pearl Harbor Channels	NAVSTA PEARL	Maintenance dredging and security responsibilities

35. Describe the role of the base in support of **military surveillance operations**. Indicate if prior BRAC realignments will impact this role.

This base provides the facilities and utilities required to support surveillance operations. NAVSTA Pearl Security boats perform hourly security checks within the harbor and West Loch areas.

36. Describe how this base or tenants support **training of Coast Guard or Drug Interdiction Forces or other non-DOD units or forces**.

USCG trains regularly with ATG MIDPAC performing drug interdiction operations within the Pearl Harbor area.

37. Describe the direct **oceanographic or meteorological support** the base or tenants provides to other governmental or military agencies.

Naval Pacific Meteorology and Oceanography Center:

1. Provides within assigned area of responsibility (AOR) oceanographic and meteorological services to Department of Defense activities, other U.S. government agencies and elements of the Armed Forces of allied nations as authorized by current directives from Commander Naval Meteorology and Oceanography Command (COMNAVMETOCCOM).

2. Maintain liaison with commands supported to ensure responsiveness of services, keeping COMNAVMETOOCOM informed regarding any significant findings or proceedings.

3. Advise and assist the fleet commanders in the formulation of request for Oceanographic support or to develop an Oceanographic requirement.

4. Coordinate, with fleet and shore based Naval activities, the collection and dissemination of oceanographic and meteorological data for assigned area of responsibility.

5. Command and support subordinate facilities and detachments.

6. As directed by COMNAVMETOCCOM, provide coordination and liaison with other DOD and federal agencies and foreign governments within assigned area of responsibility.

7. Provide oceanographic and meteorological services to governments and agencies as directed by COMNAVOCEANCOM or other competent authority.

8. Specific Meteorological Support:

a. Communications

(1) Eastern Pacific Environmental Broadcast
(2) Fleet Facsimile Broadcast

b. Warnings

(1) Extratropical wind Warnings
(2) Gulf of Tehuantepec Wind Warnings
(3) Arctic
(4) High Seas Warnings
(5) Small Craft Warnings
(6) Thunderstorm Warnings
(7) Local Storm Warnings
(8) Tropical Warnings

c. ROUTINE FORECASTS

(1) Ship in route weather forecasting (WEAX)
(2) Optimum Track Ship Routing (OTSR)
(3) Daily Local Area Forecast
(4) Daily Hawaiian OPAREA Forecast

d. ATMOSPHERIC SUPPORT PRODUCTS

(1) RADFO
(2) BALWIND
(3) CHAFF WIND
(4) RAPRO/IREPS
(5) GEM

9. Special Oceanographic Support Products:
   a. OCEANOGRAPHY PRODUCTS
      (1) Acoustic Range Prediction
         (a) SHARPS
         (b) ASRAP
         (c) ASRAPC
         (d) PHITAR
      (2) Pacific Oceanographic Synopsis
      (3) Pacific Fronts and Eddies Locator
      (4) Regional Oceanographic Analyses
      (5) Seiche Forecasts
      (6) Surf Forecasts
      (7) Drift Computations (SAR)

R

38. Weather and Climate

38.a. In the table provide the percent of ship underways and arrivals delayed more than three hours due to weather. Indicate the number of days inport lost due to emergency weather sorties during the same years. Add any further discriptions on how **weather** generally **impacts base operations** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions, etc.)

Table 38.1 **Operational Weather Impact**

	% delay CY 1990	% delay CY 1991	% delay CY 1992	% delay CY 1993
JAN	none	none	none	none
FEB	none	none	none	none
MAR	none	none	none	none
APR	none	none	none	none
MAY	none	none	none	none
JUN	none	none	none	none
JUL	none	none	none	none
AUG	none	none	none	none
SEP	none	none	none	none
OCT	none	none	none	none
NOV	none	none	none	none
DEC	none	none	none	none
# days lost to weather	NONE	NONE	4 R	NONE

R

Remarks:

Ships sent to sea for 4 days in August 1992 due to Hurricane Iniki. No underways and arrivals were delayed due to weather. R

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38.b What percentage of the time (on avarage, by month) does the local weather affect maintenance operations? Use the chart below and add any further descriptions on how **weather** generally **impacts base maintenance evolutions** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions.

Table 38.1 **Maintenance Weather Impact**

	Inches of Rain/Snow			Days under 40°F			% of upkeep or IMA days cancelled due to low or high temperatures or precipitation		
	CY 1991	CY 1992	CY 1993	CY1991	CY 1992	CY 1993	CY 1991	CY1992	CY 1993
JAN	0.80	0.43	0.70	none	none	none	none	none	none
FEB	2.09	1.35	0.41	none	none	none	none	none	none
MAR	6.24	0.72	.02	none	none	none	none	none	none
APR	1.00	0.11	0.23	none	none	none	none	none	none
MAY	0.48	1.13	0.19	none	none	none	none	none	none
JUN	0.26	0.10	0.11	none	none	none	none	none	non
JUL	0.16	2.01	0.69	none	none	none	none	none	none
AUG	0.16	0.97	1.03	none	none	none	none	none	none
SEP	0.56	2.08	0.10	none	none	none	none	none	none
OCT	3.43	2.57	1.63	none	none	none	none	none	none
NOV	1.52	1.04	0.46	none	none	none	none	none	none
DEC	1.24	6.49	0.27	none	none	none	none	none	none

Remarks:

There has been no days under 40 degrees F at Pearl Harbor.
There has been no upkeep or IMA days cancelled due to high or low temperatures or precipitation.

38.c. Describe any **unique training opportunities afforded by the local climate or geography**.

Mild tropical climate with temperatures averaging 75 degrees F allow year round outdoor training.

Ordnance Support

39.a. List the ordnance terminals at your station. If the base has no ordnance terminal, list the distance (ship transit miles) to the nearest ordnance station.

No ordinance terminals at NAVSTA Pearl. The nearest ordinance station is NAVMAG Lualualei located 3 miles transit from Pearl Harbor.

39.b. List any **ordnance anchorages** in your harbor complex. Provide the limits on their use.

Pearl Harbor Ammo Anchorage
Authorized capacity/class - Class 1, Division
Quanitity (NEW) - 70,000 lbs
ESQD = 1,650 ft

40. State the location, distance and response time of the **explosive ordnance disposal** (EOD) unit tasked to respond to your station.

EOD (Mobile Unit One) is located at Iroquois Point. The EOD has water and shore response capabilities. Response time is approximately 30 minutes.

41. Can you or a tenant activity **reload VLS ship magazines**?

No. VLS ship magazine reloads are performed at NAVMAG Lualualei.

Training Support

42. List the fleet operational training commands located in the harbor complex that offer fleet refresher training schools.

Mobile Technical Training Unit One (MOTU ONE)
Afloat Training Group, Middle Pacific (AFTG MIDPAC)
Naval Submarine Training Center Pacific (NAVSUBTRACENPAC)

43. List the combat system, combat control, or ship control **team training simulators** and their capabilities, if any, owned by training commands in the harbor complex .

MOTU ONE: None

AFTG MIDPAC:

Battle Force Tactical Training System (BFTT), B26 - Ships with Link 11 capabilities

14A12 Surface ASW Team Trainer, Bldg 39 - Support FFG, DD, CG

NAVSUBTRACENPAC:

This document is a map that is too large to be scanned in for electronic view regarding Pearl Harbor

Document Separator

GUAM GUAM

Naval Station Capacity Analysis Data Call UIC: 61755

1. Provide six copies of the **pilotage chart** that includes the waterfront at your facility. Indicate on the chart what Notice to Mariners it is corrected to.

2. List the following:

a. Length of main channel from base to the open sea:

5930 YDS

b. Minimum Channel width between base and open sea:

175 YDS

c. Minimum center channel depth (MLLW) between base and open sea:

33 FT

d. Minimum height of overhead obstructions of the channel from base to the open sea:

NONE

FORCE STRUCTURE

3. List the **active surface warships and carriers** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 3.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A									

4. List the **reserve ships** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 4.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A									

5. List the **amphibious and mine warfare ships** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 5.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A									

6. List the **submarines** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 6.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A									

7. List the **logistics, sealift, and auxiliary ships** (including MSC) by class that were homeported at your base at the end of the indicated fiscal years. Include in this table all DON ships not covered previously in tables 4 through 7. For each class provide the listed mooring requirements.

Table 7.1

Change N5A-CPF MAY 94

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
AFS-1	**1**	**0**	0	0	0	581	79	**24**	**4000**
AS-31	1	1	*0*	*0*	*0*	599	83	27	6400
TATF	1	1	1	1	1	226	42	16	300
TAFS	**3**	**4**	**4**	**4**	**4**	581	79	**24**	**4000**
TAFS	1	1	1	1	1	524	72	27	1600
TAE	1	1	2	2	3	564	81	27	1600
AK	1	1	1	1	1	605	82	35	1600
MPS	4	4	4	4	4	673	106	33	1600
TACS	1	0	0	0	0	610	78	32	1600
TAKR	3	0	0	0	0	697	106	36	1600

8. List ships of **other DOD and non-DOD** departments by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 8.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
WLB	1	1	1	1	1	225	46	14	400
WPB	1	1	1	1	1	110	21	10	200

9. List all **operating forces** and operational staffs (CARGRU, DESRON, SUBRON, etc.) not listed in questions 3 through 8 above that will be home based at your base at the end of the indicated fiscal years. For each unit provide the listed support requirements.

Table 9.1

Change N1-CPF MAY 94

Unit ID	Onboard FY 1994 (PN)	Onboard FY 1995 (PN)	Onboard FY 1997 (PN)	Onboard FY 1999 (PN)	Onboard FY 2001 (PN)	Indoor SF reqd	Outdoor SF reqd	Special Facilities required
55481	54	54	54	54	54	33,704	500K	FIRING MAZE&MCON3 95
30215	70	92	88	88	88	17,140	500K	NONE
62524	28	33	33	33	33	7,930	NONE	NONE
43709	*7*	*6*	*6*	*6*	*6*	79,706	NONE	FACILITIES FOR AS/SSN SUPPORT

BERTHING CAPACITY

11. For each **Pier/Wharf** at your facility list the following **structural characteristics.** Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Table 11.1

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
KILO 1989	152-10	404	45	N/A	95	Y	3.0M	NONE
UNIFORM 1946	152-20	1219	30*	N/A	150	N	5K	*NOTE 1*
VICTOR 1946	152-20	3465	30*	N/A	150	N	5K	NONE
SIERRA 1946	152-60	1982	32*	N/A	150	N	5K	NONE
TANGO 1946	152-60	1495	32*	N/A	150	N	5K	NONE
X-RAY 1946	152-60	1476	32*	N/A	75	N	5K	NONE
ALPHA 1946	152-20	520	36*	N/A	135	N	60K	NONE
BRAVO 1946	152-20	500	36*	N/A	98	N	60K	NONE
			*MAINT DREDGING REQ.					

Change N4644-CPF MAY 94

[1]Original age and footnote a list of MILCON improvements in the past 10 years.

[2]Use NAVFAC P-80 for category code number.

[3]Comment if unable to maintain design dredge depth

[4]Water distance between adjacent finger piers.

[5]Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.

[6]Describe the additional controls for the pier.

[7]Net explosive weight. List all ESQD waivers that are in effect with expiration date.

NOTE 1: BASED ON RECOMMENDATION OF COMNAVSURFPAC MSG 010719Z SEPT 93 ASSESSMENT OF NAVAL STATION GUAM DAMAGE FROM 08AUG93 EARTHQUAKE.

Change
N4644-
CPF
MAY 94

12. For each **Pier/Wharf** at your facility list the following **ship support characteristics**:

Table 12.1

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable+ Water (GPD)	CHT++ (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]
KILO	N	**PORTABLE GENERATOR**	N	90 PSI	100 PSI	0	**150 PSI** *3000 LBM/HR*	N
UNIFORM	N	N	N	90 PSI	100 PSI	0	N*	N
VICTOR	N	**V1-1200 AMP 3 PHASE V2-NONE (DAMAGED BY EQUAKE)**	N	90 PSI	100 PSI	0	**150 PSI** N 3-6 *3000 LBM/HR*	N
SIERRA	Y	**NONE - DAMAGED BY EQUAKE**	N	90 PSI	100 PSI	0	N*	N
TANGO	N	N	N	90 PSI	100 PSI	0	N*	N
X-RAY	N	**1600 AMP**	N	90 PSI	100 PSI	0	N	N
ALPHA	Y	**1,3 1600 AMP 4,5 3200 AMP**	N	90 PSI	100 PSI	0	N*	N
BRAVO	Y	**1200 AMP**	N	90 PSI	100 PSI	0	N*	N

[1]List only permanently installed facilities.
[2]Indicate if the steam is certified steam.
[3]Describe any permanent fendering arrangement limits on ship berthing.

+ Insufficient data is available to provide gallons per day. Field testing of each wharf is required. Therefore, the pressure has been provided.
++ The maximum steam capacity for cold iron ships is 300 lb/hr.

NOTE: Donkey boiler available to provide steam if required. Provides 150 PSI at rate of approx. 1000 lbm/hr.

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13. For each **pier/wharf** listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 13.1

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
KILO	34% AE	1	1	NONE
UNIFORM	ABANDONED 93/08/08	NONE	NONE	NONE
VICTOR	1&2-100% PB/RIB/SBU 3-100% YTB 4-75% WLB/ WPB/NOAA 5-100% PWR BARGE 6-29% FOREIGN FF/DD	1&2- 6-12 SM CRAFT 3- 4-6 SM CRAFT 4- 2 SM SHIPS 5- PWR BARGE ONLY 6-FF/DD/SSN	NONE	NONE
SIERRA	1&2-90%*TAFS 3-52% AFS 4-84% AFS	1&2 NONE 3&4 1	1&2 NONE 3&4 1	1&2 NONE 3&4 1
TANGO	1&2-26% CARGO/BULK 3-2% YD CRAFT	1&2-1 3-1	1&2 1 3 1	1&2 1 3 NONE
X-RAY	5% AFS	1	NONE	NONE
ALPHA	112% AS/SSN	1	1	AS SUPPORT/3 SSN
BRAVO	17% SSN/ DD/CG	1	1	AS SUPPORT/1SSN

[1]Typical pier loading by ship class with current facility ship loading.
[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.
[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

** PRE-EARTHQUAKE FIGURES. SIERRA 1 & 2 ARE CURRENTLY UNUSABLE*

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14. For each **pier/wharf** listed above, based on Presidential Budget 1995 budgeted **infrastructure improvements in the Presidential Budget 1995 through FY 1997 and the BRAC-91 and BRAC-93 realignments**, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 14.1

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
KILO	40% AE	1	1	NONE
UNIFORM	70% BARGES	NONE	NONE	NONE
VICTOR	1&2 100% PB/RIB/SBU 3 100% YTB 4 80% WLB/ WPB/NOAA 5 100% PWR BARGE 6 65% SM SHIPS FF/DD	1&2 6-12 SM CRAFT 3 YTB 4 2 SM SHIPS 5 POWER BARGE 6 1-3 SM SHIPS SSN/FF/DD	NONE	NONE
SIERRA	1&2 10% BARGES ONLY 3&4 90% TAFS/CARGO	1&2 BARGES 3&4 1	1&2 NONE 3&4 1	1&2 NONE; 3&4 1
TANGO	1&2 30% CARGO/BULK 3 5% YD CRAFT/BARGES	1&2 1 3 1	1&2-1 3 NONE	1&2 1; 3 NONE
X-RAY	10% TAFS	1	NONE	NONE
ALPHA	112% AS/SSN	1	1	AS SUPPORT/3 SSN
BRAVO	20% SSN/DD/CG	1	1	AS SUPPORT/1 SSN

[1]Typical pier loading by ship class with current facility ship loading.

[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

15.a. How much pier space is required to **berth and support ancillary craft** (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft. A. YTB'S 900FT;B. BARGES 900FT;C. FLOATING CRANES 450FT. NO

15.b. What is the average pier loading in ships per day due to **visiting ships** at your base. Indicate if it varies significantly by season. 2 PER DAY AVG. NO VARIATION.

15.c. Given **no funding or manning limits**, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

REPAIR EARTHQUAKE DAMAGE TO WHARVES AND ASSOCIATED UTILITIES.

PIER	DESCRIPTION	COST	ADD'L CAP
SIERRA	STRUCTURAL DAMAGE	8,300K	2 TAFS/AFS
VICTOR	STRUCTURAL DAMAGE	19,000K	2 TAFS/AFS
TANGO	STRUCTURAL DAMAGE	105K	NONE
ALPHA	STRUCTURAL DAMAGE	50K	NONE
BRAVO	STRUCTURAL DAMAGE	40K	NONE

15.d. Describe any **unique limits or enhancements** on the berthing of ships at specific piers at your base.
LIMITS EXIST DUE TO EARTHQUAKE DAMAGE TO VICTOR AND SIERRA 1&2

15.e. Describe the planned improvements in the pier support elements from questions 11 and 12 above that are budgeted in the presidential budget submission 1995 through fiscal year 1997.

NONE

16.a. For **ship classes** currently homeported at your base and **serviced by an associated Intermediate Maintenance Activity**, list the following historical data:

IMA/UIC: USS HOLLAND (AS 32)/N45250

Table 16.1

Ship Class	Avg. man-hrs expended per ship per year			Avg # of days in dock/yr for class operating cycle	Fleet reqd wks/year in availability per ship		
	FY1991	FY1992	FY1993		FY1991	FY1992	FY1993
AS	N/A	244651	191045	NONE	N/A	25	29
AFS	N/A	12299	45497	NONE	N/A	43	34
AE	N/A	934	6974	NONE	N/A	23	5

SHIP'S NOTE: THE USS HOLLAND ARRIVED ON STATION IN GUAM IN JUNE 1992. THEREFORE, FY91 DATA IS NOT AVAILABLE . ADDITIONALLY, FY92 DATA ONLY COVERS THE PERIOD OF JUNE THROUGH SEPTEMBER 1992. ALL DATA PULLED FROM THE MRMS SYSTEM.

SHIP'S NOTE: THE DATA PROVIDED IN TABLE 16.1 ONLY COVERS THAT WORK PERFORMED IN GUAM ON SHIPS HOMEPORTED IN GUAM. THE DATA DOES NOT COVER THE USS HOLLAND'S PRIMARY MISSION OF PROVIDING SCHEDULED AND EMERGENT IMA WORK ON DEPLOYED SSNs HOMEPORTS (WESTPAC).

20. Provide data for **waterfront cranes** at your installation. List all permanent, mobile and floating cranes, owned or long term leased:

Table 20.1

Type / ID	Typical Use	Nuclear / Ordnance Certified	Max Capacity (tons)	Pier limits for use	Owned / Leased
YD 120	MAINT/CARGO	NO	125	NONE	LEASED
YD 223	MAINT/CARGO	NO	100	NONE	LEASED
YD 226	MAINT/CARGO	NO	100	NONE	LEASED

21. List all government owned or leased **tugs and pusher boats**, and provide a description of each with their capabilities.

YTB 776,777,794,795 OWNED. 109X30X14,SINGLE SCREW 6700 BHP
YTL 812,814 OWNED. 54X14X5 TWIN SCREW 340 BHP
2 PUSHER BOATS OWNED. 56FT. TWIN SCREW 600BHP

22. State the number of ship sets of **CV or CVN mooring camels** at your facility. State the number of ship sets of **SSN or SSBN camels** at your facility.

CV/CVN-NONE
SSN CAMELS-6 SETS

PERSONNEL SUPPORT

23. Training Facilities

23.a. By Category Code Number (CCN), complete the following **student throughput capacity** table for all **training facilities** (adequate, substandard and inadequate) aboard the installation including tenant activities. Include all 171-*xx*, 179-*xx* CCN's and any other applicable CCN. Following the table, describe how the Student Hours/Yr capacity is derived.

23. Describe any **administrative support facility limitations**. Describe the potential for expansion of the services that personnel support facilities provide. FACILITY LIMITATIONS-NONE.
EXPANSION-PSD IS LOCATED IN BUILDING 5 AT NAVAL STATION AND PROVIDES SERVICES TO ALL NAVAL PERSONNEL ON GUAM. SOURCE DATA SYSTEM INSTALLATION SCHEDULED FOR JUNE 1994 AND AUTOMATED DOD IDENTIFICATION CARD SYSTEM SCHEDULED FOR SEPTEMBER 1994. NO FURTHER EXPANSION ANTICIPATED.

Operational Suitability

24. Provide the shortest distance (safe navigation route)(nautical miles) from the base to the **fifty fathom curve**. Indicate which DMA chart the distance/curve is based on. 1150YDS WEST OF GLASS BREAKWATER. DMA CHART# 81054.

25. Provide the designation for and **shortest distance** from the sea buoy (safe navigation route)(nautical miles) to the **training areas for naval air superiority fighters** and air defense missiles. Provide the name or designation for these areas and the DMA chart number that depicts these areas. COURSE 193 DEGREES TRUE AFTER EXITING THE BREAKWATER AT 16 MILES. SIZE IS 103NMX130NM. DMA CHART# 81025

26. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for **individual ship exercises**. How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area. OPAREA IS LOCATED IMMEDIATELY OUTSIDE THE BREAKWATER. SIZE IS 10NMX20NM. DESIGNATED AS N-10. DMA CHART# 81025.

27. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for individual **submerged submarine exercises**. How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area. OPAREA IS LOCATED IMMEDIATELY OUTSIDE THE BREAKWATER. SIZE IS 16NMX16NM. DESIGNATED AS SS-2. DMA CHART# 81025.

28. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the **NGFS training area at sea for ashore bombardment** for naval ship delivered ordnance. Provide the name or designation for this area and the DMA chart number that depicts the area. 179NM AT FARALLON DE MENDINILLA,CNMI. DMA CHART# 81086 AND 525.

29. Provide the distance (safe navigation route)(nautical miles) from the sea buoy to the nearest **amphibious assault training area**. Provide the name or designation for this area and the DMA chart number that depicts the area. 127NM TO TINIAN,CNMI. DMA CHART# 81067.

30. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the nearest **mine warfare training area**. Provide the name or designation for this area and the DMA chart number that depicts the area. SWEPT CHANNEL LOCATED IMMEDIATELY OUTSIDE THE BREAKWATER. DMA CHART# 81054/81048.

31.a. List the features of this station, base, or facility that make it a **candidate for basing other operational units in the future.** - 170 ACRES AVAILIBLE FOR DEVELOPMENT FOR OPERATIONAL AND TRAINING USE

- PIER FACILITIES, PROVIDED REPAIRS TO EARTHQUAKE DAMAGE AND ELECTRICAL UPGRADES ARE APPROVED, COULD ACCOMMODATE MORE/LARGER U. S. NAVY SHIPS.
- PROXIMITY TO ASIAN MAINLAND
- WEATHER (WITH NOTABLE EXCEPTION OF OCCASIONAL TYPHOONS)

NOTE SUBMITTED BY CDR BARRON,COMSUBPAC N46
"NAVSTA GUAM IS THE ONLY FORWARD DEPLOYED U.S. NAVAL ACTIVITY ON U.S. SOIL. IT IS OF THE UTMOST STRATEGIC VALUE TO HAVE A FORWARD DEPLOYED BASE ON U.S. TERRITORY WHERE WE ARE NOT SUBJECT TO THE DRAMATIC EFFECTS OF CHANGES IN A FOREIGN GOVERNMENT'S POLITICAL CLIMATE, AS WAS THE CASE IN SUBIC BAY. ADDITIONALLY, NAVSTA GUAM IS OF A TREMENDOUS BENEFIT TO THE PACIFIC FLEET SUBMARINE FORCE BECAUSE OF OUR CAPABILITY AND FLEXIBILITY TO DO BOTH NUCLEAR AND NON-NUCLEAR COMPLEX MAINTENANCE THERE. ITS GEOGRAPHICAL LOCATION AND EXISTING SUPPORT INFRASTRUCTURE MAKE NAVSTA GUAM THE MOST DESIRABLE LOCATION TO SUPPORT SHIPS ON EXTENDED DEPLOYMENTS TO THE WESTERN PACIFIC."

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31.b. List the features of htis station, base, or facility that **inhibit the basing of other operational units.**

- APRA HARBOR NOT A SAFE TYPHOON HAVEN
- LIMITED LOCAL RESOURCES WHICH REQUIRES THE IMPORTATION OF SUPPLIES, FOODSTUFFS, MATERIALS, ETC.
- WOULD REQUIRE UPGRADES IN CAPACITY FOR SOME FACILITIES IN ORDER TO ACCOMMODATE SERVICE MEMBERS AND FAMILY MEMBERS.

32. Are there any **assets in the vicinity** of the station, base, or facility that are currently not used because of a deficiency or O&M,N funding shortages (safe navigation route)(nautical miles) but **could be improved to enhance the station's contingency or mobilization capabilities**? Provide details. NONE.

33. Does the operational infrastructure (i.e., test areas, fuel and munitions storage, warehouse space, industrial space) meet current requirements and provide capabilities for future expansion or change in mission? NO.

A. ALL EIGHT NAVAL STATION WHARVES SUSTAINED DAMAGE DURING THE 8 AUG 93 EARTHQUAKE. THE FOLLOWING IS A BREAKDOWN OF THE DAMAGE:

WHARF	CNN	DAMAGE	EST REPAIR COST
ALPHA	15220	STRUCT CRACKS	50K
BRAVO	15220	STRUCK CRACKS	40K
KILO	15210	STRUCK FAILURE	1000K*
SIERRA	15260	STRUCT FAILURE	8300K
TANGO	15260	STRUCT CRACKS	105K
UNIFORM	15220	STRUCT FAILURE	12800K**
VICTOR	15220	STRUCT FAILURE	19100K***
XRAY	15260	STRUCT FAILURE	450K****

* KILO WHARF DAMAGE WAS REPAIRED BY UNDERWATER CONSTRUCTION TEAM TWO

** UNIFORM WHARF WAS DAMAGED EXTENSIVELY WITH SHEET PILING FAILURE AND MAJOR DECK BUCKLING. IT WAS ABANDONED IN PLACE IMMEDIATELY AFTER THE EARTHQUAKE.

*** VICTOR WHARF WAS ALSO DAMAGED EXTENSIVELY WITH SHEET PILING FAILURE AND MAJOR DECK BUCKLING. ENGINEERS FROM PACDIV ESTIMATED THAT THE WHARF COULD BE BROUGHT UP TO 90% CAPACITY WITH MINIMAL REPAIRS. NMCB-1 HAS REPAIRED THE DECK OF VICTOR 1 AND 2. WE ANTICIPATE THAT NMCB-133 WILL REPAIR THE REMAINDER OF THE DECK.

**** XRAY WHARF WAS REPAIRED ON A COMBINED EFFORT BETWEEN NAVAL STATION AND FISC.

B. WHARF UTILITY ELECTRICAL SERVICES. SIERRA WHARF REQUIRES UPGRADE IN ELECTRICAL POWER CAPABILITY BEYOND THAT AVAILIBLE PRIOR TO EARTHQUAKE DAMAGE. SIERRA IS UNABLE TO MEET THE POWER REQUIREMENTS FOR LHA, LHD AND LCC CLASS SHIPS WHEN COLD IRON.

34. List the **airspace, waterspace, and approach channels** that are actively managed by the base or a tenant activity.

Table 34.1 **Management Responsibilities**

Area	Managed by:	Management role
INNER APRA HARBOR(WATER SPACE AND APPROACH CHANNELS)	NAVAL STATION GUAM	COORDINATION;TUG/PILOT/BERTHING SERVICES;PROCESS LOGISTIC REQUESTS. PORT CONTROL.
FLEET MOORINGS 702/703/951	NAVAL STATION GUAM	PORT CONTROL
TYPHOON MOORINGS 12/13/14/15/17/22/23	NAVAL STATION GUAM	PORT CONTROL

35. Describe the role of the base in support of **military surveillance operations**. Indicate if prior BRAC realignments will impact this role. PROVIDE LOGISTIC SUPPORT FOR UNITS INVOLVED IN SURVEILLANCE OPS. NO BRAC REALIGNMENTS WILL IMPACT THIS ROLE.

36. Describe how this base or tenants support **training of Coast Guard or Drug Interdiction Forces or other non-DOD units or forces**. NAVAL STATION SUPPORTS COAST GUARD TRAINING BY PROVIDING TRAINING SPACES, SMALL ARMS RANGE, AND BY COORDINATING CERTAIN TRAINING COURSES INCLUDING HAZARDOUS MATERIAL HANDLING FOR COAST GUARD UNITS. INDIRECTLY SUPPORTED WITH NAVAL STATION SECURITY FOR SEIZED VESSELS.

37. Describe the direct **oceanographic or meteorological support** the base or tenants provides to other governmental or military agencies. THE NAVAL PACIFIC METEOROLOGY AND OCEANOGRAPHY CENTER WEST/JOINT TYPHOON WARNING CENTER IS A TENANT OF NAVAL STATION GUAM. NAVPACMETOCCEN WESTS AREA OF RESPONSIBILITY (AOR) IS THE MARINE AREAS OF THE PACIFIC AND INDIAN OCEAN BASINS (INCLUDING THE ARABIAN GULF AND RED SEA) BETWEEN 17 DEGREES WEST (SOUTHERN TIP OF AFRICA) ON THE WEST TO AN APPROXIMATE BOUNDRY OF 160 DEGREES EAST FROM THE KAMCHATKA PENINSULA TO 20 DEGREES NORTH DIAGONALLY TO 155 DEGREES WEST AT THE EQUATER, THEN SOUTHWARD TO 60 DEGREES SOUTH. THE NORTHERN BOUNDARY IS 66 DEGREES NORTH. SPECIAL CONTINENTAL SUPPORT WITHIN THE BOUNDRIES OF THE AOR IS ALSO PROVIDED. SUPPORT INCLUDES TROPICAL CYCLONE WATCH AND WARNINGS,TROPICAL GALE WARNINGS, TROPICAL WEATHER ADVISORIES/SUMMARIES,HIGH WIND/SEA

WARNINGS, WEAX,OTSR,HAZARDOUS SURF WARNINGS, AREA FORECASTS FOR OPERATIONS WITHIN THE AOR, SPECIAL CLASSIFIED WEATHER MISSION FORCASTS, OCEANOGRAPHY FORECASTS, TOMAHAWK MISSION SUPPORT.MILITARY AND GOVERNMENT AGENCIES SUPPORTED ARE CINCPAC/CINCPACFLT, COMSEVENTHFLT,CTF 70/72/74/76/, COMUSNAVCENT,CTF 154/156, COMLOGWESTPAC,COMASWFORPAC CTG 12.5, MILITARY SEA LIFT COMMAND FAR EAST, SPECWARGRU-1, U.S. COAST GUARD, RESCUE COORDINATION CENTER, OKINAWA, GOV GUAM CIVIL DEFENSE, COMMONWEALTH OF THE NORTHERN MARIANAS ISLAND CIVIL DEFENSE, FEDERATED STATES OF MICRONESIA,REPULICS OF PAULAU AND MARSHALL ISLANDS AND THE U.S. STATE DEPARTMENT EMBASSIES AND MISSIONS.

38. Weather and Climate

38.a. In the table provide the percent of ship underways and arrivals delayed more than three hours due to weather. Indicate the number of days inport lost due to emergency weather sorties during the same years. Add any further discriptions on how **weather** generally **impacts base operations** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions, etc.)

Table 38.1 **Operational Weather Impact**

	% delay CY 1990	% delay CY 1991	% delay CY 1992	% delay CY 1993
JAN	1	0	0	0
FEB	0	0	0	0
MAR	0	0	0	1
APR	0	0	0	0
MAY	0	1	0	0
JUN	0	0	0	0
JUL	0	0	0	0
AUG	0	0	1	0
SEP	0	1	0	1
OCT	0	0	1	0
NOV	1	1	3	1
DEC	1	0	0	0
# days lost to weather	8	8	15	8

Remarks: THE PRIMARY CAUSE OF DELAYS AT GUAM ARE DUE TO TROPICAL CYCLONES OR TROPICAL STORMS. FOG,TEMP.,OR WINDS NOT A FACTOR UNLESS WINDS ASSOCIATED WITH A TROPICAL CYCLONE OR STORM.

38.b What percentage of the time (on avarage, by month) does the local weather affect maintenance operations? Use the chart below and add any further descriptions on how **weather** generally **impacts base maintenance evolutions** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions.

Table 38.1 **Maintenance Weather Impact**

	Inches of Rain/Snow			Days under 40°F			% of upkeep or IMA days cancelled due to low or high temperatures or precipitation		
	CY 1991	CY 1992	CY 1993	CY1991	CY 1992	CY 1993	CY 1991	CY1992	CY 1993
JAN	2.91	6.23	1.39	0	0	0	O	0	0
FEB	3.55	0.53	2.83	0	0	0	O	0	0
MAR	1.41	2.01	1.11	0	0	0	10	0	0
APR	4.62	1.33	0.91	0	0	0	0	0	0
MAY	5.02	2.01	1.38	0	0	0	10	0	0
JUN	5.49	3.70	1.46	0	0	0	0	0	0
JUL	7.79	9.45	7.04	0	0	0	0	0	0
AUG	17.85	36.44	15.04	0	0	0	10	40	0
SEP	10.16	8.43	10.96	0	0	0	0	0	0
OCT	10.91	12.77	14.50	0	0	0	0	10	0
NOV	13.09	9.65	7.82	0	0	0	40	20	10
DEC	3.66	1.57	5.22	0	0	0	0	0	0

Remarks: PRIMARY FACTOR FOR LOST WORK DAYS ARE TROPICAL CYCLONES OR TROPICAL STORMS. NORMAL RAINFALL,FOG OR TEMP NOT A FACTOR.

38.c. Describe any **unique training opportunities afforded by the local climate or geography**. THE PACIFIC ISLAND VOLCANIC TOPOGRAPHY IS UTILIZED EXTENSIVELY BY U. S. NAVY SPECIAL WARFARE UNITS AS WELL AS U.S.MARINES AND DEPLOYED CONSTRUCTION BATTALIONS. WARM AND HUMID, IT AFFORDS AN EXCELLENT OPPORTUNITY FOR JUNGLE WARFARE TRAINING.

Ordnance Support

39.a. List the ordnance terminals at your station. If the base has no ordnance terminal, list the distance (ship transit miles) to the nearest ordnance station. KILO PIER.

39.b. List any **ordnance anchorages** in your harbor complex. Provide the limits on their use. BUOY 702. PRIMARILY MPS USE. 1.6KT CLASS I.

40. State the location, distance and response time of the **explosive ordnance disposal** (EOD) unit tasked to respond to your station. EODMU FIVE DETACHMENT FIVE IS IS TASKED WITH RESPONDING TO ALL ON-ISLAND EOD SITUATIONS AND ARE LOCATED AT NAVAL MAGAZINE GUAM, APPROXIMATELY 16 MILES FROM THE NAVAL STATION. RESPONSE TIME IS DEPENDENT UPON TIME OF DAY, TYPE OF EMERGENCY, LOCATION OF THE INCIDENT AND DAY OF THE WEEK. IN GENERAL THE DETACHMENT CAN RESPOND TO ANY EMERGENCY WITHIN FORTY-FIVE MINUTES OF THE CALL.

41. Can you or a tenant activity **reload VLS ship magazines**?
YES. CONDUCTED BY NAVAL MAGAZINE GUAM AT BRAVO WHARF AND KILO PIER.

Training Support

42. List the fleet operational training commands located in the harbor complex that offer fleet refresher training schools.
AFLOAT TRAINING GROUP WESTPAC-DET GUAM.

43. List the combat system, combat control, or ship control **team training simulators** and their capabilities, if any, owned by training commands in the harbor complex .
NONE.

44. Indicate if the base or an activity in the harbor complex has a shipboard and/or aviation **fire fighting trainer**. Indicate if the base or an activity in the harbor complex has a **shipboard damage control wet trainer**. Provide details on the ship classes these trainers are designed to support. AFLOAT TRAINING GROUP WESTPAC DET GUAM MAINTAINS A FIRE SHIPBOARD FIGHTING FACILITY WHICH SERVICES 2 AFS,1AS AND 2 USCG SHIPS.

45. List the training commands on the base that provide **Class A or Class C schools**.
NONE.

46. List any **unique training facilities** not captured earlier in this data call. OROTE POINT JUNGLE WARFARE SCHOOL/CLOSE QUARTER COMBAT TRAINER UTILIZED BY NSWU-1, DEPLOYED CONSTRUCTION BATTALIONS AND MARINES FOR JUNGLE AND/OR URBAN COMBAT TRAINING.

This document is a map that is too large to be scanned in for electronic view regarding APRA Harbor Island of Guam

Document Separator

CORONADO

Naval Station Capacity Analysis Data Call
UIC: N62021

1. Provide six copies of the **pilotage chart** that includes the waterfront at your facility. Indicate on the chart what Notice to Mariners it is corrected to.

2. List the following:

a. **Length of main channel** from base to the open sea: **7.90 Nautical Miles**

b. **Minimum Channel width** between base and open sea: **600'**

c. **Minimum center channel depth** (MLLW) between base and open sea: **42'**

d. **Minimum height of overhead obstructions** of the channel from base to the open sea: **195'**

FORCE STRUCTURE

3. List the **active surface warships and carriers** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 3.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
(1) PC	**0**	6	6	6	6	**171**	25	8	**175**

(1) SOF MILCON P-211 Currently Designing A PC Boat Pier for NAVPHIBASE, Coronado

4. List the **reserve ships** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 4.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A									

5. List the **amphibious and mine warfare ships** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 5.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A									

6. List the **submarines** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 6.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A									

7. List the **logistics, sealift, and auxiliary ships** (including MSC) by class that were homeported at your base at the end of the indicated fiscal years. Include in this table all DON ships not covered previously in tables 4 through 7. For each class provide the listed mooring requirements.

Table 7.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A									

8. List ships of **other DOD and non-DOD** departments by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 8.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A									

9. List all **operating forces** and operational staffs (CARGRU, DESRON, SUBRON, etc.) not listed in questions 3 through 8 above that will be home based at your base at the end of the indicated fiscal years. For each unit provide the listed support requirements.

Table 9.1

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Unit ID	Onboard FY 1994 (PN)	Onboard FY 1995 (PN)	Onboard FY 1997 (PN)	Onboard FY 1999 (PN)	Onboard FY 2001 (PN)	Indoor SF reqd	Outdoor SF reqd	Special Facilities required
PHIBCB 1 N55104	**274**	**274**	**270**	**270**	**270**	**51000**	**276,345**	**BLAST FAC, LANDING RAMP**
FDGP N55721	**63**	**62**	**62**	**62**	**62**	**42142**	**65000**	*SCIF, MOTORPOOL AUTOSHOP CRANES*
(1) CTG 1 N09815	**15**	**15**	**15**	**15**	**15**	**24250**	**480**	*VAULT*
EODMU3 N55447	**211**	**211**	**206**	**206**	**206**	**67500**	**13680**	*ADMIN, CONEX STORAGE*
ACU ONE N53257	**290**	**293**	**290**	**286**	**286**	**36100**	**3580**	*MAMMEL SUPPORT BOAT SHOP*
NSWG 1 N57100	**144**	**143**	**143**	**143**	**143**	**24250**	**480**	*ADMIN SCIF*

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Unit ID	Onboard FY 1994 (PN)	Onboard FY 1995 (PN)	Onboard FY 1997 (PN)	Onboard FY 1999 (PN)	Onboard FY 2001 (PN)	Indoor SF reqd	Outdoor SF reqd	Special Facilities required
NSWG MCT N44939	**44**	**44**	**44**	**44**	**44**	**8815**	*INCL IN NSWG 1*	*ADMIN*
CSBR 1 N55446	**67**	**67**	**67**	**67**	**67**	**37612**	**9004**	**BOAT RAMP** *PIER FAC*
SBU 12 N42221	**232**	**240**	**265**	**275**	**275**	**91487**	**45736**	*BOAT RAMP PIER FAC*
ST 1 N55777	**229**	**229**	**229**	**229**	**229**	**88420**	**9445**	*BOAT RAMP SMALLARMS RANGE*
ST 3 N44884	**229**	**229**	**229**	**229**	**229**	**88420**	**9445**	*BOAT RAMP SMALLARMS RANGE*
ST 5 N08971	**229**	**229**	**229**	**229**	**229**	**88420**	**9445**	*BOAT RAMP SMALLARMS RANGE*

(1) CTG ONE INCLUDES TACRON 11 AND TACRON 12 FIGURES

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Unit: Oregon National Guard												
Enlisted	*625*		*625*		*625*		*625*		*625*		*625*	
Officer	*75*		*75*		*75*		*75*		*75*		*75*	

BERTHING CAPACITY

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11. For each **Pier/Wharf** at your facility list the following **structural characteristics.** Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Table 11.1

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
# 1/50	**15520**	**585**	**-8**	**97**	**12**	**N**	**N/A**	**0**
# 2/50	**15520**	**585**	**-8**	**97**	**12**	**N**	**N/A**	**0**
# 3/50	**15520**	**585**	**-8**	**97**	**12**	**N**	**N/A**	**0**
# 4/50	**15520**	**585**	**-8**	**97**	**12**	**N**	**N/A**	**0**
# 5/50	**15520**	**585**	**-8**	**97**	**12**	**N**	**N/A**	**0**
# 6/50	**15520**	**585**	**-8**	**97**	**12**	**N**	**N/A**	**0**
# 7/50	**15520**	**585**	**-8**	**97**	**12**	**N**	**N/A**	**0**
# 8/50	**15520**	**585**	**-8**	**97**	**12**	**N**	**N/A**	**0**
# 9/50	**15520**	**585**	**-8**	**97**	**12**	**N**	**N/A**	**0**
# 10/50	**15520**	**585**	**-8**	**97**	**12**	**N**	**N/A**	**0**
# 11/50	**15520**	**585**	**-8**	**97**	**12**	**N**	**N/A**	**0**
# 12/50	**15520**	**585**	**-8**	**97**	**12**	**N**	**N/A**	**0**
# 13/50	**15520**	**585**	**-8**	**97**	**12**	**N**	**N/A**	**0**

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
# 14/50	**15520**	**585**	**-8**	**97**	**12**	**N**	**N/A**	**0**
# 15/50	**15520**	**585**	**-8**	**97**	**12**	**N**	**N/A**	**0**
# 16/10	**15520**	**150**	**-4**	**N/A**	**8**	**N**	**N/A**	**(1)**
# 17/4	**15520**	**350**	**-4.5**	**N/A**	**8**	**N**	**N/A**	**0**
# 18/17	**15520**	**315**	**-8**	**N/A**	**40**	**N**	**N/A**	**0**
# 19/6	**15520**	**1092**	**-12**	**N/A**	***(3)***	**N**	**N/A**	**0**
# 20/1	**15520**	**690**	**-8**	**N/A**	**15**	**N**	**N/A**	**0**
FUEL PIER/50	**15140**	**300**	**-8**	**N/A**	**12**	**N**	**N/A**	**0**

(1) PHIBCB ONE finger pier currently out of commission since approximately January 1994 due to damaged piles from causeway accident.
(2) Currently out of service due to fuel farm removal. Expected to be in operation late 1994.
(3) PHIBCB ONE causeway pier is "T" shape, with the base portion being 24' wide and the outer leg being 16' wide.

[1]Original age and footnote a list of MILCON improvements in the past 10 years.
[2]Use NAVFAC P-80 for category code number.
[3]Comment if unable to maintain design dredge depth
[4]Water distance between adjacent finger piers.
[5]Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.
[6]Describe the additional controls for the pier.
[7]Net explosive weight. List all ESQD waivers that are in effect with expiration date.

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12. For each **Pier/Wharf** at your facility list the following **ship support characteristics**:

Table 12.1

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]
(1)								

(1) All NAB piers are equipped with utilities, however, none of these piers support ship characteristics.

[1]List only permanently installed facilities.
[2]Indicate if the steam is certified steam.
[3]Describe any permanent fendering arrangement limits on ship berthing.

13. For each **pier/wharf** listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

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Table 13.1

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
N/A				

[1]Typical pier loading by ship class with current facility ship loading.
[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.
[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

14. For each **pier/wharf** listed above, based on Presidential Budget 1995 budgeted **infrastructure improvements in the Presidential Budget 1995 through FY 1997 and the BRAC-91 and BRAC-93 realignments**, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 14.1

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
N/A				

[1]Typical pier loading by ship class with current facility ship loading.

[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

15.a. How much pier space is required to **berth and support ancillary craft** (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

Pier 16, PHIBCB ONE causeway pier, berths their 8 side loadable warping tugs. Pier was constructed for causeway/warping tug berthing.

15.b. What is the average pier loading in ships per day due to **visiting ships** at your base. Indicate if it varies significantly by season.

N/A

15.c. Given **no funding or manning limits**, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

N/A

15.d. Describe any **unique limits or enhancements** on the berthing of ships at specific piers at your base.

N/A

15.e. Describe the planned improvements in the pier support elements from questions 11 and 12 above that are budgeted in the presidential budget submission 1995 through fiscal year 1997.

SOF MILCON P-211 demos existing pier 15, and constructs a 450' pier for the Patrol Coastal Boat.

NO IMA LOCATED AT NAB - SEE NOTE BELOW CHART IN PARA 16.b. REGARDING IMA BOAT REPAIRS .

16.a. For **ship classes** currently homeported at your base and **serviced by an associated Intermediate Maintenance Activity**, list the following historical data:

IMA/UIC:_____/_____

Table 16.1

Ship Class	Avg. man-hrs expended per ship per year			Avg # of days in dock/yr for class operating cycle	Fleet reqd wks/year in availability per ship		
	FY1991	FY1992	FY1993		FY1991	FY1992	FY1993
N/A							

16.b. List the **projected work load** at the same IMA for each class of ship.

Table 16.2

Ship class	Projected man hours (x1000) per ship per fiscal year													
	FY1995		FY1996		FY1997		FY1998		Fy1999		FY2000		FY2001	
	# Ships	Man-hrs	# Ships	Man-hrs	# Ships	Man-hrs	# Ships	Man-hrs	# Ships	Man-hrs	# Ships	Man-hrs	# ships	Man-hr
N/A														

20. Provide data for **waterfront cranes** at your installation. List all permanent, mobile and floating cranes, owned or long term leased:

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Table 20.1

Type / ID	Typical Use	Nuclear / Ordnance Certified	Max Capacity (tons)	Pier limits for use	Owned / Leased
Jib Crane 825402	**EQUIP/CARGO**	**NO**	**12.5**	**PIER 18 250 LBS /SF**	**OWNED**
LINKBELT/ 82-04697	**HEAVY LIFTING**	**NO**	**140**	**QUAYWALL ONLY**	**OWNED**
GROVE/ 82-04837	**ELCAS/ LIGHT DUTY**	**NO**	**30**	*LAND BASED MOBILE CRANE*	**OWNED**
GROVE/ 82-05021	**ELCAS/ LIGHT DUTY**	**NO**	**30**	*LAND BASED MOBILE CRANE*	**OWNED**
GROVE/ 82-04834	**ELCAS/ MED DUTY**	**NO**	**75**	*LAND BASED MOBILE CRANE*	**OWNED**
GROVE/ 82-05012	**ELCAS/ MED DUTY**	**NO**	**75**	*LAND BASED MOBILE CRANE*	**OWNED**
GROVE/ 8205151	**SUPER LIGHT DUTY**	**NO**	**15**	*LAND BASED MOBILE CRANE*	**OWNED**
GROVE/ 82-05375	**SUPER LIGHT DUTY**	**NO**	**15**	*LAND BASED MOBILE CRANE*	**OWNED**
MARINE/ 81-01868	**STRADDLE LIFT**	**NO**	**150**	*LAND BASED MOBILE CRANE*	**OWNED**
MARINE/ 81-01875	**STRADDLE LIFT**	**NO**	**150**	*LAND BASED MOBILE CRANE*	**OWNED**
JIB	**SDV/BOAT LAUNCH**	**NO**	**7.5**	*QUAYWALL MOUNTED*	OWNED

RELOCATES THEIR CESE YARD; Q-35 WHICH HAS BEEN CONVERTED TO A LOUNGE, AND IS BEING PLANNED AS A COMMAND MUSEUM; BLDG Q-40, PHIBCB ONE ADMIN, WHICH IS SCHEDULED FOR DEMO WHEN PHIBCB ONE RELOCATES AROUND JANUARY 95; AND BLDG 302, WHICH IS A BEQ, THE ADMIN SPACE LISTED HAS BE CONVERTED BACK TO A BQ ROOM.

23. Describe any **administrative support facility limitations**. Describe the potential for expansion of the services that personnel support facilities provide.

THE ONLY ADMIN SUPPORT LIMITATIONS RELATE TO THE USE OF 1944 TEMPORARY FACILITIES THAT REQUIRE CONSTANT MAINTENANCE, AND ARE NOT DESIGNED TO SUPPORT MODERN ADMIN FUNCTIONS, SUCH AS ELECTRICAL POWER REQUIREMENTS. AS MILCON PROJECTS ARE FUNDED AND CONSTRUCTED THESE 1944 FACILITIES ARE DEMOLISHED.

Operational Suitability

24. Provide the shortest distance (safe navigation route)(nautical miles) from the base to the **fifty fathom curve**. Indicate which DMA chart the distance/curve is based on.

16.7 NM/DMA CHART #18765

25. Provide the designation for and **shortest distance** from the sea buoy (safe navigation route)(nautical miles) to the **training areas for naval air superiority fighters** and air defense missiles. Provide the name or designation for these areas and the DMA chart number that depicts these areas.

38 NM/TACTICAL MANEUVERING AREAS/DMA CHART #18760

26. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for **individual ship exercises**. How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

22.5 NM/1,517 SQ MI/FLETAHOT, QDA/DMA CHART #18760

27. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for individual **submerged submarine exercises**. How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

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71 NM/660 SQ MI/SOUTHERN CALIFORNIA ASW RANGE (SOAR)/DMA CHART.

28. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the **NGFS training area at sea for ashore bombardment** for naval ship delivered ordnance. Provide the name or designation for this area and the DMA chart number that depicts the area.

52.5 NM/SHORE BOMBARDMENT AREA (SHOBA)DMA CHART #18769

29. Provide the distance (safe navigation route)(nautical miles) from the sea buoy to the nearest **amphibious assault training area**. Provide the name or designation for this area and the DMA chart number that depicts the area.

40.5 NM/CAMP PENDLETON AMPHIBIOUS ASSAULT AREA/DMA CHART #18760
NAVPHIBASE, CORONADO CONDUCTS AMPHIBIOUS ASSAULT TRAINING AT OUR OCEAN BEACHES. USGS MAP #18883

30. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the nearest **mine warfare training area**. Provide the name or designation for this area and the DMA chart number that depicts the area.

161.7 NM/W-412/DMA CHART #18760

31.a. List the features of this station, base, or facility that make it a **candidate for basing other operational units in the future.**
SPECIAL FEATURES OF THE BASE INCLUDE BOTH ROUGH WATER AND CALM WATER TRAINING VIA THE OCEAN AND BAY. ACCESS TO THE BAY IS ACCOMPLISHED BY ANY OF THREE RAMPS, ONE LARGE RAMP FOR LANDING CRAFT, A SMALL CRAFT BOAT RAMP AND A LARGE SAND RAMP. THE EXTREMELY MILD CLIMATE PROVIDES UNINTERRUPTED YEAR ROUND TRAINING OPPORTUNITIES.

31.b. List the features of this station, base, or facility that **inhibit the basing of other operational units.**

ALL EXISTING LAND AND FACILITIES ARE CURRENTLY UTILIZED. ADDITIONAL FACILITIES REQUIRE DEMO OF EXISTING 1944 FACILITIES. TIGHT MANEUVER AREAS WITHIN GLORIETTA BAY, ALONG WITH CIVILIAN BOATERS & CIVILIAN MOORING INHIBIT THE SIZE OF CRAFT THAT CAN UTILIZE PIERS 1-15. PIERS ON EAST AND SOUTH ARE NOT AS RESTRICTED.

32. Are there any **assets in the vicinity** of the station, base, or facility that are currently not used because of a deficiency or O&M,N funding shortages (safe navigation route)(nautical miles) but **could be improved to enhance the station's contingency or mobilization capabilities**? Provide details.

NO ASSETS IN THE REGION FIT THE DESCRIBED CONDITION.

33. Does the operational infrastructure (i.e., test areas, fuel and munitions storage, warehouse space, industrial space) meet current requirements and provide capabilities for future expansion or change in mission? Provide details.

CURRENT MISSION REQUIREMENTS ARE BEING MET. MANY OPERATIONS ARE CONDUCTED IN 1944 TEMPORARY FACILITIES, WHICH OCCASIONALLY CAUSE DELAYS DUE TO REQUIRED REPAIRS, SUCH AS THE NAB FUEL PIER WHICH HAS BEEN SHUT DOWN FOR SEVERAL YEARS DUE TO LEAKING UNDERGROUND DIESEL TANKS. EXPANSION IS EXTREMELY LIMITED WITHOUT DEMOLITION PRIOR TO CONSTRUCTION. ALL EXISTING FACILITIES AT THE BASE ARE OCCUPIED.

34. List the **airspace, waterspace, and approach channels** that are actively managed by the base or a tenant activity.

Table 34.1 **Management Responsibilities**

Area	Managed by:	Management role
RESTRICTED WATERS	NAVPHIBASE	PATROLLED TO KEEP RECREATIONAL BOATERS OUT OF TRAINING AREAS

35. Describe the role of the base in support of **military surveillance operations**. Indicate if prior BRAC realignments will impact this role.

THE ONLY SURVEILLANCE OPERATIONS CONDUCTED BY NAB IS OCCASIONAL USE OF NAB MILITARY WORKING DOGS FOR DRUG INTERDICTION OPERATIONS AT THE LOCAL MUNICIPAL AIRPORT.

36. Describe how this base or tenants support **training of Coast Guard or Drug Interdiction Forces or other non-DOD units or forces**.

MESSING AND BERTHING OF JTF-6 PERSONNEL INVOLVED IN MEXICAN BORDER OPERATIONS.

37. Describe the direct **oceanographic or meteorological support** the base or tenants provides to other governmental or military agencies.

N/A

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38. Weather and Climate

38.a. In the table provide the percent of ship underways and arrivals delayed more than three hours due to weather. Indicate the number of days inport lost due to emergency weather sorties during the same years. Add any further descriptions on how **weather** generally **impacts base operations** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions, etc.)

Table 38.1 **Operational Weather Impact**

	% delay CY 1990	% delay CY 1991	% delay CY 1992	% delay CY 1993
JAN	**NONE**	**NONE**	**NONE**	**NONE**
FEB	**NONE**	**NONE**	**NONE**	**NONE**
MAR	**NONE**	**NONE**	**NONE**	**NONE**
APR	**NONE**	**NONE**	**NONE**	**NONE**
MAY	**NONE**	**NONE**	**NONE**	**NONE**
JUN	**NONE**	**NONE**	**NONE**	**NONE**
JUL	**NONE**	**NONE**	**NONE**	**NONE**
AUG	**NONE**	**NONE**	**NONE**	**NONE**
SEP	**NONE**	**NONE**	**NONE**	**NONE**
OCT	**NONE**	**NONE**	**NONE**	**NONE**
NOV	**NONE**	**NONE**	**NONE**	**NONE**
DEC	**NONE**	**NONE**	**NONE**	**NONE**
# days lost to weather	**NONE**	**NONE**	**NONE**	**NONE**

Remarks: NAVPHIBASE DOES NOT PORT OR RECEIVE ANY SHIP TRAFFIC. OUR SMALL CRAFT OPERATIONS DEPARTMENT DOES NOT HAVE ANY RECORDS OF WEATHER DELAYS.

38.b What percentage of the time (on average, by month) does the local weather affect maintenance operations? Use the chart below and add any further descriptions on how **weather** generally **impacts base maintenance evolutions** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions.

Table 38.1 **Maintenance Weather Impact**

	Inches of Rain/Snow			Days under 40°F			% of upkeep or IMA days canceled due to low or high temperatures or precipitation		
	CY 1991	CY 1992	CY 1993	CY1991	CY 1992	CY 1993	CY 1991	CY1992	CY 1993
JAN	2.13	1.71	7.19*	0	0	0	0	0	0
FEB	3.57	3.26	4.13	0	0	0	0	0	0
MAR	4.10	4.66	1.19	0	0	0	0	0	0
APR	.40	.33	0	0	0	0	0	0	0
MAY	.02	.06	T	0	0	0	0	0	0
JUN	.03	.05	.38	0	0	0	0	0	0
JUL	0	.07	T	0	0	0	0	0	0
AUG	.05	.06	0	0	0	0	0	0	0
SEP	T	0	T	0	0	0	0	0	0
OCT	.19	.36	.17	0	0	0	0	0	0
NOV	.28	.05	.71	0	0	0	0	0	0
DEC	1.20	2.01	.62	0	0	0	0	0	0

Remarks: T = TRACE
*EXCESSIVE PRECIPITATION WAS MEASURED AT 7.19" IN JANUARY 1993 AND 4.66" IN MARCH 1992.

38.c. Describe any **unique training opportunities afforded by the local climate or geography.**

THERE HAVE BEEN NO DAYS FOR THE ABOVE YEARS WHERE THE TEMPERATURE WAS BELOW 40 DEGREES F. THE HIGHEST TEMPERATURE RECORDED FOR THE PAST 5 YEARS WAS 96 DEGREES F IN 1989.

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EXTREMELY MILD CLIMATE, AND APPROXIMATELY 9" RAIN PER YEAR AFFORDS THE OPPORTUNITY FOR YEAR ROUND TRAINING. WEATHER DELAYS ARE VIRTUALLY NON-EXISTENT.

Ordnance Support

39.a. List the ordnance terminals at your station. If the base has no ordnance terminal, list the distance (ship transit miles) to the nearest ordnance station.

NAVPHIBASE, CORONADO DOES NOT HAVE AN ORDNANCE TERMINAL, SEAL BEACH IN THE SOUTH LA AREA IS THE CLOSEST ORDNANCE TERMINAL, APPROXIMATELY 100 MILES. NAS NORTH ISLAND HAS ORDNANCE FACILITIES AND AN ORDNANCE PIER THAT IS 5 MILES BY ROAD.

39.b. List any **ordnance anchorages** in your harbor complex. Provide the limits on their use.

N/A

40. State the location, distance and response time of the **explosive ordnance disposal** (EOD) unit tasked to respond to your station.

EODMU THREE NORTH ISLAND DETACHMENT IS TASK TO RESPOND TO NAVPHIBASE. DISTANCE APPROXIMATELY 4 MILES, WITH A RESPONSE TIME OF 15 MINUTES.

41. Can you or a tenant activity **reload VLS ship magazines**?

NO.

Training Support

42. List the fleet operational training commands located in the harbor complex that offer fleet refresher training schools.

NAVPHISCOL, NAB Coronado
FLEASWTRACENPAC
FTC
FCTCPAC
TACTRAGRUPAC
SUBMARINE TRAINING FACILITY San Diego

NAVAL Station Norfolk

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1. Provide six copies of the **pilotage chart** that includes the waterfront at your facility. Indicate on the chart what Notice to Mariners it is corrected to.

2. List the following:

a. **Length of main channel** from base to the open sea: 32 NM
b. **Minimum Channel width** between base and open sea: 330 YDS
c. **Minimum center channel depth** (MLLW) between base and open sea: Outbound- 50ft; Inbound- 45ft
d. **Minimum height of overhead obstructions** of the channel from base to the open sea: None

FORCE STRUCTURE

3. List the **active surface warships and carriers** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 3.1 R

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps	
CG 47	8	8	11	11	11	567	55	32	4000	R
CGN 25	1	1	0	0	0	565	58	32	4000	R
CGN 36	1	1	1	1	1	596	61	32	4000	R
CGN 38	1	1	0	0	0	585	63	32	4000	R
DDG 51	3	6	6	8	8	505	67	33	4000	R
DD 963	9	10	9	9	9	564	55	30	2400	R
DDG 993	2	2	2	2	2	564	55	33	4000	R
FFG	3	10	10	10	10	453	45	25	2000	R
CV	2	1	0	0	0	1052	252	38	9600	R
CVN (65)	1	1	1	1	1	1123	252	39	12800	R
CVN	3	4	4	4	4	1092	252	39	8 cables @ 4160V	R

Notes: 1. Shore power cables are rated 400 Amps, except as annotated above.
2 . Shore power requirements for ships must be based on number of cables at each vault/at each berth on the pier. This is applicable to all ship classes.

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4. List the **reserve ships** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 4.1 R

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps	
FFG/NRF	2	2	2	1	1	453	45	25	2000	R

5. List the **amphibious and mine warfare ships** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 5.1 R

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps	
LHA	2	2	2	2	2	834	132	26	7200	R
LHD	2	2	3	3	3	844	140	27	8000	R
LPH	2	1	0	0	0	603	104	32	3200	R
AGF-11	1	0	0	0	0	570	100	23	3200	R
LPD	5	5	5	5	5	570	100	24	1600	R
LCC	1	1	1	1	1	637	108	29	4800	R
MCS-12	0	1	0	0	0	603	104	32	3200	R

R

6. List the **submarines** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements. R

Table 6.1 R

SHIP CLASS	# OF SHIPS FY1994	# OF SHIPS FY1995	# OF SHIPS FY1997	# OF SHIPS FY1999	# OF SHIPS FY2001	MOORING LOA (FT)	MAX BEAM (FT)	MAX DRAFT (FT)	SHORE PWR AMPS
SSN 637	8	6	3	0	0	302	32	29	1200
SSN 688	16	18	12	11	11	362	33	33	3200

7. List the **logistics, sealift, and auxiliary ships** (including MSC) by class that were homeported at your base at the end of the indicated fiscal years. Include in this table all DON ships not covered previously in tables 4 through 7. For each class provide the listed mooring requirements. R

Table 7.1 R

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
AD	3	3	1	1	1	644	85	23	3200
AO	3	3	3	3	3	709	88	35	2400
AOE 6	1	2	1	0	0	754	107	39	6000
AOR	2	1	0	0	0	659	96	34	2400
TAO	6	6	6	6	6	678	98	36	2400
TAFS	4	4	4	4	4	524	72	26	1600
ASR	1	0	0	0	0	252	44	16	800
AS	2	3	1	1	1	644	85	29	4000

R

R

8. List ships of **other DOD and non-DOD** departments by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 8.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
NONE HOME-PORTED									

Note: USNS Comfort and USNS Mercy homeported Norfolk upon activation.

9. List all **operating forces** and operational staffs (CARGRU, DESRON, SUBRON, etc.) not listed in questions 3 through 8 above that will be home based at your base at the end of the indicated fiscal years. For each unit provide the listed support requirements. R

Table 9.1 R

Unit ID	Onboard FY 1994 (PN)	Onboard FY 1995 (PN)	Onboard FY 1997 (PN)	Onboard FY 1999 (PN)	Onboard FY 2001 (PN)	Indoor[2] SF reqd	Outdoor SF reqd	Special Facilities required
55730	48	45	47	0	0	7050	3,3652	(include laydown)
45245	2	2	2	0	0	300	432	Parking
55731	55	51	58	58	58	8700	41644	(include laydown)
44450	27	27	27	27	27	4050	5832	
0131A	14	14	14	14	14	2100	3024	
0135A	14	14	14	14	14 R	2100	3024	
0137A	14	14	14	14	14	2100	3024	
0107A	58	58	58	58	58	8700	12528	
42601	1	1	1	1	1	150	216	
45701	19	19	19	19	19	2850	4104	
09576	57	57	57	57	57	8550	12312	
09577	59	59	59	59	59	8850	12744	
53889	58	58	58	58	58	8700	12528	
08961	128	128	127	127	127	19050	27432	

R

BERTHING CAPACITY

11. For each **Pier/Wharf** at your facility list the following **structural characteristics**. Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Table 11.1 R

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7,17]	# Days OOS for maint.[18]
2 51yrs[12,13,15]	151-20	N-1325 S-1382	N- 40 S- 45	N-350 S-300	170	N	0	27
3 52 yrs[8,13]	151-20	N-1325 S-1365	N-40 S-40	N-350 S-350	170	N	0	19
4 52 yrs[16]	151-20	N-1346 S-1346	N-40 S-40	N-350 S-350	250	N	0	28
5 52 yrs[13]	151-20	N-1350 S-1350	N-45 S-40	N-365 S-350	104	N	HE-2500 LE-3000	47
7 63 yrs[9,13]	151-20	N-1346 S-1346	N-45 S-45	N-283 S-365	104	N	HE-2500 LE-3000	65
10 6 yrs[9,10]	151-20	N-1300 S-0[19]	N-36 S-20	N-600 S-125	55	N	HE-2500 LE-3000	8
11 10 yrs[8,9,11]	151-20	N-1400 S-1400	N-50 S-50	N-800 S-600	150	N	HE-2500 LE-3000	10

R

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7,17]	# Days OOS for maint.[18]
12 35 yrs	151-20	N-1306 S-1306	N-50 S-50	N-350 S-800	150	N	HE-2500 LE-3000 HE By Barge 30,000	30
20 40 yrs	151-20	N-1450 S-1450	N-45 S-45	N-450 S-211	50	N	0	38
21 R 50 yrs[14]	151-20	N-1405 S-1405	N-35 S-35	N-450 S-450	50	N	0	23
22 50 yrs	151-20	N-1300 S-1300	N-36 S-36	N-450 S-450	50	N	HE-2500 LE-3000	18
23 50 yrs	151-20	N-1254 S-1254	N-36 S-36	N-185 S-450	50	N	HE-2500 LE-3000	38
24 15 yrs[13,14]	151-20	N-1400 S-1400	N-36 S-36	N-380 S-145	70	N	HE-2500 LE-3000	39
25 17 yrs[13,14]	151-20	N-1400 S-1400R	N-36 S-36	N-167 S-380	70	N	HE-2500 LE-300 HE-By Barge 30,000	30
C 42 yrs	155-20	N-400 S-400	N-20 S-20	N-70 S-283	20	N	0	5

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7,17]	# Days OOS for maint.[18]
D 42 yrs	155-20	N-400 S-400	N-20 S-20	N-70 S-70	20	N	0	5
E 42 yrs	155-20	N-400 S-400	N-20 S-20	N-100 S-70	20	N	0	5
F 53 yrs	155-20	400	N-20 S-20	N-120 S-100	24	N	0	5
G 53 yrs	155-20	450	N-20 S-20	N-120 S-120	24	N	0	5
H 51 yrs	155-20	450	N-20 S-20	N-120 S-120	30	N	0	5
CEP-111 33 yrs	152-20	1183	S-30	150	40	N	0	31

[1] Original age and footnote a list of MILCON improvements in the past 10 years.

[2] Use NAVFAC P-80 for category code number.

[3] Comment if unable to maintain design dredge depth

[4] Water distance between adjacent finger piers.

[5] Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.

[6] Describe the additional controls for the pier.

[7] Net explosive weight. List all ESQD waivers that are in effect with expiration date.

[8] RO/RO Capable (HS-20 Loading) unload to bulkhead (for piers 3 and 11 only).

[9] Aircraft access to piers 7, 10, 11 and 12.

[10] Pier 10 constructed in 1988

[11] Pier 11 constructed in 1984

[12] Pier 2 (south) deepened to 45ft. in 1993(P-030)

[13] Piers 2, 3, 5, 7, 24, 25 received electrical improvements in 1991-3 (P-834)

[14] Piers 21, 24, 25 received electrical improvements in 1985 (P-808)

[15] Pier obstructions; Pier 2 - 102 x 1106ft. warehouse located on pier

R

3 - 103 x 1178ft. warehouse located on pier

[16] Pier obstruction; Pier 4 - 174 x 1226ft. warehouse located on pier

[17] The following ESQD waivers pertain:

NAVSTA NORVA: - W1K-72

- W1-90

- 1J-72

- WIC-76

All waivers expire September 1995

Ordnance handling must be at berths beyond (offshore) the explosive handling mark for that specific pier. Varies pier to pier, ie. off shore of the 500 ft mark on Pier 12, off shore of the 1000 ft mark Pier 11, etc. R

[18] # Days out of service: From 93-97, two piers will be OOS for major repairs. Time OOS will vary from 10-15 months each. This is in addition to dredging and preventative maintenance requirements although every opportunity to have the events coincide is made.

[19] Pier 10S is part of the service craft basin and can't berth ships. R

NAVSTA Norfolk Data Call 6

12. For each **Pier/Wharf** at your facility list the following **ship support characteristics**: R

Table 12.1 R

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (MGD)	CHT (GPM)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]
2	Y	18752KVA	0	1.44 MGD	3600	0	60000	None
3	Y	10500KVA	0	1.44 MGD	2400	0	60000	None
4	Y	6000KVA	0	1.44 MGD	2400	0	60000	None
5	Y	12000KVA	0	1.44 MGD	1800	0	60000	Sea Cush.
7	Y	18752KVA	0	1.44 MGD	3100	0	60000	None
10N	Y	18752KVA R	0	1.44 MGD	800	0	60000	Sea Cush.
11	Y	28000KVA	0	2.16 MGD	2600	0	140000	11-2 & 11-6 Sea Cush
12	Y	28000KVA @ 4160vac 1875KVA @ 480vac	0	2.16 MGD	4000	0	70000	None
S/W	Y	2000KVA	0	2.16 MGD	1800	0	15000	Sea Cush
20	Y	8000KVA	0	1.44MGD	3100	0	7000	None
21	Y	18750KVA	0	1.44MGD	3100	0	7000	None
22	Y	20875KVA	0	1.44MGD	3100	0	3000	None
23	Y	18000KVA	0	1.44MGD	3100	0	7000	None
24	Y	22500KVA	0	1.44MGD	3600	0	5000	None
25	Y	21877KVA	0	1.44MGD	3600	0	5000	None

[1] List only permanently installed facilities.

[2] Steam is certified at all piers.

[3] Describe any permanent fendering arrangement limits on ship berthing.

13. For each **pier/wharf** listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 13.1

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity[4]	Ordnance Handling Pier Capacity[2,5,6]	IMA Maintenance Pier Capacity[3,7]
20N	1-TAO + 1- LPD	2- LPD	None	0, Fueling Pier.
20S	1-TAO + 1- LPD	2-TAO 2-AOR	None	0, Fueling Pier.
21N	2- AS	2-AS + 1- SSN	None	2 AS
21S	6- SSN	6- SSN	None	3 SSN
22N	1-SSN + 1-AS	3-SSN + 1-AS	2-SSN	2 SSN
22S	6-SSN	6-SSN	2-SSN OR 1-AS	3 SSN
23N	Down for past 15 months	2-SSN 1-AS	2-SSN 1-AS	2 SSN
23S	Down for past 15 months	6-SSN	6-SSN	3 SSN
24N	1-CG + 1-DD	1-CG + 1-DD	2 of CG/FFG/DDG/DD Each pier side provided no hotwork on pier.	1 CG + 1 DD
24S	1-CG + 1-AD + 1-DD	1-CG + 1-AD + 2 DD	Same as 24N or 1 AD bow in and 1 of CG/DDG/DD off shore	1 CG + 1 AD or DD
25N	1-DD + 1-LCC	1-CG + 1-LCC + 1 DD	1 of DDG/ DD/ CG/ FFG	1 DD + 1 LCC
25S	1-CG + 1-CGN + 2 DD	1-CG + 1-CGN + 2 DD	Same as 25N	1 CG + 1 CGN
2N	LPH +LPD	LPH + LPD	NONE	2 LPH/LPD
2S	1-AOJ + 1-FFG	1-AOE6 + 2-FFG	NONE	1 AOJ + 1 FFG
3N	3 Visiting Ships	3 Visiting Ships	NONE	1 AOJ + 1 TAO
3S	1-AOJ + 1-FFG	1-AOJ + 1-TAO	NONE	1 AOJ + 1 TAO
4N	1-TAFS + 1-AOR	1-TAFS + 1-AOR	NONE	1 TAFS + 1 AOR
4S	1-TAFS + 1-TAO	1-TAFS + 1-TAO	NONE	1 TAFS + 1 TAO
5N	Down for past 15 months	1-LHD 1-FFG	1-LHD/FFG	1 LHD + 1 FFG
5S	Down for past 15 months	1-LPD 1-FFG	1-LPD/FFG	1 LPD + 1 FFG
7N	1-LHA	1-LHA(offshore) 1-FFG(inshore)	LPD, LPH, or any Class Ship of CG,DD,DDG,and FFG off shore	1 LHA

7S	1-LHD	1-LHD(offshore) 1-FFG (inshore)	LPD, LPH, or any Class Ship of CG,DD,DDG,and FFG off shore	1 LHD
10N	2 DDG + 1 CG	2 CG + 2 DDG	1any class CG/DD/DDG/ FFG (offshore)	2 DDG or CG
10S	**Unavailable for ship use, in service craft basin**			
11N	1 CV(N)	CV(N)	Pier 11 & 12 can handle any class ship on/off shore end of pier. 1 on north/1on south side provided no CVN's inport at the time.	1 CVN
11S	1 CV(N)	CV(N)	Pier 11 & 12 can handle any class ship on/off shore end of pier. 1 on north/1on south side provided no CVN's inport at the time.	1 CVN
12N	1 CV(N)	CV(N)	Pier 11 & 12 can handle any class ship on/off shore end of pier. 1 on north/1on south side provided no CVN's inport at the time.	1 CVN

12S	1 CGN	CV(N)	Pier 11 & 12 can handle any class ship on/off shore end of pier. 1 on north/1 on south side provided no CVN's inport at the time.	1 CVN
Summary Total	3 CVN 1 LHA 1 LHD 1 LPH 3 LPD 4 CG 2 CGN 2 AOJ 3 AS 1 AD 5 DD 2 DDG 1 LCC 2 FFG 13 SSN 3 TAO 2 TAFS	4 CVN 1 LHA 1 LHD 3 LPD 6 CG 1 CGN 1 AOE6 1 AOJ 2 AOR 3 AS 1 AD 6 DD 2 DDG 1 LCC 2 FFG 15 SSN 4 TAO 2 TAFS	4 CVN 2 LPD 7 CG 4 SSN	4 CVN 1 LHA 1 LHD 2 LPH 5 CG 1 CGN 3 AOJ 1 AOR 2 AS 3 DD 1 FFG 1 LCC 8 SSN 3 TAO 2 TAFS

[1] Typical pier loading by ship class with current facility ship loading.

[2] List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3] List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

[4] Berthing Capacity: Piers 11 & 12 can accommodate any class ship if CV/CVN not inport. Normally where SSBN's go when visiting NAVSTA due to draft and fendering system requirements.(Deep Draft Sub Separators). [5] Ordnance Capacity: Golf Anchorages G2-4 used for ordnance on/off loads.

[6] All waivers expire 30 September 1995. Ordnance handling must be at berths beyond (offshore) the explosive handling mark for that specific pier. Varies pier to pier, i.e., offshore of the 500ft. mark on Pier 12, offshore of the 1000ft. mark Pier 11, etc.....

[7] IMA Capacity: Berthing based on ships needing unencumbered sides.

[8] #Days out of service: From 93 - 97, two piers will be OOS for major repairs. Time OOS will vary from 10 to 15 months each. This is in addition to dredging and preventative maintenance requirements although every opportunity to have the events coincide is made.

14. For each **pier/wharf** listed above, based on Presidential Budget 1995 budgeted **infrastructure improvements in the Presidential Budget 1995 through FY 1997 and the BRAC-91 and BRAC-93 realignments**, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 14.1

Pier/ Wharf[5]	Typical Steady State Loading[1]	Ship Berthing Capacity[4]	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3,6]
20N	1-AOJ + 1-LPD	1-AOJ + 1-LPD	None	0, Fueling Pier
20S	2-TAO	1-TAFS + 2-TAO	None	0, Fueling Pier
21N	1-CGN + 1-CG + 1-DD	1-CGN + 1-CG + 1-DD	None	1-CGN + 1-CG or 1-DD
21S	1-CG + 1-DD	2-CG + 1-DD	None	1-CGN + 1-CG or 1-DD
22N	Down for Maintenance	2-SSN + 1-AS + 1-SSN	2-SSN	2-SSN
22S	Down for Maintenance	6-SSN	2-SSN or 1-AS	3-SSN
23N	2-SSN + 1-AS	2-SSN + 1-AS	2-SSN + 1-AS	2-SSN
23S	6-SSN	6-SSN	2-SSN	3-SSN
24N	1-DD + 1-CG	1-AD + 1-DD + 1-CG	2-AD/DD/CG	2-AD/DD/CG
24S	2 CG + 2 DD	2-CG + 2-DD	2-CG/DD	2-CG/DD
25N	1-LCC + 1-CG + 1-DD	1-LCC + 1-CG + 1-DD	1-LCC/CG/DD	1-LCC + 1-CG/DD
25S	2-CG	2-CG	1-CG	2-CG
2N	2-DDG	2-DDG	None	2-DDG
2S	2-FFG + 1-AOJ	1-FFG + 1-AOJ	None	2-FFG
3N	3 Visiting Ships	3 Visiting Ships	None	1-LPD + 1 TAO
3S	1-LPD + 1-FFG 1-TAO	1-LPD + 1-FFG + 1-TAO	None	1-LPD + 1-TAO
4N	2-TAFS	2-TAFS	None	2-TAFS
4S	1-DDG + 1-TAO	1-DDG + 1-TAO	None	1-DDG + 1-TAO
5N	1-LHD + 1-FFG	1-LHD + 1-FFG	1-LHD/FFG	1-LHD + 1-FFG
5S	1-LPD + 1-FFG	1-LPD + 1-FFG	1-LPD/FFG	1-LPD + 1-FFG
7N	1-LHA + 1-FFG	1-LHA + 1-FFG	LPD, LPH, or any Class Ship of CG,DD,DDG,and FFG off shore	1-LHA + 1-FFG
7S	1-LHD + 1-FFG	1-LHD + 1-FFG	LPD, LPH, or any Class Ship of CG,DD,DDG,and FFG off shore	1-LHD + 1-FFG
10N	3-DDG	3-DDG	1 any class CG/DD/ DDG/FFG(offshore)	2-DDG
10S	**Unavailable for ship use, in service craft basin**			

11N	1-CVN-65	1-CVN-65	Pier 11 & 12 can handle any class ship on/off shore end of pier. 1 on north/1on south side provided no CVN's inport at the time.	1-CVN-65
11S	1-CVN	1-CVN	Pier 11 & 12 can handle any class ship on/off shore end of pier. 1 on north/1on south side provided no CVN's inport at the time.	1-CVN
12N	Down for Maintenance	1-CVN	Pier 11 & 12 can handle any class ship on/off shore end of pier. 1 on north/1 on south side provided no CVN's inport at the time.	1-CVN
12S	1-CVN	1-CVN	Pier 11 & 12 can handle any class ship on/off shore end of pier. 1 on north/1on south side provided no CVN's inport at the time.	1-CVN
Summary Total	3 CVN 1 LHA 2 LHD 3 LPD 8 CG 1 CGN 2 AOJ 1 AS 6 DD 6 DDG 1 LCC 7 FFG 8 SSN 4 TAO 2 TAFS	3 CVN 1 LHA 2 LHD 3 LPD 9 CG 1 CGN 2 AOJ 1 AS 1 AD 6 DD 6 DDG 1 LCC 7 FFG 8 SSN 4 TAO 2 TAFS	3 CVN 1LHD 3 LPD 7 CG 1 AS 4 SSN	3 CVN 1 LHA 2LHD 3 LPD 8 CG 1 CGN 5 DDG 1 LCC 6 FFG 5 SSN 3 TAO 2 TAFS

[1] Typical pier loading by ship class with current facility ship loading.

[2] List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/ berth without berth shifts. Consider safety, ESQD and access limitations.

[3] List the maximum number of ships that can be serviced in maintenance availabilities at each pier without

berth shifts because of crane, laydown, or access limitations.

[4] FY99 berthing plan is encumbered by ship lengths and power requirements. With the loading shown, eleven ships will be one cable short of optimum requirements, the TAO at 4S will have no shore power, FFG at 5N will have no shore power, CVN-65 at 11N will be 3 cables short, AOJ at 20N will be 4 cables short of optimum (need at least 2 of the 4 for minimum requirements), and the two TAO's at 20S are 4 cables short.

[5] Changes in loading are due to force structure changes, not infrastructure changes. There are no infrastructure improvements currently programmed.

[6] Portable power supplies might be required for IMA capacity.

15.a. How much pier space is required to **berth and support ancillary craft** (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

The following Waterborne assets are moored within the service craft basin (Located between the boundaries of: Pier 10 south, an area from 160 feet north of the north side of pier 7 and the seawall that extends 960 feet south from the offshore end of pier 10):

EQUIPMENT	DESIGNATION	FT REQUIRED
10 Navy Tugs	(YTB)	110 x 30 ft.
5 Workboats	(WB)	50 x 15ft.
1 Water Barge	(YWN)	160 x 30ft.
1 Fire/Rescue Boat	(FR-32)	32 x 9ft.
1 Yard Oil Stowage Barge	(YOS)	160 x 30ft.
6 Oil Swabs	(SWAB-O)	100 x 32FT.
3 CHT Swabs	(SWAB-CHT)	100 x 32ft.
13 Oil Disposal Rafts	(ODR)	15 x 10ft.
13 Paint Floats	(PF)	25 x 15ft.
16 Breasting Camels	(BC)	110 x 30ft.
12 YC Barges	(YC)	110 x 30ft.
37 Camels	10 x 60	10 x 60ft.
23 Camels	7 x 35	7 x 35ft.
2 96tn. Yard Cranes	(YD)	180 x 50ft.
3 112tn. Yard Cranes	(YD)	225 x 65
60 Various Sized Sea Cushions	(SC)	100 x 100ft.

This space is considered adequate for waterborne equipment assigned, however one must understand that a vast amount of this equipment is detailed to ships/used alongside/ and between ships that are moored to NAVSTA piers. If all ships berths are filled, 2 of the 3 larger YD cranes are required to be positioned alongside the seawalls between the various piers. Additionally, during heavy weather, all waterborne equipment is recalled. Since there is insufficient space within the small craft basin, equipment is secured to the seawalls throughout the waterfront.

15.b. What is the average pier loading in ships per day due to **visiting ships** at your base. Indicate if it varies significantly by season.

The average ship's berths lost per calendar day (As a result of non-NORVA ships berthed at our piers) is 4. A study of the berthing requirements during a thirteen month period indicates a loss of 0 to 18 berths per day. The peak demand period seems to follow joint fleet exercises when NATO Allies come into

port for liberty and upkeep. Providing 3 berths for non-NORVA ships would accommodate the requirement 78% of the time. Providing 4 berths would suffice 85% of the time and 5 berths would suffice 88% of the time.

15.c. Given **no funding or manning limits**, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

With unlimited funding, the following improvements would be pursued:

* **Increase general berthing pier space**
* **Upgrade shore power to 9600 amps per berth**
* **Install permanent pier fendering systems**
* **Construct a maintenance pier (Pier 1)**

Pier 2: With unlimited funding, first priority would be to create a general berthing pier at Pier 2, now constrained by a 102 x 1106ft. warehouse. This would include demolition of the warehouse, rerouting and upgrading of the utilities (currently run through the warehouse), and replacement of the concrete deck to allow for the additional crane loading required. Estimated cost of this project is $8 mil. (The warehouse has significant asbestos which must be removed prior to demolition, and sonobuoys currently stored there would have to be relocated).

Pier 3: A similar project for Pier 3 would further increase general berthing availability.

Shore Power Upgrade: Upgrade shore power system to accommodate 9600 amps to the inshore and offshore berths at Piers 20, 23, 24, 25, 2, 3, 4, and 5. This would increase pier flexibility to accommodate almost any class ship. Current concern at NAVSTA is berthing of the Arleigh Burke class destroyers, which take 12 cables each. There are very few berths that can accommodate them and provide adequate power. Portable transformers and MUSE are used to supplement permanent infrastructure. Estimate $2 mil. per pier for power upgrade.

Pier Fendering Systems: Provide permanent pier fendering systems (combination 5- and 17-pile clusters and foam-filled fenders) on Piers 20, 23, 24, 25, 2, 3, 4, 7, 11, and 12. This will increase berthing flexibility and allow more efficient use of available pier length. Currently, ships must be positioned to ensure that the flat section of the hull rides against a fender or camel placed directly in line with pile clusters. The spacing of the cluster and the configuration of the ship can severely restrict the actual location of the ship alongside the pier. Recently, Piers 10N and 5 have been outfitted with this permanent pier fendering system, greatly enhancing the flexibility of pier space. Estimate $11 mil. to complete the remaining piers. (Note: This estimate assumes timber piling will be utilized. Recent environmental regulations in some states prohibit the use of creosote timber in marine applications. Should the State of Virginia pass a similar regulation, prestressed concrete piling or a recycled plastic piling currently under development would be substituted. Initial material cost is approximately three times the cost of timber, however the maintenance should be significantly less).

Pier 1, Maintenance Pier: Construct a new pier between piers 25 and 2. At this location, it could be the longest and widest pier at the Naval Station, approximately 1725 ft. by 250 ft. By designing it to accommodate any class ship, this pier could resolve the difficulty of so many carriers, large amphibs and other ships which take up the entire length of existing piers. Current pier capacity will not accommodate 5 nuclear carriers inport during their third cycle, unless one is "steaming" at pier 7. Even this scenario will be difficult if several of the LHA's, LHD's are inport as well, not to mention the MSC vessels. On the maintenance aspect, increasingly more RAV's and other maintenance evolutions are taking place pierside rather than at a shipyard. The decreased berthing flexibility this creates, the congestion of

firelanes on the piers and the increased crane loading is creating an unacceptable living / working environment on general berthing piers. For the safety of fleet personnel and preservation of aging piers, this intensive maintenance activity must relocate to a pier specifically designed to accommodate the specific requirements of these activities. An additional pier at this location would mandate a parking garage in the vicinity. Estimated cost: $95 mil.

15.d. Describe any **unique limits or enhancements** on the berthing of ships at specific piers at your base.

Limitations At Various Per Berths:

***Shore power supply is inadequate to accommodate heavy demand ships or when inport berthing is at a peak, ie. April/May, 4 July, and October through December.**

***The lack of a Standardized Fendering system inhibits the berthing of some ship classes to varied berths.**

*** Wetslip width between piers 24 North and 25 South, 2 North and 3 South, 3 North and 4 South, 4 North and 5 South, 5 North and 7 South needs to be taken into consideration when berthing ships. As a general rule, harbor pilots need to be able to work tugboats perpendicular to the ship being docked / undocked. This additional 110 ft. (length of tug) has to be taken into consideration when berthing various ship classes within close proximity of one another. In addition, the wetslip width becomes increasingly more in play when ships are nested outboard each other, and when maneuvering large YD cranes alongside ships.**

Enhancements:

*** Pier 10 (North side only for ship's berths) has a permanently installed pier fendering system.**

*** Pier 5 (South side) has a permanently installed pier fendering system. the North side is 40 percent complete, estimated completion date is June 94.**

15.e. Describe the planned improvements in the pier support elements from questions 11 and 12 above ~~that are~~ budgeted in the presidential budget submission 1995 through fiscal year 1997.

NAVSTA MILCON P-898 is currently in the FY 96 program. This is a critically required oily waste collection system for approximately one-half of the piers with a follow on MILCON in 97 to do the remaining piers. Rising hazardous waste disposal costs and increasingly stringent environmental regulations make these projects NAVSTA's #1 priority.

R

20. Provide data for **waterfront cranes** at your installation. List all permanent, mobile and floating cranes, owned or long term leased:

Table 20.1 R

Type / ID	Typical Use	Nuclear / Ordnance Certified	Max Capacity (tons)	Pier limits for use	Owned / Leased
2 YD'S	Afloat Ops	Ordnance	100 Tons R	N/A	[1]
3 YD'S	Afloat Ops	Ordnance	112 Tons	N/A	[1]
Latticeboom 2-75tn. R 1-90tn.	Supply/ Ordnance/ and Maintenance	Ordnance	75 Tons 90 Tons	[2]	[1]
5- 60tn. R hydraulic lattice	Supply/ Ordnance and Maintenance	Ordnance	60 Tons	[2]	[1]
3- 66tn. hydraulic lattice	Supply/ Ordnance and Maintenance	Ordnance	66 Tons	[2]	[1]
2- RT 15tn. Hydraulic	Supply/ Ordnance and Maintenance	Ordnance	15 Tons	[2]	[1]
2- RT 12- 35tn. Hydraulic R	Supply/ Ordnance and Maintenance	Ordnance	35 Tons	[2]	[1]
5- 50tn Hydraulic	Supply/ Ordnance and Maintenance	Ordnance	50 Tons	[2]	[1]
5- 20 to 50tn. Hydraulic R	Supply/ Ordnance and Maintenance	Ordnance	50 Tons	[2]	[1]

[1]All cranes belong to PWC not NAVSTA NORVA.
[2]Virtually unlimited access to piers up to 50tns. Some piers have restricted areas, but this does not prevent crane use only requires special attention to placement of outriggers. Limited access to piers up to 70tns. Greater than 70 tons requires specific evaluation of load and placement on pier. Structural engineering study has been funded by PWC to standardize crane access requirements for each pier.

21. List all government owned or leased **tugs and pusher boats**, and provide a description of each with their capabilities.

10 YTB'S : 2,000hp, Used for docking/ undocking ships, vessels and waterborne equipment. YTB's are also the only fire boats (AFFF- equipped) in Hampton Roads and provide first response support to the Coast Guard Captain of the Port.

Work Boats: 2 LCM's & 3 YTL'S - Used for setting up berths, assisting on dock/undocking LHA/LHA and ships going into drydocks 24T and 25T and Nato ships which have substandard mooring fittings for use of YTB'S.

MV

Operational Suitability

24. **Provide the shortest distance** (safe navigation route)(nautical miles) from the base to the **fifty fathom curve**. Indicate which DMA chart the distance/curve is based on.

82NM
CHART #: 12221, 12201
VIA: RHUMB LINE

25. Provide the designation for and **shortest distance** from the sea buoy (safe navigation route)(nautical miles) to the **training areas for naval air superiority fighters** and air defense missiles. Provide the name or designation for these areas and the DMA chart number that depicts these areas.

8NM
FIGHTERS OPERATE 60 TO 120NM WITHIN THE W72 A&B OPAREA
CHART #: 12201

26. **Provide the shortest distance** (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for **individual ship exercises.** How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

3NM
MOST NAVAL SHIP OPERATE IN THE AREA AROUND CHES LT.(OPAREA 13)
SQUARE MILES: 500NM
CHART #: 12228

27. **Provide the shortest distance** (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for individual **submerged submarine exercises.** How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

50NM
Designated sub OPAREA 4240 square miles, Submarines can and do operate in the entire vacapes OPAREA outside the 100 fathom curve=27,615 square miles
CHART#: 12201

MV

28. **Provide the shortest distance** (safe navigation route)(nautical miles) from the sea buoy to the **NGFS training area at sea for ashore bombardment** for naval ship delivered ordnance. Provide the name or designation for this area and the DMA chart number that depicts the area.

There are two(2) areas, One is local at Bloodsworth Island in the Ches bay heading north
dist.: 50NM
CHART #: 12228

Distance from Sea Bouy to Isla De Vieques: 1,396NM
CHART # AT VIEQUES: 25664
VIA: RHUMB LINE

29. **Provide the distance** (safe navigation route)(nautical miles) from the sea buoy to the nearest **amphibious assault training area**. Provide the name or designation for this area and the DMA chart number that depicts the area.

NAVPHIBASE Little Creek: 15NM
CHART #: 12222
(can perform some training there)

Sea Buoy to Onslow Bay NC.: 170NM
CHART #: 11542
VIA: RHUMB LINE

30. **Provide the shortest distance** (safe navigation route)(nautical miles) from the sea buoy to the nearest **mine warfare training area**. Provide the name or designation for this area and the DMA chart number that depicts the area.

7NM
There are several training mine fields between the Sea Bouy and Ches Lt. Which is about 11NM from Sea Bouy
CHART #: 12221

Note: NAVSTA Charleston training fields, 467.2 NM from Sea Bouy
CHART #: 11521

MV

Activity UIC: 62688

31.a. List the features of this station, base, or facility that make it a **candidate for basing other operational units in the future.**

FEATURES INCLUDE:
14 deep water piers (2 are nuclear capable - 4 CVN Berths)
Fuel depot in harbor complex
Numerous shipyards in harbor complex
Adequate cold iron support for most(but not all) ships
SIMA/IMA support
Access to main logistics depot
Training support
Immediate access to operational command
Degaussing / deperming facilities (Deperming MILCON P-301 (97)Required)
Personnel support / functions(MWR/ARC/CREDO NEX/Brig/ Chapels)
Excellent community support with large metropolitan and recreational areas nearby
Temperate weather
No major overriding environmental constraints or existing problems
Educational opportunities are excellent for on board, on base, off base students and families.

31.b. List the features of this station, base, or facility that **inhibit the basing of other operational units.**

Limited pier space, restricted shore power capabilities, traffic, parking congestion and inadequate roadways, all inhibit the homeporting of additional operational units.

Piers are old, narrow, and not designed to handle the weight loads or power requirements associated with current operations. Maintenance pierside is a reality, creating a shipyard environment on general berthing piers. PIERS NEED PHASED REPLACEMENT BEGINNING IN 2005!

Personnel support along the waterfront requires additional attention, especially with the decommissioning of the tenders. Medical, dental, and PSA. Facilities are inadequate now and would be further exacerbated. Facilities closer to the ships or improved transportation to "expanded" existing facilities would be required.

Shoreside growth is inhibited by scarce land availability. Local community supply of water during high demand/low capacity periods also pose some concern for major growth. Power consumption is closely monitored to keep the demand charge minimal. Additional growth will push the peak and impact all NAVBASE customers with increased demand costs.

THERE IS CURRENTLY A 5M SQFT. REQUIREMENT SHORTFALL AT NAVAL BASE NORFOLK (include NAS and NAVSTA Norfolk). Shortfall is based upon requirements to support commands in leased space and units moving on base from other areas/activities.

32. Are there any **assets in the vicinity** of the station, base, or facility that are currently not used because of a deficiency or O&M,N funding shortages (safe navigation route)(nautical miles) but **could be improved to enhance the station's contingency or mobilization capabilities**? Provide details.

NO

33. **Does the operational infrastructure** (i.e., test areas, fuel and munitions storage, warehouse space, industrial space) meet current requirements and provide capabilities for future expansion or change in mission? Provide details.

Existing warehousing and industrial space along the waterfront is old and inhibits optimal use of the space. More modern facilities are required to properly serve the fleet and provide the quality environment desired. Munitions storage is at Yorktown, VA. and presents some logistic problems which can be resolved by dedicated barge and tug assets being added to the stations inventory along with required billet increases.

"administrative command" mission in support of remaining area Navy. SUPSHIP Pascagoula and the crews of ships being constructed or repaired at Ingalls Shipbuilding represent an area Navy population entirely separate from the station, but which depends upon the NAVSTA and its tenants for a number of operational and QOL support services. Following is a list of those services:

Ordnance storage, handling and transport safe haven.

Small arms qualifications.

Supply safe haven for classified equipment shipments.

Helipad support (AEGIS test teams).

Family Service Center programs.

Facilities support contracts administration.

Sports and fitness facilities (gym, playing fields); MWR programs (i.e., Single Sailor).

Chaplain services.

Military working dog services.

Urinalysis program assistance.

FISC support (including FMS support for foreign construction at Ingalls).

Medical clinic (including family member care).

Dental clinic.

PERSUPPDET (personnel, pay, transportation, SATO).

NTCC communications center.

Housing Referral.

Public Works transportation services and maintenance.

Navy-Marine Corps Relief.

34. List the **airspace, waterspace, and approach channels** that are actively managed by the base or a tenant activity.

Table 34.1 **Management Responsibilities**

Area	Managed by:	Management role
Waterspace around piers and approaches	NAVSTA in conjunction with Coast Guard Captain of the Port	Ship movement, small craft movement.

35. Describe the role of the base in support of **military surveillance operations**. Indicate if prior BRAC realignments will impact this role.

Navsta provides no specific support for this mission.

36. Describe how this base or tenants support **training of Coast Guard or Drug Interdiction Forces or other non-DOD units or forces.**

NONE

37. Describe the direct **oceanographic or meteorological support** the base or tenants provides to other governmental or military agencies.

None provided to tenants. We are a recipient of info from NAVEAST OCEAN.

MV

38. Weather and Climate

38.a. In the table provide the percent of ship underways and arrivals delayed more than three hours due to weather. Indicate the number of days inport lost due to emergency weather sorties during the same years. Add any further descriptions on how **weather** generally **impacts base operations** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions, etc.)

Table 38.1 **Operational Weather Impact**

	% delay CY 1990	% delay CY 1991	% delay CY 1992	% delay CY 1993
JAN	[1]			
FEB				
MAR				
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				
NOV				
DEC				
# days lost to weather	[2]			

Remarks:

[1]Ship arrivals/departures are delayed approximately 10 days each year by fog or high winds. No records maintained to indicate specific months or number of ships - pilots indicate approximately 10 ships effected each occurrence - this equates to approximately 3% of the monthly evolutions.

38.c. Describe any **unique training opportunities afforded by the local climate or geography.**

Temperate climate is conducive to year round training evaluations but offers no unique training opportunities.

Ordnance Support

39.a. **List the ordnance terminals at your station.** If the base has no ordnance terminal, list the distance (ship transit miles) to the nearest ordnance station.

NAS Norfolk (4 miles)

39.b. List any **ordnance anchorages** in your harbor complex. Provide the limits on their use.

Golf Anchorages 2, & 3 500,000lbs High Explosives R

40. State the location, distance and response time of the **explosive ordnance disposal** (EOD) unit tasked to respond to your station.

EOD (located at Naval Air Station) - 5 minute response time

41. Can you or a tenant activity **reload VLS ship magazines**?

Yes

Training Support

42. List the fleet operational training commands located in the harbor complex that offer fleet refresher training schools.

FLEASWTRACENTLANT
FTC NORFOLK
SUBTRAFAC
SSAAC
COMAFLOATTRAGRU
FTSCLANT

BANGOR

Naval Station Capacity Analysis Data Call
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1. Provide six copies of the **pilotage chart** that includes the waterfront at your facility. Indicate on the chart what Notice to Mariners it is corrected to.

2. List the following:

a. **Length of main channel** from base to the open sea:

119 Nautical Miles from Service Pier to the entrance of the Straits of Juan de Fuca

b. **Minimum Channel width** between base and open sea:

2100 yards between Browns Point and the Keyport/Bangor Docks Pier. The opening of the Hood Canal Bridge is 600 feet wide.

TYCOM NOTE: THE MINIMUM CHANNEL WIDTH BETWEEN SUBASE BANGOR AND THE STRAITS OF JUAN De FUCA OCCURS AT THE HOOD CANAL BRIDGE WHERE THE CHANNEL WIDTH IS 200 YARDS (CONFIRMED WITH STATION 09 MAY 94).

c. **Minimum center channel depth** (MLLW) between base and open sea:

56 fathoms going under Hood Canal Bridge. 24 fathoms in the vicinity of Thorndike Bay.

TYCOM NOTE: THE MINIMUM CENTER CHANNEL DEPTH OF 24 FATHOMS OCCURS 700 YARDS NORTHWEST OF THE MAGNETIC SILENCING FACILITY IN THE VICINITY OF THORNDIKE BAY (CONFIRMED WITH STATION 09 MAY 94).

d. **Minimum height of overhead obstructions** of the channel from base to the open sea:

The Hood Canal Bridge, as you pass under the East Span is 55 feet high. However, the bridge opens so than there is not overhead obstruction.

FORCE STRUCTURE

3. List the **active surface warships and carriers** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 3.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A									

4. List the **reserve ships** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 4.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A									

5. List the **amphibious and mine warfare ships** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 5.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A									

6. List the **submarines** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 6.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft) See Note (1)	Max Beam (ft) See Note (2)	Max Draft (ft)	Shore Pwr Amps
SSBN 726 OHIO	8	8	8	8	8	660	42/57	36.5	3000KVA 3200 AMPS @ 460VAC
SSN 637 PARCHE	1	1	1	1	1	502	31/40	35	2300KVA 1600 AMPS @ 460VAC

Note (1): Mooring LOA includes vessel length plus NAVFAC 50 ft buffer on either end.
Note (2): First number denotes hull beam, second number denotes width at stern planes.

TYCOM NOTE: CORRECT SHORE POWER REQUIREMENT FOR SSBN 726 IS 3200 AMPS @ 460VAC AS SHOWN IN NAVSEA 0940-LP-007-9010, SSBN 726 STEAM AND ELECTRICAL PLANT MANUAL. CORRECT SHORE POWER FOR SSN 637 (USS PARCHE) IS 1600 AMPS @ 460VAC AS VERIFIED WITH COMSUBDEVGRU ONE ON 06 MAY 94. TYCOM CORRECTIONS FOR SHORE POWER REQUIREMENTS ARE SHOWN IN BOLD BELOW STATION INPUT. ALTHOUGH USS PARCHE IS A 637 CLASS SSN, THE VESSEL HAS BEEN MODIFIED EXTENSIVELY TO SUPPORT OCEAN AND RESEARCH DEVELOPMENT PROGRAMS AND THE LOA OF THE VESSEL IS 402 FEET AS CONFIRMED BY COMSUBDEVGRU ONE ON 06 MAY 94.

7. List the **logistics, sealift, and auxiliary ships** (including MSC) by class that were homeported at your base at the end of the indicated fiscal years. Include in this table all DON ships not covered previously in tables 4 through 7. For each class provide the listed mooring requirements.

Table 7.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A									

8. List ships of **other DOD and non-DOD** departments by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 8.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A									

9. List all **operating forces** and operational staffs (CARGRU, DESRON, SUBRON, etc.) not listed in questions 3 through 8 above that will be home based at your base at the end of the indicated fiscal years. For each unit provide the listed support requirements.

Table 9.1

Unit ID	Onboard FY 1994 (PN)	Onboard FY 1995 (PN)	Onboard FY 1997 (PN)	Onboard FY 1999 (PN)	Onboard FY 2001 (PN)	Indoor SF reqd	Outdoor SF reqd	Special Facilities required
53885	137	137/**105**	137/**103**	137/**103**	137/**103**	76698	*0*	**SEC COMM**
53886	60	60	60	60	60	6746	*0*	*NONE*
52730	25	25/**27**	25/**27**	25/**27**	25/**27**	11918	*0*	*NONE*
53994	32	32	32	32	32	3041	*0*	*NONE*
44904	37	37	37	37	37	8489	*0*	*NONE*
44903		50	50	50	50	17448	*0*	*NONE*
20345		147	147	147	147	856	*0*	*NONE*
44901		39	39	39	39	(1)	28000	*NONE*
44902	56	56	56	56	56	8722	*0*	*NONE*
47516	5	5	5	5	5	839	*0*	*NONE*
45739	**13**	**12**	**12**	**12**	**12**	**956**	*0*	*NONE*

(1) UIC 44901 has no requirement in current BFR

Change N4644-CPF MAY 94

TYCOM NOTE: FY94 NUMBERS REFLECT ACTUAL ON-BOARD STRENGTH. OUT YEAR NUMBERS REFLECT PROJECTED AUTHORIZED END-STRENGTH. CORRECTIONS TO TABLE ENTERED BY TYCOM SHOWN IN BOLD ADJACENT TO DATA ENTERED BY INSTALLATION. TYCOM DATA EXTRACTED FROM TFMMS PRINTOUT DATED 26 APRIL 1994. UIC 45739 REQUIRES 956 SQUARE FEET AS CONFIRMED WITH INSTALLATION ON 09 MAY 94.

TYCOM NOTE: SECURE COMM AS LISTED UNDER "SPECIAL FACILITY REQUIREMETNS" REFERS TO THE REQUIREMENT TO HAVE ACCESS TO A SECURE GENERAL SERVICE COMMUNICATIONS FACILITY WITH SCI CAPABILITY IN THE IMMEDIATE AREA AND TO HAVE SCI MATERIAL STORAGE CAPABILITY INTERGRAL TO THE HEADQUARTERS BUILDING..

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BERTHING CAPACITY

11. For each **Pier/Wharf** at your facility list the following **structural characteristics**. Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Table 11.1

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
Refit Pier 1/ 15 years	151-30	640	50	NA	Open **83**	Yes Note 2	Note 3	2
Refit Pier 2/ 15 years	151-30	640	60	NA	Open **80**	Yes Note 2	Note 3	2
Drydock 14 years	213-30 **213-10**	670	43	90	NA **62**	Yes Note 2	Note 3	8
Magnetic Silencing Pier/ 16 years	151-80	696	43	82	NA **10**	Yes Note 2	Note 3	21
Marginal Wharf South/ 49 years	152-20	740	42	NA	Open **81**	Yes Note 2	Note 3	10
Marginal Wharf North/ 49 years	152-20	570	34	NA	Open **89**	Yes Note 2	Note 3	10
EHW/ 17 years	152-10	600	48	90	NA **46**	Yes Note 2	Note 3	1

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Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
Service Pier/ 14 years	151-20	720 **575** **145**	48	NA	Open **40** **22**	Yes Note 2	Note 3	0
KB Docks/ 29 years	151-20	975	30	NA	24	Yes Note 2	Note 3	<7

[1] Original age and footnote a list of MILCON improvements in the past 10 years.
[2] Use NAVFAC P-80 for category code number.
[3] Comment if unable to maintain design dredge depth
[4] Water distance between adjacent finger piers.
[5] Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.
[6] Describe the additional controls for the pier.
[7] Net explosive weight. List all ESQD waivers that are in effect with expiration date.

NA = Not applicable

Note 1. No MILCON improvements in past 10 years for Marginal Wharf South, Marginal Wharf North, EHW, Service Pier and KB Docks. At Refit Pier 2, MILCON P-057, Crane Track Spur, extended the portal crane track the complete length of the pier, to be utilized as a parking location for a portal crane. At Refit Pier 1, Refit Pier 2 and the Drydock, MILCON P-055, Pure Water Facility, installed shoreside pure water connections to replace delivery of pure water to the submarines via tanker truck. The MILCON also constructed a new pure water production facility on shore near the Delta Platform and included the interconnecting piping to the pierside service hood outlets. At the Drydock, MILCON P-072, Drydock Caisson Pier, will install a pier to provide a permanent mooring location for the second (alternate) drydock caisson. MILCON P-072 is in the process of being awarded to a construction contractor.

Note 2. All the piers listed are within the CIA/Security Area of the Naval Submarine Base, Bangor. However, at the present time the entrance gates to the CIA/Security Area are not manned and vehicle occupant's badges are not checked. At the entrance trestle to the Delta Pier (Refit Pier 1, Refit Pier 2 and Drydock), security police check badges of all persons. At the entrance trestle to the EHW, security police check badges of all persons when there is a submarine in the EHW.

TYCOM NOTE: ALL PIERS/WHARVES ARE LEVEL I RESTRICTED AS DEFINED BY OPNAVINST 5530.14B.

Note 3. Refit Piers 1 and 2, Drydock and Magnetic Silencing Pier do not generate an ESQD arc, but are within the K50 D5 7,748' arc from the EHW . The South and North legs of the Marginal Wharf generate a K50 arc of 500' during ordnance handling (1500 # NEW) and a K50 arc of 1,957' during surface ship loading (60K NEW). The EHW generates a K50 D5 arc of 7,748'. The Service Pier generates a K40 500' arc from 2 Mark 48 torpedoes. KB docks generate no arcs and are encumbered by no arcs. At the Delta Pier (Refit Piers 1 & 2 and Drydock), 100' explosives arcs are generated during handling of Class 1 Division 3 and 4 explosives up to half a ship's allowance.

Note 4. No piers have RO/RO and/or Aircraft access.

TYCOM NOTE: THE STRUCTURAL CHARACTERISTICS HAVE BEEN PROVIDED BY THE INSTALLATION FOR THE DRYDOCK, MAGNETIC SILENCING PIER AND THE EXPLOSIVE HANDLING WHARF (EHW). HOWEVER, THESE WATERFRONT FACILITIES SHOULD NOT BE CONSIDERED IN CALCULATING BERTHING CAPACITY BECAUSE OF THEIR MISSION SPECIFIC FUNCTIONS.

CORRECT CCN PROVIDED FOR DRYDOCK AND CONFIRMED WITH STATION ON 09 MAY 94.

THE MOORING LENGTHS SHOWN IN COLUMN THREE REFLECT THE ACTUAL WHARF SPACE AVAILABLE FOR BERTHING AND DO NOT REFLECT THE ACTUAL SIZE OF THE WHARF, WHICH IN SOME CASES IS GREATER.

IN COLUMN SIX, THE ACTUAL PIER WIDTH HAS BEEN CONFIRMED WITH THE INSTALLATION ON 09 MAY 94 AND ENTERED BY THE TYCOM IN BOLD. ALTHOUGH THE PIERS ARE "OPEN", THE PIERS FOR REFIT PIER 1 AND 2 AND MARGINAL WHARF NORTH EACH HAVE PORTAL CRANE TRACKS WHICH MUST REMAIN CLEAR TO PROVIDE IMA SUPPORT TO INPORT SSBNs. ADDITIONALLY, ONLY 575 LF OF THE SERVICE PIER IS 40 FEET WIDE AND 145 LF IS 22 FEET WIDE.

THE SERVICE PIER IS CURRENTLY BEING MODIFIED TO RECIEVE THE USS PARCHE, BEING RELOCATED TO SUBASE BANGOR AS PART OF BRAC-93. AS PART OF THIS PIER MODIFICATION, BRACON PROJECT P-195T PHASE I WILL PROVIDE A 150 FOOT BY 14 FOOT PIER EXTENSION TO BERTH THE TUGS THAT ARE BEING DISPLACED BY THE USS PARCHE SUPPORT BARGES.

Note 2. At the Magnetic Silencing Pier and Explosive Handling Wharf, there is a permanently installed inhaul trolley system.

Note 3. No permanently installed facilities. At the EHW, CHT & oily waste are pumped from the submarine to transfer tanks. At the Marginal Wharf, oily waste is pumped into a pumper truck.

TYCOM NOTE: MISSING COMPRESSED AIR PRESSURE AVAILABLE DATA HAS BEEN ENTERED BY THE TYCOM IN BOLD. CORRECTIONS DISCUSSED WITH INSTALLATION AND CONFIRMED ON 09 MAY 94. COMPRESSED AIR CAPACITY FOR KB DOCKS IN NOT LISTED ON COMPRESSOR DATA PLATE. BEST ESTIMATE BY ACTIVITY IS 100 SCFM.

NOTE THAT COLUMN TWO ASKS FOR SHORE POWER AVAILABLE IN KVA WHILE COLUMN TEN OF TABLE 6.1 ASKS FOR SHORE POWER REQUIREMENTS IN AMPS. SHORE POWER AVAILABLE HAS BEEN CALCULATED USING THE ALGORITHM "AVAILABLE AMPS TIMES SQUARE ROOT OF PHASES TIMES VOLTAGE DIVIDED BY 1000".

13. For each **pier/wharf** listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 13.1

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
Refit Pier 1	1 SSBN 726	2 SSBN 726 **1 SSBN 726 OR 2 EA SSN 688/637s**	1 SSBN 726	2 SSBN 726 **1 SSBN 726 OR SSN 688/637**
Refit Pier 2	1 SSBN 726	2 SSBN 726 **1 SSBN 726 OR 2 EA SSN 688/637s**	1 SSBN 726	2 SSBN 726 **1 SSBN 726 OR SSN 688/637**
Drydock	1 SSBN 726	1 SSBN 726 **OR 1 EA SSN 688/637**	1 SSBN 726	1 SSBN 726 **OR 1 SSN 688/637**
Magnetic Silencing Pier	0	1 SSBN 726 **OR 1 SSN 688/637**	0	0
Marginal Wharf South	1 SSN **688/637**	2 SSN or 1 SSBN 726 and 1 SSN **1 SSN 688/637**	1 SSN **688/637**	2 SSN **1 SSBN 726 OR 1 SSN 688/637**
Marginal Wharf North	1 SSN **688/637**	2 SSN **688/637**	1 SSN **688/637**	2 SSN **688/637**
EHW	0	1 SSBN 726 **OR 1 SSN 688/637**	1 SSBN 726	1 SSBN 726 **0**
Service Pier	0	2 SSBN 726 **1 SSBN 726**	1 SSBN 726	1 SSBN 726 **OR SSN 688/637**
KB Docks	1 YTT, 1 TWR, 2 TR, 1 NM	2 YTTs or 1 YTT and 1 TWR, and 3 TRs	0	0

[1] Typical pier loading by ship class with current facility ship loading.

[2] List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3] List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

Note 1. Refit Pier 1, Refit Pier 2, Drydock, EHW, Magnetic Silencing and Service Pier can accept any SSBN/SSN class submarine.

Note 2. At Refit Pier 1, Refit Pier 2 and Service Pier, 2 SSBN 726 submarines can be nested, but there are only hotel services for one.

TYCOM NOTES: SSN CLASSES WHICH CAN BE BERTHED AT EACH PIER/WHARF HAVE BEEN ENTERED FOR CLARITY PURPOSES.

SHIP BERTHING CAPACITY IS LIMITED BY AVAILABLE SHORE POWER AS SHOWN IN TABLE 12.1. REVISED SHIP BERTHING CAPACITY HAS BEEN ENTERED IN BOLD BELOW DATA PROVIDED BY INSTALLATION. NOTE HOWEVER, PER DISCUSSIONS WITH INSTALLATION ON 09 MAY 94, REFIT PIERS 1 AND 2 HAVE BERTHED SSBNs IN A NESTED CONFIGURATION AND PERFORMED IMA WORK ON BOTH THE IN-BOARD AND OUT-BOARD SSBN SIMULTANEOUSLY. THIS HAS BEEN DONE ONLY DURING EMERGENT REQUIREMENTS AND IS NOT STANDARD OPERATING PROCEDURE. TO BE ABLE TO PROPERLY BERTH TWO SSBNs AND CONDUCT IMA WORK ON BOTH SSBNs REQUIRES A POWER UPGRADE AS PROPOSED BY MILCON PROJECT P-187.

MARGINAL WHARF SOUTH DOES NOT HAVE SUFFICIENT POWER PER NAVSEA DOCUMENTS TO BERTH AN SSBN OR TWO SSNs ON FULL SHORE POWER. HOWEVER, MARGINAL WHARF SOUTH HAS BEEN USED TO BERTH SSBNs ON AN EMERGENT BASIS AND THIS YEAR WILL BE USED AS A TEST BASIS TO CONDUCT AN EXTENDED OVERHAUL ON THE USS MICHIGAN. THEREFORE, AN SSBN IS NOT LISTED IN COLUMN THREE BUT IS LISTED IN COLUMN 6 OF THIS TABLE.

IMA CAPACITY IS LIMITED BY AVAILABLE SHORE POWER, OUTBOARD CRANE CAPACITY AND/OR AVAILABLE PIER LAYDOWN AREA. REVISED IMA CAPACITY HAS BEEN ENTERED IN BOLD BELOW DATA PROVIDED BY INSTALLATION AND CONFIRMED WITH INSTALLATION ON 09 MAY 94. THE EHW WAS USED ON ONE OCCASION TO CONDUCT A PARTIAL REFIT DUE TO

SCHEDULING CONFLICTS WITH THE DRYDOCK. HOWEVER, THE EHW WHARF SHOULD NOT BE INCLUDED AS AN IMA BERTH BECAUSE OF ITS MISSION REQUIREMENT TO SUPPORT SPECIAL WEAPONS HANDLING EVOLUTIONS.

THE SERVICE PIER HAS THE CAPACITY TO SUPPORT EITHER SSBN OR SSN IMA WORK WHEN THE USS PARCHE IN ON DEPLOYMENT. HOWEVER, THE PIER WOULD NOT BE AVAILABLE APPROXIMATELY 6 MONTHS/YEAR WHILE THE USS PARCHE IS IN PORT.

RECOMMEND DELETE THE DRYDOCK, MAGNETIC SILENCING FACILITY AND EHW FROM THIS TABLE AS THEY SHOULD NOT BE CONSIDERED AVAILABLE AS LONG TERM BERTHING OPTIONS.

Naval Station Capacity Analysis Data Call
UIC: N68436

14. For each **pier/wharf** listed above, based on Presidential Budget 1995 budgeted **infrastructure improvements in the Presidential Budget 1995 through FY 1997 and the BRAC-91 and BRAC-93 realignments**, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 13.1

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
Refit Pier 1	1 SSBN 726	2 SSBN 726 **1 SSBN 726 OR 2 EA SSN 688/637s**	1 SSBN 726	2 SSBN 726 **1 SSBN 726 OR SSN 688/637**
Refit Pier 2	1 SSBN 726	2 SSBN 726 **1 SSBN 726 OR 2 EA SSN 688/637s**	1 SSBN 726	2 SSBN 726 **1 SSBN 726 OR SSN 688/637**
Drydock	1 SSBN 726	1 SSBN 726 **OR 1 EA SSN 688/637**	1 SSBN 726	1 SSBN 726 **OR 1 SSN 688/637**
Magnetic Silencing Pier	0	1 SSBN 726 **OR 1 SSN 688/637**	0	0
Marginal Wharf South	1 SSN **688/637**	2 SSN or 1 SSBN 726 and 1 SSN **1 SSN 688/637**	1 SSN **688/637**	2 SSN **1 SSBN 726 OR 1 SSN 688/637**
Marginal Wharf North	1 SSN **688/637**	2 SSN **688/637**	1 SSN **688/637**	2 SSN **688/637**
EHW	0	1 SSBN 726 **OR 1 SSN 688/637**	1 SSBN 726	1 SSBN 726 **0**
Service Pier	0	2 SSBN 726 **1 SSBN 726**	1 SSBN 726	1 SSBN 726 **OR SSN 688/637**

KB Docks	1 YTT, 1 TWR, 2 TR, 1 NM	2 YTTs or 1 YTT and 1 TWR, and 3 TRs	0	0

[1] Typical pier loading by ship class with current facility ship loading.

[2] List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3] List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

Note 1. Refit Pier 1, Refit Pier 2, Drydock, EHW, Magnetic Silencing and Service Pier can accept any SSBN/SSN class submarine.

Note 2. At Refit Pier 1, Refit Pier 2 and Service Pier, 2 SSBN 726 submarines can be nested, but there are only hotel services for one.

TYCOM NOTES: SSN CLASSES WHICH CAN BE BERTHED AT EACH PIER/WHARF HAVE BEEN ENTERED FOR CLARITY PURPOSES.

SHIP BERTHING CAPACITY IS LIMITED BY AVAILABLE SHORE POWER AS SHOWN IN TABLE 12.1. REVISED SHIP BERTHING CAPACITY HAS BEEN ENTERED IN BOLD BELOW DATA PROVIDED BY INSTALLATION. NOTE HOWEVER, PER DISCUSSIONS WITH INSTALLATION ON 09 MAY 94, REFIT PIERS 1 AND 2 HAVE BERTHED SSBNs IN A NESTED CONFIGURATION AND PERFORMED IMA WORK ON BOTH THE IN-BOARD AND OUT-BOARD SSBN SIMULTANEOUSLY. THIS HAS BEEN DONE ONLY DURING EMERGENT REQUIREMENTS AND IS NOT STANDARD OPERATING PROCEDURE. TO BE ABLE TO PROPERLY BERTH TWO SSBNs AND CONDUCT IMA WORK ON BOTH SSBNs REQUIRES A POWER UPGRADE AS PROPOSED BY MILCON PROJECT P-187.

MARGINAL WHARF SOUTH DOES NOT HAVE SUFFICIENT POWER PER NAVSEA DOCUMENTS TO BERTH AN SSBN OR TWO SSNs ON FULL SHORE POWER. HOWEVER, MARGINAL WHARF SOUTH HAS BEEN USED TO BERTH SSBNs ON AN EMERGENT BASIS AND THIS YEAR WILL BE USED AS A TEST BASIS TO CONDUCT AN EXTENDED OVERHAUL ON THE USS MICHIGAN. THEREFORE, AN SSBN IS NOT LISTED IN COLUMN THREE BUT IS LISTED IN COLUMN 6 OF THIS TABLE.

IMA CAPACITY IS LIMITED BY AVAILABLE SHORE POWER, OUTBOARD CRANE CAPACITY AND/OR AVAILABLE PIER LAYDOWN AREA. REVISED IMA CAPACITY HAS BEEN ENTERED IN BOLD BELOW DATA PROVIDED BY INSTALLATION AND CONFIRMED WITH INSTALLATION ON 09 MAY 94. THE EHW WAS USED ON ONE OCCASION TO CONDUCT A PARTIAL REFIT DUE TO SCHEDULING CONFLICTS WITH THE DRYDOCK. HOWEVER, THE EHW WHARF SHOULD NOT BE INCLUDED AS AN IMA BERTH BECAUSE OF ITS MISSION REQUIREMENT TO SUPPORT SPECIAL WEAPONS HANDLING EVOLUTIONS.

THE SERVICE PIER HAS THE CAPACITY TO SUPPORT EITHER SSBN OR SSN IMA WORK WHEN THE USS PARCHE IN ON DEPLOYMENT. HOWEVER, THE PIER WOULD NOT BE AVAILABLE APPROXIMATELY 6 MONTHS/YEAR WHILE THE USS PARCHE IS IN PORT.

RECOMMEND DELETE THE DRYDOCK, MAGNETIC SILENCING FACILITY AND EHW FROM THIS TABLE AS THEY SHOULD NOT BE CONSIDERED AVAILABLE AS LONG TERM BERTHING OPTIONS.

15.a. How much pier space is required to **berth and support ancillary craft** (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

Approximately 495 ft of pier space is required: 3 YTBs x 109 ft each, 1 civ tug x 73 ft, 1 personnel transfer boat x 95 ft. The outer pier is designed to accommodate visiting ships (ie SSBN 726, etc) on the outside of the pier. On the inside of the pier, there are 3 shore power stations designed for three YTRs and one additional shore power station for PTB-951.

TYCOM NOTE: THE SERVICE CRAFT ARE BERTHED AT THE SERVICE PIER COMPLEX. THE OUTSIDE OF THE SERVICE PIER WILL BE MODIFIED BY BRACON PROJECT P-195T PHASE I TO RECIEVE THE USS PARCHE BEING RELOCATED TO BANGOR AS PART OF BRAC-93. THE SERVICE PIER IS ALSO BEING EXTENDED APPROXIMATELY 150 FEET AS PART OF THIS PROJECT TO BERTH THE TUGS BEING DISPLACED BY THE USS PARCHE SUPPORT BARGES WHICH WILL BE BERTHED ON THE INSIDE OF THE PIER.

15.b. What is the average pier loading in ships per day due to **visiting ships** at your base. Indicate if it varies significantly by season.

Less than 1 visiting ship per day average. Not seasonally variant.

15.c. Given **no funding or manning limits**, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

MCON P-187, Additional Shore Power, would increase the shore power at Refit Piers 1 and 2 from 3000 KVA per pier to 6000 KVA per pier. This would allow us to double berth TRIDENT submarines at each berth and provide each submarine with their total electrical requirements.

MCON P-909, Marginal Wharf Upgrade, would improve/increase the shore power, potable water, telephone, industrial compressed air, CHT, and SOD services at the Marginal Wharf. It would extend the portal crane tracks to the South leg of the Wharf. The tracks presently only service the North leg of the Wharf. It would install an auxiliary sea water (ASW) system.

Both MCON projects are unprogrammed.

15.d. Describe any **unique limits or enhancements** on the berthing of ships at specific piers at your base.

Limits: Draft limitations at Marginal Wharf North. At the Service Pier, ships may only berth on the outboard side of pier. The pier can accommodate SSBN 726 class submarines or FFGs, DDGs, etc.

Enhancements: The Delta Piers and Drydock were designed specifically for TRIDENT submarines. All required services, including chilled water, pure water, breathing air, telephone, industrial air, potable water, electricity are built in at the pier. Steam, 400 hertz electricity, high pressure air and direct current electricity are available by portable units. The EHW was also designed specifically for TRIDENT submarines. Pierside services include electricity, potable water, telephone, industrial air. The EHW is a covered structure with two 120 ton overhead bridge cranes for missile handling evolutions. At the EHW and Magnetic Silencing Pier, there is a permanently installed inhaul trolley system.

TYCOM NOTE: MARGINAL WHARF NORTH IS ENCUMBERED BY THE K-18 ESQD ARC GENERATED BY THE HANDLING OF C-4 MISSILES AT THE EHW. THIS ARC PREVENTS THE PERMANENT BERTHING OF ANY VESSEL AT MARGINAL WHARF NORTH.

15.e. Describe the planned improvements in the pier support elements from questions 11 and 12 above that are budgeted in the presidential budget submission 1995 through fiscal year 1997.

None in FY 95 - 97. BRAC 93 will fund approximately $3.5 M upgrade to **THE SERVICE PIER TO** support **THE** USS PARCHE and associated support barges **IN FY 94**.

TYCOM NOTE: CLARIFICATION PROVIDED IN BOLD.

Note: Portal cranes on the Delta Pier (25 ton and 85 ton cranes above) are presently not Nuclear or Ordnance certified. They are certified to NAVFAC P-307. Present refit requirements do not dictate certification to NAVSEA 7000 (special purpose service).

TYCOM NOTE: CRANES "03" THROUGH "8204530" LISTED IN TABLE 20.1 ARE CERTIFIED TO NAVFAC 307 STANDARDS AND ARE USED TO LIFT RADIOACTIVE MATERIAL PER NAVSEA 389-0153. THEY ARE NOT CERTIFIED UNDER NAVSEA 7000. THEREFORE, THE TYCOM HAS ENTERED YES FOR COLUMN THREE REFLECT THIS CAPABILITY.

21. List all government owned or leased **tugs and pusher boats**, and provide a description of each with their capabilities.

3 Navy YTBs (Yard Tug Boats): YTB-761 Ottomwa, YTB-764 Mishiwaka, YTB-749 Manhattan. Tugs are single screw, 2000 shaft HP, 107' long, 31' wide, 56' tall, 50,000 lb bollard pull, 15' draft, 410 long ton.

1 Civilian contracted tug (Mitchell Herbert). Tug is twin screw, 2000 shaft HP, 73' long, 24' wide, 35' tall, 40,000 lb bollard pull, 11' draft, 131 gross tons.

All tugs have the ability to move or tow surface and subsurface craft ranging in size from light barges to CVNs (Aircraft carriers).

22. State the number of ship sets of **CV or CVN mooring camels** at your facility. State the number of ship sets of **SSN or SSBN camels** at your facility.

SSBN camels: 2 ½ guided mooring camels sets and 1 non-guided mooring camel set
SSN camels: 1 SSN set

22.b. For all facilities that were classified as inadequate in the preceding table, identify the type of facility and describe why the facility is inadequate; indicate how the facility is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate (do not be concerned with the economic justification for these costs). Indicate current plans to remove these deficiencies and the amount of any programmed funds.

None. None of the facilities listed in the table above are inadequate.

23. Describe any administrative support facility limitations. Describe the potential for expansion of the services that personnel support facilities provide.

Existing facilities are fully used, and expanded missions must be supported by construction of new facilities. There is ample room for construction of new administrative support facilities.

Operational Suitability

24. Provide the shortest distance (safe navigation route)(nautical miles) from the base to the fifty fathom curve. Indicate which DMA chart the distance/curve is based on.

550 yards based on DMA Chart 18455.

25. Provide the designation for and shortest distance from the sea buoy (safe navigation route)(nautical miles) to the training areas for naval air superiority fighters and air defense missiles. Provide the name or designation for these areas and the DMA chart number that depicts these areas.

Approximately 500 nautical miles to NAS Fallon, Nevada. We do not have access to the chart depicting the areas surrounding NAS Fallon.

26. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for individual ship exercises. How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

Distance from sea buoy "VF" (where submarines typically submerge) to sea (Area A3) is 50 nautical miles. "Pacific Northwest Fleet Operating Areas" cover approximately 175,000 square miles. This area is depicted on DMA chart 18008.

27. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for individual submerged submarine exercises. How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

Distance from sea buoy "VF" (where submarines typically submerge) to sea (Area A3) is 50 nautical miles. "Pacific Northwest Fleet Operating Areas" cover approximately 175,000 square miles. This area is depicted on DMA chart 18008.

TYCOM NOTE: THE CLOSEST OPERATING AREA IS "DABOB BAY", 7.5 NM FROM SUBASE DELTA PIER. DABOB BAY COVERS APPROXIMAELY 18 SQUARE MILES. THIS AREA IS DEPICTED ON DMA CHART 18459.

28. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the NGFS training area at sea for ashore bombardment for naval ship delivered ordnance. Provide the name or designation for this area and the DMA chart number that depicts the area.

There is no Naval Gunfire Support area in the Northwest area. The closest NGFS support area we are aware of is San Clemente Island off the coast of Southern California.

29. Provide the distance (safe navigation route)(nautical miles) from the sea buoy to the nearest amphibious assault training area. Provide the name or designation for this area and the DMA chart number that depicts the area.

There is no amphibious assault training area established in the Northwest. The closest amphibious assault training area we are aware of is at Camp Pendelton, California.

30. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the nearest mine warfare training area. Provide the name or designation for this area and the DMA chart number that depicts the area.

The nearest mine warfare training area to the sea buoy at the mouth of the Straits of Juan de Fuca is the Quinault Shallow Water Range operated by the Naval Undersea Warfare Center Division, Keyport, WA. It is located at Latitude 47 30' 34" North and Longitude 124 43' 40" West, 60 nautical miles from the sea buoy. The Defense Mapping Agency (DMA) chart for the area is 18 ACA 18003.

The nearest mine warfare training area to Submarine Base Bangor is located on the Dabob Bay Range operated by the Naval Undersea Warfare Center Division, Keyport, WA. It is located at Latitude 47 40' 35" North and Longitude 122 51' 32" West, 8 nautical miles from the Delta Pier at SUBASE Bangor. The Defense Mapping Agency (DMA) chart for the area is 18 AHA 18476.

31.a. List the features of this station, base, or facility that make it a candidate for basing other operational units in the future.

There are many factors that make SUBASE Bangor a desirable area to locate operational units. These are described in detail below.

1. Quality of Life. Naval Submarine Base, Bangor is located in Western Washington on the Hood Canal in a beautiful forested setting. Great attention to planning and focus on preservation of the environment are critical elements in enhancing quality of life. SUBASE Bangor maintains a pristine appearance and by many reports from visitors is one of the most beautiful bases in the Navy. The air is clean (we are in a Clean Air Act Attainment Zone). Several small communities outside the Bangor base provide the necessary community amenities. The town of Silverdale within three miles of the Bangor gates is growing at a tremendous rate. Many new businesses and housing developments are springing up in surrounding areas. A new shopping mall provides many shopping conveniences. Local economy is on the rise. Cost of living is considered average with quality of life considered excellent. The city of Bremerton has recently been voted by Money Magazine as America's Most Liveable City. The bases in the area employ the majority of the civilian work force of Kitsap County, so there is strong support for the military presence here. The surrounding area provides many quality of life opportunities with Bangor's close proximity to Canada, the Olympic mountains and the Olympic National Park, the Cascades, Mt. Rainier, and the scenic Washington and Oregon coasts, as well as natural beauty of the Puget Sound itself. The metropolitan area of Seattle is only 1 and 1/2 hours away offering all the cultural amenities of any major city. Many military personnel stationed in the area choose to retire locally because they fall in love with the area and all it has to offer. The base relationship with the community is outstanding and there are numerous mutually beneficial cooperative initiatives supporting the community and the base.

2. Infrastructure. The infrastructure at Bangor is some of the newest and finest in the Navy. There are currently 799 family housing units on base with another 872 in the planning stage. The Community Center area is a model of a well planned, aesthetically pleasing, highly functional support service center. Utilities were designed to support two ten boat squadrons of TRIDENT submarines.

TYCOM NOTE: THE HIGH VOLTAGE ELECTRICAL DISTRIBUTION SYSTEM WAS DESIGNED TO ALLOW FOR THE EXPANSION OF SUBASE BANGOR TO SUPPORT A TOTAL OF 20 HOMEPORTED SSBNs. HOWEVER, THE EXISTING WATERFRONT LOW VOTAGE ELECTRICAL DISTRIBUTION SYSTEM AND BERTHING CAPACITY WOULD HAVE TO BE EXPANDED/UPGRADED TO SUPPORT ADDITIONAL HOMEPORTED UNITS.

3. Waterfront. Bangor has 4.53 miles of waterfront along the Hood Canal. Existing facilities are extensively used, but there is room for potential expansion or construction of new facilities.

4. Rail Access. SUBASE Bangor is supported by a rail system so that heavy and oversized items can be delivered in large quantities if necessary.

5. Highway. Highway access to Bangor is excellent. Operational and commuter traffic expansion could be increased significantly without impact on the base.

6. Developable Real Estate. SUBASE Bangor has the potential to receive a moderate number of additional facilities.

7. Ordnance Handling and Storage Capabilities. The SUBASE Bangor complex is, to a large extent, an ordnance activity with extensive storage and handling capabilities. Combined with the deep water ammunition pier at Indian Island and railroad accessibility to the base, SUBASE Bangor has the potential to be the major DOD transfer point for ordnance in the Pacific Northwest.

8. Proximity to Other DOD Activities. Other activities within the immediate area include NUWC, Division Keyport (6 miles), Puget Sound Naval Shipyard (12 miles), McChord AFB (50 miles), and Ft Lewis (50 miles). These are capable of providing high tech industrial support for any mission which might choose to locate at Bangor.

9. Training Facilities. The training facilities at TRIDENT Training Facility are among the finest in the Navy. Plans are currently under way to expand the fire fighting capability by constructing a new trainer in the vicinity of TRITRAFAC to support surface ship and aircraft carrier fires.

10. Industrial Capability. TRIDENT Refit Facility is a highly efficient and capable industrial support facility with the facilities to conduct **(SUPPORT)** an Engineered Overhaul of a TRIDENT Class submarine. TRF is also capable of supporting a wide variety of other naval craft.

TYCOM NOTE: TRF BANGOR DOES NOT CONDUCT EOH'S, BUT PROVIDES SUPPORT TO PSNSY IN THE EXECUTION OF EOH'S.

TYCOM NOTE: TRF BANGOR IS CAPABLE OF SUPPORTING OTHER NAVAL CRAFT ON AN INTERIM BASIS; HOWEVER, LONG TERM IMA SUPPORT FOR OTHER NAVAL CRAFT WOULD REQUIRE A SIGNIFICANT CHANGE TO THE CURRENT IMA OPERATIONS, IE., ADDITIONAL MANPOWER AND EXPANDED SKILLED TRADES TO SUPPORT OTHER SURFACE CRAFT OR SSNs.

31.b. List the features of this station, base, or facility that inhibit the basing of other operational units.

SUBASE Bangor is capable of supporting almost any mission other than a naval air station. The single biggest inhibiting factor on the base is the presence of the Explosive Safety Quantity-Distance arcs created by the presence and handling of the TRIDENT missile motors. These motors are classified as a Class 1, Division 1 high explosive which means that they are treated like TNT or any other high explosive. Facilities supporting missions unrelated to the strategic deterrent mission cannot be located within these arcs. These arcs also encumber approximately 80% of the waterfront. However, there is still room to construct additional piers if the need arises.

Units which come to SUBASE Bangor must be environmentally compatible with the base. Early TRIDENT planners made many commitments to preserve the environmental quality of the base, and any units which are located here must conform to the high standards which have been set.

32. Are there any assets in the vicinity of the station, base, or facility that are currently not used because of a deficiency or O&M,N funding shortages (safe navigation route)(nautical miles) but could be improved to enhance the station's contingency or mobilization capabilities? Provide details.

SUBASE Bangor provides support to units which have mobility missions (e.g. EOD, CBU 418, etc.) These units have small arms qualifications. Camp Wesley Harris, a remote 377 acre site, is used for small arms qualifications, but is limited in the services it can provide because the rifle range in not bermed and baffled. Camp Wesley Harris has the potential to become the small arms qualification center for the Navy for the entire Northwest with some additional MCON and O&M,N funding. Certification of the rifle range would enhance mobilization capability.

33. Does the operational infrastructure (i.e., test areas, fuel and munitions storage, warehouse space, industrial space) meet current requirements and provide capabilities for future expansion or change in mission? Provide details.

Yes, but it would depend on the nature of the new mission assigned here. The infrastructure currently exists for high tech industrial support and ordnance storage and handling operations of almost any magnitude.

34.List the airspace, water space, and approach channels that are actively managed by the base or a tenant activity.

Table 34.1 Management Responsibilities

Area	Managed by:	Management Role
All open ocean and inland waters north of 40° 0'N and east of 130° 00'W less Canadian waters	COMSUBTRAGRU PACNORWEST (CTG 14.9)	Submarine Operating Authority

35. Describe the role of the base in support of military surveillance operations. Indicate if prior BRAC realignments will impact this role.

COMSUBGRU NINE manages a data base on special interest vessels and threat assessments for dissemination to subordinate commands. There is no impact due to prior BRAC realignments.

36. Describe how this base or tenants support training of Coast Guard or Drug Interdiction Forces or other non-DOD units or forces.

COMSUBGRU NINE conducts joint exercises with U.S. Coast Guard, local and national law enforcement agencies, and civil disaster response agencies on a recurring basis.

37. Describe the direct oceanographic or meteorological support the base or tenants provide to other governmental or military agencies.

COMSUBGRU NINE provides marine meteorological forecasts to Naval Undersea Warfare Center, Division Keyport for all range operations. They also provided special weather/seas forecasts to TRIDENT Submarines in support of medical and humanitarian evacuations. In addition, they provide Quartermaster (QM) rate training for weather observations for all surface ships in Puget Sound Naval Shipyard and all submarines at SUBASE Bangor.

38. Weather and Climate

38.a. In the table provide the percent of ship underways and arrivals delayed more than three hours due to weather. Indicate the number of days inport lost due to emergency weather sorties during the same years. Add any further descriptions on how weather generally impacts base operations (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions, etc.)

Table 38.1 Operational Weather Impact

Month	% delay CY 1990	% delay CY 1991	% delay CY 1992	% delay CY 1993
JAN	0	0	0	0
FEB	0	0	0	0
MAR	0	0	0	0
APR	0	0	0	0
MAY	0	0	0	0
JUN	0	0	0	0
JUL	0	0	0	0
AUG	0	0	0	0
SEP	0	0	0	0
OCT	0	0	0	0
NOV	0	0	0	0
DEC	0	0	0	0
# days lost to weather	0	0	0	0

Remarks:

1. High winds and cold weather impact work on cranes and other machinery on the SUBASE piers about 2 % of the time.
2. Cold weather combined with wind chill factor curtails other activities such as exterior painting and preservation, line handling and moving gear on and off vessels about 5% of the time.
3. Thunderstorm warnings will curtail certain operations at Strategic Weapons Facility, Pacific about 2% of the time.
4. Snow accumulation of 3 inches or more causes base closure for one to three days per year.

TYCOM NOTE: TRF BANGOR (A TENANT OF SUBASE BANGOR) REPORTED IN TABLE 13.1.b OF BRAC DATA CALL 45 THAT THEY LOSE ABOUT .95% OF PLANNED WORK IN THE MONTH OF DECEMBER DUE TO WEATHER. THIS LOSS OF PLANNED WORK IS THE RESULT OF THE INCLIMATE WEATHER DESCRIBED BY SUBASE BANGOR IN STATION NOTES 1 AND 2 ABOVE.

38.b What percentage of the time (on average, by month) does the local weather affect maintenance operations? Use the chart below and add any further descriptions on how weather generally impacts base maintenance evolutions (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions.

Table 38.1 Maintenance Weather Impact

TYCOM NOTE: SEE STATION REMARK BELOW REGARDING DATA FOR TABLE 38.1.

Month	Inches of Rain/Snow			Days under 40°F			% of upkeep or IMA days cancelled due to low or high temperatures or precipitation		
	CY 1991	CY 1992	CY 1993	CY1991	CY 1992	CY 1993	CY 1991	CY1992	CY 1993
JAN							0	0	0
FEB							0	0	0
MAR							0	0	0
APR							0	0	0
MAY							0	0	0
JUN							0	0	0
JUL							0	0	0
AUG							0	0	0
SEP							0	0	0
OCT							0	0	0
NOV							0	0	0
DEC							0	0	0

Remarks: (1) The meteorological data requested in the first six columns is not readily available. It is archived monthly on the East Coast, and it must be mailed back to us. We have requested the information and will forward it as soon as we get it.

(2) Routine building and ground structures exterior maintenance, such as roof repairs, painting, and road striping, are not scheduled during October, November, and December.

This document is a map that is too large to be scanned in for electronic view regarding Naval Sub Base Bangor

Document Separator

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1. Provide six copies of the **pilotage chart** that includes the waterfront at your facility. Indicate on the chart what Notice to Mariners it is corrected to.

See Attachment (1)

2. List the following:

a. **Length of main channel** from base to the open sea:

21 Nautical Miles

b. **Minimum Channel width** between base and open sea:

130 Yards

c. **Minimum center channel depth** (MLLW) between base and open sea:
21 Feet

d. **Minimum height of overhead obstructions** of the channel from base to the open sea:

NONE

FORCE STRUCTURE

3. List the **active surface warships and carriers** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 3.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
PC	4	9	9	9	9	171	25	8	400

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4. List the **reserve ships** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 4.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
NONE									

5. List the **amphibious and mine warfare ships** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 5.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps	
LST	2	0	0	0	0	523	70	18	1200	R
LSD36	2	2	2	2	2	554	84	20	1600	R
LSD41	4	4	4	4	4	609	84	21	2400	R
LSD49	0	1	2	2	2	609	84	21	2400	R

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6. List the **submarines** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

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Table 6.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
NONE									

7. List the **logistics, sealift, and auxiliary ships** (including MSC) by class that were homeported at your base at the end of the indicated fiscal years. Include in this table all DON ships not covered previously in tables 4 through 7. For each class provide the listed mooring requirements.

Table 7.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
ARS50	2	2	2	2	2	255 R	51	17	800
ARS38	2	0	0	0	0	214	44	13	400
ATS	1	1	0	0	0	283	50	16	800
T-ATF	3	3	3	3	3	241	42	15	400
T-AGOS	7	7	7	7	7	224	43	15	800
LCU-1660	17	17	17	17	17	135	30	7	100
LCM8	20	20	20	20	20	74	21	6	NA
LCM6	8	8	8	8	8	57	14	4	NA

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8. List ships of **other DOD and non-DOD** departments by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 8.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
NONE[1]									

[1]A Memorandum of Understanding (MOU) is being negotiated and prepared to homeport one U.S. Army vessel, LSV-6, at NAVPHIBASE LCREEK effective Sep 1994. The following information is provided:

Mooring LOA = 274'
Max Beam = 60'
Max Draft = 12'

Authorized Manpower = 6 Officers
30 Enlisted

BERTHING CAPACITY

11. For each **Pier/Wharf** at your facility list the following **structural characteristics.** Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Table 11.1[8,9]

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
Pier 1 50 yrs	15120	400	18	150	14	N	NA	7
Pier 2 50 yrs	15120	399	18	130	14	N	NA	7
Pier 3 50 yrs	15120	535	18	130	14	N	NA	7
Pier 4 50 yrs	15120	396	18	130	26	N	NA	7
Pier 5 50 yrs	15120	396	18	130	26	N	NA	7
Pier 6 50 yrs	15120	396	18	130	26	N	NA	7
Pier 7 50 yrs	15120	396	18	130	26	N	NA	7
Pier 8 50 yrs	15120	396	18	130	26	N	NA	7
Pier 9 36 yrs	75061	231	10	20	10	N	NA	NA
Pier 10 40 yrs	15520	83	10	50	8	N	NA	0
Pier 11 40 yrs	15129	451	25	250	28	Y	5,000[10,11]	10
Pier 12 40 yrs	12210	651	25	250	28	Y	5,000[10,12]	10
Pier 13 40 yrs	15120	651	25	250	28	Y	5,000[10,12]	10

Table 11.1[8,9] continued

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
Pier 14 40 yrs	15120	651	20	250	28	Y	5,000[10,12]	10
Pier 15 42 yrs	15120	711	27	205	28	Y	5,000[10,13,14]	10
Pier 16 42 yrs	15120	649	27	205	28	Y	5,000[10,13,14]	10
Pier 17 42 yrs	15120	649	~~X~~27 *	205	28	Y	5,000[10,13,14]	10
Pier 18 42 yrs	15120	451	20	205	28	Y	5,000[10,11]	10
Pier 19 42 yrs	15120	451	20	80	28	Y	5,000[10,11]	10
Pier 20 40 yrs	15520	124	10	80	10	Y	5,000[10]	7
Pier 21 40 yrs	15520	122	10	80	10	Y	5,000[10]	7
Pier 22 40 yrs	15520	122	10	80	10	Y	NA	7
Pier 23 40 yrs	15520	122	10	80	10	Y	NA	7
Pier 24 40 yrs	15520	122	10	80	10	Y	NA	7
Pier 25 40 yrs	15520	122	10	80	10	Y	NA	7
Pier 26 40 yrs	15520	122	10	80	10	Y	NA	7

* OPNAV (N441)
FHS 6/2/94

Table 11.1[8,9] continued

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
Pier 27 40 yrs	15520	122	10	80	10	Y	NA	7
Pier 28 40 yrs	15520	122	10	80	10	Y	NA	7
Pier 29 40 yrs	15520	122	10	80	10	Y	NA	7
Pier 30 40 yrs	15520	122	10	80	10	Y	NA	7
Pier 31 40 yrs	15520	122	10	80	10	Y	NA	7
Pier 32 40 yrs	15520	122	10	80	10	Y	NA	7
Pier 33 40 yrs	15520	122	10	80	10	Y	NA	7
Pier 34 39 yrs	15520	122	10	80	10	Y	NA	7
Pier 35 39 yrs	15140	78	25	50	30	Y	NA	7
Pier 36 39 yrs	15520	122	10	90	10	N	NA	7
Pier 37 39 yrs	15520	122	10	80	10	N	NA	7
Pier 38 39 yrs	15520	122	10	80	10	N	NA	7
Pier 39 39 yrs	15520	122	10	80	10	N	NA	7

Table 11.1[8,9] continued

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
Pier 40 39 yrs	15520	122	10	80	10	N	NA	7
Pier 41 39 yrs	15520	122	10	80	10	N	NA	7
Pier 42 39 yrs	15520	122	10	80	10	N	NA	7
Pier 43 39 yrs	15520	122	10	80	10	N	NA	7
Pier 44 39 yrs	15520	122	10	80	10	N	NA	7
Pier 45 39 yrs	15520	122	10	80	10	N	NA	0
Pier 46 39 yrs	15520	122	10	80	10	N	NA	0
Pier 47 39 yrs	15520	122	10	80	10	N	NA	0
Pier 48 39 yrs	15520	122	10	80	10	N	NA	0
Pier 49 39 yrs	15520	122	10	80	10	N	NA	0
Pier 50 39 yrs	15520	122	10	80	10	N	NA	0
Pier 51 39 yrs	15520	122	10	80	10	N	NA	0
Pier 52 39 yrs	15520	213	10	145	14	N	NA	0

Table 11.1[8,9] continued

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
Pier 53 39 yrs	15520	213	10	145	14	N	NA	0
Pier 54 39 yrs	15520	213	10	145	14	N	NA	0
Pier 55 39 yrs	15520	213	10	145	14	N	NA	0
Pier 56 39 yrs	15120	451	20	250	28	Y	5,000[11]	10
Pier 57 39 yrs	15120	451	20	250	28	Y	5,000[11]	10
Pier 58 39 yrs	15120	451	20	250	28	Y	5,000[11]	10
Pier 59 39 yrs	15120	451	20	250	28	Y	5,000[11]	10
Pier 60 39 yrs	15520	353	20	150	30	Y	NA	10
Pier 61 51 yrs	15520	403	20	150	30	Y	NA	10
Quaywall 39 yrs	15420	1,230	20	300	46	N	3,000	0
Quaywall East 39 yrs	15210	720	20	175	46	N	3,000	0
Wharf 1 51 yrs	15520	96	20	NA	25	Y	NA	0
Wharf 4 51 yrs	15520	196	20	NA	50	Y	NA	0

[1]Original age and footnote a list of MILCON improvements in the past 10 years.
[2]Use NAVFAC P-80 for category code number.
[3]Comment if unable to maintain design dredge depth
[4]Water distance between adjacent finger piers.
[5]Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.
[6]Describe the additional controls for the pier.
[7]Net explosive weight. List all ESQD waivers that are in effect with expiration date.

[8]All piers are designated as "Open Pier Space" and are not applicable to RO/RO and aircraft access.
[9]All piers are considered low security. Control access is provided for piers 11-34 and piers 56-61.
[10]CNO Waiver No. W1D/75 is currently in effect to handle ammunition at piers 11-21, piers 56-59 and the quaywall. Expiration Date: 30 Sept 1995.
[11]Pier Nos. 11, 18, 19, 56 - 59: length is 451 ft. 29 ft. of the pier total length is encumbered by a concrete off-loading ramp and should not be counted as available berthing space.
[12]Pier Nos. 12, 13, 14 length is 651 ft. Utilities are on both sides of 451 ft. of the piers. The last 200 ft. (comprised of catwalks and mooring platforms) has no utilities. 29 ft. of the piers total length is encumbered by a concrete off-loading ramp and should not be counted as available berthing space.
[13]Pier Nos. 15, 16 & 17 length is 711 ft. Utilities are on both sides of 523 ft. of the piers. The last 188 ft. (comprised of catwalks and mooring platforms) has no utilities. 29 ft. of the pier total length is encumbered by a concrete off-loading ramp and should not be counted as available berthing space.
[14]MILCON Project P-379, Berthing Pier Extensions, piers 15, 16 and 17. No other MILCON projects are identified.

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12. For each **Pier/Wharf** at your facility list the following **ship support characteristics**:

Table 12.1

Pier/ Wharf[12]	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]	
1	N	1330[4] 4 circuits	N	633,600	108,000	N	4000/ 100	None Installed	R
2	N	1330[4] 4 circuits	N	633,600	108,000	N	N	None Installed	R
3	N	1330[4] 4 circuits	N	633,600	108,000	N	4000/ 100	None Installed	R
4	N	1330[4] 4 circuits	N	633,600	108,000	N	N	None Installed	R
5	N	737[5]	N	633,600	108,000	N	N	None Installed	R
6	N	737[5]	N	633,600	108,000	N	N	None Installed	R
7	N	737[5]	N	633,600	108,000	N	4000/ 100	None Installed	R
8	N	12[6]	N	633,600	108,000	N	N	None Installed	R
9	N	[9]	N	N	N	N	N	None Installed	
10	N	300[10] 2 circuits	N	316,800	26,000	N	9000/ 100	None Installed	R
11	N	3325[4] 10 circuits	N	633,600	184,000	N	9000/ 100	None Installed	R
12	N	3325[4] 10 circuits	N	633,600	184,000	N	9000/ 100	None Installed	R
13	N	3658[4] 11 circuits	N	633,600	184,000	N	9000/ 100	None Installed	R
14	N	3990[4] 12 circuits	N	633,600	184,000	N	9000/ 100	None Installed	R
15	N	3990[4] 12 circuits	N	633,600	184,000	N	9000/ 100	None Installed	R

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12. For each **Pier/Wharf** at your facility list the following **ship support characteristics**:

Table 12.1 continued

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]	
16	N	3990[4] 12 circuits	N	633,600	184,000	N	9000/ 100	None Installed	R
17	N	3990[4] 12 circuits	N	633,600	184,000	N	9000/ 100	None Installed	R
18	N	1330[4] 4 circuits	N	633,600	184,000	N	9000/ 100	None Installed	R
19[8]	N	1330[4] 4 circuits	N	633,600	184,000	N	9000/ 100	None Installed	R
20	N	332[4] 2 circuits	N	N	26,000	N	N	None Installed	
21	N	332[4] 2 circuits	N	316,800	26,000	N	N	None Installed	R
22	N	332[4] 2 circuits	N	N	26,000	N	N	None Installed	
23	N	332[4] 2 circuits	N	316,800	26,000	N	N	None Installed	R
24	N	332[4] 2 circuits	N	N	26,000	N	N	None Installed	
25	N	166[4] 1 circuit	N	316,800	26,000	N	N	None Installed	R
26	N	N	N	N	N	N	N	None Installed	
27	N	N	N	316,800	N	N	N	None Installed	R
28	N	N	N	N	N	N	N	None Installed	
29	N	166[4] 1 circuit	N	316,800	26,000	N	N	None Installed	R
30	N	332[4] 2 circuit	N	N	26,000	N	N	None Installed	

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Table 12.1 continued

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]	
31	N	332[4] 2 circuits	N	316,800	26,000	N	N	None Installed	R
32	N	332[4] 2 circuits	N	N	26,000	N	N	None Installed	
33	N	332[4] 2 circuits	N	316,800	26,000	N	N	None Installed	R
34	N	166[4] 1 circuit	N	316,800	26,000	N	N	None Installed	R
36	N	N	N	N	N	N	N	None Installed	
37	N	N	N	N	N	N	N	None Installed	
38	N	N	N	N	N	N	N	None Installed	
39	N	N	N	N	N	N	N	None Installed	
40	N	N	N	N	N	N	N	None Installed	
41	N	N	N	N	N	N	N	None Installed	
42	N	N	N	N	N	N	N	None Installed	
43	N	N	N	N	N	N	N	None Installed	
44	N	N	N	N	N	N	N	None Installed	
45	N	N	N	N	N	N	N	None Installed	

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Table 12.1 continued

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]	
46	N	N	N	N	N	N	N	None Installed	
47	N	N	N	N	N	N	N	None Installed	
48	N	N	N	N	N	N	N	None Installed	
49	N	N	N	N	N	N	N	None Installed	
50	N	N	N	N	N	N	N	None Installed	
51	N	N	N	N	N	N	N	None Installed	
52	N	N	N	633,600	N	N	N	None Installed	R
53	N	N	N	633,600	N	N	N	None Installed	R
54	N	N	N	633,600	N	N	N	None Installed	R
55	N	N	N	633,600	N	N	N	None Installed	R
56	N	3325[4] 10 circuits	N	633,600	150,000	N	9000/ 100	None Installed	R
57	N	2328[4] 7 circuits	N	633,600	150,000	N	9000/ 100	None Installed	R
58	N	2660[4] 8 circuits	N	633,600	150,000	N	9000/ 100	None Installed	R
59	N	1330[4] 4 circuits	N	633,600	150,000	N	9000/ 100	None Installed	R
60	N	419[7]	N	633,600	110,000	N	N	None Installed	R

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Table 12.1 continued

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]	
61	N	665[4] 2 circuits	N	633,600	110,000	N	N	None Installed	R
Dogleg	N	1995[4] 6 circuits	N	633,600	150,000	N	9000/ 100	None Installed	R
Quaywall	N	2660[4] 8 circuits	N	633,600	180,000	N	9000/ 100	None Installed	R
Wharf 1[11]	N	None	None	None	None	None	None	None Installed	
WHARF 4[11]	N	None	None	None	None	None	None	None Installed	

[1]List only permanently installed facilities.
[2]Indicate if the steam is certified steam.
[3]Describe any permanent fendering arrangement limits on ship berthing.
[4]All circuits are 480V unless noted otherwise.
[5](2) 480V circuits, (2) 208V circuits.
[6](3) 120V circuits.
[7](33) 120V circuits.
[8]Fueling/Defueling pier.
[9]Pier 9 is NAB Marina for recreational use with no capacity for ships or landing craft
[10]Pier 10 is utilized for AFDL-6 access (floating drydock)
[11]Wharves 1 & 4 are bulkhead and concrete apron approaches for piers 60 & 61 respectively. No berthing or hotel service capacity.
[12]Pier 35 is not listed; no utilities.

13. For each **pier/wharf** listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 13.1

Pier/ Wharf[10]	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2,9]	IMA Maintenance Pier Capacity[3]
1	2 YD craft/ small craft only	2 (YD craft only)	NA	None
2	2 YD craft/ small craft only	2 (YD craft only)	NA	None
3	2 YD craft/ small craft only	2 (YD craft only)	NA	None
4	2 YD craft/ small craft only	2 (YD craft only)	NA	None
5	2 YD craft/ small craft only	2 (YD craft only)	NA	None
6	2 YD craft/ small craft only	2 (YD craft only)	NA	None
7	2 YD craft/ small craft only	2 (YD craft only)	NA	None
8	2 YD craft/ small craft only	2 (YD craft only)	NA	None
9	[4]	None	NA	None
10	[5]	None	NA	None
11	1 LST, PC or small ship	2 LST, PC or small ship	1 LSD, PC or small ship	2 LST, PC or small ship
12	2 LST, LSD 38 Class	2 LST, LSD	2 LST, LSD	2 (1 Pier side) LST, LSD
13	2 LST, LSD 38 Class	2 LST, LSD	2 LST, LSD	2 (1 Pier side) LST, LSD
14	2 LST, LSD 38 Class	2 LST, LSD	2 LST, LSD	2 (1 Pier side) LST, LSD
15	2 LSD 38, 41 Class	2 LST, LSD	2 LST, LSD	2 (1 Pier side) LST, LSD

Table 13.1 continued

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2,9]	IMA Maintenance Pier Capacity[3]
16	2 LSD 38, 41 Class	2 LSD	2 LSD	2 (1 Pier side) LSD
17	2 LSD 38, 41 Class	2 LSD	2 LSD	2 (1 Pier side) LSD
18	2 LSD 38, 41 Class	2 LSD	2 LSD	2 (1 Pier side) LSD
19	2 LSD 38, 41 Class	2 LSD	2 LSD	2 (1 Pier side) LSD
20	2 Landing craft only	2 Landing craft	2 Landing craft	None
21	2 Landing craft only	2 Landing craft	2 Landing craft	None
22	2 Landing craft only	2 Landing craft	N/A	None
23	2 Landing craft only	2 Landing craft	N/A	None
24	2 Landing craft only	2 Landing craft	N/A	None
25	2 Landing craft only	2 Landing craft	N/A	None
26	2 Landing craft only	2 Landing craft	N/A	None
27	2 Landing craft only	2 Landing craft	N/A	None
28	2 Landing craft only	2 Landing craft	N/A	None
29	2 Landing craft only	2 Landing craft	N/A	None
30	2 Landing craft only	2 Landing craft	N/A	None
31	2 Landing craft only	2 Landing craft	N/A	None

Table 13.1 continued

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2,9]	IMA Maintenance Pier Capacity[3]
32	2 Landing craft only	2 Landing craft	NA	None
33	2 Landing craft only	2 Landing craft	NA	None
34	2 Landing craft only	2 Landing craft	NA	None
36	2 Landing craft only	2 Landing craft	NA	None
37	2 Landing craft only	2 Landing craft	NA	None
38	2 Landing craft only	2 Landing craft	NA	None
39	2 Landing craft only	2 Landing craft	NA	None
40	2 Landing craft only	2 Landing craft	NA	None
41	2 Landing craft only	2 Landing craft	NA	None
42	2 Landing craft only	2 Landing craft	NA	None
43	2 Landing craft only	2 Landing craft	NA	None
44	2 Landing craft only	2 Landing craft	NA	None
45	2 Landing craft only	2 Landing craft	NA	None
46	2 Landing craft only	2 Landing craft	NA	None
47	2 Landing craft only	2 Landing craft	NA	None
48	2 Landing craft only	2 Landing craft	NA	None

Table 13.1 continued

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2,9]	IMA Maintenance Pier Capacity[3]
49	2 (Landing craft only)	2 Landing craft	NA	None
50	2 (Landing craft only)	2 Landing craft	NA	None
51	2 (Landing craft only)	2 Landing craft	NA	None
52	2 (Landing craft only)	2 Landing craft	NA	None
53	2 (Landing craft only)	2 Landing craft	NA	None
54	2 (Landing craft only)	2 Landing craft	NA	None
55	2 (Landing craft only)	2 Landing craft	NA	None
56	2 ATF/ARS	2 ATF/ARS	2 ATF/ARS	2 ATF/ARS
57	2 ATF/ARS	2 ATF/ARS	2 ATF/ARS	2 ATF/ARS
58	2 ATF/ARS	2 ATF/ARS	2 ATF/ARS	2 ATF/ARS
59[6]	4 Salvage Barges	4 Salvage Barges	4 Salvages Barges	2 ATF/ARS[7]
60	6 Assault craft	6 Assault craft	NA	None
61	4 PC	4 PC	NA	4 PC
Dogleg Quaywall East	1 LSD 38/41	1 LSD	1 LSD	1 LSD
Quaywall West	1 LSD 38/41	2 LSD	1 LSD	1 LSD

Table 13.1 continued

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2,9]	IMA Maintenance Pier Capacity[3]
Wharf 1[8]	None	None	None	None
Wharf 4[8]	None	None	None	None
Summary Total[11]	18 LSD 1 LST 70 Landing craft 6 ATF/ARS 4 Salvage Barges 6 Assault craft 4 PC 16 YDs	19 LSD 2 LST 70 Landing craft 6 ATF/ARS 4 Salvage Barges 6 Assault craft 4 PC 16 YDs	13 LSD 4 Landing craft 6 ATF/ARS 4 Salvage Barges	18 LSD 4 LST 8 ATF/ARS 4 PC

[1] Typical pier loading by ship class with current facility ship loading.
[2] List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.
[3] List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.
[4] Pier 9 is NAB marina for recreational use with no capacity for ships or landing craft
[5] Pier 10 is utilized for AFDL-6 access (floating drydock)
[6] Pier 59 utilized by Mobile Diving Salvage Unit 2 (MDSU) for diving and salvage barges.
[7] Pier 59 IMA maintenance capacity for 2 small ATF, ARS if not used for MDSU.
[8] Wharves 1 & 4 are bulkhead and concrete apron approaches for piers 60 & 61 respectively. No berthing, maintenance or ordnance capacity.
[9] Pierside ORDNANCE EVOLUTIONS (based on one year historical data):
[10] Pier 35 is not listed; fueling pier only.
[11] "Summary Total" represents the total class and number of ships that can be handled under typical steady state conditions, under maximum capacity, under ordnance loading conditions and under maintenance conditions.

PIER #	#LOADS	TOTAL Lbs	PIER #	#LOADS	TOTAL Lbs
11	5	544	17	1	35
12	5	685	18	3	897
13	6	1,139	20	1	481
14	4	13,341	58	1	358
15	1	12	Quaywall	84	153,372
16	1	15			

B. Ordnance evolutions at Anchorage: 0

14. For each **pier/wharf** listed above, based on Presidential Budget 1995 budgeted **infrastructure improvements in the Presidential Budget 1995 through FY 1997 and the BRAC-91 and BRAC-93 realignments**, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 14.1

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
Same as Table 13.1[4]				

[1]Typical pier loading by ship class with current facility ship loading.
[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.
[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.
[4]Currently there are no projects identified in the Presidential Budget for 1995 through FY-97 and the BRAC-91 and BRAC-93 realignments to improve the loading, berthing, weapons handling evolutions or intermediate maintenance capabilities at NAVPHIBASE LITTLE CREEK piers. All information requested appears on Table 13.1.

15.a. How much pier space is required to **berth and support ancillary craft** (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

Two YTBs, 4 Pusher Boats berthed at West end of Quaywall. Uniquely suited due to centralized harbor location and close proximity to repair facilities and harbor control, (475'). Pier 3 (535') used for SUPSHIP, Portsmouth berthing barges. Pier 7 (396') used for YSR39, YON260, YOGN9, SWAB35. Pier 2 (399') used for berthing 2 floating cranes. Pier 1 (400') for YC1641. Nest ideally located near fleet units but does not impede harbor movements. Pier 19 used to fuel Pier 11-19. YON9 utilized at 19 North.

15.b. What is the average pier loading in ships per day due to **visiting ships** at your base. Indicate if it varies significantly by season.

One visiting ship per day average, holiday stand down mid DEC to mid JAN.

15.c. Given **no funding or manning limits**, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

Cold iron ship berthing capabilities at NAVPHIBASE LITTLE CREEK is determined by the LITTLE CREEK channel designed dredged depth, overall pier dimensions/dredged depths, slip widths and ship height restrictions. Based on these constraints, the following planning initiatives are provided:

A. <u>PIER 19 EXTENSION</u>

1. <u>Project Description</u>: Pier 19 is primarily utilized by barges delivering fuel to NAVPHIBASE LITTLE CREEK. A project could be developed to lengthen Pier 19 by 101 LF and to dredge the distance between the main channel and the pier to a length of 551 LF and to dredge the distance between the main channel and the pier to allow berthing of LSD 36/41/49 class ships.

2. <u>Cost Estimate</u>: Unit prices obtained from NAVPHIBASE LITTLE CREEK's FY-90 MILCON project P-379, Berthing Pier Extension dated OCT 1988. Prices escalated to FY-94 using an escalation factor of 15% obtained from NAVFAC's Construction Cost Index dated MAR 1993.

Total Project Cost = $10,736,680

3. <u>Capacity Gained</u>:
   - 202 additional feet of berthing.
   - Capability of berthing LSD 36/41/49 class ships at Pier 19.
   - Capability of berthing larger fuel oil barges at Pier 19.

B. MODIFICATIONS PIERS 56 - 59:

During FY-92 the "Center of Naval Analyses" (CNA) determined that re-alignment of the Mine Countermeasures (MCM) functions from Ingleside, Texas, including associated shore facility requirements could be supported at LITTLE CREEK. In support of this, the following infrastructure modifications are required:

1. Project Description: The newer class mine countermeasure ships utilizes a fiberglass hull system which requires a foam filled fender system. A project could be developed to retro-fit Piers 56-58 and the west side of Pier 59 with a new foam filled fender system to allow berthing of the MCM ships at Piers 56-59.

2. Cost Estimate: Unit prices obtained from NAVPHIBASE LITTLE CREEK's Special Project C7-91, Fender Modification Pier 56, dated FEB 1991. Prices escalated to FY-94 using an escalation factor of 10% obtained from NAVFAC's Construction Cost Index dated MAR 1993.

Total Project Cost = $972,793

3. Capacity Gained:
   - Capability to berth fourteen (14) MCM, Mine Countermeasure ships at Piers 56-59.

C. DREDGING - LITTLE CREEK CHANNEL: LSD and LPD ships navigating the Little Creek Channel are restricted by the channel's shallow design depth of 22'. A requirement exists to dredge the channel to a depth of 25'.

1. Project Description: NAVPHIBASE LITTLE CREEK's unprogrammed MILCON Project P-100, Harbor/Channel Dredging, proposes to dredge the Little Creek channel to a depth of twenty-five feet (25') to the Thimble Shoal Channel.

2. Cost Estimate: Unit prices obtained from NAVPHIBASE LITTLE CREEK's Unprogrammed MILCON Project P-100, Channel Dredging, dated DEC 1991. Prices escalated to FY-94 using an escalation factor of 7.5% obtained from NAVFAC's Construction Cost Index dated MAR 1993.

Total Project Cost = $29,719,820

3. Capacity Gained:
   - LSD class ships could utilize the LITTLE CREEK channel without restrictions.
   - LPD class ships could utilize the LITTLE CREEK channel with restrictions at piers 15,16,17 the Quaywall, and the "Dogleg".

D. BERTHING QUAYWALL: Additional LSD/LPD berths could be obtained by constructing a new quaywall.

1. Project Description: NAVPHIBASE LITTLE CREEK's unprogrammed MILCON Project P-429, Berthing Quaywall, constructs 2,100 LF of quaywall. Additional berthing spaces will accommodate assigned ships, service crafts and LSD's/LPD's.

2. Cost Estimate: Unit prices obtained from NAVPHIBASE LITTLE CREEK's Unprogrammed MILCON Project P-429, Berthing Quaywall, dated FEB 1988. Prices escalated to FY-94 using an escalation factor of 15.6% obtained from NAVFAC's Construction Cost Index dated MAR 1993. **Total Project Cost: $25,000,000**

3. Capacity Gained:
   - Additional LSD and LPD berthing slips.

15.d. Describe any **unique limits or enhancements** on the berthing of ships at specific piers at your base.

The following piers have mast height restrictions due to the runway approach zone for Norfolk International Airport:

- West Quaywall - 190'
- Piers 1-8 - 63'
- Piers 11-13 - 144'
- Pier 14 - 146.7'
- Pier 15 - 163.4'
- Pier 16 - 167'
- Pier 17 - 174.8'
- Pier 18 - 179.4'
- Pier 19 - 187.1'
- Pier 56 - 300'
- Piers 20-34 and 36-55 are for Landing Craft and shallow draft vessels only. Maximum channel depth - 13'
- Total distance between Piers 14-19 is 192'. Cannot berth LSD-41 Class and utilize opposite berth.

15.e. Describe the planned improvements in the pier support elements from questions 11 and 12 above that are budgeted in the presidential budget submission 1995 through fiscal year 1997.

Currently, there are no projects identified in the FY95-97 Military Construction (MILCON) Program to improve NAVPHIBASE's Piers.

Drydock	Maximum Capacity	Ship Classes that can be Docked[1]	Days in use [2]			Climate Limited days		
			FY1991	FY1992	FY1993	FY1991	FY1992	FY1993
FD	40,000LT	SSN, SSBN, CG, CGN, FFG, LST, LSD, DD, DDG	4	28	140	[7]	[7]	[7]

[1]NAVSEA certification for docking.
[2]Days in use supporting DOD ships.
[3]COLANNAS - AFDE/CG47/DD963/DDG993/FFG7/MCM1/ARS50
[4]METRO - AFDE/CG47/DD963/DDG993/FFG7/MCM1/ARS50/LSD36
[5]NORSHIP CO #1 - AFDE/ARDM/AGF3/AGF11/CG47/DD963/DDG993/FFG7/LHA1/ LHD1/CGN38/MCM1/LSD41/LSD36/LPD4/LCC20/AS36/AS39/ARS50/AOE1/AD41
[6]NORSHIP CO #2 - AFDB/XG47/DD963/DDG993/FFG7/CGN38/MCM1/LSD41/ LSD36/ABS50
[7]No records kept on climate limited days

20. Provide data for **waterfront cranes** at your installation. List all permanent, mobile and floating cranes, owned or long term leased: **Four tables are provided, each with a different UIC.** R

UIC 32732 Table 20.1

Type / ID	Typical Use	Nuclear / Ordnance Certified	Max Capacity (tons)	Pier limits for use	Owned / Leased
000276	[1]	No	100	SIMA Finger Pier	Owned

[1]The crane is a Marine Travel Lift used to hoist small craft in and out of the harbor. The crane was inspected and certified by SHUR-MAR Equipment Inc. in Sept 93 and will be due for recertification in Sept 94.

UIC:N55105

Type / ID	Typical Use	Nuclear / Ordnance Certified	Max Capacity (tons)	Pier limits for use	Owned / Leased
82 04506	Boat Hoist	NA		SIMA Finger Pier	Owned

Naval Station Capacity Analysis Data Call UIC: 61414 R

UIC 47106 Table 20.1

Type / ID	Typical Use	Nuclear / Ordnance Certified	Max Capacity (tons)	Pier limits for use	Owned / Leased
STRADD LCRANE	Mobile move LCAC	N/A	125	N/A	Owned
STRADD LCRANE	Mobile move LCAC	N/A	150	N/A	Owned
GROVE CRANE	Mobile MHE	N/A	8.5	N/A	Leased
GROVE CRANE	Mobile MHE	N/A	8.5	N/A	Leased

UIC 42056 Table 20.1

Type / ID	Typical Use	Nuclear / Ordnance Certified	Max Capacity (tons)	Pier limits for use	Owned / Leased
RT Mobile	Waterfront Support Pulling Engines	No	15	None	Owned

UIC 55105 Table 20.1 R

Type / ID	Typical Use	Nuclear / Ordnance Certified	Max Capacity (tons)	Pier limits for use	Owned / Leased
82 04506 R	Boat Hoist R	No R	150 R	n/a R	Owned R

UIC 00187 Table 20.1

Type / ID	Typical Use	Nuclear / Ordnance Certified	Max Capacity (tons)	Pier limits for use	Owned / Leased
82-04431	Pier Service	No	35T	65 Ton	Owned
82-05254	Pier Service	No	25T	65 Ton	Owned
82-04765	Pier Service	No	66T	65 Ton	Owned
82-04662	Pier Service	No	18T	65 Ton	Owned
82-02365	Dragline	No	12.5T	65 Ton	Owned
YD-200	Waterfront	No	100T	N/A	Owned
YD-233	Waterfront	No	60T	N/A	Owned

23. Describe any **administrative support facility limitations.** Describe the potential for expansion of the services that personnel support facilities provide.

Administrative support facility limitations:

Eighteen percent of NAVPHIBASE LCREEK's 151,432 SF administrative office space (CCN 610-10) are considered inadequate due to facility age/condition and are beyond economic rehabilitation. As a result, these facilities require demolition. Another 51% is considered substandard and requires major renovation and/or upgrade projects to make spaces adequate.

Remaining spaces are considered adequate.

Potential for expansion of services:

Various renovation/repair projects are planned/underway to upgrade approximately 67,590 SF in NAVPHIBASE LCREEK building 1602 for administrative offices. Activities scheduled for building 1602 will vacate substandard or inadequate spaces which could be utilized as temporary administrative offices.

146.91 acres of unrestricted land is available for new construction.

Operational Suitability

24. **Provide the shortest distance** (safe navigation route)(nautical miles) from the base to the **fifty fathom curve.** Indicate which DMA chart the distance/curve is based on.

45 Nautical Miles (NM). DMA Chart #12222, Little Creek to Cape Henry; DMA Chart #12201, Cape Henry 50 fathom curve.

80 NM. DMA Chart #12201, Cape Henry 100 fathom curve.

25. Provide the designation for and **shortest distance** from the sea buoy (safe navigation route)(nautical miles) to the **training areas for naval air superiority fighters** and air defense missiles. Provide the name or designation for these areas and the DMA chart number that depicts these areas.

Bloodsworth Island Shore Bombardment/Bombing Range, located in the Chesapeake Bay in Maryland, is used for naval gunfire support training and air-to-ground training. The Range is approximately 75.6 nautical miles from NAVPHIBASE LCREEK, DMA Chart #12231. Sea Buoy - Chesapeake Bay Junction Buoy.

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26. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for **individual ship exercises**. How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

VACAPES OPAREA; 2.7 NM; DMA Chart #12200.
Sea Buoy - Chesapeake Bay Junction Buoy.

27. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for individual **submerged submarine exercises**. How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area. R

Unknown. Submarines are not homeported at NAVPHIBASE LCREEK

Designated sub OPAREA 4240 square miles, Submarines can and do operate in the entire vacapes OPAREA outside the 100 fathom curve=27,615 square miles
CHART#: 12201

28. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the **NGFS training area at sea for ashore bombardment** for naval ship delivered ordnance. Provide the name or designation for this area and the DMA chart number that depicts the area.

Bloodsworth Island; 75.6 NM; DMA Chart #12231
Vieques, Puerto Rico; 1325.6 NM; DMA Chart #25664
Sea Buoy - Chesapeake Bay Junction Buoy

29. Provide the distance (safe navigation route)(nautical miles) from the sea buoy to the nearest **amphibious assault training area**. Provide the name or designation for this area and the DMA chart number that depicts the area.

Amphibious Assault training area is located at NAVPHIBASE
LCREEK; 0 NM; DMA Chart #12254
Sea Buoy - Chesapeake Bay Junction Buoy

30. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the nearest **mine warfare training area**. Provide the name or designation for this area and the DMA chart number that depicts the area.

NAVSTA Charleston, SC; DMA Chart #11521; 467.2 NM
Sea Buoy - Chesapeake Bay Junction Sea Buoy

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31.a. List the features of this station, base, or facility that make it a **candidate for basing other operational units in the future.**

(1) Direct access to sea with protected harbors, training beaches and diverse climate

(2) Ideal location for smaller surface ships, coastal patrol crafts, landing craft and LCACs

(3) Protected, low traffic harbor ideal for training landing craft, causeway and small boat operators

(4) Easy access (less than 30 minutes drive) to one international airport and three military airfields for rapid deployment by air.

(5) Facilities and training beaches exist for possible increase in amphibious units and/or special warfare units

(6) The base already hosts a large amphibious contingent with adequate supporting infrastructure including marine rail service

(7) Weather allows waterborne training under a variety of conditions without approaching extremes

(8) Close proximity to largest east coast naval harbor complex, COMNAVBASE Norfolk

(9) The close proximity to many second echelon commands makes this base ideal for the homeporting of other operational units, facilitating liaison between senior and subordinate commands

31.b. List the features of this station, base, or facility that **inhibit the basing of other operational units.**

- Channel navigational depth is 21 feet + 1 foot overdepth.
- Subject to Aircraft Safety Criteria from Norfolk International Airport.

32. Are there any **assets in the vicinity** of the station, base, or facility that are currently not used because of a deficiency or O&M,N funding shortages (safe navigation route)(nautical miles) but **could be improved to enhance the station's contingency or mobilization capabilities?** Provide details.

None

33. Does the operational infrastructure (i.e., test areas, fuel and munitions storage, warehouse space, industrial space) meet current requirements and provide capabilities for future expansion or change in mission? Provide details.

NAVPHIBASE Little Creek's operational services and associated facilities can be expanded, but expansion would require new construction.

Per NAVPHIBASE LCREEK's Basic Facility Requirements (BFR), which includes 55 tenant activities, and NAVPHIBASE LCREEK's FY93 Shore Base Readiness Report of 17 Aug 93, approximately 57 category codes of 116 category codes are considered operational. Of these, 37 category codes (65%) and their associated infrastructures are marginally meeting the demands of the current mission both in facility quantity and facility condition. These facilities are considered "deficient" due to lack of available space and facilities that do not meet the Shore Facilities Planning System (SFPS) planning criteria. The remaining 20 category codes (35%) meet or marginally exceed the SFPS minimum space requirements. As a result, NAVPHIBASE LCREEK's operational facilities do not meet current planning requirements and cannot easily accommodate an expansion or a change to the current mission without new construction.

34. List the **airspace, waterspace, and approach channels** that are actively managed by the base or a tenant activity.

Table 34.1 **Management Responsibilities**

Area	Managed by:	Management role
Lynnhaven Anchorage	NAVPHIBASE	Scheduling
Little Creek Harbor	NAVPHIBASE	Scheduling/Maintenance
Little Creek Channel	NAVPHIBASE	Coordinate inbound/outbound traffic

35. Describe the role of the base in support of **military surveillance operations**. Indicate if prior BRAC realignments will impact this role.

NAVPHIBASE Little Creek is the host command for the Integrated Undersea Surveillance Operations Support Center (IUSSOSC). The IUSSOSC is responsible for all aspects of logistic and technical life cycle support for world-wide IUSS in-service assets, including thirteen (13) Surveillance Towed Array Sensor (SURTASS) ships that have a world-wide mission, seven (7) homeported in the Norfolk, VA area, six (6) homeported in Pearl Harbor, Hawaii; thirteen (13) IUSS fixed sites located world-wide; two (2) Japanese undersea surveillance ships homeported in Kure, Japan and one (1) Japanese fixed site; two (2) Sound Surveillance System (SOSUS) special projects ships; and limited support to twelve (12) Navy combatant ships equipped with SHF QUICKSAT terminals. Specific responsibilities include customer service to all IUSS, SURTASS Type Command, IUSS supply support, IV&V, management and oversight of fleet support contracts, MOTU level IUSS technical support, training, intermediate level maintenance, field engineering services, remote port operations and waterfront management.

Additionally, the IUSSOSC has been designated as In-Service Engineering Agent (ISEA) for the SURTASS program. As ISEA, the IUSSOSC manages and directs the support of contractors world-wide, acts as a liaison to field activities and laboratories, and provides configuration management, engineering change, technical documentation, preventative maintenance, RM&A, and Planning and Engineering for Repairs and Alterations (PERA) support. Prior BRAC realignments will not impact this role.

Source: IUSSOSC

36. Describe how this base or tenants support **training of Coast Guard or Drug Interdiction Forces or other non-DOD units or forces.**

There is a 5th Coast Guard District Life Boat Station at Little Creek with a primary mission of search and rescue. There are no other non-DOD units or forces that may be involved in drug interdiction at this base. Support provided to the 5th Coast Guard District (Life Boat Station) is stated in question #8 of this Data Call 37, page 10.

37. Describe the direct **oceanographic or meteorological support** the base or tenants provides to other governmental or military agencies.

None

38. Weather and Climate

38.a. In the table provide the percent of ship underways and arrivals delayed more than three hours due to weather. Indicate the number of days in port lost due to emergency weather sorties during the same years. Add any further descriptions on how **weather** generally **impacts base operations** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions, etc.)

Table 38.1 **Operational Weather Impact**

	% delay CY 1990	% delay CY 1991	% delay CY 1992	% delay CY 1993
JAN	Schedules only kept for last 3 years. CY90 data no longer on record	0	1%	1%
FEB		0	0	0
MAR		1%	0	1%
APR		0	0	0
MAY		0	0	0
JUN		0	0	0
JUL		0	0	0
AUG		0	0	0
SEP		0	0	0
OCT		0	0	0
NOV		0	1%	0
DEC		0	0	0
# days lost to weather		0	0	0

Remarks: Fog induced delays of more than 1-2 hours are very rare because fog lifts quickly in the morning hours. High winds and ice conditions suspend movement of support craft such as barges/paint floats.

38.b What percentage of the time (on average, by month) does the local weather affect maintenance operations? Use the chart below and add any further descriptions on how **weather** generally **impacts base maintenance evolutions** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions.

Table 38.1 **Maintenance Weather Impact**

	Inches of Rain/Snow			Days under 40°F (32°)[1]			% of upkeep or IMA days cancelled due to low or high temperatures or precipitation		
	CY 1991	CY 1992	CY 1993	CY1991	CY 1992	CY 1993	CY 1991	CY1992	CY 1993
JAN	3.69	4.94	5.29	21 (6)	21 (8)	16 (5)	0	0	3.8
FEB	0.93	2.24	1.92	17 (5)	15 (7)	27 (12)	0	.63	2.4
MAR	4.23	2.25	5.67	11 (0)	16 (4)	15 (6)	0	.1	3.8
APR	6.28	1.77	3.38	2 (0)	4 (0)	0 (0)	1	1	.4
MAY	1.05	3.03	3.52	0 (0)	0 (0)	0 (0)	5.1	9.1	4.3
JUN	2.29	2.36	3.04	0 (0)	0 (0)	0 (0)	0	8.7	.1
JUL	7.21	4.10	0.54	0 (0)	0 (0)	0 (0)	2.2	1.7	1.5
AUG	4.11	12.85	2.37	0 (0)	0 (0)	0 (0)	.25	8.1	2.5
SEP	2.45	1.89	3.88	0 (0)	0 (0)	0 (0)	0	10.4	2
OCT	4.74	2.85	3.36	0 (0)	0 (0)	0 (0)	3	6.5	2.2
NOV	2.27	4.14	1.01	9 (1)	7 (1)	8 (0)	.3	1.7	3.9
DEC	1.72	3.12	3.41	20 (8) (8)	16 (5)	21 (14)	4.4	6.9	6

Remarks: Source: NAVLANT Meteorological and Oceanographic Center.

[1]Figures in parenthesis are days under 32° F. SIMA LCREEK is the source for IMA days cancelled. Lost time documented by shops, due to change of weather, was used to determine these figures. Per SIMA LCREEK, documentation of lost time over the last three years appears to be inconsistent and unreliable.

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38.c. Describe any **unique training opportunities afforded by the local climate or geography.**

(1) Beaches and dunes afford real world conditions for Amphibious training.

(2) By virtue of its geographic location, during the course of one calendar year all seasonal weather is experienced. This enables students to receive training in all weather environments, rather than an "ideal" environment.

(3) The geography of Little Creek harbor affords the maximum training opportunities for Landing Craft operations with the training beaches adjacent to the harbor entrance.

(4) Protected, low traffic harbor is ideal for training landing craft, causeway and small boat operators.

Ordnance Support

39.a. List the ordnance terminals at your station. If the base has no ordnance terminal, list the distance (ship transit miles) to the nearest ordnance station.

(1) Category 1.1 and 1.2 quaywall west.
(2) Category 1.3 and 1.4 quaywall west, east and dogleg; piers 11-21, 25 land 56-59.

39.b. List any **ordnance anchorages** in your harbor complex. Provide the limits on their use. R

Golf Anchorages 2, 3, & 4 50,000lbs High Explosives

40. State the location, distance and response time of the **explosive ordnance disposal** (EOD) unit tasked to respond to your station.

EODGRU 2 DET Norfolk VA, 10 miles, 15 minutes.

41. Can you or a tenant activity **reload VLS ship magazines?**

No

Training Support

42. List the fleet operational training commands located in the harbor complex that offer fleet refresher training schools. R

FLEASWTRACENTLANT

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1. Provide six copies of the **pilotage chart** that includes the waterfront at your facility. Indicate on the chart what Notice to Mariners it is corrected to.

2. List the following:

a. **Length of main channel** from base to the open sea:
4.8 NAUTICAL MILES

b. **Minimum Channel width** between base and open sea:
MINIMUM: 450' MAXIMUM: 800'

c. **Minimum center channel depth** (MLLW) between base and open sea:
42'

d. **Minimum height of overhead obstructions** of the channel from base to the open sea:
None

FORCE STRUCTURE

3. List the **active surface warships and carriers** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 3.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps	
CV-60	1	1	1	1	1	1063	130	37	9600	R
CG-47	6	6	6	6	6	567	55.0	32	4000	R
DD	2	6	6	6	6	564	55.0	30	2400	R
FFG	10	11	9	6	4	453	45.0	25	2000	R
DDG-51	0	0	5	7	8	505	67	33	4000	R

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4. List the **reserve ships** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 4.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
FFG	2	3	3	2	2	453	45.0	25	2000

R

5. List the **amphibious and mine warfare ships** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 5.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
None									

6. List the **submarines** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 6.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
None									

7. List the **logistics, sealift, and auxiliary ships** (including MSC) by class that were homeported at your base at the end of the indicated fiscal years. Include in this table all DON ships not covered previously in tables 4 through 7. For each class provide the listed mooring requirements.

Table 7.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
None									

8. List ships of **other DOD and non-DOD** departments by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 8.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
None									

9. List all **operating forces** and operational staffs (CARGRU, DESRON, SUBRON, etc.) not listed in questions 3 through 8 above that will be home based at your base at the end of the indicated fiscal years. For each unit provide the listed support requirements.

Table 9.1

Unit ID	Onboard FY 1994 (PN)	Onboard FY 1995 (PN)	Onboard FY 1997 (PN)	Onboard FY 1999 (PN)	Onboard FY 2001 (PN)	Indoor SF reqd	Outdoor SF reqd	Special Facilities required
0109A COMCRU DESGRU 12	57	57	57	57	57	10,600[4]	NA	NA
0123A DESRON 14	14	14	14	14	14	2,280[4]	NA	NA
0133A DESRON 24	14	14	14	14	14	2,110[4]	NA	NA
09578 CARGRU 6	58	1	1	1	1	9,430[4]	NA	140 FB
43538 DESRON 8	63	65	62	62	62	10,540[4]	NA	NA
09335 FASO	13	13	13	13	13	1950[6]	NA	None
32779 SIMA	1232	886	1000	997	997	187,000[3,4]	NA	(2)
35323 RSG	32	32	32	32	32	6106[6]	NA	None

Unit ID	Onboard FY 1994 (PN)	Onboard FY 1995 (PN)	Onboard FY 1997 (PN)	Onboard FY 1999 (PN)	Onboard FY 2001 (PN)	Indoor SF reqd	Outdoor SF reqd	Special Facilities required
42038 EOD 2 DET	5	5	5	5	5	4900[5]	NA	(1)
43501 AFTGRU ET	23	23	23	23	23	3450[6]	NA	None
43538 SURF FORCE CHAPL	4	4	4	4	4	600[6]	NA	None
55212 HSL 1	37	36	36	36	36	5400[6]	NA	None

[1] Diving locker 344 SF
Classified material storage 180 SF
Vehicle/boat service bay 2601 SF
Magazine 144 SF

[2] Auditorium (171-25) 1510 SF

[3] Calculations based on assumptions that while number of PN decreases, shop space will not change.

[4] Requirement based on 1994 BFR currently under development

[5] Requirement based on 1988 BFR

[6] Requirement based on 150 SF/person per NAVFAC P-80 for administrative space.

BERTHING CAPACITY

11. For each **Pier/Wharf** at your facility list the following **structural characteristics.** Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Table 11.1

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7, 17, 19]	# Days OOS for maint.
#133 C-1 42 yrs.[11]	152-20	607	42 MLW	NA	A/C	Y[15]	1.1 10,000# 1G-72	10 (68)[14]
#193 C-2 34 yrs.[11]	152-20	600	42 MLW	NA	A/C	Y[15]	1.1 10,000# 1G-72	10 (68)[14]
#194 D-2 34 yrs.[12]	152-20	450	30 MLW	NA	NA	Y[15]	1.4/1.3 1000# 1G-72	9.5
#195 D-3 34 yrs.[12]	152-20	450	30 MLW	NA	NA	Y[15]	1.4/1.3 1000# 1G-72	9.5
#247 D-1 33 yrs.[12]	152-20	644	35 MLW	NA	NA	Y[15]	1.4/1.3 1000# 1G-72	12.5
#1239 B'S 24 yrs.[11, 13]	152-20	1,988[8]	42 MLW	NA	NA	Y[15]	1.4/1.3 1000# 1G-72	10 (59)[14]
#1479 A'S 14 yrs.[13]		850[9]	35 MLW	NA	NA	Y[15]	NA	24
#196 D-4 34 yrs.[12]	152-50	550	30 MLW	NA	NA	Y[15]	1.4/1.3 1000# 1G-72	11
#1562 E'S 11 yrs.	152-50	1,500[10]	35 MLW	NA	NA	Y[15]	1.4/1.3 1000# E2/E3 E1,1.1 1G-72	6

Table 11.1

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
#41A Tugs 7 yrs.	154-10	437	20 MLW	NA	NA	Y[15]	NA	5(30)[14]
#1486 Bulkhead 7 yrs.	154-10	775	20 MLW	NA	NA	Y[15]	NA	5 (33)[14]
#1487 Bulkhead 7 yrs.	154-10	372	20 MLW	NA	NA	Y[15]	NA	11
#367 34 yrs.[16]	155-20	399	20 MLW	NA	NA	Y[15]	NA	5
#1973 F (NEW)	152-50	1,000	42 MLW	NA	NA	Y[15]	NA	NA

[1] Original age and footnote a list of MILCON improvements in the past 10 years.
[2] Use NAVFAC P-80 for category code number.
[3] Comment if unable to maintain design dredge depth
[4] Water distance between adjacent finger piers.
[5] Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.
[6] Describe the additional controls for the pier.
[7] Net explosive weight. List all ESQD waivers that are in effect with expiration date.
[8] B-1 @ 682LF B-2 @ 650LF B-3 @ 650LF
[9] A-1 @ 300LF A-2 @ 550LF
[10] E-1 @ 500LF E-2 @ 500LF E-3 @ 500LF
[11] P-820; ELECTRICAL SUB-STATIONS AND SALT WATER
[12] P-821; PIER POWER MODIFICATIONS
[13] P-824; POWER UPGRADES
[14] Major repair to bulkheads, fenders, utilities (cont # 83-0216), started 1985 - completed 1990 work done in phases. One half of each "c" berths under repair at a time.
Major repair to bulkheads, fenders, utilities (cont # 88-0528; started 1988 - completed 1991 work done in phases. One of three "b" berths under repair at a time.
[15] Whole basin fenced; with control access gates at entrance of each pier.
[16] Berthing only, no utilities.
[17] The following information amplify's the information provided in the subject forms: The piers at Mayport are limited by both the type of ordnance (designated by the United Nations Hazard Codes 1.1 through 1.4) that can be handled and the quantity, or Net

Explosive Weight (NEW) which can be handled. The following summarizes these limitations:

Berth	CLASS/ DIVISION	QUANTITIES NEW	ESQD FT
A-1	None	0	0
A-2	None	0	0
B-1	1.3/1.4	100	0
B-2S	1.3/1.4	115	0
B-2N, B-3, C-1 & C-2	All except 1.2	10,000	1250
D-1, D-2, D-3 & D-4	1.3/1.4	1,000/Unlimited	100
E-1	1.1	[18]	500
	1.2(04), 1.2(02)	500	
	1.3	1,000	
	1.4	Unlimited	
E-2 & E-3	1.3/1.4	1,000/Unlimited	100
F	None	None	0

[18] On Hazard Code 1.1 limited to one tomahawk, one harpoon, two MK 48 torpedoes, two ASROC, eight MK 46 torpedoes, or three penguins at E-1.

ANCHORAGE

DESIGNATION	CLASS/DIVISION	QUANTITIES (NEW)
ANCHORAGE "A"	1.1	500,000

[19] ESQD waiver:

CNO WAIVER NAVSTA MAYPORT 1G-72

NATURE OF DEVIATION: Permits the handling of limited quantities of conventional ammunition at potential explosion sites (berths) which do not meet the inhabited building distance requirements of NAVSEA OP 5 VOL 1. Approximately 35 million dollars would be required to relocate all inhabited buildings.

EXPECTED REQUIRED DURATION: UNKNOWN

EXPIRATION DATE: 30 APRIL 1996

13. For each **pier/wharf** listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 13.1

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
A-1/A-2	1-CG/DD	2-CG/DD	NA	1-CG/DD
B-1	1-CG/DD	2-CG/DD	3 FFG'S OR 2 CG'S, DD'S, OR DDG'S	1-CG/DD
B-2	1-CG/DD	1-CG/DD	3 FFG'S OR 2 CG'S, DD'S, OR DDG'S	1-CG/DD
B-3	2-CG/DD	2-CG/DD	3 FFG'S OR 2 CG'S, DD'S, OR DDG'S	1-CG/DD
C-1	2-CG/DD	2-CG/DD	3 FFG'S OR 2 CG'S, DD'S, DDG'S, OR 1 CV	2 FFG'S OR 1 CV, CG, OR DD
C-2	1-CV	1-CV	3 FFG'S OR 2 CG'S, DD'S, DDG'S, OR 1 CV	2FFG'S OR 1 CV, CG, OR DD
D-1	1-CG/DD	2-CG/DD	3 FFG'S OR 2 CG'S, DD'S, DDG'S	1-CG/DD
D-2	1-FFG	2-FFG	3 FFG'S	1 FFG
D-3	1-FFG	2-FFG	3 FFG'S	1 FFG
D-4	1-FFG	2-FFG	3 FFG'S	1 FFG
E-1	1-FFG	3-FFG	3 FFG'S OR 2 CG'S, DD'S, DDG'S	1-FFG
E-2	1-FFG	3-FFG	3 FFG'S	1-FFG
E-3	1-FFG	3-FFG	3 FFG'S	1-FFG

Table 13.1 continued

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
F-1	1 FFG, 1 CG/DD	1 CG/DD	3 FFG'S	1 FFG AND 1 CG/DD
F-2	1 FFG, 1 CG/DD	2 FFG'S	3 FFG'S	1 FFG AND 1 CG/DD
Summary Total[4]	1 CV 11 CG/DD 10 FFG	1 CV 12 CG/DD 17 FFG	2 CV 10 CG/DD 21 FFG	2 CV 7 CG/DD 6 FFG

[1] Typical pier loading by ship class with current facility ship loading.

[2] List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3] List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

[4] "Summary Total" represents the total class and number of ships that can be handled under typical steady state conditions, under maximum capacity (similar to holiday loadings), under ordnance loading conditions and under maintenance conditions.

14. For each **pier/wharf** listed above, based on Presidential Budget 1995 budgeted **infrastructure improvements in the Presidential Budget 1995 through FY 1997 and the BRAC-91 and BRAC-93 realignments**, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 14.1

Pier/Wharf[4]	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
A-1	1 CG/DD	2 CG/DD	NA	1 CG/DD
A-2	1 CG/DD	1 CG/DD	NA	1 CG/DD
B-1	2 CG/DD	2 CG/DD	3 FFG'S OR 2 CG'S, DD'S, DDG'S	1 CG/DD
B-2	1 CG/DD	1 CG/DD	3 FFG'S OR 2 CG'S, DD'S, DDG'S	1 CG/DD
B-3	2 CG/DD	2 CG/DD	3 FFG'S OR 2 CG'S, DD'S, DDG'S	1 CG/DD
C-1	2 CG/DD	2 CG/DD	3 FFG'S OR 2 CG'S, DD'S, DDG'S, OR 1 CV	2 FFG'S OR 1 CV, CG, OR DD
C-2	1 CV	1 CV	3 FFG'S OR 2 CG'S, DD'S, DDG'S, OR 1 CV	2 FFG'S OR 1 CV, CG, OR DD
D-1	1 CG/DD	2 CG/DD	3 FFG'S OR 2 CG'S, DD'S, DDG'S	1 CG/DD
D-2	1 FFG	2 FFG	3 FFG'S	1 FFG
D-3	1 FFG	2 FFG	3 FFG'S	1 FFG
D-4	1 FFG	2 FFG	3 FFG'S	1 FFG
E-1	1 FFG	3 FFG	3 FFG'S OR 2 CG'S, DD'S, DDG'S	1 FFG

Table 14.1 continued

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
E-2	1 FFG	3 FFG	3 FFG'S	1 FFG
E-3	1 FFG	3 FFG	3 FFG'S	1 FFG
F-1	2 FFG, CG, DD	1 CG/DD	3 FFG'S	1 FFG and 1 CG/DD
F-2	FFG, CG, DD	2 FFG'S	3 FFG'S	1 FFG and 1 CG/DD
Summary Total[5]	1 CV 11 CG/DD 10 FFG	1 CV 12 CG/DD 17 FFG	2 CV 10 CG/DD 21 FFG	2 CV 7 CG/DD 6 FFG

[1] Typical pier loading by ship class with current facility ship loading.

[2] List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3] List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

[4] No increased capacity due to facility improvements.

[5] "Summary Total" represents the total class and number of ships that can be handled under typical steady state conditions, under maximum capacity (similar to holiday loading), under ordnance loading conditions and under maintenance conditions.

15.a. How much pier space is required to **berth and support ancillary craft** (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

Navy YTB : Does not affect pier space
C-Tractor: Does not affect pier space
YD'S: Slot areas between B-3 & C-1 and between C-1 & C-2
YON : support craft
YC'S: South wall between D & E piers support service craft

15.b. What is the average pier loading in ships per day due to **visiting ships** at your base. Indicate if it varies significantly by season.

Average 6 foreign ship visits per year with length of stay approximately 5 days.

Average 1 US vessel in port visiting, active for maintenance, or reserve training on a daily basis.

15.c. Given **no funding or manning limits**, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

- **E Pier refacement required $1.2M Improve berthing safety.**
  MCON P-173, Improve Delta (D-1, D-2, D-3) wharves, cost: $23M. Increases dredge depth and electrical capacity to permit berthing of vessels up to and including CG-47.

- **Upgrades to homeport CVN** [redacted]
  Dredging to 50' [redacted]
  Wharf C2 improvements [redacted]
  Wharf F improvements [redacted]
  Nuclear Maintenance Facility [redacted]
  Site improvements [redacted]

OPNAV (N441)
FHS 6/2/94

- **Modifications to steam distribution system to provide clean steam to D 4, E, & F wharves, MILCON P-827, $1.1M.**

15.d. Describe any **unique limits or enhancements** on the berthing of ships at specific piers at your base.

Short Sea detail (30 minutes to open water)
Easy Access
Minimal currents within turning basin
Berths D-2, D-3, D-4 limited by draft

15.e. Describe the planned improvements in the pier support elements from questions 11 and 12 above that are budgeted in the presidential budget submission 1995 through fiscal year 1997.

None budgeted

16.a. For **ship classes** currently homeported at your base and **serviced by an associated Intermediate Maintenance Activity**, list the following historical data:

IMA/UIC: SIMA MAYPORT/UIC 32779

Table 16.1

Ship Class	Avg. man-hrs expended per ship per year			Avg # of days in dock/yr for class operating cycle	Fleet reqd wks/year in availability per ship		
	FY1991	FY1992	FY1993		FY1991	FY1992	FY1993

Data will be provided by SIMA Mayport Data call #18.

16.b. List the **projected work load** at the same IMA for each class of ship.

Table 16.2

Ship class	Projected man hours (x1000) per ship per fiscal year													
	FY1995		FY1996		FY1997		FY1998		FY1999		FY2000		FY2001	
	# Ships	Man-hrs	# Ships	Man-hrs	# Ships	Man-hrs	# Ships	Man-hrs	# Ships	Man-hrs	# Ships	Man-hrs	# ships	Man-hr

Data will be provided by SIMA Mayport in Data Call #18.

16.c. If some **IMA level work is contracted to civilian (non-DON) activities**, provide the navy contract manager and estimate the equivalent man-hours of service provided by those contractors in the listed fiscal years. List projected contractor IMA workload for the fiscal years 1995 through 2001.

Data will be provided by SIMA Mayport in Data Call #18.

MAINTENANCE SUPPORT CAPACITY

SHIP BERTHING CAPACITY

15a. For each **Pier/Wharf** at your facility list the following **structural characteristics.** Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
Data Provided Within NS Mayport Data Call #6								

[1]Original age and footnote a list of MILCON improvements in the past 10 years.
[2]Use NAVFAC P-80 for category code number.
[3]Comment if unable to maintain design dredge depth
[4]Water distance between adjacent finger piers.
[5]Indicate if RO/RO and/or Aircraft access. Indicate if on-pier structure limits open pier space.
[6]Describe the additional controls for the pier.
[7]Net explosive weight. List all ESQD waivers that are in effect with expiration date.

[redacted]

UIC: 60201

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R

[redacted]

15.a.

[redacted]

R

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7, 17, 19]	# Days OOS for maint.
#133 C-1 42 yrs.[11]	152-20	607	42 MLW	NA	A/C	Y[15]	1.1 10,000# 1G-72	10 (68)[14]
#193 C-2 34 yrs.[11]	152-20	600	42 MLW	NA	A/C	Y[15]	1.1 10,000# 1G-72	10 (68)[14]
#194 D-2 34 yrs.[12]	152-20	450	30 MLW	NA	NA	Y[15]	1.4/1.3 1000# 1G-72	9.5
#195 D-3 34 yrs.[12]	152-20	450	30 MLW	NA	NA	Y[15]	1.4/1.3 1000# 1G-72	9.5
#247 D-1 33 yrs.[12]	152-20	644	35 MLW	NA	NA	Y[15]	1.4/1.3 1000# 1G-72	12.5
#1239 B'S 24 yrs.[11, 13]	152-20	1,988[8]	42 MLW	NA	NA	Y[15]	1.4/1.3 1000# 1G-72	10 (59)[14]
#1479 A'S 14 yrs.[13]		850[9]	35 MLW	NA	NA	Y[15]	NA	24
#196 D-4 34 yrs.[12]	152-50	550	30 MLW	NA	NA	Y[15]	1.4/1.3 1000# 1G-72	11
#1562 E'S 11 yrs.	152-50	1,500[10]	35 MLW	NA	NA	Y[15]	1.4/1.3 1000# E2/E3 E1,1.1 1G-72	6

[redacted]

[redacted] 27A R (30 Sep 94)

[redacted] UIC: 60201

15.a. [redacted] R R

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
#41A Tugs 7 yrs.	154-10	437	20 MLW	NA	NA	Y[15]	NA	5(30)[14]
#1486 Bulkhead 7 yrs.	154-10	775	20 MLW	NA	NA	Y[15]	NA	5 (33)[14]
#1487 Bulkhead 7 yrs.	154-10	372	20 MLW	NA	NA	Y[15]	NA	11
#367 34 yrs.[16]	155-20	399	20 MLW	NA	NA	Y[15]	NA	5
#1973 F (NEW)	152-50	1,000	42 MLW	NA	NA	Y[15]	NA	NA

[redacted]

[1] Original age and footnote a list of MILCON improvements in the past 10 years.
[2] Use NAVFAC P-80 for category code number.
[3] Comment if unable to maintain design dredge depth
[4] Water distance between adjacent finger piers.
[5] Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.
[6] Describe the additional controls for the pier.
[7] Net explosive weight. List all ESQD waivers that are in effect with expiration date.
[8] B-1 @ 682LF B-2 @ 650LF B-3 @ 650LF
[9] A-1 @ 300LF A-2 @ 550LF
[10] E-1 @ 500LF E-2 @ 500LF E-3 @ 500LF
[11] P-820; ELECTRICAL SUB-STATIONS AND SALT WATER
[12] P-821; PIER POWER MODIFICATIONS
[13] P-824; POWER UPGRADES
[14] Major repair to bulkheads, fenders, utilities (cont # 83-0216), started 1985 - completed 1990 work done in phases. One half of each "c" berths under repair at a time. Major repair to bulkheads, fenders, utilities (cont # 88-0528; started 1988 - completed 1991 work done in phases. One of three "b" berths under repair at a time.
[15] Whole basin fenced; with control access gates at entrance of each pier.
[16] Berthing only, no utilities.
[17] The following information amplify's the information provided in the subject forms: The piers at Mayport are limited by both the type of ordnance (designated by the United Nations Hazard Codes 1.1 through 1.4) that can be handled and the quantity, or Net

[redacted] 27B R (30 Sep 94)

[redacted] UIC: 60201

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15a. Explosive Weight (NEW) which can be handled. The following summarizes these limitations:

Berth	CLASS/ DIVISION	QUANTITIES NEW	ESQD FT
A-1	None	0	0
A-2	None	0	0
B-1	1.3/1.4	100	0
B-2S	1.3/1.4	115	0
B-2N, B-3, C-1 & C-2	All except 1.2	10,000	1250
D-1, D-2, D-3 & D-4	1.3/1.4	1,000/Unlimited	100
E-1	1.1	[18]	500
	1.2(04), 1.2(02)	500	
	1.3	1,000	
	1.4	Unlimited	
E-2 & E-3	1.3/1.4	1,000/Unlimited	100
F	None	None	0

[18] On Hazard Code 1.1 limited to one tomahawk, one harpoon, two MK 48 torpedoes, two ASROC, eight MK 46 torpedoes, or three penguins at E-1.

ANCHORAGE

DESIGNATION	CLASS/DIVISION	QUANTITIES (NEW)
ANCHORAGE "A"	1.1	500,000

[19] ESQD waiver:

CNO WAIVER NAVSTA MAYPORT 1G-72

NATURE OF DEVIATION: Permits the handling of limited quantities of conventional ammunition at potential explosion sites (berths) which do not meet the inhabited building distance requirements of NAVSEA OP 5 VOL 1. Approximately 35 million dollars would be required to relocate all inhabited buildings.

EXPECTED REQUIRED DURATION: UNKNOWN

EXPIRATION DATE: 30 APRIL 1996

[redacted] 27C R (30 Sep 94)

NAVSTA MAYPORT UIC: N60201

15b. For each **Pier/Wharf** at your facility list the following ship support characteristics:

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]
Data provided within NS Mayport Data Call #6								

[1]List only permanently installed facilities.
[2]Indicate if the steam is certified steam.
[3]Describe any permanent fendering arrangement limits on ship berthing.

[redacted]

UIC: 60201

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15.b.

Pier/ Wharf	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2,7]	Fendering limits[3]
#1479 A-1	N	2,800 KVA	NA	60,000	37,500	19,200[4]	33,500[5]/ 175 PSI[6]	None
#1479 A-2	N	9,600 KVA	NA	60,000	25,000	19,200	33,500/ 175 PSI	None
#1239 B-1	N	9,600 KVA	NA	30,000	62,500	19,200	33,500/ 175 PSI	None
#1239 B-2	N	4,800 KVA	NA	30,000	62,500	19,200	33,500/ 175 PSI	None
#1239 B-3	N	9,600 KVA	NA	30,000	50,000	19,200	33,500/ 175 PSI	None
#133 C-1	N	9,600 KVA	NA	60,000	50,000	19,200	33,500/ 175 PSI	None
#193 C-2	N	9,600 KVA	NA	60,000	62,500	19,200	33,500/ 175 PSI	None
#247 D-1	N	11,200 KVA	NA	90,000	62,500	19,200	33,500/ 175 PSI	None
#194 D-2	N	6,400 KVA	NA	90,000	50,000	19,200	33,500/ 175 PSI	None
#195 D-3	N	4,800 KVA	NA	90,000	62,500	19,200	33,500/ 175 PSI	None
#196 D-4	N	6,400 KVA	NA	90,000	31,500	19,200	10,000/ 175 PSI	None
#1562 E-1	N	9,600 KVA	NA	60,000	12,500	19,200	10,000/ 175 PSI	None
#1562 E-2	N	9,600 KVA	NA	60,000	12,500	19,200	10,000/ 175 PSI	None
#1562 E-3	N	9,600 KVA	NA	60,000	12,500	19,200	10,000/ 175 PSI	None
F 1 & 2	N	9,600 KVA	NA	60,000	12,500	19,200	10,000/ 175 PSI	None

[redacted]

[redacted]28A R (30 Sep 94)

[redacted]

UIC: 60201

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15.b.

[1] List only permanently installed facilities.
[2] Indicate if the steam is certified steam.
[3] Describe any permanent fendering arrangement limits on ship berthing.
[4] Oily waste - only one riser per wharf can be used at the same time (max 200 gpm).
[5] CFB is providing uncertified steam to d-4 and echo wharfs.
[6] If required boiler plant 250 and 1241 could provide a maximum total of 165,500 lbm/hr at 175psi of certified steam.
[7] Steam figures are based on current output from the C.F.B. If required certified steam from plants 1241 and 250 could be available (33,500 lbm/hr 175 psi)

[redacted]

[redacted]28B R (30 Sep 94)

15c. For each pier/wharf listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
Data provided within NS Mayport Data Call #6				

[1]Typical pier loading by ship class with current facility ship loading.

[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

[redacted]

UIC: 60201

[redacted]

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15.c.

[redacted]

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
A-1/A-2	1-CG/DD	2-CG/DD	NA	1-CG/DD
B-1	1-CG/DD	2-CG/DD	3 FFG'S OR 2 CG'S, DD'S, OR DDG'S	1-CG/DD
B-2	1-CG/DD	1-CG/DD	3 FFG'S OR 2 CG'S, DD'S, OR DDG'S	1-CG/DD
B-3	2-CG/DD	2-CG/DD	3 FFG'S OR 2 CG'S, DD'S, OR DDG'S	1-CG/DD
C-1	2-CG/DD	2-CG/DD	3 FFG'S OR 2 CG'S, DD'S, DDG'S, OR 1 CV	2 FFG'S OR 1 CV, CG, OR DD
C-2	1-CV	1-CV	3 FFG'S OR 2 CG'S, DD'S, DDG'S, OR 1 CV	2FFG'S OR 1 CV, CG, OR DD
D-1	1-CG/DD	2-CG/DD	3 FFG'S OR 2 CG'S, DD'S, DDG'S	1-CG/DD
D-2	1-FFG	2-FFG	3 FFG'S	1 FFG
D-3	1-FFG	2-FFG	3 FFG'S	1 FFG
D-4	1-FFG	2-FFG	3 FFG'S	1 FFG
E-1	1-FFG	3-FFG	3 FFG'S OR 2 CG'S, DD'S, DDG'S	1-FFG
E-2	1-FFG	3-FFG	3 FFG'S	1-FFG
E-3	1-FFG	3-FFG	3 FFG'S	1-FFG

[redacted]

[redacted] 29A R (30 Sep 94)

[redacted]

UIC: 60201

15.C. [redacted]

R R

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
F-1	1 FFG, 1 CG/DD	1 CG/DD	3 FFG'S	1 FFG AND 1 CG/DD
F-2	1 FFG, 1 CG/DD	2 FFG'S	3 FFG'S	1 FFG AND 1 CG/DD
Summary Total[4]	1 CV 11 CG/DD 10 FFG	1 CV 12 CG/DD 17 FFG	2 CV 10 CG/DD 21 FFG	2 CV 7 CG/DD 6 FFG

[redacted]

[1] Typical pier loading by ship class with current facility ship loading.

[2] List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3] List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

[4] "Summary Total" represents the total class and number of ships that can be handled under typical steady state conditions, under maximum capacity (similar to holiday loadings), under ordnance loading conditions and under maintenance conditions.

[redacted] 29B R (30 Sep 94)

15d. For each pier/wharf listed above, based on Presidential Budget 1995 budgeted infrastructure improvements in Presidential Budget 1995 through FY1997 and the BRAC 91 and 93 realignments, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
Data provided within NS Mayport Data Call #6				

[1]Typical pier loading by ship class with current facility ship loading.

[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

15e. How much pier space is required to berth and support ancillary craft (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

Data provided within NS Mayport Data Call #6.

15f. What is the average pier loading in ships per day due to visiting ships at your base. Indicate if it varies significantly by season.

Data provided within NS Mayport Data Call #6.

[redacted]

UIC: 60201

[redacted]

R

15.d. [redacted]

R

Pier/Wharf[4]	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
A-1	1 CG/DD	2 CG/DD	NA	1 CG/DD
A-2	1 CG/DD	1 CG/DD	NA	1 CG/DD
B-1	2 CG/DD	2 CG/DD	3 FFG'S OR 2 CG'S, DD'S, DDG'S	1 CG/DD
B-2	1 CG/DD	1 CG/DD	3 FFG'S OR 2 CG'S, DD'S, DDG'S	1 CG/DD
B-3	2 CG/DD	2 CG/DD	3 FFG'S OR 2 CG'S, DD'S, DDG'S	1 CG/DD
C-1	2 CG/DD	2 CG/DD	3 FFG'S OR 2 CG'S, DD'S, DDG'S, OR 1 CV	2 FFG'S OR 1 CV, CG, OR DD
C-2	1 CV	1 CV	3 FFG'S OR 2 CG'S, DD'S, DDG'S, OR 1 CV	2 FFG'S OR 1 CV, CG, OR DD
D-1	1 CG/DD	2 CG/DD	3 FFG'S OR 2 CG'S, DD'S, DDG'S	1 CG/DD
D-2	1 FFG	2 FFG	3 FFG'S	1 FFG
D-3	1 FFG	2 FFG	3 FFG'S	1 FFG
D-4	1 FFG	2 FFG	3 FFG'S	1 FFG
E-1	1 FFG	3 FFG	3 FFG'S OR 2 CG'S, DD'S, DDG'S	1 FFG

[redacted]

[redacted] 30A R (30 Sep 94)

[redacted]

UIC: 60201

15.d. [redacted]

R R

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
E-2	1 FFG	3 FFG	3 FFG'S	1 FFG
E-3	1 FFG	3 FFG	3 FFG'S	1 FFG
F-1	2 FFG, CG, DD	1 CG/DD	3 FFG'S	1 FFG and 1 CG/DD
F-2	FFG, CG, DD	2 FFG'S	3 FFG'S	1 FFG and 1 CG/DD
Summary Total[5]	1 CV 11 CG/DD 10 FFG	1 CV 12 CG/DD 17 FFG	2 CV 10 CG/DD 21 FFG	2 CV 7 CG/DD 6 FFG

[1] Typical pier loading by ship class with current facility ship loading.

[2] List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.

[3] List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

[4] No increased capacity due to facility improvements.

[5] "Summary Total" represents the total class and number of ships that can be handled under typical steady state conditions, under maximum capacity (similar to holiday loading), under ordnance loading conditions and under maintenance conditions.

[redacted]

[redacted] 30B R (30 Sep 94)

[redacted] 60201

[redacted] R

15.e.
Navy YTB : Does not affect pier space
C-Tractor: Does not affect pier space
YD'S: Slot areas between B-3 & C-1 and between C-1 & C-2
YON : support craft
YC'S: South wall between D & E piers support service craft

[redacted] R.

15.f.
Average 6 foreign ship visits per year with length of stay approximately 5 days.

Average 1 US vessel in port visiting, active for maintenance, or reserve training on a daily basis.

[redacted] R

[redacted]

[redacted]

[redacted]

[redacted]

[redacted] 30C R (30 Sep 94)

15g. Given no funding or manning limits, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

Summarized Data provided within NAVSTA Mayport Data Call #6.

As detailed in previous capacity analysis data calls, Naval Station Mayport has considerable flexibility in providing cold iron ship berthing. Of the sixteen major berthing wharfs, four are capable of berthing all ships up to and including conventional aircraft carriers (CV). With the exception of berths A-1, D-2, D-3 and D-4, the remaining berths have the length, water depth and electrical capacity to provide berthing to a mix of ships including all but the larger Amphibious Warfare and Auxiliary ships.

Based on the current and projected mix of ships homeported at NAVSTA Mayport existing cold iron berthing capacity is adequate to accommodate the relocation of the Mine Warfare community. Without construction or alteration, existing capacity could accommodate the potential homeporting of 1 MCS, 14 MCMs, and 8 MHCs.

MILCON Project P-173 would increase berthing capacity of berths D-2, D-3, and D-4 by reconstructing the bulkhead to allow deepening the berths to a dredge depth of -35' MLW and increasing the electrical capacity to 9600 Amps per berth. At a cost of $23.0M, this project would make these berths available for berthing all deep draft combatants with the exception of carriers.

In the present orientation the two carrier wharfs C-1 and C-2 are separated by a 650' bulkhead which can only be used for berthing small boats and service craft. Construction of a new 650' berthing wharf between these two berths would provide nearly 1900' of continuous wharf with cold iron capacity for up to and including CVs. At a cost of $8.3M (cost based on comparison to actual cost of the recently completed "F" Industrial Berthing Wharf). NAVSTA Mayport would then have the berthing capacity to accommodate the main elements of an Amphibious Readiness Group (ARG) - LHA/LHD, LST, LPD - in addition to its present and projected compliment of homeported ships.

[redacted]

UIC: 60201

[redacted]

15.9 - E Pier refacement required $1.2M Improve berthing safety.
MCON P-173, Improve Delta (D-1, D-2, D-3) wharves, cost: $23M. Increases dredge depth and electrical capacity to permit berthing of vessels up to and including CG-47.

[redacted]

- Modifications to steam distribution system to provide clean steam to D 4, E, & F wharves, MILCON P-827, $1.1M.

[redacted]

15h. Describe any unique limits or enhancements on the berthing of ships at specific piers at your base.

Currently have ship maintenance capability - Maintenance wharf co-located with Ship Intermediate Maintenance Activity (SIMA). Ready access to Two commercial shipyard contractors located in close proximity to wharf.

Demonstrated capability (3 SSBN Berths) to serve as alternate harbor for Kings Bay Submarine Force. Demonstrated capability to serve as alternate refit site for Kings Bay Submarine Force, (No maintenance capability exists at this time).

Have the capability to provide enhanced security and a secure environment by utilizing a newly installed CCTV waterfront surveillance system. This site specific feature is unique and above and beyond conventional security requirements.

20. Provide data for **waterfront cranes** at your installation. List all permanent, mobile and floating cranes, owned or long term leased:

Table 20.1

Type / ID	Typical Use	Nuclear / Ordnance Certified	Max Capacity (tons)	Pier limits for use	Owned / Leased
YD 40204 Lattice Boom[3]	Davit Weight Test ant. arrays	Yes[1]	50	NA	Owned
YD 40246 Lattice Boom[4]	Ordnance VLS. GP Crane	Yes[1]	100	NA	Owned
12-10143 RT-58 Mobile Hydraulic	Weight Test Short Range Limit	NA	10	Unlimited	Owned
12-12321[2] RT-58[5] Mobile Hydraulic	Rigging Asst Long Range Lifts	NA	2.2 (4300LBS)	Unlimited	Owned
82-05252 Mobile Lattice	Loading stores, munitions	Y	35	NA	Lease from PWC
82-04826 Mobile Hydraulic	Change out of motors, pumps, & radar	Y	30	NA	Lease from PWC
82-04607 Mobile Hydraulic	Change out of motors, pumps, & radar	Y	25	NA	Leased from PWC
82-04179 Mobile Hydraulic	Change out of motors, pumps, & radar	Y	25	NA	Leased from PWC

Table 20.1 continued

Type / ID	Typical Use	Nuclear / Ordnance Certified	Max Capacity (tons)	Pier limits for use	Owned / Leased
82-04180 Mobile Hydraulic	Change out of motors, pumps & radar	Y	25	NA	Lease from PWC
82-03879 Mobile Hydraulic	Change out of motors, pumps & radar	Y	25	NA	Lease from PWC
82-04811 Mobile Lattice	Loading stores, Change out pumps, motors & radar	NA	35	NA	Lease from PWC
82-02641 Mobile Lattice	Loading stores, change out pumps, motors & radar	NA	60	NA	Lease from PWC
82-04343 Mobile Hydraulic	Boat lifts & heavy work	NA	35	NA	Lease from PWC
12-00603 Mobile Hydraulic	Light lifts can be placed aboard CV	NA	10	NA	Owned
12-00735 Mobile Hydraulic	Light lifts	NA	5	NA	Owned

[1] Not special purpose crane certified
[2] 12-12321 has lowered capacity due to jib extension
[3] YD 204 - Crane is hydraulic/electric boom lattice
[4] YD 246 - Crane is hydraulic. Boom is lattice.
[5] RT - Rough terrain.

[redacted]

UIC: 60201

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[redacted]

5. Supplemental Info. [redacted]

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7, 17, 19]	# Days OOS for maint.
#133 C-1 42 yrs.[11]	152-20	607	42 MLW	NA	A/C	Y[15]	1.1 10,000# 1G-72	10 (68)[14]
#193 C-2 34 yrs.[11]	152-20	600	42 MLW	NA	A/C	Y[15]	1.1 10,000# 1G-72	10 (68)[14]
#194 D-2 34 yrs.[12]	152-20	450	30 MLW	NA	NA	Y[15]	1.4/1.3 1000# 1G-72	9.5
#195 D-3 34 yrs.[12]	152-20	450	30 MLW	NA	NA	Y[15]	1.4/1.3 1000# 1G-72	9.5
#247 D-1 33 yrs.[12]	152-20	644	35 MLW	NA	NA	Y[15]	1.4/1.3 1000# 1G-72	12.5
#1239 B'S 24 yrs.[11, 13]	152-20	1,988[8]	42 MLW	NA	NA	Y[15]	1.4/1.3 1000# 1G-72	10 (59)[14]
#1479 A'S 14 yrs.[13]		850[9]	35 MLW	NA	NA	Y[15]	NA	24
#196 D-4 34 yrs.[12]	152-50	550	30 MLW	NA	NA	Y[15]	1.4/1.3 1000# 1G-72	11
#1562 E'S 11 yrs.	152-50	1,500[10]	35 MLW	NA	NA	Y[15]	1.4/1.3 1000# E2/E3 E1,1.1 1G-72	6

[redacted]

[redacted]

5A

R (14 Oct 94)

[redacted]

UIC: 60201

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R

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
#41A Tugs 7 yrs.	154-10	437	20 MLW	NA	NA	Y[15]	NA	5(30)[14]
#1486 Bulkhead 7 yrs.	154-10	775	20 MLW	NA	NA	Y[15]	NA	5 (33)[14]
#1487 Bulkhead 7 yrs.	154-10	372	20 MLW	NA	NA	Y[15]	NA	11
#367 34 yrs.[16]	155-20	399	20 MLW	NA	NA	Y[15]	NA	5
#1973 F (NEW)	152-50	1,000	42 MLW	NA	NA	Y[15]	NA	NA

[1] Original age and footnote a list of MILCON improvements in the past 10 years.
[2] Use NAVFAC P-80 for category code number.
[3] Comment if unable to maintain design dredge depth
[4] Water distance between adjacent finger piers.
[5] Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.
[6] Describe the additional controls for the pier.
[7] Net explosive weight. List all ESQD waivers that are in effect with expiration date.
[8] B-1 @ 682LF B-2 @ 650LF B-3 @ 650LF
[9] A-1 @ 300LF A-2 @ 550LF
[10] E-1 @ 500LF E-2 @ 500LF E-3 @ 500LF
[11] P-820; ELECTRICAL SUB-STATIONS AND SALT WATER
[12] P-821; PIER POWER MODIFICATIONS
[13] P-824; POWER UPGRADES
[14] Major repair to bulkheads, fenders, utilities (cont # 83-0216), started 1985 - completed 1990 work done in phases. One half of each "c" berths under repair at a time.
Major repair to bulkheads, fenders, utilities (cont # 88-0528; started 1988 - completed 1991 work done in phases. One of three "b" berths under repair at a time.
[15] Whole basin fenced; with control access gates at entrance of each pier.
[16] Berthing only, no utilities.
[17] The following information amplify's the information provided in the subject forms: The piers at Mayport are limited by both the type of ordnance (designated by the United Nations Hazard Codes 1.1 through 1.4) that can be handled and the quantity, or Net

[redacted]

5B

R (14 Oct 94)

R
R

Explosive Weight (NEW) which can be handled. The following summarizes these limitations:

Berth	CLASS/ DIVISION	QUANTITIES NEW	ESQD FT
A-1	None	0	0
A-2	None	0	0
B-1	1.3/1.4	100	0
B-2S	1.3/1.4	115	0
B-2N, B-3, C-1 & C-2	All except 1.2	10,000	1250
D-1, D-2, D-3 & D-4	1.3/1.4	1,000/Unlimited	100
E-1	1.1	[18]	500
	1.2(04), 1.2(02)	500	
	1.3	1,000	
	1.4	Unlimited	
E-2 & E-3	1.3/1.4	1,000/Unlimited	100
F	None	None	0

[18] On Hazard Code 1.1 limited to one tomahawk, one harpoon, two MK 48 torpedoes, two ASROC, eight MK 46 torpedoes, or three penguins at E-1.

ANCHORAGE

DESIGNATION	CLASS/DIVISION	QUANTITIES (NEW)
ANCHORAGE "A"	1.1	500,000

[19] ESQD waiver:

CNO WAIVER NAVSTA MAYPORT 1G-72

NATURE OF DEVIATION: Permits the handling of limited quantities of conventional ammunition at potential explosion sites (berths) which do not meet the inhabited building distance requirements of NAVSEA OP 5 VOL 1. Approximately 35 million dollars would be required to relocate all inhabited buildings.

EXPECTED REQUIRED DURATION: UNKNOWN

EXPIRATION DATE: 30 APRIL 1996

6. **Encroachment Issues:**

6.a. What are the ground, training noise, beach gradient, waterway, harbor, explosive quantity distance standard, HERO, HERF, HERP, AICUZ, and airspace **encroachments of record** at each station, base, or facility?

There are no such encroachments of record.

The operational capabilities of all existing facilities are not impacted by the ESQD issues that have been summarized in other data calls.

6.b. Do current estimates of **population growth and development or environmental constraints** pose problems for the station, base, or facility? Why or why not?

The AICUZ footprint for the Naval Station airfield Noise Zones 2 and 3 (moderate to severe impacts to noise exposure) is within Navy owned property. Therefore, complete control of land use is maintained by the Naval Station. Those areas under Noise Zone 1 (essentially no impact) lie over wetlands and waterways. The only populated area is the town of Mayport which is not expected to experience population growth (no land area left to develop as it is bordered by the Naval Station and the St. Johns River on all sides). The Duval County building codes incorporate the provisions of the AICUZ ordinance requiring sound attenuation methods in all construction impacted by airfields which include Mayport. As such, airspace encroachment is <u>not</u> considered to be an issue for NS Mayport.

6.c. Provide a description of **local zoning ordinances** which might impact on future encroachment.

None - See answer provided for question 6.b.

Operational Suitability

24. **Provide the shortest distance** (safe navigation route)(nautical miles) from the base to the **fifty fathom curve**. Indicate which DMA chart the distance/curve is based on.
50 nm DMA Chart 11496

25. Provide the designation for and **shortest distance** from the sea buoy (safe navigation route)(nautical miles) to the **training areas for naval air superiority fighters** and air defense missiles. Provide the name or designation for these areas and the DMA chart number that depicts these areas.
18.0 nm W-157A Lower DMA Chart 11496 (Closest point area K22)
W-158C Higher

26. **Provide the shortest distance** (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for **individual ship exercises**. How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area. **1.5 Sea buoy lies within OPAREA**
1.5 nm 330 nm X 260 nm = 85,800 nm^2
Jax OP Area DMA Chart 11496

27. **Provide the shortest distance** (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for individual **submerged submarine exercises**. How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

The adjacent operating area is approximately 8,000 Sq Miles
61 nm 40 nm X 30 nm = 1200 nm^2
JAX SUB OP Area KLLO Chart 11496

28. **Provide the shortest distance** (safe navigation route)(nautical miles) from the sea buoy to the **NGFS training area at sea for ashore bombardment** for naval ship delivered ordnance. Provide the name or designation for this area and the DMA chart number that depicts the area.
662 nm NGFS Range at Bloodworth Island DMA Chart 12231
1300 nm NGFS Range is at Vieques IS Puerto Rico DMA Chart 25017

29. **Provide the distance** (safe navigation route)(nautical miles) from the sea buoy to the nearest **amphibious assault training area**. Provide the name or designation for this area and the DMA chart number that depicts the area.
375 nm
Cherry Point OPAREA DMA Chart 11533

30. **Provide the shortest distance** (safe navigation route)(nautical miles) from the sea buoy to the nearest **mine warfare training area.** Provide the name or designation for this area and the DMA chart number that depicts the area. **153 nm**
CHASN OPAREA Drill Minefield DMA Chart 11496

31.a. List the features of this station, base, or facility that make it a **candidate for basing other operational units in the future.**

BRIEF SUMMARY OF OUTSTANDING FEATURES:

* **Outstanding Quality of Life (QOL) facilities and programs.**

* **Reasonable cost of living, especially for enlisted personnel.**

* **Ability to serve "Back To Back" tours, due to optimum Sea/Shore Rotation Flexibility.**

* **Ready access to water/air space**

* **NO encroachment to station boundaries**

* **Unencumbered Air/Water space**

* **Some limited expansion flexibility**

* **The Supply Department warehouse storage capabilities are approximately 60% utilized. The unused storage space is currently bin/rack type space approximately 15 feet above the warehouse floor. Based on size and weight of material, this space could be utilized to store ships material. Modification of space would be required if the material required either "secured" or "open floor" space.**

* **AIMD Mayport could properly support the maintenance requirements of at least an additional 44 SH-60 "Seahawk" aircraft with only a 15-20 maximum increase in overall manpower. We could easily absorb this additional maintenance tasking because we are already the designated repair point for 85% of mission components on COMNAVAIRLANT SH-60/F/H aircraft.**

* **NS Mayport Air facilities have the capability of absorbing more rotary wing assets to better serve the surface fleet. Air traffic control is working presently at 50% capacity due to the current lack of air traffic control demand. If the requirement to expand Hangar/Ramp spaces should become reality, NS Mayport could easily absorb/provide ATC services to 65 SH-60 SeaHawk aircraft.**

31.b. List the features of this station, base, or facility that **inhibit the basing of other operational units.**

Supply Department facilities which inhibit basing of additional operational units due to their present capacity levels are the Galley, BOQ, BEQ's and the Fuel Farm. While marginal increases in base manning levels could be accommodated within existing facilities, substantial increase would require capacity level expansion in the Galley, BOQ, and BEQ's to maintain quality of life standards. Current Galley seating capacity per meal is 290 and we are operating at 30% of capacity. Current utilization of food storage capabilities is 70% for freeze/chill and 20% for dry provisions. Galley provision storage problems could be offset by increased vendor delivery schedules. BQ capacity is 105 at the BOQ and 1,179 at the BEQ. Current FY to date occupancy rates for permanent party personnel at the BOQ is 58% and 83% at the BEQ. Expansion of aircraft operations would also require a fuel facility upgrade to support increased operational requirements. Currently, the fuel facility operates at 50% capacity with one fuel truck stand which has limited access capability controlled by FISC JAX, four, 5,000 gallon refueler trucks, one, 500 gallon defueler trucks nd no fuel storage capabilities. Additional manning would be required in each facility to support increased operations.

Existing ESQD areas incumbered by inhabited buildings. A waiver is in effect permitting the handling of limited quantities of ammunition. Because of the proximity of inhabited buildings to the piers, additional waivers would be required to homeport vessels which carry cargo ammunition (e.g., Tenders, Fleet Ammunition Cargo Ships).

Due to recent implemented and future planned regional maintenance concept initiatives, there are no inhibiting factors with respect to AIMD Mayport's ability to support SH-60 maintenance requirements.

32. Are there any **assets in the vicinity** of the station, base, or facility that are currently not used because of a deficiency or O&M,N funding shortages (safe navigation route)(nautical miles) but **could be improved to enhance the station's contingency or mobilization capabilities**? Provide details.

None

33. **Does the operational infrastructure** (i.e., test areas, fuel and munitions storage, warehouse space, industrial space) meet current requirements and provide capabilities for future expansion or change in mission? Provide details.

There exists an urgent need for a SIMA corrosion control facility. To satisfy this requirement, a project is planned and funded for completion in FY95. However, there are two separate projects involved to construct this corrosion control addition to Bldg #1488. NAVSEASYSCOM has an Unspecified Minor Construction (UMC) Project P-247 ($647K) which would construct an addition to SIMA Bldg #1488. In addition to the P-247 project mentioned above, NAVSEA in FY94 funded a second project to construct a smaller ($132K) interim addition to this same building to house corrosion control equipment which had already been delivered to SIMA. Just prior to award of the smaller contract, NAVSEA suddenly withdrew the funding and at present this second project is tentatively scheduled for FY95 execution. There will not be any negative environmental impact when this new facility becomes operational.

NS Mayport supply department's warehouse space is sufficient to meet current needs. Material receiving and storage space is sufficient for potential future expansion. The fuel facility can meet current command mission requirements but would require expanded fuel storage/delivery capabilities for extended operations. Both facilities would require additional manpower to support increased tempo of operations.

NS Mayport does have adequate land for the construction of 200 additional family housing units. Currently, the station has a family housing deficit which would be alleviated if these additional units were to be constructed. However, the Family Housing Acquisition Program has been placed on hold pending results of BRAC 95 before any planned improvement on current housing inventory can be made.

Weapons munitions storage meets current requirements. Approximately 10% of munitions storage space is required for stock items. This is expected to increase to about 70% by 1995 in support of CINCLANTFLT load plan initiative. Remaining available space is utilized for in-transit material. Existing storage capability could support 30 to 35 combatants.

Presently, AIMD Mayport has adequate space to perform all tasked maintenance requirements. Additional "Footprint" area within AIMD Mayport provided as a result of Regional Maintenance Concepts, will provide the necessary square footage required to house test and/or repair facilities necessary to support the maintenance requirements of all SH-60 aircraft in the Jacksonville/Mayport area.

34. List the **airspace, waterspace, and approach channels** that are actively managed by the base or a tenant activity.

Table 34.1 **Management Responsibilities**

Area	Managed by:	Management role
Ribault Bay	NAVSTA Mayport	Control Access/Egress From
Approach Channels	US Coast Guard Captain Of The Port	Control Access/Egress From
NAVSTA Mayport Complex (Weather/Ocean-ography	NOCD, Mayport	Provide meteorology/oceanography support for all assets stationed at NAVSTA Mayport.
JAX OPAREA	NOCD, Mayport	Provide oceanography/meteorology support to ships & helos in area.
MOA - East & Overhead	NS Mayport Scheduled By: FASFAC JAX	Used for Night Strikes & 5 LAMPS Night STMRA/SLAMS
W-158 E/F (7 Miles East)	NS Mayport	Warning Area SAR/Doppler Trg

35. Describe the role of the base in support of **military surveillance operations**. Indicate if prior BRAC realignments will impact this role.

Regarding Military Surveillance - There are no BRAC realignments that will impact/change current role. Minimal support provided by NS Mayport assets. NOCD does provide weather data support to ships presailing and enroute. Weather and any climatological or electro-optics information is also provide for use in operations in conjunction with ASW sensor support.

36. Describe how this base or tenants support **training of Coast Guard or Drug Interdiction Forces or other non-DOD units or forces.**

NOCD: Provides support for Coast Guard ships at Mayport, weather briefs DD175(s) for Army Guard at Craig Field and C-12 unit down in St Augustine. Pre-positioned ships at Blount Island, civilian & marine detachments at Blunt Island (Munitions on/off loads).

37. Describe the direct **oceanographic or meteorological support** the base or tenants provides to other governmental or military agencies.

Mayport weather supplies pre-exercise and pre-deployment briefs to ships and squadrons, ASW, climatology and hurricane awareness and evasion briefs as requested. Instrument ground school support for local squadrons in conjunction with QM and ST training. Acts as an advisor to the Station Commanding Officer in areas of severe or inclement weather and to local staffs and commanders for personnel and mission planning.

38. Weather and Climate

38.a. In the table provide the percent of ship underways and arrivals delayed more than three hours due to weather. Indicate the number of days in port lost due to emergency weather sorties during the same years. Add any further descriptions on how **weather** generally **impacts base operations** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions, etc.)

Table 38.1 **Operational Weather Impact**

	% delay CY 1990	% delay CY 1991	% delay CY 1992	% delay CY 1993
JAN	[1]	[1]	[1]	[1]
FEB	[1]	[1]	[1]	[1]
MAR	[1]	[1]	[1]	[1]
APR	[1]	[1]	[1]	[1]
MAY	[1]	[1]	[1]	[1]
JUN	[1]	[1]	[1]	[1]
JUL	[1]	[1]	[1]	[1]
AUG	[1]	[1]	[1]	[1]
SEP	[1]	[1]	[1]	[1]
OCT	[1]	[1]	[1]	[1]
NOV	[1]	[1]	[1]	[1]
DEC	[1]	[1]	[1]	[1]
# days lost to weather	[1]	[1]	[1]	[1]

Remarks: [1]Percentage (%) of delay is less than 1% in all areas. Single event which involved a weather related delay was that experienced by USS SARATOGA in getting underway - One Instance Only.

38.b What percentage of the time (on average, by month) does the local weather affect maintenance operations? Use the chart below and add any further descriptions on how **weather** generally **impacts base maintenance evolutions** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions.

Table 38.1 **Maintenance Weather Impact**

	Inches of Rain/Snow			Days under 40°F			% of upkeep or IMA days canceled due to low or high temperatures or precipitation		
	CY 1991	CY 1992	CY 1993	CY1991	CY 1992	CY 1993	CY 1991	CY1992	CY 1993
JAN	7.81	6.51	6.97	0	7	0	0	0	0
FEB	1.74	1.85	4.04	3	1	1	0	0	0
MAR	6.42	4.49	5.44	0	2	3	0	0	0
APR	3.95	1.73	1.29	0	0	0	0	0	0
MAY	7.03	3.95	1.53	0	0	0	0	0	0
JUN	8.47	10.25	1.83	0	0	0	1%	1%	1%
JUL	16.45	4.24	2.29	0	0	0	1%	1%	1%
AUG	5.17	5.33	2.46	0	0	0	9%	9%	9%
SEP	6.53	6.55	4.87	0	0	0	0	0	0
OCT	10.98	8.26	10.85	0	0	0	0	0	0
NOV	1.51	1.99	2.79	2	0	1	0	0	0
DEC	.99	.63	2.90	1	1	6	0	0	0

Remarks: **Local weather affect on maintenance operations is considered minimal.**

38.c. Describe any **unique training opportunities afforded by the local climate or geography**.

Hurricane season, winter fog, summer air mass thunderstorms are good opportunities to teach local command about severe or inclement weather.

1. Provide six copies of the **pilotage chart** that includes the waterfront at your facility. Indicate on the chart what Notice to Mariners it is corrected to.

2. List the following:

a. **Length of main channel** from base to the open sea: **9.5NM**

NOTE:
Open sea is defined as COLREGS DEMARCATION LINE 80.850d on chart provided for Q.1

b. **Minimum Channel width** between base and open sea: **500 YD**

c. **Minimum center channel depth** (MLLW) between base and open sea: **45 FT**

d. **Minimum height of overhead obstructions** of the channel from base to the open sea: **NONE**

FORCE STRUCTURE

3. List the **active surface warships and carriers** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 3.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
NONE	-	-	-	-	-	-	-	-	-

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4. List the **reserve ships** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 4.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps	
MCS[1]	0	0	1	1	1	603	104	32	3200	R
MCM	0	2	4	4	4	224	39	13	800	R
MHC	0	1	7	11	11	188	36	10	400	R

[1] MCS requires a 35 foot offset camel. (Limited site survey report Naval Station Ingleside, TX homeport for USS INCHON (LPH-12), NAVSEA (PMS325)

5. List the **amphibious and mine warfare ships** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 5.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps	
MCM	14	12	10	10	10	224	39	13	800	R
MHC	1	4	5	1	1	188	36	10	400	R

6. List the **submarines** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 6.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
NONE	-	-	-	-	-	-	-	-	-

7. List the **logistics, sealift, and auxiliary ships** (including MSC) by class that were homeported at your base at the end of the indicated fiscal years. Include in this table all DON ships not covered previously in tables 4 through 7. For each class provide the listed mooring requirements. R

Table 7.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
NONE	-	-	-	-	-	-	-	-	-

8. List ships of **other DOD and non-DOD** departments by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 8.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
NONE	-	-	-	-	-	-	-	-	-

9. List all **operating forces** and operational staffs (CARGRU, DESRON, SUBRON, etc.) not listed in questions 3 through 8 above that will be home based at your base at the end of the indicated fiscal years. For each unit provide the listed support requirements.

Table 9.1[1]

Unit ID	Onboard FY 1994 (PN)	Onboard FY 1995 (PN)	Onboard FY 1997 (PN)	Onboard FY 1999 (PN)	Onboard FY 2001 (PN)	Indoor SF reqd	Outdoor SF reqd	Special Facilities required
COMCMGRU ONE N55540	17	15	14	14	14	2100[2]	0	0
COMCMGRU TWO N55554	16	14	13	13	13	1950[2]	0	0
COMCMGRU THREE N55645	70	70	70	70	70	1050[2]	0	0
RSG 55610	6	6	6	6	6	900[2]		

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Unit ID	Onboard FY 1994 (PN)	Onboard FY 1995 (PN)	Onboard FY 1997 (PN)	Onboard FY 1999 (PN)	Onboard FY 2001 (PN)	Indoor SF reqd	Outdoor SF reqd	Special Facilities required
ATG ETG 49394	9	9	9	9	9	1350[2]		
SIMA 47316	832	474	235	210	210	68,640[2]		
ATG DET 48563	7	7	7	7	7	1050[2]		
EOD MDU6 DET 55238	16	16	16	16	16	2400[2]		
NAVMINE WAR ENG ACT NO UIC #	3	4	4	4	4	600[2]		

[1] Outdoor SF and Special Facilities - None to report.

[2] Standard planning criteria for administrative space is 150 gross SF per person. Numbers provided with the exception of N47316, (SIMA), are based on application of this criteria to FY 2001 loading. SIMA space requirement is based on 1988 basic facilities requirements.

BERTHING CAPACITY

11. For each **Pier/Wharf** at your facility list the following **structural characteristics.** Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Table 11.1

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7,8]	# Days OOS for maint.
PIER 4 yrs	15120	2000	45	N/A	80 RO/RO	NO	30,000	0
EAST WHARF 4 yrs	15220	1450	45	N/A	N/A	NO	0	0
WEST WHARF 4 yrs	15220	750	39	N/A	N/A	NO	0	0

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[1] Original age and footnote a list of MILCON improvements in the past 10 years.
[2] Use NAVFAC P-80 for category code number.
[3] Comment if unable to maintain design dredge depth
[4] Water distance between adjacent finger piers.
[5] Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.
[6] Describe the additional controls for the pier.
[7] Net explosive weight. List all ESQD waivers that are in effect with expiration date.
[8] No ESQD waivers in effect.

12. For each **Pier/Wharf** at your facility list the following **ship support characteristics**:

Table 12.1

Pier/ Wharf[7]	OPNAV 3000.8 (Y/N)	Shore Pwr (KVA) & 4160V (KVA)[4]	Comp. Air Press. & Capacity[1]	Potable Water (GPD)[8]	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2,5]	Fendering limits[3,6]
PIER	Y	31,500	N/A	1512k	1728k	864k	60,000 200 PSI	NONE
EAST WHARF	Y	13,125	N/A	1512k	1888k	2679k	60,000 200 PSI	NONE
WEST WHARF	Y	2,625	N/A	1512k	127k	454k	60,000 200 PSI	NONE

[1] List only permanently installed facilities.
[2] Indicate if the steam is certified steam.
[3] Describe any permanent fendering arrangement limits on ship berthing.
[4] Shore power 4160V not available, 480V is available.
[5] Steam certified.
[6] No fendering limits, all fenders are detachable foam-filled SEAWARD-type.
[7] Fueling/defueling: Contracted, barge/truck delivery.
[8] Potable water: one 10-in dia line branched off the base main line supplies the Pier and East Wharf. One 4-in dia line branched off the base main line supplies the West Wharf.

13. For each **pier/wharf** listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 13.1

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2,5]	IMA Maintenance Pier Capacity[3,4]
PIER	3 - FFT and 3 - MCM	4 - FFT and 8 - MCM	2 - FFT or 4 - MCM	3 FFT 4 - MCM
EAST WHARF	9 - MCM	10 - MCM	0	5 - MCM
WEST WHARF	0	2 - MCM	0	
Summary Total[6]	3 - FFT 11 - MCM	4 - FFT 20 - MCM	2 - FFT or 4 - MCM	3 - FFT 9 - MCM

[1] Typical pier loading by ship class with current facility ship loading.
[2] List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.
[3] List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.
[4] Support of some maintenance requirements is limited by existing cranes' (boom length and reach) ability to support ships berthed outboard of another ship.
[5] Ordnance handling - see Table 11.1
[6] "Summary Total" represents the total class and number of ships that can be handled under typical steady state conditions, under maximum capcaity, under ordnance loading conditions, and under maintenance conditions.

14. For each **pier/wharf** listed above, based on Presidential Budget 1995 budgeted **infrastructure improvements in the Presidential Budget 1995 through FY 1997 and the BRAC-91 and BRAC-93 realignments**, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 14.1

Pier/ Wharf[6]	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2,5]	IMA Maintenance Pier Capacity[3,4]
PIER	1 - MCS 8 - MHC 2 - MCM	1 - MCS 8 - MHC 2 - MCM	4 - MCM or MHC	4 - MCM
EAST WHARF	10 - MCM	10 - MCM	0	5 - MCM
WEST WHARF	2 - MHC	2 - MHC	0	2 - MHC
Summary Total[7]	10 - MHC 12 - MCM 1 - MCS	10 - MHC 12 - MCM 1 - MCS	4 - MCM or MHC	9 - MCM 2 - MHC

[1] Typical pier loading by ship class with current facility ship loading.
[2] List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.
[3] List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.
[4] Support of some maintenance requirements is limited by existing cranes' (boom length and reach) ability to support ships berthed outboard of another ship.
[5] Ordnance building - see Table 11.1
[6] No increased capacity due to facility improvements; ship mix change is only difference.
[7] "Summary Total" represents the total class and number of ships that can be handled under typical steady state conditions, under maximum capcaity, under ordnance loading conditions, and under maintenance conditions.

15.a. How much pier space is required to **berth and support ancillary craft** (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

Twelve hundred FT small craft pier space is required.

Six hundred foot small craft pier programmed for construction in FY 96-97. There are presently no piers uniquely suited to support these craft.

15.b. What is the average pier loading in ships per day due to **visiting ships** at your base. Indicate if it varies significantly by season.

NAVSTA Ingleside has had four ship visits in the last two years.

15.c. Given **no funding or manning limits**, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

West wharf could be extended 200 feet to gain additional berthing space. Specific costs are not known, but would include dredging, structural wharf extension, utility systems, etc.

15.d. Describe any **unique limits or enhancements** on the berthing of ships at specific piers at your base.

The west side of pier and the west wharf is dredged to 35 ft. Pier berths A-3, A-4, A-5 and A-6 are the only designated ordnance handling areas. West wharf rated for 100-ton crane.

15.e. Describe the planned improvements in the pier support elements from questions 11 and 12 above that are budgeted in the presidential budget submission 1995 through fiscal year 1997.

None.

16.a. For **ship classes** currently homeported at your base and **serviced by an associated Intermediate Maintenance Activity**, list the following historical data:

IMA/UIC: SIMA NRMF INGLESIDE TX/N47316

Table 16.1

Ship Class	Avg. man-hrs expended per ship per year			Avg # of days in dock/yr for class operating cycle	Fleet reqd wks/year in availability per ship[1]		
	FY1991	FY1992	FY1993		FY1991	FY1992	FY1993
FFT	0	4800	10333	N/A	0	2	2
MCM	0	3950	2422	N/A	0	2	2

[1]There is no standard Fleet required weeks/year in availability per ship. Data is actual number of IMAVs accomplished per ship. The number and length of IMAVs vary even among ships within the same class depending upon circumstances (i.e., deployer, INSURV, etc.)

NOTE: Manhours are expressed in actual manhours vice K DLMHs

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16.b. List the **projected work load** at the same IMA for each class of ship.

Table 16.2

Ship class	Projected man hours (x1000) per ship per fiscal year														
	FY1995		FY1996		FY1997		FY1998		Fy1999		FY2000		FY2001		
	# Ships	Man-hrs	# Ships	Man-hrs	# Ships	Man-hrs	# Ships	Man-hrs	# Ships	Man-hrs	# Ships	Man-hrs	# ships	Man-hr	
MCM	14	51.8	14	54.4	14	57.1	14	60	14	63	14	66.1	14	69.4	R
MHC	5	14	9	25.2	12	33.6	12	35.3	12	37	12	38.9	12	40.8	R
MCS	0	0	1	18.9	1	19.8	1	20.8	1	21.9	1	23	1	24.1	R

Data as reflected in SIMA Ingleside Data Call 18. R

16.c. If some **IMA level work is contracted to civilian (non-DON) activities**, provide the navy contract manager and estimate the equivalent man-hours of service provided by those contractors in the listed fiscal years. List projected contractor IMA workload for the fiscal years 1995 through 2001.

FY 94: 3800 FY 95: 4250 FY 96: 6460 FY 97: 7975 FY 98: 8580 FY 99: 8580
FY 00: 8580 FY 01: 8580
NOTE: Manhours are expressed in actual vice K manhours

MAINTENANCE SUPPORT CAPACITY

17. For any **Shore Based Intermediate Maintenance Facility**, list the following:

17.a. List the **size** and the condition of the **intermediate maintenance facility** located at the installation. CCN refers to the five digit category code number from NAVFAC P-80.

Table 17.1 R

Facility Name/ Function	CCN	Adequate (sq ft)	Substandard (sq ft)	Inadequate (sq ft)
SIMA Bldg #237	21330	66,564 R	0	0

In accordance with NAVFACINST 11010.44E, an inadequate facility cannot be made adequate for its present use through "economically justifiable means". For all the categories above where inadequate facilities are identified describe why the facility is inadequate; indicate how the facility is being used and list other possible uses; and specify the costs to remove the deficiencies that make it inadequate. Indicate if current budget program includes any of the required funds.

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Activity: [redacted] 68891

[redacted]

[redacted]

17.a. Table 17.1 [redacted] R

Facility Name / Function	CCN	[redacted]		
		Adequate	Substandard	Inadequate
SIMA INGLESIDE	213-30	68,564		

[redacted]

[redacted]

[1] NAVSEA certification for docking.
[2] Days in use supporting DOD ships.
[3] Jay Bloodworth Inc. dry dock is not NAVSEA certified.
[4] Expect AFDL-23 (ADEPT) will arrive in the Corpus Christi Bay area approximately June 1994. To be operated under a lease by civilian contractor.

20. Provide data for **waterfront cranes** at your installation. List all permanent, mobile and floating cranes, owned or long term leased:

Table 20.1

Type / ID	Typical Use	Nuclear / Ordnance Certified[1]	Max Capacity (tons)	Pier limits for use	Owned / Leased
MOBILE	Maintenance Pier/berthing support	YES	70	NONE	GOVT owned
MOBILE	Maintenance Pier/berthing support	YES	35	NONE	GOVT owned
MOBILE	Maintenance Pier/berthing support	YES	15	NONE	GOVT owned
PERMANENT	Maintenance	NO	9	N/A	GOVT owned

[1] Waterfront cranes certified for conventional ordnance handling.

21. List all government owned or leased **tugs and pusher boats**, and provide a description of each with their capabilities.

PUSHER BOATS - Three (3) 50-ft LCM-6 capable of mooring MCM/MHC class ships (normally use 2 pusher boats per ship movement; use 3 per ship if deadstick move).

TUGS - None (0). Contractor provides tugs and towing services when mooring large ships. Tugs are 1750 -2000 bhp, equipped with above-waterline fenders. Tugs receive job assignments from Port Control, NAVSTA.

22. State the number of ship sets of **CV or CVN mooring camels** at your facility. State the number of ship sets of **SSN or SSBN camels** at your facility.

NONE.

PERSONNEL SUPPORT

23. Training Facilities

23.a. By Category Code Number (CCN), complete the following **student throughput capacity** table for all **training facilities** (adequate, substandard and inadequate) aboard the installation including tenant activities. Include all 171-*xx*, 179-*xx* CCN's and any other

- **All administrative office space aboard the Station is occupied. Any additions of mission and/or personnel will require construction or lease of administrative office space or an exception to DOD policy concerning temporary facilities. There is no existing administrative support capability for expansion at present.**

Operational Suitability

24. **Provide the shortest distance** (safe navigation route) (nautical miles) from the base to the **fifty fathom curve**. Indicate which DMA chart the distance/curve is based on.

- **50 fathom curve/ 41 NM**
- **DMA CHART # 11300.**

25. Provide the designation for and **shortest distance** from the sea buoy (safe navigation route)(nautical miles) to the **training areas for naval air superiority fighters** and air defense missiles. Provide the name or designation for these areas and the DMA chart number that depicts these areas.

- **U.S. Government Flight Information Publication (FLIP) Chart L-16.**
- **Warning Area W-602/ 90 NM**
- **Warning Area W-602 is under the operational control of SAC with advisory control executed by the Houston RATCC. Source: Air Traffic Control Facility NAS Corpus Christi TX.**
  Scheduling Authority: CNATRA (CINCLANTFLTINST 3120.26E)
- **U.S. naval aircraft have used this area for ACM exercises as a well as air defense missile exercises. Source: Air Traffic Control Facility NAS Corpus Christi TX.**
  Scheduling Authority: CNATRA (CINCLANTFLTINST 3120.26E)

26. **Provide the shortest distance** (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for **individual ship exercises**. How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

- Corpus Christi Operating Area/ 10.7 NM
- DMA Chart #11300
- Corpus Christi OPAREA encompasses approximately 10,800 square NM.

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27. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for individual **submerged submarine exercises**. How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

- **The Corpus Christi Operating Area/78 NM.**
- **Area approximately 4950 square NM.**
- **Designated as warning area W-228B and W-228C on DMA Chart # 11300.**

Source: COMSUBGRU 10, Kings Bay, GA and CINCLANTFLTINST 3120.26E page VI-5-3.

28. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the **NGFS training area at sea for ashore bombardment** for naval ship delivered ordnance. Provide the name or designation for this area and the DMA chart number that depicts the area.

- **Distance from sea buoy to NGFS training area is 1500 NM.**
- **OP area designation is W-428 R 7104 (Vieques Island).**
- **DMA chart # for ship delivered ordnance is COMET 801902**

29. Provide the distance (safe navigation route)(nautical miles) from the sea buoy to the nearest **amphibious assault training area**. Provide the name or designation for this area and the DMA chart number that depicts the area.

- **Distance from sea buoy to AMPHIB Assault Training Area is 1500 NM.**
- **Atlantic Fleet Weapons Training Facility (AFWTF) Range designated as W-428 R 7104.**
- **DMA Chart # COMET 801902**

30. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the nearest **mine warfare training area**. Provide the name or designation for this area and the DMA chart number that depicts the area. R

- **Distance from sea buoy to Panama City Operating Area is approx 650 NM**
- **Panama City designated as a helicopter Mine Warfare Training area.**
- **Charleston OPAREA is designated as a surface Mine Warfare Training area, distance is 1652 NM.** R
- **DMA Chart # 11362 Panama City, DMA Chart #'s 11489, 11521, 11522, 11411 and 11528 Charleston.**
- **Anticipate CNO to promulgate Record of Decision approximately March-May 1995 to officially authorize establishment of local operating areas. Notwithstanding the majority of individual ship training is accomplished in the waters adjacent to Ingleside.**

31.a. List the features of this station, base, or facility that make it a **candidate for basing other operational units in the future.**

- **NAVSTA Ingleside is the Navy's only operational deep draft port in the Gulf of Mexico.**
- **The following capabilities offer flexibility in the type of forces and missions supportable from Ingleside:**
  - -- **A 70,000 SF Shore Intermediate Maintenance Activity.**
  - -- **Sufficient magazines to store up to 30,000 lbs Net Explosive Weight (NEW) with the capacity to store an additional 30,000 lbs NEW under construction.**
  - -- **The ability to generate up to 60,000 lbs of certified quality steam per hour to provide hotel services on the waterfront.**
  - -- **A modern, state of the art double decker pier and single level wharf with appropriate utilities and fendering system.**
  - -- **The ability to bring on berth and support any Navy Afloat units with the exception of:**
    - --- **CVN: Requires additional dredging, carrier camels and a shore power upgrade.**
    - --- **SSN/SSBN: Requires appropriate submarine fendering and other unique SNN/SSBN support items.**
    - --- **CGN: Requires an upgrade of utility system to provide 400 HZ power.**
    - --- **AE/AOE/TAE: ESQD arc increase would impact Port Operations, steam plant, SIMA repair facilities, USO, Total Fitness Center and all station warehouse space.**

    --- **SOURCE: NAVFACENGCOM Military Handbook 1025/2 Dockside Utility and Ship Service**

31.b. List the features of this station, base, or facility that **inhibit the basing of other operational units.**

- **Limited Government-owned land available for additional development.**
- **Limited administrative and personnel support facilities.**
- **Virtually no capacity to bring additional ships on berth when all Mine Warfare assets have been collected at Ingleside.**

32. Are there any **assets in the vicinity** of the station, base, or facility that are currently not used because of a deficiency or O&M,N funding shortages (safe navigation route)(nautical miles) but **could be improved to enhance the station's contingency or mobilization capabilities?** Provide details.

- **None.**

33. **Does the operational infrastructure** (i.e., test areas, fuel and munitions storage, warehouse space, industrial space) meet current requirements and provide capabilities for future expansion or change in mission? Provide details.

- **Existing infrastructure currently meets mission requirements except:**
  - -- **FISC Warehouse contains 99,250 SF of ship support warehouse and supporting administrative space - this is adequate for all MCM/MHC Class Ships. On arrival of USS INCHON, an additional 6700 square feet of (5905 outside and 795 inside) warehouse space for mission battle spares will be required (per NAVSEA PMS 325 Limited Site Survey Report, Naval Station Ingleside, TX of 18 Mar 94)..**
  - -- **Projected additional Blue/Gold crew and planned PMAs will impact the galley customer workload overall provision space requirement. The result is provisions must be ordered much more frequently due to the lack of long term storage capability.**
  - -- **NAVSTA requires an additional 24,683 SF of covered storage space for shipping, receiving and damaged material requirements/hurricane supplies, etc (per 1 Jun 94 BFR).**
  - -- **Berthing: BEQ Phase II construction is expected to complete 3QFY94. Once accepted by the Government, expect 90 % occupancy rate due to arrival of Blue/Gold crews. With arrival of MHC crews, expect full occupancy by 2QFY95. BEQ Three (P-057) is currently unfunded, but will provide additional berthing for 317 personnel, unable to berth transients and reserves without the expansion.**
  - -- **The Station does not have a BOQ. P-007 proposes berthing for 60 personnel.**
  - -- **To ensure adequate compliance of OPNAVINST 4110 and OPNAVINST 5090, require an additional 16,800 SF of covered storage for Hazardous Material Storage (per 1 Jun 94 BFR).**

34. List the **airspace, waterspace, and approach channels** that are actively managed by the base or a tenant activity.

Table 34.1 **Management Responsibilities**

Area	Managed by:	Management role
Ingleside Turning Basin	**NAVSTA Ingleside**	**Control ship and small craft movements within the basin.**

35. Describe the role of the base in support of **military surveillance operations.** Indicate if prior BRAC realignments will impact this role.

- **The Commanding Officer is not aware of any specific tasking to this effect in an approved OPLAN.**

36. Describe how this base or tenants support **training of Coast Guard or Drug Interdiction Forces or other non-DOD units or forces.**

- **NAVSTA Ingleside supports Coast Guard (COMCOGARDGRU Corpus Christi) units with berthing and logistics support on an occasional basis.**

- **The Station also supplies local Coast Guard with small arms instructors from time to time for both range instruction and classroom instruction.**

37. Describe the direct **oceanographic or meteorological support** the base or tenants provides to other governmental or military agencies.

- **Texas A&M University, in cooperation with NAVSTA Ingleside, operates and maintains a tide monitoring station located on the waterfront.**
  The Conrad Blucher Institute maintains this station which measures tidal ranges, temperature, wind speed and direction. The data is transmitted to the National Environmental Satellite Data Information Service(NESDIS) Wallops Island, VA via radio and satellite link as part of the Coastal Tidal Range Data Collection Project.

- **NAVSTA Ingleside requested an Automatic Surface Observation System (ASHORE) (ASOS). CINCLANTFLT has concurred and installation is scheduled for FY96.**

38. Weather and Climate

38.a. In the table provide the percent of ship underways and arrivals delayed more than three hours due to weather. Indicate the number of days inport lost due to emergency weather sorties during the same years. Add any further descriptions on how **weather** generally **impacts base operations** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions, etc.)

Table 38.1 **Operational Weather Impact**[1,2]

	% delay CY 1990	% delay CY 1991	% delay CY 1992	% delay CY 1993
JAN				
FEB				
MAR				
APR				
MAY				
JUN				
JUL				
AUG				
SEP				
OCT				0
NOV				0
DEC				0
# days lost to weather			4[3,4]	0

[1]Record keeping for ships movements delayed by weather was not implemented until October 1993. Station was dedicated 6 July 1992. Of the 222 ship movements scheduled form Oct - Dec 93. None of them were delayed by the weather.
[2]Cranes are used to remove shore power cables and brows. Per manufactures's recommendation, if sustained wind speed is in excess of 30 mph, or adverse weather conditions exist, cranes cannot make lifts safely thereby causing delays.
[3]Personal knowledge of CO NAVSTA Ingleside. Sortie required because of Hurricane Andrew.

[4]NAVSTA Ingleside's waterfront experiences steady wind activity throughout the year. Experience has shown that the waterfront is subjected to 17 kts of wind from the SSE on any given day. These conditions require the use of at least two and sometimes three 50 square foot work boat, to move an MCM off-berth or bring one on-berth safely.

38.b What percentage of the time (on average, by month) does the local weather affect maintenance operations? Use the chart below and add any further descriptions on how **weather** generally **impacts base maintenance evolutions** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions.

Table 38.1 **Maintenance Weather Impact**

	Inches of Rain/Snow			Days under 40°F			% of upkeep or IMA days canceled due to low or high temperatures or precipitation		
	CY 1991	CY 1992	CY 1993	CY1991	CY 1992	CY 1993	CY 1991	CY1992	CY 1993
JAN	2.24	6.45	0.68	0	0	0	0	0	0
FEB	2.27	3.07	5.64	0	0	0	0	0	0
MAR	2.25	4.28	6.49	0	0	0	0	0	0
APR	3.77	3.36	3.59	0	0	0	0	0	0
MAY	4.45	11.31	10.99	0	0	0	0	0	0
JUN	9.56	3.06	7.93	0	0	0	0	0	0
JUL	2.05	0.52	0.00	0	0	0	0	0	0
AUG	0.80	0.24	1.29	0	0	0	0	0	0
SEP	6.38	2.41	3.96	0	0	0	0	0	0
OCT	7.38	4.00	3.05	0	0	0	0	0	0
NOV	0.39	2.16	1.17	0	0	0	0	0	0
DEC	6.25	0.93	3.06	0	0	0	0	0	0

Remarks:

- **Weather has not affected PMAs and other maintenance availabilities conducted at NAVSTA Ingleside.**
- **Hurricane season: 1 Jun - 30 Nov each year**

38.c. Describe any **unique training opportunities afforded by the local climate or geography.**

- **The Texas Gulf Coast provides similar environmental factors as those areas, in which COMINEWARCOM envisions that his forces may be deployed to support a major regional contingency. These factors include water depth, weather, and water clarity. Consequently, the climate and geography of the Ingleside area support a full spectrum of realistic deep and shallow water MCM mine hunting and sweeping training.**

- **The area provides close access and short transit times to the operation areas under consideration in the on-going EIS.**

- **This area is close (650 nautical miles) to the Navy Research and Development Center at Panama City, Florida.**

- **The two naval facilities in the area, NAVSTA Ingleside and NAS Corpus Christi, can provide (through construction or modification of existing facilities) accommodations for all active duty and the majority of reserve MCM forces to include associated staffs, training, and support functions.**

- **Collocation of all Navy MIW forces provides significant operational advantages to COMINEWARCOM in meeting mission and operational requirements. Improved operational training and readiness of the MIW forces ultimately affect our armed forces' ability to perform their mission. The Navy can better support the enabling actions necessary to perform its Expeditionary Warfare mission and maintain the focus on MIW needed to support this critical mission area.**

Ordnance Support

39.a. **List the ordnance terminals at your station.** If the base has no ordnance terminal, list the distance (ship transit miles) to the nearest ordnance station.

- **NAVSTA Ingleside operates a waterfront handling zone certified to handle up to 30,000 lbs. net explosive weight (NEW). In addition, the station's magazine complex includes: 1 - 30,000 lb. NEW high-explosive magazine; 1 - 20' X 30' pyrotechnics magazine; and a 60' X 60' truck holding pad for up to 30,000 lb. NEW. Under construction are 4 - 30,000 lb. NEW high-explosive magazines to be constructed under MILCON (P-030) with an estimated completion date of Feb 1995. The magazine complex is located 1.3 miles from the waterfront handling area.**

39.b. List any **ordnance anchorages** in your harbor complex. Provide the limits on their use.

- **None.**

40. State the location, distance and response time of the **explosive ordnance disposal** (EOD) unit tasked to respond to your station.

- **EODMU SIX will establish two Surface Mine Countermeasure Detachments at NAVSTA Ingleside by Aug 1994, thereby giving the Station an on-board EOD capability. Four Air Mine Countermeasure Dets will be established at NAS Corpus Christi as part of AMCM consolidation.**

- **The U.S. Army Explosive Ordnance Disposal (EOD) unit at Fort Sam Houston, San Antonio, TX is the closest military EOD unit. Although this unit has no formal tasking to do so, they can respond within 4 hours. If helo transportation is available, the response time is 2 hours.**

- **The Corpus Christi Police Department maintains an active bomb disposal squad. They can respond within an hour to a limited emergency on Station.**

41. Can you or a tenant activity **reload VLS ship magazines?**

No.

This document is a map that is too large to be scanned in for electronic view regarding Corpus Christi Bay

Naval Station Capacity Analysis Data Call New London SUBBASE UIC:_____ Revised pg

1. Provide six copies of the **pilotage chart** that includes the waterfront at your facility. Indicate on the chart what Notice to Mariners it is corrected to.

(SEE ATTACHED CHARTS)

2. List the following:

a. **Length of main channel** from base to the open sea: 10.5 NM from north end of base to Race Rock which is considered the closest point of demarkation which is considered open sea area.
R

b. **Minimum Channel width** between base and open sea: 150' at the draw for railroad bridge.

c. **Minimum center channel depth** (MLLW) between base and open sea: 36'

d. **Minimum height of overhead obstructions** of the channel from base to the open sea: 30' at the draw when railroad bridge is lowered. When railroad draw is raised, height increases to 135' for Highway 95 bridge.

FORCE STRUCTURE

3. List the **active surface warships and carriers** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 3.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
NONE									

4. List the **reserve ships** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 4.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
NONE									

5. List the **amphibious and mine warfare ships** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 5.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
NONE									

R

6. List the **submarines** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 6.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
SSN 594	1	1	0	0	0	292.2	31.7	28.4	1200
SSN 637	4	6	5	0	0	302	31.8	28.9	1200
SSN 688	16	17	17	18	16	362	33	33	1600
SSN 21	0	0	1	2	2	353	43	36	1600
NR1	1	1	1	1	1	147	13	16	100

7. List the **logistics, sealift, and auxiliary ships** (including MSC) by class that were homeported at your base at the end of the indicated fiscal years. Include in this table all DON ships not covered previously in tables 4 through 7. For each class provide the listed mooring requirements. R

Table 7.1 R

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
TWR-681	1	1	1	1	1	102	25	8.5	70
TWR-821 R	1	1	1	1	1	120	25	12.1	100 R
SSV-5[1]R	1	1	1	1	1	238	52	17	400 R

[1]CAROLYN CHOUEST (SSV-5) is a MSC contracted tow vessel used in support of SUBMARINE NR-1 as as replacement for the decommissioned USS SUNBIRD

8. List ships of **other DOD and non-DOD** departments by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 8.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
NONE									

9. List all **operating forces** and operational staffs (CARGRU, DESRON, SUBRON, etc.) not listed in questions 3 through 8 above that will be home based at your base at the end of the indicated fiscal years. For each unit provide the listed support requirements.

Table 9.1

Unit ID	Onboard FY 1994 (PN)	Onboard FY 1995 (PN)	Onboard FY 1997 (PN)	Onboard FY 1999 (PN)	Onboard FY 2001 (PN)	Indoor SF reqd NOTE 1	Outdoor SF reqd	Special Facilities required
CSG2 55429	78	62	62	62	62	21,975	NONE	NONE
TWTCT 41668	2	0	2	0	0	w/UIC 55429	NONE	NONE
SURSU 42914	49	49	49	49	49	w/UIC 55429	NONE	NONE
SSEP 42915	33	29	29	29	29	w/UIC 55429	NONE	NONE
SPINTC 66674	6	6	6	6	6	w/UIC 55429	NONE	EXCLUSION AREA
RI B 48579	163	0	0	0	0	NONE	NONE	NONE
RI G48580	163	0	0	0	0	NONE	NONE	NONE
MAINE B 48581	127	163	0	0	0	NONE	NONE	NONE

R

Naval Station Capacity Analysis Data Call
UIC: 00129

BERTHING CAPACITY

11. For each **Pier/Wharf** at your facility list the following **structural characteristics.** Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip: R

Table 11.1 R

Pier/Wharf & Age[1]	CCN[2]	Moor Length (ft)	Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	Secure Area? (Y/N)[6]	ESQD Limit	# Days OOS for maint.
Pier 1/51 yrs North/South	151-40	388/380	22	400/NA R	48 R	Yes	None	21
Pier 2/23 yrs R North/South	151-20	372/353	34/22	245/300	32	Yes	1500 lbs R	21
Pier 4/51 yrs R North/South	155-20	287/270	24/22 R	350/330 R	19	Yes	0	21
Pier 6/22 yrs North/South	151-20	380/357	29/37	250/265	30	Yes	1500 lbs R	21
Pier 8/8 yrs North/South	151-20	474/450	38	275/250	40	Yes	1500 lbs R	21
Pier 10/35 yrs North/South	151-20	465/452	31/37 R	320/275	30	Yes	1500 lbs R	21
Pier 12/34 yrs North/South	151-20	470/452	29/30	150/320	30 R	Yes	1500 lbs R	21
Pier 13/34 yrs North/South	151-20	470/452	36/26	340/150	30 R	Yes	1500 lbs R	21
Pier 15/26 yrs R North/South	151-50	325/444	58/34 R	380/342 R	30 R	Yes	1500 lbs R	21
Pier 17/47 yrs North/South	151-50	425/425	36/36	387/380 R	50 R	Yes	1500 lbs R	21
Pier 31/21 yrs North/South	151-20	372/368	33/31	240/270	30 R	Yes	1500 lbs R	21

R

Naval Station Capacity Analysis Data Call
UIC: 00129

Pier/Wharf & Age[1]	CCN[2]	Moor Length (ft)	Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	Secure Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
Pier 32/16 yrs North/South	151-20	440/420	34/37	510/240	36	Yes	1500 lbs R	21
Pier 33/13 yrs North/South	151-20	472/450	37	500+/510	40	Yes	1500 lbs R	21
Quaywall[8]	N/A	3,635[8]	See associated Piers	N/A	N/A	No	None	21

[1] **MILCON's - P-416 replaced Pier 4 in 1986, P-161 rebuilt Pier 8 in 1986, P-428 is an on-going FY-94 project to replace Pier 17**
[2] Use NAVFAC P-80 for category code number.
[3] Comment if unable to maintain design dredge depth
[4] Water distance between adjacent finger piers.
[5] Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.
[6] **All piers have additional control points with gates at the head of each pier, guard houses with sentry at each boat and security cameras covering the waterfront area.**
[7] Waiver for operation of industrial complex within the arc - AMHAZ SUBASENLON 1-92 (exp 31 Oct 94). An additional waiver for off-base housing private residences does not effect any pier - AMHAZ SUBASENLON 2-92 (exp 31 Oct 94)
[8] Length is sum total of Slip widths and is only available for auxiliary craft. There are no services at quaywall.

13. For each **pier/wharf** listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 13.1

Pier/Wharf[6]	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
2 North 2 South	1 - 688/637 1 - 637/594	1 - 688/637 1 - 637/594	1 - 688/637 1 - 637/594	1 - 688/637 1 - 637/594
6 North 6 South	1 - 688/637 1 - 637/594	[4] **2 - 637/594**	[4] **2 - 637/594**	[4] **2 - 637/594**
8 North 8 South	1 - 688/637 1 - 688/637	1 - 688 **2 - 688**	1 - 688 **2 - 688**	1 - 688 **2 - 688**
10 North[5] 10 South	1 - 688/637 1 - 688/637	1 - 688/637 **2 - 688**	1 - 688/637 **2 - 688**	1 - 688/637 **2 - 688**
12 North 12 South	1 - 688/637 1 - 688/637	1 - 688/637 1 - 688/637	1 - 688/637 1 - 688/637	1 - 688/637 1 - 688/637
13 North 13 South	1 - 688/637 None	**2 - 688** None	**2 - 688** None	**2 - 688** None
15 North 15 South	1 - ARDM 1 - 688/637	1 - ARDM 1 - 688	1 - ARDM 1 - 688	1 - ARDM 1 - 688
17 North 17 South	1 - 688 1 - ARD	**2 - 688** 1 - ARD	**2 - 688** 1 - ARD	**2 - 688** 1 - ARD
31 North 31 South	1 - 688/637 1 - 637/594	1 - 688/637 1 - 637/594	1 - 688/637 1 - 637/594	1 - 688/637 1 - 637/594
32 North 32 South	1 - 688/637 1 - 688/637	**2 - 688** 1 - 688/637	**2 - 688** 1 - 688/637	**2 - 688** 1 - 688/637
33 North 33 South	1 - 688/637 1 - 688/637	**2 - 688** **2 - 688**	**2 - 688** **2 - 688**	**2 - 688** **2 - 688**
Summary Total[7]	19-SSN 2-ARDM	26-SSN 2-ARDM	26-SSN	26-SSN

[1] Typical pier loading by ship class with current facility ship loading.

[2] List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access

limitations.

[3] List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.

[4] Although Pier 6 North is capable of berthing a submarine, in an maximum capacity configuration the preferred option would be to double nest at Pier 8 because of the utility support available.

[5] Pier 10's fenders and cathodic protection are under repair (R4-90).

[6] Piers 1 and 4 and the quaywall are only used for support craft and are not included in the table.

[7] "Summary Total" represents the total class and number of ships that can be handled under typical steady state conditions, under maximum capacity, under ordnance loading conditions, and under maintenance conditions.

14. For each **pier/wharf** listed above, based on Presidential Budget 1995 budgeted **infrastructure improvements in the Presidential Budget 1995 through FY 1997 and the BRAC-91 and BRAC-93 realignments**, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 14.1

Pier/Wharf[4]	Typical Steady State Loading	Ship Berthing Capacity	Ordnance Handling Pier Capacity	IMA Maintenance Pier Capacity
2 North 2 South	1 - 688/637 1 - 637/594	1 - 688/637 **1 - 688[1]**	1 - 688/637 **1 - 688[1]**	1 - 688/637 **1 - 688[1]**
6 North 6 South	1 - 688/637 1 - 637/594	**1 - 688[1]** **2 - 688[1]**	**1 - 688[1]** **2 - 688[1]**	**1 - 688[1]** **2 - 688[1]**
8 North 8 South	1 - 688/637 1 - 688/637	1 - 688/637 1 - 688/637	1 - 688/637 **2 - 688/637**	**1 - 688[1]** **2 - 688[1]**
10 North[2] 10 South	1 - 688/637 1 - 688/637	1 - 688/637 2 - 688	1 - 688/637 **2 - 688/637**	1 - 688/637 **2 - 688/637**
12 North 12 South	1 - 688/637 1 - 688/637	1 - 688/637 1 - 688/637	1 - 688/637 1 - 688/637	1 - 688/637 1 - 688/637
13 North 13 South	1 - 688/637 None	2 - 688 None	2 - 688 None	2 - 688 None
15 North 15 South	1 - ARDM 1 - 688/637	1 - ARDM **1 - 21[3]**	1 - ARDM **1 - 21[3]**	1 - ARDM **1 - 21[3]**
17 North 17 South	1 - 688 1 - ARD	**1 - ARDM[3]** **2 - 21[3]**	**2 - ARDM** **2 - 21[3]**	**2 - ARDM** **2 - 21[3]**

31 North 31 South	1 - 688/637 1 - 637/594	1 - 688/637 **1 - 688[1]**	1 - 688/637 **1 - 688[1]**	1 - 688/637 **1 - 688[1]**
32 North 32 South	1 - 688/637 1 - 688/637	**2 - 688** 1 - 688/637	**2 - 688** 1 - 688/637	**2 - 688** 1 - 688/637
33 North 33 South	1 - 688/637 1 - 688/637	**2 - 688** **2 - 688**	**2 - 688** **2 - 688**	**2 - 688** **2 - 688**
Summary Total[5]	19-SSN 2-ARDM	26-SSN 2-ARDM	26-SSN	26-SSN

[1] FY-97 MILCON P-434 Pier Upgrades.
[2] Pier 10's fenders and cathodic protection are under repair (R4-90).
[3] FY-93/4 MILCON P-428 Submarine Drydock Pier 17.
[4] Piers 1 and 4 and the quaywall are only used for support craft and are not included in the table.
[5] "Summary Total" represents the total class and number of ships that can be handled under typical steady state conditions, under maximum capacity, under ordnance loading conditions, and under maintenance conditions.

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Naval Station Capacity Analysis Data Call
UIC: 00129

15.a. How much pier space is required to **berth and support ancillary craft** (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

Piers 15 North & 17 South are uniquely suited because of their depths and support infrastructure for the drydocks ARDM-4 & ARD-5, respectively. Piers 1 & 4 are dedicated to support craft because of their lack of structural & utility support. The remaining ancillary craft utilize the Quaywall along the waterfront.

15.b. What is the average pier loading in ships per day due to **visiting ships** at your base. Indicate if it varies significantly by season.

SUBASENLON averages 1.5 visiting ships/month with an average stay of seven days. This translates to 10.5 ship days/month or .35 ships/day.

15.c. Given no funding or manning limits, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained. R

FY-99: P434 Submarine Berth Upgrade R

Upgrades the waterfront to support the current fleet which is changing from SSN 688 & 637s to all SSN 688s and SSN 21s. Project will dredge inside pier slips, lengthens three piers that are too short for 688s and will generally upgrade structural and utility deficiencies. Project cost is $14.9 M.

If funding was not an issue, additional work in this project would include demolishing Pier 1 and the Marine Railway. Pier 1 could be replaced with a Marina type facility to support small craft berthing and the Marine Railway could be replaced with a Graving Dock. Estimated cost for this work is $3M for small craft marina and $12M for a Graving Dock. Additional dredging could also be performed to increase access by SSN-21 class submarines at approximately $1M.

FY-99: P-406 Support Facilities for NR-1

This project provides a new moorings and a new Admin facility for the NR-1, north of Pier 33. This helps to reduce the congestion near the repair piers in the SIMA area of the Lower Base in addition to improving NR-1's facilities.

FY-XX: P-XXX Pier 34

Additional berthing capacity could be developed by adding a new pier north of Pier 33 which could accommodate up 4 more SSN 668 or SSN-21 class submarines at approximately $8M.

15.d. Describe any unique limits or enhancements on the berthing of ships at specific piers at your base.

All general purpose berthing piers have been oriented to accommodate bow in mooring of submarines with dovetails for stern planes and low elevation piers for repair and ordnance access. The dovetails allow the use of hydro-pneumatic camels if fendering backboards are installed. We use trolley cranes for shore tie cables. Nested ships will require utility brows. Most piers are too narrow for the larger crane needed for VLS operations. Correction of this problem is also planned in P-434. The longer life span of utilities in those piers with elevated utility trenches causes us to include raising the utility trenches on the other piers in P-434.

15.e. Describe the planned improvements in the pier support elements from questions 11 and 12 above that are budgeted in the presidential budget submission 1995 through fiscal year 1997.

Please see discussions in 15c. on five waterfront MILCONS that also affect berthing capacity. The only other MILCON project which impacts pier support elements is the FY94 MILCON Project P-438 which installs a new Oily Waste Treatment Facility which will increase our ability to more economically handle the oily wastes (Bilge Water) received from the submarines.

Naval Station Capacity Analysis Data Call
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20. Provide data for **waterfront cranes** at your installation. List all permanent, mobile and floating cranes, owned or long term leased:

Table 20.1

Type / ID	Typical Use	Nuclear / Ordnance Certified	Max Capacity (tons)	Pier limits for use	Owned / Leased
SRA Barge-Allied Marine model DTH 51-70	Load material on and off SRA barge	Neither	10[1]R	N/A	Owned
Dry dock ARDM-4 PORTAL (Port side)	General cargo handling; shaft and screw replacement; shipyard/IMA support	Nuclear only	25	Wingwall mounted	Owned
Dry dock ARDM-4 PORTAL (stbd side)	General cargo handling; shaft and screw replacement; shipyard/IMA support	Nuclear only	25	Wingwall mounted	Owned
Dry dock ARD-5 (Port side) PB-40	General cargo handling; IMA/shipyard support	Nuclear only	10 LT[2]R	Wingwall mounted	Owned
Dry dock ARD-5 (stbd side) PB-40	General cargo handling; IMA/shipyard support	Nuclear only	10 LT[2]R	Wingwall mounted	Owned
MOBILE 82-04396 R	Multi-purpose	Both	75[3]R	NA R	Owned

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Naval Station Capacity Analysis Data Call
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Type / ID	Typical Use	Nuclear / Ordnance Certified	Max Capacity (tons)	Pier limits for use	Owned / Leased
MOBILE 82-05043R	Multi-purpose	Both	75[3]R	NA R	Owned
MOBILE 82-05236R	Multi-purpose	Ordnance only	75[3]R	NA R	Owned
MOBILE 82-05154R	Multi-purpose	Ordnance only	35[3]R	NA R	Owned
MOBILE 82-04422R	Multi-purpose	Ordnance only	35[3]R	NA R	Owned
MOBILE 82-04944R	Multi-purpose	Ordnance only	35[3]R	NA R	Owned
MOBILE 82-04949R	Multi-purpose	Ordnance only	35[3]R	NA R	Owned
MOBILE 82-05013R	Multi-purpose	Ordnance only	30[3]R	NA R	Owned
MOBILE 82-04906R	Multi-purpose	Ordnance only	22[3]R	NA R	Owned
MOBILE 82-04835R	Multi-purpose	Ordnance only	22[3]R	NA R	Owned
YD-208	Multi-purpose	Both	60[4]R	N/A	Owned
YD-237	Multi-purpose	Both	60[4]R	N/A	Owned

[1]Original/manufacturer crane capacity 25 tons; however, due to structural problems, crane now degraded to a max capacity of 10 tons.
[2]10LT = 10 Long Tons (2240 lbs/one long ton)

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Naval Station Capacity Analysis Data Call
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[3]Original manufacturer's capacity rating. Due to required radius for pier to submarine operations, considerably less capacity can practically be expected. Additionally, current number of cables/lines installed may reduce capacity.
[4]Waterborne floating crane manufacturer's capacity rating is 60 long tons (60 long tons X 2240 lbs/long ton = 134,400 lbs).

21. List all government owned or leased **tugs and pusher boats**, and provide a description of each with their capabilities.

2 YTB's - Unit moorings, barge movements.
3 LCM 6 - Barge movements, weapons movement, oil boom movements, undocking assists.
2 LCM 8 - T/A assist, weapons movements, oil response.

22. State the number of ship sets of **CV or CVN mooring camels** at your facility. State the number of ship sets of **SSN or SSBN camels** at your facility.

2 sets of mooring camels.
17 sets of SSN deep drafts.

Revised pg

Operational Suitability

24. Provide the shortest distance (safe navigation route)(nautical miles) from the base to the **fifty fathom curve**. Indicate which DMA chart the distance/curve is based on. R

The shortest distance from Submarine Base New London to the fifty fathom curve using safe navigation routes is 40 nm. DMA Chart 12301 depicts the area.
R

25. Provide the designation for and **shortest distance** from the sea buoy (safe navigation route)(nautical miles) to the **training areas for naval air superiority fighters** and air defense missiles. Provide the name or designation for these areas and the DMA chart number that depicts these areas.

The shortest distance from the New London sea buoy to Op Area W-108 in the Patuxent River Op Areas using safe navigation routes is 190 nm. DMA Chart 12201 depicts the area.

26. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for **individual ship exercises**. How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

The shortest distance from the New London sea buoy to Op Area 2 in the Narragansett Bay Operating Areas (NBOAs) using safe navigation routes is 10 nm. NBOA Op Area 2 is approximately 1,400 square nm. DMA Chart 12301 depicts the area. The NBOAs are approximately 27,000 square nm.

27. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for individual **submerged submarine exercises**. How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

The shortest distance from the New London sea buoy to Op Area 2 in the Narragansett Bay Operating Areas (NBOAs) using safe navigation routes is 10 nm. NBOA Op Area 2 is approximately 1,400 square nm. DMA Chart 12301 depicts the area. The NBOAs are approximately 27,000 square nm.

28. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the **NGFS training area at sea for ashore bombardment** for naval ship delivered ordnance. Provide the name or designation for this area and the DMA Chart number that depicts the area.

The shortest distance from the New London sea buoy to the Bloodsworth Island

Chart 802202 depicts the area.

29. Provide the distance (safe navigation route)(nautical miles) from the sea buoy to the nearest **amphibious assault training area.** Provide the name or designation for this area and the DMA chart number that depicts the area.

The shortest distance from the New London sea buoy to the amphibious assault training area in Little Creek, VA using safe navigation routes is 360 nm. DMA Chart 12221 depicts the area.

30. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the nearest **mine warfare training area.** Provide the name or designation for this area and the DMA chart number that depicts the area.

The shortest distance from the New London sea buoy to the training minefield in Narragansett Bay Operating Area 28 using safe navigation routes is 80 nm. DMA Chart 12301 depicts the area.

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31.a. List the features of this station, base, or facility that make it a **candidate for basing other operational units in the future.**

- Piers ideally suited for SSN Force.
- Waterfront SIMA.
- Strong Industrial Base.
- Excess Electrical & Steam capacity.
- Strong Community & Regional Support
- Proximity to Transportation (Rail and Highway) grid.
- Low-maintenance Navigation Channel.
- Proximity to Deep Water.
- Excess Commercial Shipyard Capacity within Harbor Complex
- Proximity to High Technology Research Community.
- Existing Naval Training Facilities.
- Almost 500 acres of undeveloped Land adjacent to base.
- Numerous World Class Universities.

31.b. List the features of this station, base, or facility that **inhibit the basing of other operational units.**

- Piers not suitable for Large surface craft.
- Terrain not suitable for Air station.

32. Are there any **assets in the vicinity** of the station, base, or facility that are currently not used because of a deficiency or O&M,N funding shortages (safe navigation route)(nautical miles) but **could be improved to enhance the station's contingency or mobilization capabilities**? Provide details.

NUWC New London, CT

33. Does the operational infrastructure (i.e., test areas, fuel and munitions storage, warehouse space, industrial space) meet current requirements and provide capabilities for future expansion or change in mission? Provide details. R

Yes, SUBASE typically homeports 19 SSN's. However, it has the ability to provide submarine berthing, ordnance handling and IMA capacity to support 26 SSN's at the waterfront. Taking into consideration ships undergoing depot level maintenance or in the NSSF drydocks as well as routine deployments, the capability exists to homeport in excess of 30 SSN's. R

34. List the **airspace, waterspace, and approach channels** that are actively managed by the base or a tenant activity.

Table 34.1 **Management Responsibilities**

Area	Managed by:	Management role
BOSTON OP AREAS	COMSUBGRU TWO	OPAREA COORDINATOR, SCHEDULING AGENCY SUBMARINE EXERCISE AREA COORDINATOR
NARRAGANSETT BAY OP AREAS	COMSUBGRU TWO	SUBMARINE EXERCISE AREA COORDINATOR
ATLANTIC CITY OP AREAS	COMSUBGRU TWO	SUBMARINE EXERCISE AREA COORDINATOR

35. Describe the role of the base in support of **military surveillance operations.** Indicate if prior BRAC realignments will impact this role.

All submarines are capable of conducting covert military surveillance operations in open ocean and coastal areas. Submarine Base New London supports the submarines homeported here in this mission area. The Submarine Surveillance Equipment Program (SSEP, UIC 42915) and Submarine Surveillance Support Program (SSSP, UIC 42914) provide the equipment and manpower necessary for specialized intelligence gathering operations undertaken by submarines. Submarine Development Squadron TWELVE (CSDS-12) tests new surveillance equipment and develops the tactical procedures used by submarines involved in intelligence gathering operations.

36. Describe how this base or tenants support **training of Coast Guard or Drug Interdiction Forces or other non-DOD units or forces.**

Coast Guard and civilian drug interdiction task forces utilize a Mobile Firing Range controlled by the COMSUBGRU TWO Security Coordinator for small arms training and qualification.

As Regional Area Coordinator, COMSUBGRU TWO directs "Project Northstar" for all of New England, providing equipment and logistical support to civilian law enforcement agencies for use in drug interdiction operations.

37. Describe the direct **oceanographic or meteorological support** the base or tenants provides to other governmental or military agencies.

The Navy Meteorological Detachment attached to COMSUBGRU TWO is chartered to provide environmental support to the submarines homeported at Submarine Base New

London. This support includes analysis and forecasts of environmental parameters important to sensors, weapons systems, platforms and operations, as well as climatological data for planning and research purposes. The detachment has and will continue to provide these services, on a not to interfere basis, to any area DOD agency and the Coast Guard if requested.

38. Weather and Climate

38.a. In the table provide the percent of ship underways and arrivals delayed more than three hours due to weather. Indicate the number of days inport lost due to emergency weather sorties during the same years. Add any further discriptions on how **weather** generally **impacts base operations** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions, etc.)

Table 38.1 **Operational Weather Impact**

	% delay CY 1990	% delay CY 1991	% delay CY 1992	% delay CY 1993
JAN	0	0	0	0
FEB	0	0	0	0
MAR	4	12	16	0
APR	0	8	0	0
MAY	0	0	0	0
JUN	0	0	0	0
JUL	0	0	0	8
AUG	4	0	0	0
SEP	0	0	0	0
OCT	0	0	0	0
NOV	12	0	0	8
DEC	0	0	4	0
# days lost to weather	0	3	0	3

Remarks: Percent of ship underways and arrivals delayed are based on an average of 25 ship underways and arrivals each month. Emergency Sorties in CY91 and CY93 were due to hurricanes Bob and Emily respectively.

38.b What percentage of the time (on average, by month) does the local weather affect maintenance operations? Use the chart below and add any further descriptions on how **weather** generally **impacts base maintenance evolutions** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions.

Table 38.1 **Maintenance Weather Impact**

	Inches of Rain/Snow			Days under 40°F			% of upkeep or IMA days canceled due to low or high temperatures or precipitation		
	CY 1991	CY 1992	CY 1993	CY 1991	CY 1992	CY 1993	CY 1991	CY 1992	CY 1993
JAN	3.41/1.3	3.56/2.8	2.24/1.7	18/5	11/6	18/4	< 1	< 1	< 1
FEB	2.31/1.6	2.06/1.0	3.18/5.1	9/3	13/2	20/9	< 1	< 1	< 1
MAR	5.69/1.8	N/A	6.88/9.3	0	N/A	7/2	< 1	< 1	< 1
APR	4.04	2.41	4.33	0	0	0	< 1	< 1	< 1
MAY	3.15	1.6	0.19	0	0	0	< 1	< 1	< 1
JUN	1.11	4.12	2.29	0	0	0	< 1	< 1	< 1
JUL	3.34	3.74	2.53	0	0	0	< 1	< 1	< 1
AUG	11.6	7.18	1.96	0	0	0	< 1	< 1	< 1
SEP	5.81	4.78	6.36	0	0	0	< 1	< 1	< 1
OCT	2.11	1.87	3.59	0	0	0	< 1	< 1	< 1
NOV	3.05	6.2	2.86	0	0	1	< 1	< 1	< 1
DEC	3.85/2.5	6.3/1.0	N/A	6/1	13/1	N/A	< 1	< 1	< 1

38.c. Describe any **unique training opportunities afforded by the local climate or geography.**

None

Ordnance Support

39.a. List the ordnance terminals at your station. If the base has no ordnance terminal, list the distance (ship transit miles) to the nearest ordnance station.

The NSSF Weapons Compound functions as a shipping and receiving facility for ordnance shipped by commercial carriers.

39.b. List any **ordnance anchorages** in your harbor complex. Provide the limits on their use.

There are no ordnance anchorages in the harbor complex.

40. State the location, distance and response time of the **explosive ordnance disposal** (EOD) unit tasked to respond to your station.

The location of the EOD unit is Newport, RI, the distance is 58 miles and the response time is approx. 2.5 hours.

41. Can you or a tenant activity **reload VLS ship magazines?**

NSSF is a transhipment site for submarine launched VLS Tomahawk missiles, and is capable of reloading VLS capable submarines.

This document is a map that is too large to be scanned in for electronic view regarding New London Bay

1. Provide six copies of the **pilotage chart** that includes the waterfront at your facility. Indicate on the chart what Notice to Mariners it is corrected to.

PILOTAGE CHARTS ARE PROVIDED IN A SEPARATE MAILING. THEY HAVE BEEN MAILED IN A TUBE.

2. List the following:

a. **Length of main channel** from base to the open sea:
21 MILES FROM PIER TO SEA BUOY

b. **Minimum Channel width** between base and open sea:
500 FEET

c. **Minimum center channel depth** (MLLW) between base and open sea:
SEAWARD 48+ FT, SOUND 46+ FT.

d. **Minimum height of overhead obstructions** of the channel from base to the open sea: **NO OVERHEAD OBSTRUCTIONS.**

FORCE STRUCTURE

3. List the **active surface warships and carriers** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 3.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
NONE									

4. List the **reserve ships** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 4.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
NONE									

5. List the **amphibious and mine warfare ships** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 5.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
NONE									

6. List the **submarines** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 6.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
SSBN 726	7	8	10	10	10	560 ft	42 ft	37 ft	3200
SSBN 616/ 640	3	0	0	0	0	425 ft	33 ft	34 ft	1200

7. List the **logistics, sealift, and auxiliary ships** (including MSC) by class that were homeported at your base at the end of the indicated fiscal years. Include in this table all DON ships not covered previously in tables 4 through 7. For each class provide the listed mooring requirements.

Table 7.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
AS	1	0	0	0	0	644 ft	85 ft	29 ft	4000

8. List ships of **other DOD and non-DOD** departments by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 8.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

9. List all **operating forces** and operational staffs (CARGRU, DESRON, SUBRON, etc.) not listed in questions 3 through 8 above that will be home based at your base at the end of the indicated fiscal years. For each unit provide the listed support requirements.

Table 9.1

Unit ID	Onboard FY 1994 (PN)	Onboard FY 1995 (PN)	Onboard FY 1997 (PN)	Onboard FY 1999 (PN)	Onboard FY 2001 (PN)	Indoor SF reqd	Outdoor SF reqd	Special Facilities required
CSG 10 55241	137	137	137	137	137	20,550	N/A	83,900[2]
CSS 20 63976	80	72	67	68	68	12,000	N/A	N/A
CSS 16[1] 55432	36	0	0	0	0	0	0	0
EOD 55322	6	6	6	6	6	900	0	2642 sf[3]
EOD DET 2 42970	5	5	5	5	5	750	0	
FTSCL ANT 43117	24	24	24	24	24	2736	0	

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UIC: 42237

BERTHING CAPACITY

11. For each **Pier/Wharf** at your facility list the following **structural characteristics.** Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Table 11.1 R

Pier/ Wharf & Age[1,8]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
RW-1 7 yrs	152-50	797	42	N/A	N/A RO/RO	Y	5000 lbs R	0
RW-2 5 yrs	152-50	719	42	N/A	N/A RO/RO	Y	5000 lbs R	0
RW-3 3 yrs	152-50	719	42	N/A	N/A RO/RO	Y	5000 lbs R	0
DE-PERM PIER 3 yrs	151-80	700	50	100	N/A	Y	N/A	HAS NOT BEEN PUT INTO SVC
INTER-FACE WHAR F 5 yrs	152-20	430	42	N/A	N/A	Y	N/A	0
CAIS-SON MOOR-ING 4 yrs	152-20	343	42	N/A	N/A	Y	N/A	0
EHW-1 4 yrs	152-10	565	47	125	N/A	Y	4,800,000	24 DAYS/ YR
EHW-2 NEW	152-10	565	47	125	N/A	Y	4,800,000	24 DAYS/ YR

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Pier/ Wharf & Age[1,8]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
SITE VI POS 4 10 yrs	151-20	565	42	100	32	N/A	6,068,404	N/A
SITE VI POS 5 10 yrs	151-20	600	42	N/A	120	N/A	6,068,404	N/A
SITE VI POS 10/11 10 yrs	151-20	400	42	N/A	60 RO/RO	N/A	6,068,404	N/A

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[1]Original age and footnote a list of MILCON improvements in the past 10 years.
[2]Use NAVFAC P-80 for category code number.
[3]Comment if unable to maintain design dredge depth
[4]Water distance between adjacent finger piers.
[5]Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.
[6]Describe the additional controls for the pier.
[7]Net explosive weight. List all ESQD waivers that are in effect with expiration date.
[8]Port Services Pier is for small craft only and was not included in this table.

Revised pg

13.R For each pier/wharf listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 13.1 Revised

Pier/ Wharf[5]	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
RW-1	1 SSBN	1 SSBN OR 2 SSNs[4]	1 SSBN OR 2 SSNs[4]	1 SSBN OR 2 SSNs[4]
RW-2	1 SSBN	1 SSBN OR 2 SSNs[4]	1 SSBN OR 2 SSNs[4]	1 SSBN OR 2 SSNs[4]
RW-3	1 SSBN	1 SSBN OR 2 SSNs[4]	1 SSBN OR 2 SSNs[4]	1 SSBN OR 2 SSNs[4]
DEPERM PIER	NOT IN SERVICE	N/A	N/A	N/A
INTER FACE WHARF	SERVICE CRAFT/DIVE BOAT	N/A	N/A	N/A
CAISSON MOORIN G WHARF	DRY DOCK CAISSON(S)	N/A	N/A	N/A
EHW-1	CLASSIFIED DATA PROVIDED TO SP BY SWFLANT	CLASSIFIED DATA PROVIDED TO SP BY SWFLANT	1 SSBN OR 1 SSN	1 SSBN OR 1 SSN
EHW-2	CLASSIFIED DATA PROVIDED TO SP BY SWFLANT	CLASSIFIED DATA PROVIDED TO SP BY SWFLANT	1 SSBN OR 1 SSN	1 SSBN OR 1 SSN

Revised pg

SITE VI POS 4[8]	3 SSBN OR SSNs	3 SSBN OR SSNs	1 SSBN 1 SSN	1 SSBN 1 SSN
SITE VI POS 5	N/A	N/A	N/A	N/A
SITE VI POS 10/11	2 SSNs	2 SSNs	2 SSN	2 SSN
Summary Total[7]	8/5 SSBN[6] AND 2/2 SSN[6]	8/5 SSBN[6] 13/10 SSN[6]	6/5 SSBN[6] OR 11/10 SSN[6]	6/5 SSBN[6] OR 11/10 SSN[6]

[1] Typical pier loading by ship class with current facility ship loading.
[2] List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.
[3] List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.
[4] One moored out-board of the other.
[5] Port Service pier is for small craft only and was not addressed in this table.
[6] Numbers displayed as follows:
with tender moored at Site VI Position 10 & 11/# without tender moored
[7] "Summary Total" represents the total class and number of ships that can be handled under typical steady state conditions, under maximum capacity, under ordnance loading conditions, and under maintenance conditions.
[8] These berths available only with a tender med-moored at Pos 4.

Revised pg

14.R For each **pier/wharf** listed above, based on Presidential Budget 1995 budgeted **infrastructure improvements in the Presidential Budget 1995 through FY 1997 and the BRAC-91 and BRAC-93 realignments**, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 14.1 Revised

Pier/ Wharf[5,6]	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
RW-1	1 SSBN	1 SSBN OR 2 SSNs[4]	1 SSBN OR 2 SSNs[4]	1 SSBN OR 2 SSNs[4]
RW-2	1 SSBN	1 SSBN OR 2 SSNs[4]	1 SSBN OR 2 SSNs[4]	1 SSBN OR 2 SSNs[4]
RW-3	1 SSBN	1 SSBN OR 2 SSNs[4]	1 SSBN OR 2 SSNs[4]	1 SSBN OR 2 SSNs[4]
DEPERM PIER	NOT IN SERVICE	N/A	N/A	N/A
INTER FACE WHARF	SERVICE CRAFT/DIVE BOAT	N/A	N/A	N/A
CAISSON MOORIN G WHARF	DRY DOCK CAISSON(S)	N/A	N/A	N/A
EHW-1	CLASSIFIED DATA PROVIDED TO SP BY SWFLANT	CLASSIFIED DATA PROVIDED TO SP BY SWFLANT	1 SSBN OR 1 SSN	1 SSBN OR 1 SSN
EHW-2	CLASSIFIED DATA PROVIDED TO SP BY SWFLANT	CLASSIFIED DATA PROVIDED TO SP BY SWFLANT	1 SSBN 1 SSN	1 SSBN 1 SSN

SITE VI POS 4	3 SSBN OR SSNs	3 SSBN OR SSNs	1 SSBN 1 SSN	1 SSBN 1 SSN
SITE VI POS 5	N/A	N/A	N/A	N/A
SITE VI POS 10/11	2 SSNs	2 SSNs	2 SSN	2 SSN
Summary Total[7]	8/5 SSBN[6] 2/2 SSN[6]	8/5 SSBN[6] 13/10 SSN[6]	6/5 SSBN[6] 11/10 SSN[6]	6/5 SSBN[6] 11/10 SSN[6]

[1] Typical pier loading by ship class with current facility ship loading.
[2] List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.
[3] List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.
[4] One moored out-board of the other.
[5] Port Services Pier if for small craft only and was not addressed in this table.
[6] No increased capacity.
[7] "Summary Total" represents the total class and number of ships that can be handled under typical steady state conditions, under maximum capacity, under ordnance loading conditions, and under maintenance conditions.

15.a. How much pier space is required to **berth and support ancillary craft** (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

SUBASE - 1980ft of pier space located at Port Services T-pier and floating pier. These piers are especially designed for ancillary craft.

TRF: (1) Diving barge, dive boat; (2) pusher boats: moored at Interface Wharf (total of 430 ft.); (3) Dry dock caisson(s), floating crane: moored at Caisson Mooring Wharf, uniquely suited to support drydock caissons (total of 343 ft)

15.b. **What is the** average pier loading in ships per day due to **visiting ships** at your base. Indicate if it **varies significantly** by season. R

0.23 ships/day R

15.c. Given **no funding or manning limits**, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your

installation? Provide a description, cost estimates, and additional capacity gained.

SUBASE - N/A
TRF - Description: Upgrade power, install chilled water and high pressure air systems and construct storage buildings. Cost: $16.4M. Additional capacity: This project provides the capability to moor and support TRIDENT submarines in a nesting configuration at the three existing wharves.

15.d. Describe any **unique limits or enhancements** on the berthing of ships at specific piers at your base.

SUBASE - SUBASE has one pier facility and it is for small craft only.
TRF - (1) The Deperming Pier (Magnetic Silencing Facility) is limited to a maximum height of 47 feet at Mean High Water (MHW). This limitation is because of the arrangement of the permanently installed cables used for the deperming process.
(2) The graving dock is limited to a maximum height of 50 feet at MHW. This limitation is because of the drydock cover.

15.e. Describe the planned improvements in the pier support elements from questions 11 and 12 above that are budgeted in the presidential budget submission 1995 through fiscal year 1997.

SUBASE - No projects in 95-97 budgets.
TRF - No projects in 95-97 budgets.

16.a. For **ship classes** currently homeported at your base and **serviced by an associated Intermediate Maintenance Activity**, list the following historical data:

IMA/UIC: TRIDENT Refit Facility/44466

Table 16.1

Ship Class	Avg. man-hrs expended per ship per year			Avg # of days in dock/yr for class operating cycle	Fleet reqd wks/year in availability per ship		
	FY1991	FY1992	FY1993		FY1991	FY1992	FY1993
SSBN 726	97140	111715	124832	33	15.1	15.1	15.1
SSN 688[1]	0	12013	15803	22	24	24	24
SSBN [2] 640/627	61157	59364	22118	35	17.2	17.2	17.2

[1] SSN 688 Class submarines are not homeported at Kings Bay. However, the amount of work (refits and voyage repair) being accomplished on these ships is increasing and it is expected to continue.

[2]Average of submarine tender and shore IMA for this class ship.

20. Provide data for **waterfront cranes** at your installation. List all permanent, mobile and floating cranes, owned or long term leased:

Table 20.1

Type / ID	Typical Use	Nuclear / Ordnance Certified	Max Capacity (tons)	Pier limits for use	Owned / Leased
MOBILE 82-04531	Waterfront/Refit Support	Yes	35	1	Owned
MOBILE 82-04701	Waterfront/Refit Support	Yes	70	1	Owned
MOBILE 82-04727	Waterfront/Refit Support	Yes	40	1	Owned
MOBILE 82-04955	Waterfront/Refit Support	Yes	60	1	Owned
MOBILE 82-05143	Waterfront/Refit Support	Yes	75	1	Owned
MOBILE 84-00001	Waterfront/Refit Support	Yes	25	Max Capacity	Owned
MOBILE 84-00002	Waterfront/Refit Support	Yes	25	Max Capacity	Owned
MOBILE 84-00003	Waterfront/Refit Support	Yes	25	Max Capacity	Owned
MOBILE 84-00004	Waterfront/Refit Support	Yes	60	Max Capacity	Owned
MOBILE 83-00510	Waterfront/Refit Support	Yes	85	Max Capacity	Owned
MOBILE 83-00511	Waterfront/Refit Support	Yes	85	Max Capacity	Owned
MOBILE 83-00512	Waterfront/Refit Support	Yes	15	Max Capacity	Owned
MOBILE 83-00508	Waterfront/Refit Support	Yes	120	Max Capacity	Owned
MOBILE 83-00509	Waterfront/Refit Support	Yes	120	Max Capacity	Owned

Type / ID	Typical Use	Nuclear / Ordnance Certified	Max Capacity (tons)	Pier limits for use	Owned / Leased
MOBILE 83-00528	Waterfront/Refit Support	Yes	120	Max Capacity	Owned
MOBILE 83-00529	Waterfront/Refit Support	Yes	120	Max Capacity	Owned
Floating	Refit Support	Yes	60		Owned

[1]Various due to Boom Length

21. List all government owned or leased **tugs and pusher boats**, and provide a description of each with their capabilities.

SUBASE:

Four (4) leased tugs built by North American Shipbuilding. These are classified as C-Tractors with the following characteristics:

Length: 102 ft.
Breadth: 37 ft.
Draft: 16.5 ft.
Main Engines: (2) EMD 16-645
Rating: 4,000 H.P.
Special: Fendered for submarine docking.

Two (2) U.S. Navy 50 ft. workboats used for transporting cargo and moving of mooring camels. Characteristics are:

Length: 50 ft.
Breadth: 14 ft.
Draft: 3 ft. 6 in.
Displacement: 96,000 lbs.
Cargo capacity: 38,700 lbs.
Main Engines: (2) 671 diesels
Shaft H.P.: 200 per shaft / 2 shafts per boat
Hull: Steel

One (1) LCM8 Landing craft used for transporting cargo. Characteristics are:

Length: 74 ft.
Breadth: 21 ft.
Displacement: 213,000 lbs. (maximum)
Cargo capacity: 130,000 lbs.
Main Engines: (2) Twin Pac 671 diesels
Shaft H.P.: 600 per shaft / 2 shafts per boat
Hull: Aluminum

TRF:

TRF, Kings Bay owns two (2) small pusher boats (approx 175 HP) used for moving drydock caissons and small craft.

22. State the number of ship sets of **CV or CVN mooring camels** at your facility. State the number of ship sets of **SSN or SSBN camels** at your facility.

SUBASE:

Four (4) sets of SSBN camels and three (3) sets of separators. Three (3) sets of camels and one (1) set of separators are being repaired.

TRF:

TRF, Kings Bay has three ship sets of SSBN/SSN mooring camels that are permanently installed (one set at each of the three Refit Wharfs). TRF, Kings Bay also has 4 sets of SSN separators used for mooring one submarine outboard of another.

Activity UIC: 42237

Operational Suitability

24. **Provide the shortest distance** (safe navigation route)(nautical miles) from the base to the **fifty fathom curve.** Indicate which DMA chart the distance/curve is based on.

80 nautical miles; Chart - 11A0A11497

25. Provide the designation for and **shortest distance** from the sea buoy (safe navigation route)(nautical miles) to the **training areas for naval air superiority fighters** and air defense missiles. Provide the name or designation for these areas and the DMA chart number that depicts these areas.

19 nautical miles; Chart - 11A0A11497

26. **Provide the shortest distance** (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for **individual ship exercises.** How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

19 nautical miles; Chart - 11A0A11497; 22,000 SM; Jacksonville Sub Operating Area

27. **Provide the shortest distance** (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for individual **submerged submarine exercises.** How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

65 nautical miles; 38,400 square miles; Chart - 11A0A11497; Jacksonville Sub Operating Area

28. **Provide the shortest distance** (safe navigation route)(nautical miles) from the sea buoy to the **NGFS training area at sea for ashore bombardment** for naval ship delivered ordnance. Provide the name or designation for this area and the DMA chart number that depicts the area.

Vieques Island; 1300 nautical miles; DMA Chart - 25017

29. **Provide the distance** (safe navigation route)(nautical miles) from the sea buoy to the nearest **amphibious assault training area.** Provide the name or designation for this area and the DMA chart number that depicts the area.

Cherry Point Operating Area; 375 nautical miles; DMA Chart - 11533

Activity UIC: 42237

30. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the nearest **mine warfare training area**. Provide the name or designation for this area and the DMA chart number that depicts the area.

R

Charleston Operating Area; 153 nautical miles; DMA Chart 11496

31.a. List the features of this station, base, or facility that make it a **candidate for basing other operational units in the future.**

SUBASE - Site VI available as of 1 July 94. Operational areas expansion capabilities. Personnel areas expansion capabilities. (2 Lay berths; 1 Tender mooring; 1 floating drydock and support craft)

TRF - Modern facility, modern Industrial Plant Equipment (IPE), trained/experienced workforce in ship repair. Good year-round climate.

31.b. List the features of this station, base, or facility that **inhibit the basing of other operational units.**

- No air operations facilities.
- ESQD ARCS (See map for Data Call 1)
- Wetlands (See map for Data Call 1)

32. Are there any **assets in the vicinity** of the station, base, or facility that are currently not used because of a deficiency or O&M,N funding shortages (safe navigation route)(nautical miles) but **could be improved to enhance the station's contingency or mobilization capabilities**? Provide details.

SUBASE - None
TRF - None

33. Does the operational infrastructure (i.e., test areas, fuel and munitions storage, warehouse space, industrial space) meet current requirements and provide capabilities for future expansion or change in mission? Provide details.

SUBASE - The operational infrastructure of SUBASE was planned and constructed for current mission assignment only. However, all systems are expandable up to limit of land available. Base has excess of utilities capacity of about 50% above projected needs of present missions.

TRF - Meets current requirements and has some potential for future expansion in submarine repair and support.

34. List the **airspace, waterspace, and approach channels** that are actively managed by the base or a tenant activity.

Table 34.1 **Management Responsibilities**

Area	Managed by:	Management role
St. Marys Entrance Channel	SUBASE	Harbor Control, Security, Dredging, Maintenance

35. Describe the role of the base in support of **military surveillance operations.** Indicate if prior BRAC realignments will impact this role.

None

36. Describe how this base or tenants support **training of Coast Guard or Drug Interdiction Forces or other non-DOD units or forces.**

SUBASE Military Working Dog Division (MWD) provides lectures and demonstrations to the Federal Law Enforcement Training Center (FLETC), Brunswick, GA on a monthly basis.

The mission of narcotic and explosive MWD teams in support of tenant commands, Federal agencies, and civilian law enforcement:

Narcotic Dog Teams (2)
U.S. Customs: - Brownsville, TX
- Brunswick, GA
- Savannah, GA

Tenant Commands: - Naval Criminal Investigative Service
- TRIDENT Refit Facility
- TRIDENT Training Facility
- USS CANOPUS (AS34)
- USS OAKRIDGE (ARDM1)
- Marine Corps Security Force Company
- Strategic Weapons Facility Atlantic Fleet
- Medical/Dental Facility

38. Weather and Climate

38.a. In the table provide the percent of ship underways and arrivals delayed more than three hours due to weather. Indicate the number of days inport lost due to emergency weather sorties during the same years. Add any further descriptions on how **weather** generally **impacts base operations** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions, etc.)

Table 38.1 **Operational Weather Impact**

	% delay CY 1990	% delay CY 1991	% delay CY 1992	% delay CY 1993
JAN	2.2	1.9	2.1	2.4
FEB	1.1	0.9	0.8	1.3
MAR	< 1	< 1	< 1	< 1
APR	< 1	< 1	< 1	< 1
MAY	< 1	< 1	< 1	< 1
JUN	< 1	< 1	< 1	< 1
JUL	< 1	< 1	< 1	< 1
AUG	< 1	< 1	< 1	< 1
SEP	< 1	< 1	< 1	< 1
OCT	< 1	< 1	< 1	< 1
NOV	< 1	< 1	< 1	< 1
DEC	6.5	6.9	6.8	6.2
# days lost to weather	0	0	0	0

Remarks: Very minimum impact on base operations due to weather. Fall has highest impact on ship movements. Month of December has highest amount of fog days.

Jan: Occasional Freezing rain/drizzle. Average temperature below 32 degrees 4.6 days.
Feb: Slightly higher rain/drizzle than January. Average temperature below 32 degrees 2.2 days.
March: Higher amount of rain. Average temperature below 32 degrees 0.5 days.
July: Averages 14 days thunderstorm activity.
Nov: Average temperature below 32 degrees 1.1 days.

Dec: Average number days has highest # days with fog (15 days) usually morning only.

Average number days below 32 degrees 12.3 days.

38.b What percentage of the time (on average, by month) does the local weather affect maintenance operations? Use the chart below and add any further descriptions on how **weather** generally **impacts base maintenance evolutions** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions.

Table 38.1 **Maintenance Weather Impact**

	Inches of Rain/Snow			Days under 40°F			% of upkeep or IMA days cancelled due to low or high temperatures or precipitation		
	CY 1991	CY 1992	CY 1993	CY1991	CY 1992	CY 1993	CY 1991	CY1992	CY 1993
JAN	NA	4.71	5.55	NA	10	4			
FEB	NA	1.44	2.99	NA	4	6			
MAR	NA	3.14	6.93	NA	2	3			
APR	NA	2.62	.85	NA	0	0			
MAY	NA	4.49	1.73	NA	0	0			
JUN	NA	7.17	2.52	NA	0	0			
JUL	NA	2.32	4.96	NA	0	0			
AUG	NA	7.06	3.59	NA	0	0			
SEP	NA	6.82	7.22	NA	0	0			
OCT	NA	8.95	6.33	NA	0	1			
NOV	NA	2.28	3.90	NA	2	1			
DEC	NA	0.82	2.03	NA	3	10			

Remarks:

[1]The above factors (rain, snow, temperature, etc. have had no appreciable affect on maintenance evoluations. Hurricanes are the major weather factor that affect maintenance evolutions in this area.

[2]NA - Not Available

38.c. Describe any unique training opportunities afforded by the local climate or geography.

None

Activity UIC: 42237

Ordnance Support

39.a. **List the ordnance terminals at your station.** If the base has no ordnance terminal, list the distance (ship transit miles) to the nearest ordnance station.

None

39.b. List any **ordnance anchorages** in your harbor complex. Provide the limits on their use.

None

40. State the location, distance and response time of the **explosive ordnance disposal** (EOD) unit tasked to respond to your station.

SUBASE Kings Bay, 5 miles, 15 minute response time during working hours and 1/2 hr - 1 hr. after working hours.

41. Can you or a tenant activity **reload VLS ship magazines?**

Not at this time. Potential to support submarine VLS requirements in the future.

Training Support

42. **List the fleet operational training commands** located in the harbor complex that offer fleet refresher training schools.

There are no fleet operational commands located in the harbor complex at Naval Submarine Base Kings Bay that offer fleet refresher training schools.

43. List the combat system, combat control, or ship control **team training simulators** and their capabilities, if any, owned by training commands in the harbor complex .

TRIDENT Training Facility, Kings Bay owns the following team training simulators:

o Strategic Navigation Team Trainer

o Strategic Weapons Systems Team Trainer - These trainers are capable of simulating all faults and equipment configurations encountered on-board TRIDENT Submarines with the D-5 Missile System.

o Command and Control Team Trainer - Provides realistic simulation of at sea environment for the purpose of tracking and prosecuting enemy ships.

o TRIDENT Sonar Operation Trainer - Simulates at sea tactical detection and tracking scenarios.

o Communication Team Trainer - Simulates the full range of submarine communication scenarios.

This document is a map that is too large to be scanned in for electronic view regarding Cumberland Sound Fernanina Harbor to Kings Bay

1. Provide six copies of the **pilotage chart** that includes the waterfront at your facility. Indicate on the chart what Notice to Mariners it is corrected to.

Pilotage charts are provided.

2. List the following:

a. **Length of main channel** from base to the open sea: 7.8 miles

b. **Minimum channel width** between base and open sea: 1,000(ft)

c. **Minimum center channel depth** (MLLW) between base and open sea: 38(ft)

d. **Minimum height of overhead obstructions** of the channel from base to the open sea: N/A. There are no existing overhead obstructions.

FORCE STRUCTURE

3. List the **active surface warships and carriers** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

N/A - There are no surface warships and carriers homeported at NAVSTA Roosevelt Roads.

Table 3.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A									

4. List the **reserve ships** by class that will be homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 4.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A									

[1]Landing Craft Detachment 192nd (LCD 192D), Puerto Rico Army Reserve National Guard (PRARNG)
[2]699th U.S. Army Reserve

5. List the **amphibious and mine warfare ships** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

N/A - There are no amphibious and mine warfare ships homeported at NAVSTA Roosevelt Roads.

Table 5.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A									

6. List the **submarines** by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

N/A - There are no submarines homeported at NAVSTA Roosevelt Roads, PR.

Table 6.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
N/A									

7. List the **logistics, sealift, and auxiliary ships** (including MSC) by class that were homeported at your base at the end of the indicated fiscal years. Include in this table all DON ships not covered previously in tables 4 through 7. For each class provide the listed mooring requirements.

Ships reported belong to AFWTF (tenant command). NAVSTA Roosevelt Roads does not have any logistics, sealift or auxiliary ships.

Table 7.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
YAG	2	2	2	2	2	180	44	12	100
TRB	2	1	1	1	1	85	18	7	50
YFU	1	1	1	1	1	125	38	8	75
SEPTAR	3	3	3	3	3	51	15	5	N/A

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8. List ships of **other DOD and non-DOD** departments by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 8.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
WPB[1]	5	5	3	3	3	150	20	12	4 outlets of 200
LCM-8[2]	4	4	4	4	4	74	21	4	N/A
LCM-8[3]	4	4	4	4	4	74	21	4	N/A

R
R

[1]U.S. Coast Guard
[2]Landing Craft Detachment 192nd (LCD 192D), Puerto Rico Army Reserve National Guard (PRARNG)
[3]699th U.S. Army Reserve

9. List all **operating forces** and operational staffs (CARGRU, DESRON, SUBRON, etc.) not listed in questions 3 through 8 above that will be home based at your base at the end of the indicated fiscal years. For each unit provide the listed support requirements.

Table 9.1

Unit ID	Onboard FY 1994 (PN)	Onboard FY 1995 (PN)	Onboard FY 1997 (PN)	Onboard FY 1999 (PN)	Onboard FY 2001 (PN)	Indoor SF reqd	Outdoor SF reqd	Special Facilities required
USCOM SOLANT 57061	22	22	22	22	22	4,625[7]	0	None
Fleet Imaging Center 30047	5	5	5	5	5	6,758[8]	625	None
EOD Group 2 Det 30714	10	10	10	10	10	8,600[7]	0	760 SF[1]
NSWU 4 55180	24	24	24	24	24	31,000[7]	0	Training[2]
Special Boat Unit 20 68975	27	27	27	27	27	5,000[7]	0	Training[2]
NMCB 63829	628	628[3]	628[3]	628[3]	628[3]	349,718[4]	880,000	None

8. List ships of **other DOD and non-DOD** departments by class that were homeported at your base at the end of the indicated fiscal years. For each class provide the listed mooring requirements.

Table 8.1

Ship Class	# of Ships FY 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft)	Max Beam (ft)	Max Draft (ft)	Shore Pwr Amps
WPB[1]	5	5	3	3	3	150	20	12	4 outlets of 200
LCU-8[2]	4	4	4	4	4	74	21	4	N/A
LCU-8[3]	4	4	4	4	4	74	21	4	0

[1]U.S. Coast Guard
[2]Landing Craft Detachment 192nd (LCD 192D), Puerto Rico Army Reserve National Guard (PRARNG)
[3]699th U.S. Army Reserve

9. List all **operating forces** and operational staffs (CARGRU, DESRON, SUBRON, etc.) not listed in questions 3 through 8 above that will be home based at your base at the end of the indicated fiscal years. For each unit provide the listed support requirements.

Table 9.1

Unit ID	Onboard FY 1994 (PN)	Onboard FY 1995 (PN)	Onboard FY 1997 (PN)	Onboard FY 1999 (PN)	Onboard FY 2001 (PN)	Indoor SF reqd	Outdoor SF reqd	Special Facilities required
USCOM SOLANT 57061	22	22	22	22	22	4,625[7]	0	None
Fleet Imaging Center 30047	5	5	5	5	5	6,758[8]	625	None
EOD Group 2 Det 30714	10	10	10	10	10	8,600[7]	0	760 SF[1]
NSWU 4 55180	24	24	24	24	24	31,000[7]	0	Training[2]
Special Boat Unit 20 68975	27	27	27	27	27	5,000[7]	0	Training[2]
NMCB 63829	628	628[3]	628[3]	628[3]	628[3]	349,718[4]	880,000	None

BERTHING CAPACITY

11. For each **Pier/Wharf** at your facility list the following **structural characteristics.** Indicate the additional controls required if the pier is inside a Controlled Industrial Area or High Security Area. Provide the average number of days per year over the last eight years that the pier was out of service (OOS) because of maintenance, including dredging of the associated slip:

Table 11.1

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
PIER 3, 799 28 YRS	15120	1075	38 TO 40	350	158	N	2,500 #NEW C/D:1.1[10]	2
PIER 2, 267 40 YRS	15120	375	36	400	25[9]	N	200 #NEW	2
PIER 1, 266 51 YRS	15140	375	38	500	25[9]	N	N/A	2
FUEL MOORING FACILITY, 2346 1 YR	16320	300	40	500	51[9]	N	N/A	0
COAST GUARD PIER, 277 51 YRS	15520	166	31	200	32	N	N/A	1
QUAYWALL (WHARF), 280 50 YRS	15420	262	40	N/A	30	N	N/A	1

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
BULKHEAD A/B/C/D, 890 29 YRS	15420	2400	A&B:15 C&D:18	N/A	12	N	N/A	1
FINGER PIER 2264 7 YRS	15520	89	16	300	38	N	N/A	0
FINGER PIER 2265 7 YRS	15520	89	16	300	8	N	N/A	1
LANDING CRAFT RAMP, 843 31 YRS	15466	75	22	N/A	60	N	N/A	1
PIER, 281 51 YRS	15520	100	36	N/A	75	N	N/A	0
WETSLIP, 844 51 YRS	15520	2200	42	53	--		200 #NEW C/D&1. 1.4	0
MOSQUITO PIER 2018 VIEQUES 28 YRS	15510	651	37	2,000	40	N	7,875	2

Pier/ Wharf & Age[1]	CCN[2]	Moor Length (ft)	Design Dredge Depth[3] (ft) (MLLW)	Slip Width[4] (ft)	Pier Width (ft)[5]	CIA/Security Area? (Y/N)[6]	ESQD Limit[7]	# Days OOS for maint.
YFU & SMALL CRAFT LANDI NG FACILI TY 2348 VIEQUE S 1 YR	15966	60	16	2,000	100	N	7,875	1

[1]Original age and footnote a list of MILCON improvements in the past 10 years.
[2]Use NAVFAC P-80 for category code number.
[3]Comment if unable to maintain design dredge depth
[4]Water distance between adjacent finger piers.
[5]Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space.
[6]Describe the additional controls for the pier.
[7]Net explosive weight. List all ESQD waivers that are in effect with expiration date.
[8]RO/RO and Aircraft carrier access available. Pier structures limit open pier space.
[9]Pier structures do not limit open pier space.
[10]Per Oct 93 AMHAZ Review Board recommendation, an explosive safety waiver request was submitted. The Board also recommended continued use of the seaward 470 feet of Pier 3 for handling 2,500 #NEW of c/d 1.1 explosives. Expiration date will be provided upon final approval of request.

12. For each **Pier/Wharf** at your facility list the following **ship support characteristics**:

Table 12.1

Pier/ Wharf	OPNAV 3000.8H (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]
1	N	0	None	1300000[4]	0	None	None	2 Nested
2	N	38KV/480V 200KVA 1600 amps each side	None	1300000[4]	1300000[4]	None	None	4 Ships up to FFG-7
3	N	13.2KV/480 V 5000KVA 14,000 amps total available; 7,000 amps useable	None	1300000[4]	1300000[4]	None	None	12 Ships up to CG-47
Coast Guard Pier	N	72KVA	None	500000	500000	None	None	5 WPB
Fuel Mooring Facility	N	None	None	None	None	None	None	2 AOE, ATOR, AO, T-AO
Mosquito Pier[5]	N	None	None	None	None	None	None	2-AE
280 Quay-wall (wharf)	N	None	None	None	None	None	None	N/A
Bulkhead A/B/C/D	N	13.2 KV/480 V 225 KVA	None	None	None	None	None	N/A

Pier/ Wharf	OPNAV 3000.8H (Y/N)	Shore Pwr (KVA) & 4160V (KVA)	Comp. Air Press. & Capacity[1]	Potable Water (GPD)	CHT (GPD)	Oily Waste[1] (gpd)	Steam (lbm/hr & PSI)[2]	Fendering limits[3]
Finger Pier 2264	N	None	None	None	None	None	None	1 LCM-6 1-40 FT PE Boat 1-40 FT ADM Barge
Finger Pier 2265	N	None	None	None	None	None	None	2-Oil Spill Boston Whalers 2-Custom Speed boats
Landing Craft Ramp 843	N	None	None	None	None	None	None	1-LCU 2-LCM-8
Landing Craft Ramp 843	N	None	None	None	None	None	None	2-LCU 1-LCM-8
Pier 281	N	None	None	None	None	None	None	None
Wetslip 844	N	13.2 KV/ 480V 200 KVA	None	None	None	None	None	None
YFU & Small Craft Landing Facility	N	None	None	None	None	None	None	2 LCU or 1 MIKE 8

[1]List only permanently installed facilities.
[2]Indicate if the steam is certified steam.
[3]Describe any permanent fendering arrangement limits on ship berthing.
[4]Maximum available capacity is provided for each pier. If more than one pier is used, available maximum flow of 1,300,000 GPD must be shared.
[5]Located on Vieques Island approximately 6.8 NM from the harbor.

13. For each **pier/wharf** listed above state today's normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

Table 13.1

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
1[11]	1 Ship up to FFG-7	2 Nested	None	1 Ship up to FFG-7[5]
2[11]	2 Ships up to FFG-7 or SSN[8]	2 Ships up to FFG-7 or SSN[9]	2 Ships with inert ammo	2 Ships up to SSN[5]
3[11]	1 ship up to CG-47[8]	1 ship up to CG-47[10]	1 Ship	1 Ship up to CG/DDG[5]
Fuel Pier	2 TAO, AEO; AOR	2 TAO, AO, AOE, AOR	None	None
Bulkheads A/B/C/D & Quaywall 280 (wharf)	3-YTB 2-YFU 1-YD	1-AFF, ASR, LST[4] 3-YTB 2-YFU 1-YD	1 Ship with inert ammo	1 Ship[4]
Coast Guard Pier	3-WPB	5-WPB	None	None
Mosquito Pier[6]	1-AE	2-AE	2-AE	None
Finger Pier 2264	1 LCM-6 1-40 FT PE Boat 1-40 FT Admiral Barge	1 LCM-6	None	None
Finger Pier 2265	2-Oil Spill Boston Whaler 2-Customs Speed Boats	None	None	None
Landing Craft Ramp 843	1-LCU	1-LCU 2 LCM-8	1-LCU with inert or live ammo	None

Landing Craft Ramp 2217	1-LCU	2-LCU 3 LCM-8	None	None
Pier 281	None	None	None	None
Wetslip 844	None	None	None	None
YFU & Small Craft Landing Facility 2348 Vieques	4-MIKE 8	2-LCU 4-MIKE 8	None	None
Summary Total[7]	3-FFG-7 1-CG-47 2-TAO, AEO, AOR 3-YTB 2-YFU 1-YD 3-WPB 1-AE 1-LCM-6 6-Boats 2-LCU 4-MIKE 8	4-FFG-7 1-CG-47 2-TAO, AEO, AOR 1-AFF, ASR, LST 3-YTB 2-YFU 1-YD 5-WPB 2-AE 1-LCM-6 5-LCU 5-LCM-8 4-MIKE-8	3 Ships with inert ammo 1-LCU with inert or live ammo	2 FFG 2 SSN 1-CG/DDG

[1] Typical pier loading by ship class with current facility ship loading.
[2] List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.
[3] List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.
[4] Max Draft 18ft
[5] Currently no IMA. However, the pier capacity is provided if IMA were constructed.
[6] Located on Vieques Island approximately 6.8 NM from the harbor.
[7] "Summary Total" represents the total class and number of ships that can be handled under typical steady state conditions, under maximum capacity, under ordnance loading conditions, and under maintenance conditions.
[8] Surface ships typically berthed without electrical power. Submarines typically berthed with shore power.
[9] Ship berthing limited by 1600 amps on each side of pier 2.
[10] Ship berthing capacity limited to 7000 amps total available power.

[11] Structural characteristics of piers 1, 2, and 3 permit nesting of ships.

14. For each **pier/wharf** listed above, based on Presidential Budget 1995 budgeted **infrastructure improvements in the Presidential Budget 1995 through FY 1997 and the BRAC-91 and BRAC-93 realignments**, state the expected normal loading, the maximum capacity for berthing, maximum capacity for weapons handling evolutions, and maximum capacity to conduct intermediate maintenance.

There are no infrastructure improvements other than required maintenance programmed. Therefore, no increased capacity. Capacity is expected to remain as reported on Table 13.1.

Table 14.1

Pier/ Wharf	Typical Steady State Loading[1]	Ship Berthing Capacity	Ordnance Handling Pier Capacity[2]	IMA Maintenance Pier Capacity[3]
See Table 13.1[4]				

[1]Typical pier loading by ship class with current facility ship loading.
[2]List the maximum number of ships that can be moored to conduct ordnance handling evolutions at each pier/berth without berth shifts. Consider safety, ESQD and access limitations.
[3]List the maximum number of ships that can be serviced in maintenance availabilities at each pier without berth shifts because of crane, laydown, or access limitations.
[4]No increased loading due to facility improvements.

15.a. How much pier space is required to **berth and support ancillary craft** (tugs, barges, floating cranes, etc.) currently at your facility? Indicate if certain piers are uniquely suited to support these craft.

1400ft

15.b. What is the average pier loading in ships per day due to **visiting ships** at your base. Indicate if it varies significantly by season.

On the average, pier loading is 3 ships per day. Significant increases occur during training exercises such as FLEETEX, COMPTUEX, UNITAS, LEO OPS, etc.

15.c. Given **no funding or manning limits**, what modifications or improvements would you make to the waterfront infrastructure to increase the cold iron ship berthing capacity of your installation? Provide a description, cost estimates, and additional capacity gained.

SSNs berthed at Roosevelt Roads receive shore power from pier utilities. Surface ships berthed at NAVSTA Roosevelt Roads typically do not receive shore power. There is currently no requirement for cold iron ship berthing capacity at NAVSTA Roosevelt Roads. If future ship homeporting plans or operational planning required low and high pressure air, steam, or additional power, water, or CHT, NAVSTA Roosevelt Roads utilities systems could handle required pier upgrades for berthing additional ships. Specific details and costs depend on ship mix. Piers 1, 2, and 3 can structurally support nested ships.

15.d. Describe any **unique limits or enhancements** on the berthing of ships at specific piers at your base.

Pier 2: The 375ft usable length of the pier limits the size of ships. Most ships overhang the pier, e.g., an FFG extends 90ft beyond pier's end.

Fuel Mooring Facility: This mooring platform with its 6 fueling arms is capable of handling 2 deep draft tankers, simultaneously. Sanitary sewage and fire protection are not available. Only limited potable water and power are available.

15.e. Describe the planned improvements in the pier support elements from questions 11 and 12 above that are budgeted in the Presidential budget submission 1995 through fiscal year 1997.

There are no planned improvements in the pier support elements in the Presidential budget submission 1995 through fiscal year 1997.

20. Provide data for **waterfront cranes** at your installation. List all permanent, mobile and floating cranes, owned or long term leased:

Table 20.1

Type / ID	Typical Use	Nuclear / Ordnance Certified	Max Capacity (tons)	Pier limits for use	Owned / Leased
FLOATING YD-251	GENERAL CARGO	ORDNANCE	100	NONE	OWNED
MOBILE 82-04561	TORPEDO HANDLE	ORDNANCE	15	NONE	OWNED
MOBILE 82-04564	TORPEDO HANDLE	ORDNANCE	15	NONE	OWNED
MOBILE 80-04611	TORPEDO HANDLE	ORDNANCE	15	NONE	OWNED

21. List all government owned or leased **tugs and pusher boats**, and provide a description of each with their capabilities.

YTB - 788; 2000 SHP W/1 screw, 1 rudder
YTB - 803; 2000 SHP W/1 screw, 1 rudder
YTB - 811; 2000 SHP W/1 screw, 1 rudder
LCM-6; 500 HP with 2 screws/rudders, pusher arm for ship/bay work.

22. State the number of ship sets of **CV or CVN mooring camels** at your facility. State the number of ship sets of **SSN or SSBN camels** at your facility.

CV/CVN - None
SSBN - 1 Set

This document is a map that is too large to be scanned in for electronic view regarding Ensenada Honda, West Indies, Puerto Rico

Operational Suitability

24. **Provide the shortest distance** (safe navigation route)(nautical miles) from the base to the **fifty fathom curve**. Indicate which DMA chart the distance/curve is based on.

9.3 nm using Pasaje de Vieques (South Channel) chart #25650 30th ED July 17, 1993, (100 fathom curve coincides with the 50 fathom curve).

25. Provide the designation for and **shortest distance** from the sea buoy (safe navigation route)(nautical miles) to the **training areas for naval air superiority fighters** and air defense missiles. Provide the name or designation for these areas and the DMA chart number that depicts these areas.

Designation: Northern Operating Area
Shortest Distance: 81.7 NM
Safe Navigational Route: From Buoy 2 NSRR to Northern Operating Area (Outer Range). Course as follows:

180 degrees (T) for 8 NM (18-01.1N/065-37.8W)
102 degrees (T) for 24 NM (17-55.8N/065-12.0W)
010 degrees (T) for 25.5 NM (18-20.5N/065-07.5W)
000 degrees (T) for 24.2 NM (18-45.0N/065-37.8W)

Chart Number: 25018

By air route:
360 degrees (T) 21 NM

Designation: Southern Operating Area
Shortest Distance: 19 NM
Safe Navigational Route: From Buoy 2 NSRR to Southern Operating Area (Outer Range). Course as follows:

180 degrees (T) for 19 NM (17-50.1N/065-37.8W)

Chart Number: 25017

26. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for **individual ship exercises.** How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

Designation: Northern Operating Area
Shortest Distance: 81.7 NM
Safe Navigational Route: From Buoy 2 NSRR to Northern Operating Area (Outer Range). Course as follows:

180 degrees (T) for 8 NM (18-01.1N/065-37.8W)
102 degrees (T) for 24 NM (17-55.8N/065-12.0W)
010 degrees (T) for 25.5 NM (18-20.5N/065-07.5W)
000 degrees (T) for 24.2 NM (18-45.0N/065-37.8W)

Chart Number: 25018

Size of Operating Area: 120,000 square miles

Designation: Southern Operating Area
Shortest Distance: 19 NM
Safe Navigational Route: From Buoy 2 NSRR to Southern Operating Area (Outer Range). Course as follows:

180 degrees (T) for 19 NM (17-50.0N/065-37.8W)

Chart Number: 25017

Size of Operating Area: 74,000 square miles

27. Provide the shortest distance (safe navigation route)(nautical miles) from the sea buoy to the adjacent sea operating area for individual **submerged submarine exercises.** How large (square miles) is the adjacent operating area? Provide the name or designation for this area and the DMA chart number that depicts the area.

Designation: OPAREA 11
Shortest Distance: 34.9 NM
Safe Navigational Route: From Buoy 2 NSRR to OPAREA 11. Course as follows:

180 degrees (T) for 5.2 NM (18-03.8N/065-37.8W)
118 degrees (T) for 29.7 NM (17-50.0N/065-10.0W)

Chart Number: 26017

Size of Operating Area: 225 square miles

28. **Provide the shortest distance** (safe navigation route)(nautical miles) from the sea buoy to the **NGFS training area at sea for ashore bombardment** for naval ship delivered ordnance. Provide the name or designation for this area and the DMA chart number that depicts the area.

Designation: Warning Area 428C
Shortest Distance: 15 NM
Safe Navigational Route: From Buoy 2 NSRR to Warning Area 428C. Course as follows:

180 degrees (T) for 4.8 NM (18-04.0N/065-37.8W)
118 degrees (T) for 10.2 NM (18-01.5N/065-27.3W)

Chart Number: 25017

29. **Provide the distance** (safe navigation route)(nautical miles) from the sea buoy to the nearest **amphibious assault training area.** Provide the name or designation for this area and the DMA chart number that depicts the area.

Designation: Warning Area 428C
Shortest Distance: 15 NM
Safe Navigational Route: From Buoy 2 NSRR to Warning Area 428C. Course as follows:

180 degrees (T) for 4.8 NM (18-04.0N/065-37.8W)
118 degrees (T) for 10.2 NM (18-01.5N/065-27.3W)

Chart Number: 25017

30. **Provide the shortest distance** (safe navigation route)(nautical miles) from the sea buoy to the nearest **mine warfare training area.** Provide the name or designation for this area and the DMA chart number that depicts the area.

Designation: South Minefield "B"
Shortest Distance: 23.4 NM
Safe Navigational Route: From Buoy 2 NSRR to South Minefield "B" Area (Outer Range). Course as follows:

180 degrees (T) for 5 NM (18-04.0N/065-37.8W)
105 degrees (T) for 8.5 NM (18-01.8N/065-29.1W)
071 degrees (T) for 8.9 NM (18-04.9N/065-20.5W)
000 degrees (T) for 1 NM (18-05.5N/065-20.5W)

Chart Number: AFWTF Manual pg. 5-21.

31.a. List the features of this station, base, or facility that make it a **candidate for basing other operational units in the future.**

--Location in the tropics with no seasonal climatic changes. Conditions are ideal for conducting year round operational training exercises including joint exercises.

--Geographic location in Caribbean, proximity to existing ranges, waterfront pier and airfield physical assets provide unique training and operational opportunities for special operations forces. Location offers quick response times.

--Several thousand acres are available for development.

--Electrical power and potable water systems are capable of handling additional loads.

--Existing ordnance storage capability can accommodate additional mission requirement.

--Large quantities of aircraft and ship fuel are available. FY 95 fuel-related construction projects will further expand capacity.

--Airfield is capable of supporting additional operations and is located near southern flight routes and training areas.

--Existing ranges can accommodate approximately a 300 percent increase in activity. Location, size, functions and synergism unique to Atlantic theater.

--Harbor can accommodate support of additional operations. Berthing ships on a long-term basis would require some improvements in services available.

--Harbor and Vieques Strait offer a number of well protected anchorages for MPSRON or Afloat Preposition Force (APF) units. Optimal conditions exist for long-term staging and training of contingency personnel (similar to Diego Garcia in Indian Ocean). Example, MPSRON 1 units used NSRR for training in January 1994; only 1.5 hours of training time lost due to weather.

--NSRR is accessible through a modern highway from San Juan, the major metropolitan area and from the Luis Muñoz Marin International Airport. An expressway, currently under construction, will greatly improve access from both Caguas and Ponce metropolitan areas.

31.b. List the features of this station, base, or facility that **inhibit the basing of other operational units.**

(1) Greatest single detractor to assigning additional units to NSRR is availability of housing -- married and single. Present waiting list for married housing varies from 2-12 months. Additional permanent party personnel assigned would extend this to unacceptable levels. Adequate housing in neighboring communities is marginal, that is, does not conform to CONUS standards. Additionally, electricity and water rates are high, air conditioning is uncommon and very expensive, telephone services are "difficult" and the crime rate is high.

BEQs do not meet CNO standards for square footage and amenities; are designed to accommodate large numbers of transient personnel for short duration exercises. If size of exercises is curtailed, BEQ space would be available for additional permanent party personnel. It would not, however, meet CNO standards. To meet CNO standards new construction is required.

(2) AIR OPERATIONS: Maximum operational efficiency and use of existing runway requires completion of the following MCON projects:

P-708, Ordnance Handling Pad	$ 13,300,000
P-112, Parking Apron	$ 14,100,000
P-211, Maintenance Hangar	$ 9,900,000
P-510, Taxiway	$ 10,200,000
P-509, Aircraft Fueling Facility	$ 9,700,000

(3) SURFACE OPERATIONS:

- Pier space limited to seven ships pierside. Some breasting out possible.

Hotel services:

Shore power at 4 berths are as follow: P2-B 1 max amps 1,600
P2 B2 max amps 1,600
P3 B4 max amps 3,000
P3 B2 max amps 3,000

Shore steam, HP/LP air not available

- NAVSTA Roosevelt Roads has no SIMA.

32. Are there any **assets in the vicinity** of the station, base, or facility that are currently not used because of a deficiency or **O&M,N funding** shortages (safe navigation route)(nautical miles) but **could be improved to enhance the station's contingency or mobilization capabilities**? Provide details.

NONE

34. List the **airspace, waterspace, and approach channels** that are actively managed by the base or a tenant activity.

AFWTF manages air and water space for the purpose of supporting a full spectrum of live firing exercises involving air-to-air, air-to-ground, surface-to-air and surface-to-ground, subsurface-to-subsurface, subsurface-to-surface, etc. weapons exercises.

Airspace: W368, W369, W370, W372, W373, W374, W375, W375, W377, W428, R7104

Waterspace: OPAREAS 6 and 11.

Table 34.1 **Management Responsibilities**

Area	Managed by:	Management role
Ensenada Honda (Harbor)	Surf Operations Port Control	Control all waterborne traffic navigating the harbor and entrance channel.
W368	AFWTF[1]	Schedules and monitors all area events and operations.
W369	AFWTF[1]	Schedules and monitors all area events and operations.
W370	AFWTF[1]	Schedules and monitors all area events and operations.
W372	AFWTF[1]	Schedules and monitors all area events ad operations.
W373	AFWTF[1]	Schedules and monitors all area events and operations.
W374	AFWTF[1]	Schedules and monitors all area events and operations.
W375	AFWTF[1]	Schedules and monitors all area events and operations.
W376	AFWTF[1]	Schedules and monitors all area events and operations.
W377	AFWTF[1]	Schedules and monitors all area events and operations.
W428	AFWTF[1]	Schedules and monitors all area events and operations.

38. Weather and Climate

38.a. In the table provide the percent of ship underways and arrivals delayed more than three hours due to weather. Indicate the number of days inport lost due to emergency weather sorties during the same years. Add any further descriptions on how **weather** generally **impacts base operations** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions, etc.)

Table 38.1 **Operational Weather Impact**

	% delay CY 1990	% delay CY 1991	% delay CY 1992	% delay CY 1993
JAN	None	None	None	None
FEB	"	"	"	"
MAR	"	"	"	"
APR	"	"	"	"
MAY	"	"	"	"
JUN	"	"	"	"
JUL	"	"	"	"
AUG	"	"	"	"
SEP	"	"	"	"
OCT	"	"	"	"
NOV	"	"	"	"
DEC	"	"	"	"
# days lost to weather	None	None	None	None

Remarks: Small craft warnings and above restrict some small boat operations. Passenger boat runs to Vieques are canceled at issuance of small craft warning. Yearly average small craft warnings issued is 104.

Hurricane threat: June - November timeframe presents strong possibility of hurricanes. No impact since Hurricane Hugo in September 1989.

38.b What percentage of the time (on average, by month) does the local weather affect maintenance operations? Use the chart below and add any further descriptions on how **weather** generally **impacts base maintenance evolutions** (high winds, below freezing, high temperature, or snow, fog, or other visibility restricting conditions.

Table 38.1 **Maintenance Weather Impact**

	Inches of Rain/Snow			Days under 40°F			% of upkeep or IMA days canceled due to low or high temperatures or precipitation		
	CY 1991	CY 1992	CY 1993	CY1991	CY 1992	CY 1993	CY 1991	CY1992	CY 1993
JAN	1.35	8.18	3.91	0	0	0	< 1%	< 1%	< 1%
FEB	3.26	2.73	0.73	0	0	0	< 1%	< 1%	< 1%
MAR	2.15	1.61	1.36	0	0	0	< 1%	< 1%	< 1%
APR	1.50	4.60	3.42	0	0	0	< 1%	< 1%	< 1%
MAY	2.62	7.21	9.01	0	0	0	< 1%	< 1%	< 1%
JUN	5.94	4.49	4.84	0	0	0	< 1%	< 1%	< 1%
JUL	2.18	3.12	10.43	0	0	0	< 1%	< 1%	< 1%
AUG	4.00	3.22	2.06	0	0	0	< 1%	< 1%	< 1%
SEP	4.33	7.48	4.45	0	0	0	< 1%	< 1%	< 1%
OCT	3.82	3.67	11.10	0	0	0	< 1%	< 1%	< 1%
NOV	5.78	5.94	5.56	0	0	0	< 1%	< 1%	< 1%
DEC	2.42	8.20	2.59	0	0	0	< 1%	< 1%	< 1%

Remarks:

38.c. Describe any **unique training opportunities afforded by the local climate or geography.**

Weather conditions for conducting training in the Puerto Rico Operating Areas (PROA) are ideal throughout the year with the exception of frequent rain showers, occasional tropical waves and depression, infrequent tropical storms, and rare hurricanes. All training operations are normally canceled when tropical storm or hurricane conditions are expected within 48 hours. Mean recurrence interval for hurricanes and tropical storms passing within 75NM of NAVSTA Roosevelt Roads is approximately 2.3 years. Mean interval for hurricanes is approximately 6.4 years. Thus, cancellations due to weather are very rare.

Another benefit of operation in the PROA is the low volume of civilian surface and air traffic in the adjacent Warning Areas. This enhances safety and reduces delays due to civilian surface or air traffic within an area designated for a particular event that must be free of any traffic. These features are paramount when conducting Beyond Visual Range (BVR) and Over-the-Horizon (OTH) missile shots.

AFWTF electronic warfare (EW) simulators are located atop mountain peaks on Puerto Rico, Vieques and St. Croix, U.S.V.I.. The advantage offered by natural elevation enhances EW simulator line of sight operational capability.

The Underwater Tracking Range (UTR) located off the west coast of ST. Croix, U.S.V.I., provides an exceptionally unique training opportunity. DoD users are afforded the opportunity of conducting and exercising their ASW sensors, weapons, and tactics in the most realistic environment possible. The acoustic water conditions are such that they are identical to those encountered in the real world. Background shipping, varying ambient noise levels, combined with deep water sound channels and shallow water access, exist on the 400 square mile range. The average surface water temperature of 78-82 degrees is ideal for maintaining a realistic layer depth and multiple convergence zone environment.

Ordnance Support

39.a. List the ordnance terminals at your station. If the base has no ordnance terminal, list the distance (ship transit miles) to the nearest ordnance station.

1. Mosquito Pier at NASD Vieques. R
2. Pier 3 at the main complex. R

39.b. List any **ordnance anchorages** in your harbor complex. Provide the limits on their use.

1. 18°-11'-48"N and 65°-26'-30"W, no limits.
2. 18°-08'-54"N and 65°-32'-42"W, no limits.
3. 18°-06'-30"N and 65°-06'-30'W, no limits.

40. State the location, distance and response time of the **explosive ordnance disposal** (EOD) unit tasked to respond to your station.

The Explosive Ordnance Disposal (EOD) unit is located on base at NAVSTA, Roosevelt Roads, PR. Distance is N/A since the EOD unit is on base. The response time is immediate, on-call 24 hours/day.

41. Can you or a tenant activity **reload VLS ship magazines?**

No.

Ordnance Support

39.a. List the ordnance terminals at your station. If the base has no ordnance terminal, list the distance (ship transit miles) to the nearest ordnance station.

1. Mosquito Pier at NASD Vieques, 1,500,00 pounds Net Explosive Weight (NEW).
2. Pier 3 at the main complex, 2,500 pounds NEW.

39.b. List any **ordnance anchorages** in your harbor complex. Provide the limits on their use.

1. 18°-11'-48"N and 65°-26'-30"W, no limits.
2. 18°-08'-54"N and 65°-32'-42"W, no limits.
3. 18°-06'-30"N and 65°-06'-30'W, no limits.

40. State the location, distance and response time of the **explosive ordnance disposal** (EOD) unit tasked to respond to your station.

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41. Can you or a tenant activity **reload VLS ship magazines?**

No.