

NS Pascagoula

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.

Navigation charts for Pascagoula harbor dated 26 Feb 94 provided.

2. List the following:

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

11.6 nautical mi

b. Minimum Channel width between base and open sea:

350 ft

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

36 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
FFG-7	4	4	2	0	0	453	45	25	2000

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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									

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
DES RON-6 ¹	33	33	17	17	17	2,550 ²	None	None
47318 SIMA	292	292	121	114	114	43,142	None	None

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¹Destroyer Squadron SIX; UICs 49127 and 52811.

²Standard planning criteria for administrative space of 150 gross sf per person was applied to FY 2001 loading to determine requirements for DESRON 6. SIMA requirement is based on basic facility requirements dated 13 Dec 1989.

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 1; 3 yrs⁸								
East	151-20	678 ft	37	350 ⁹	80 ¹⁰	No	30,000 ¹¹	None
West	151-20	678 ft	37	RO/RO 350 ⁹ RO/RO	80 ¹⁰	No	30,000 ¹¹	None
Quay-wall wharf; 3 yrs⁸								
East	154-20	small craft only	30	small craft only	small craft only	No	NA	None
West	154-20	small craft only	30	small craft only	small craft only	No	NA	None

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

²Use NAVFAC P-80 for category code number.

³Comment if unable to maintain design dredge depth

⁴Water distance between adjacent finger piers.

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

⁶Describe the additional controls for the pier.

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

⁸No MILCON improvements required since original construction completed in 91.

⁹Ship movement on either side of pier is not obstructed by structures (i.e., another pier).

Widths defined by distance to which minimum dredge depth will be maintained.

¹⁰Double-deck design provides full-width pier area with no obstructions. Utility connection points, etc. located on lower deck to allow clean ship support operating area on upper deck. No aircraft access.

¹¹30,000 lb NEW (net explosive weight), Class 1.1 ordnance. No waiver required.

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
Pier 1 8,9,10 East	No	11,200 amps 480V ⁴ ; No 4160V	None	288,000	500,000	64,800	Temp ⁵	No limits ⁶
West	No	11,200 amps at 480V ⁴ ; No 4160V	None	288,000	500,000	64,800	Temp ⁵	No limits ⁶
Quay- wall wharf 8,9,10 East	No	None ⁷	None	None	None	None	Temp ⁵	No limits ⁶
West	No	None	None	None	None	None	Temp ⁵	No limits 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.

⁴ 11,200 amps available across 56 connectors (28 on east and west side of pier). NAVSTA Pascagoula has 30 cables. Four 400 amp connectors are connectd to each circuit breaker with 4 circuit breakers per transformer. Two transformers service each side of the pier. Standard FFG load is 5 cable equivalents. Standard practice is to service each ship from one transformer, and not split circuit breaker loads between more than one ship. Based on these practices, not all 11,200 amps are available for ship berthing.

⁵ Steam not required to homeport FFGs. Gas and electric service installed at pier and quaywall/wharf to support a portable boiler (commercial leased or MUSE) should clean steam ever be required.

⁶ No fendering limits. Pier outfitted with a combination of fixed rubber and hanging foam-filled (Yokohama) fenders which have supported fully PCs, FFGs, DDGs, CGs and LSTs (ship types which have berthed at NAVSTA Pascagoula pier).

⁷ Quaywall wharf has not permanent utility service. Wharfis adjacent to pier, it can receive utility services from the pier by extending the lengths of ship connection cables/hoses.

⁸ Diesel auxiliary fire pumps also available; plus, sufficient telephone and cable TV connections to support eight of any type ship which would be homeported here.

⁹ Fueling/defueling not a limiting factor. Accomplished either by contract (via fuel barges) or by Defense Fuel Support Point Pensacola (via tanker trucks), so resources exist to accommodate surges in requirements.

¹⁰ Hazardous material/hazardous waste handling not a limiting factor. Accomplished by Public Works Center Pensacola; so resources exist to accommodate surges in requirements.

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
Pier 1				
East	2 FFG-7s	3 FFG-7 or 2 DDG-51 (nested)	1 FFG or DDG	1 FFG or 1 DDG
West	2 FFG-7s	3 FFG-7 or 2 DDG-51 (nested)	1 FFG or DDG	1 FFG or 1 DDG
Quaywall wharf				
East	None	Small craft only	None	None
West	None	Small craft only	None	None
Summary Total	4 FFG-7s	6 FFG-7 or 4 DDG (nested) and 2 small ships	2 FFG or 2 DDG	2 FFG or 2 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.

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.

No projects programmed in President's budget that would increase capacity.

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				

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.

None. Ancillary craft accommodated at east and west wharves.

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.

Have supported occasional port visits by LST, CG, DDG and PC ships. Visits to date have not occurred with sufficient frequency to develop meaningful per-day data. Mississippi Bureau of Marine Resources currently staging patrol craft at station to support operations in local waters.

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 additional capacity is possible with only modifications or improvements to existing infrastructure. Costs for improvements to the existing wharf, including electrical vaults, utilities, distribution and collection systems, dredging (wharf and turning basin), structural improvements, etc. approximate the cost of a new wharf.

Proposals to berth seven ships require nesting three and four deep as standard procedure. Deep nesting is not an operationally acceptable practice and does not meet the constraints of the question for total cold iron support.

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

No unique limits. Unique enhancements include:

30,000 lb NEW capable without ESQD waiver with an installed grounding system.

Double-deck pier, with utility connection points located on lower deck, leaving full upper deck clear for operational support.

Fiber-optic cable supports telephone system; 25-pin connectors facilitate ease of hooking up telephones upon ship arrival.

Oily waste collection system permanently installed on pier with ship connection points.

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.

No improvements currently planned in President's budget submissions.

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 PASCAGOULA / 47318

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
FFG	0	0	5850	N/A	0	0	6.5 ¹

¹There is no standard Fleet required weeks/year in availability per ship. Data provided is actual number of IMAVs accomplished per ship. The number and length of IMAVs vary even among ships within the same class depending upon the circumstances (i.e., deployer, INSURV, etc.)

NOTE: Manhours are expressed in actual manhours vice K DLMHs

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	Handling shore power cables for ship cold iron support; loading ship ordnance, equipment and provisions; testing boat davits	Ordnance (non-nuclear)	75	None	Owned ¹
Mobile	Same	Ordnance (non-nuclear)	35	None	Owned ¹
Jib (fixed on quaywall)	Handling small boats and materials for waterfront support	No	9	None	Owned

¹Crane owned by PWC Pensacola -- permanently assigned at NAVSTA Pascagoula and operated by PWC's Pascagoula Satellite Operation.

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

Tugs leased on per-movement basis from local towing company. Adequate availability and capability to support all numbers and types of ships which could be located at this base (tugs regularly move not only homeported ships, but DDGs, Cgs and LHDs constructed at Ingalls Shipbuilding which is adjacent to the station).

Three 50 ft workboats (modification of old LCM(6), MOD2) fitted with pusher bars. Can accommodate simple berth shifts in calm seas with negligible winds. Berth shifts usually accomplished using leased tugs (most often made in conjunction with ship arrival/departure when tugs are on-station anyway).

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.

No camels required to support homeported FFGs. Have berthed LSTs, CGs and DDGs with no requirement for camels.

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.

77 naut mi to 50 fathom curve; 84 naut mi to 100 fathom curve; chart #11362.

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.

2 naut mi to W-453 (air); 102 naut mi to W-155A&B (east of 87°W; missile); chart #11362.

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.

27 naut mi to W-155A&B (6,700 sq naut mi); chart #11362.

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.

115 naut mi to W-151A (3,350 sq naut mi); chart #11362.

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.

1,540 naut mi to W-428B&C; chart #25018.

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.

1,204 naut mi to MCB Camp LeJeune, NC; 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.

115 naut mi to W-151A; chart #11362.

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

Waterfront facilities (pier/quaywall wharf) were designed specifically for 4 ea DDG-51 or CG-47 ships and could accommodate them if based here (ships currently being constructed at adjacent Ingalls Shipbuilding). Or, could accommodate up to 2 ea LPH-sized ships. Currently homeport 6 ea FFG-7s; could berth 7 ea (8 ea if dredged slip width on east side of pier extended). Turning basin capable of Iowa-class battleship.

Extensive commercial ship repair capabilities (see Q18) could provide any repair services required.

Magazine can stow small arms, projectiles, pyro, surface launched missiles, air launched missiles, torpedoes, mines, gun ammo. Pier has installed grounding system and can handle 30,000 lbs NEW, Class 1.1 ordnance with no ESQD waiver. Have potential to begin handling VLS trial loadouts for ships being constructed at Ingalls Shipbuilding. Magazines were sized to support both NAVSTAs Pascagoula and Mobile; excess capacity exists due to BRAC-93 closure of Mobile.

Excellent littoral warfare training opportunities. Navy SEAL, Army Ranger and Army Special Forces units, under cognizance of the Joint Readiness Training Center and separately, have used the station as an "island nation" scenario base for several recent training evolutions. These have included helocast, SCUBA, small boat and swim attack missions against station facilities and homeported ships. Also, Ingalls Shipbuilding and the Chevron Refinery have allowed use of their facilities as realistic training scenario targets. MIUW units (primarily reserves) use the base to set up camp and practice harbor surveillance operations. Local coastal waters and extensive serpentine river systems would provide excellent training opportunities for special boat units and other "brownwater" operations.

Expansion capabilities are available. There are 15 acres of undeveloped, unrestricted land on base. Additionally, NAVSTA Pascagoula is the only occupant of Singing River Island and directly adjacent to the base are some 150 acres which could be acquired from the State of Mississippi and developed without restriction. Existing utility services on the island would support expansion into this area.

Environmental conditions and lack of clean-up and compliance costs for existing operations, facilities expansion.

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

LPH is maximum size ship which could be supported with existing waterfront facilities.

Current bachelor quarters capacity would not support small ships which require crews to berth ashore.

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 known.

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.

Operational infrastructure is supporting current requirements. Additional requirements generated by relocations of ships and personnel from NAVSTA Mobile (BRAC-93 closure) are being satisfied by projects to increase SIMA capabilities and warehouse space.

Fuel and tug services are provided via contracts which could be structured to accommodate increases in requirements. SIMA and warehouse spaces can be augmented by new construction or utilization of commercial services. Extensive local marine industry could supplement SIMA capabilities. Warehouse space could be leased pending new construction. Magazines were sized to support ships both at NAVSTA Pascagoula and NAVSTA Mobile; with Mobile closed, excess capacity exists.

Four ea DDG-51 ships could be supported by current infrastructure (base originally designed for DDG-51/CG-47 support; ship mix was later changed to FFG-7s currently homeported). Or, 4 ea CG-47s could be accommodated with the addition of steam at the pier. Steam capability was eliminated from pier construction plans when the decision was made to homeport FFG-7s, which do not require steam; natural gas has been piped to the pier to support a portable MUSE-type steam boiler.

If ships were not homeported here, the infrastructure would provide a base for an "administrative command" mission in support of remaining area Navy. SUPSHIP

Ship commissioning facilities.

Keesler Federal Credit Union.

ROICC construction contract administration.

As discussed in Q38.c., special forces units use the station and surrounding coastal waters for training, and the area's serpentine river system would provide excellent "brownwater" training opportunities. A special boat unit stationed here would benefit from SIMA repair capabilities.

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.

Homeported FFGs participate in drug interdiction operations. BRAC-93 homeported an additional two FFGs at NAVSTA Pascagoula.

In the past, NAVSTA Pascagoula has served as a secure location for a Mississippi Army National Guard antidrug surveillance operation. The U.S. Customs Service has expressed an interest in repeating a similar operation in the future.

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	NA ¹	NA ¹	NA ¹	0
FEB	NA ¹	NA ¹	NA ¹	0
MAR	NA ¹	NA ¹	NA ¹	0
APR	NA ¹	NA ¹	NA ¹	0
MAY	NA ¹	NA ¹	NA ¹	0
JUN	NA ¹	NA ¹	NA ¹	0
JUL	NA ¹	NA ¹	0	0
AUG	NA ¹	NA ¹	0	0
SEP	NA ¹	NA ¹	0	0
OCT	NA ¹	NA ¹	0	0
NOV	NA ¹	NA ¹	0	0
DEC	NA ¹	NA ¹	0	0
# days lost to weather	NA ¹	NA ¹	0	0

Remarks: **Temperate climate facilitates year-round operations.**

¹ NAVSTA Pascagoula did not become operational until Jul 92.

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 ²			% 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	NA ¹	NA ¹	6.77	NA ¹	NA ¹	8	NA ¹	NA ¹	0
FEB	NA ¹	NA ¹	4.37	NA ¹	NA ¹	17 (2)	NA ¹	NA ¹	0
MAR	NA ¹	NA ¹	6.18	NA ¹	NA ¹	6 (3)	NA ¹	NA ¹	0
APR	NA ¹	NA ¹	3.14	NA ¹	NA ¹	0	NA ¹	NA ¹	0
MAY	NA ¹	NA ¹	10.88	NA ¹	NA ¹	0	NA ¹	NA ¹	0
JUN	NA ¹	NA ¹	3.84	NA ¹	NA ¹	0	NA ¹	NA ¹	0
JUL	NA ¹	6.18	11.06	NA ¹	0	0	NA ¹	0	0
AUG	NA ¹	9.72	6.5	NA ¹	0	0	NA ¹	0	0
SEP	NA ¹	5.99	8.0	NA ¹	0	0	NA ¹	0	0
OCT	NA ¹	0.38	5.73	NA ¹	0	1	NA ¹	0	0
NOV	NA ¹	11.32	1.59	NA ¹	10 (1)	12 (4)	NA ¹	0	0
DEC	NA ¹	4.71	4.19	NA ¹	8 (3)	20 (3)	NA ¹	0	0

Remarks: Subtropical climate characterized by absence of extreme heat in summer and severe cold in winter. Not affected by winter storms. Potential hurricane threat is a fact of life for any East/Gulf Coast port, though a damaging storm has not struck the Pascagoula area since 1985.

¹ NAVSTA Pascagoula did not become operational until Jul 92.

² Days under 32° shown in parenthesis.

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

Excellent littoral warfare training opportunities. Navy SEAL, Army Ranger and Army Special Forces units, under cognizance of the Joint Readiness Training Center and separately, have used the station as an "island nation" scenario base for several recent training evolutions. These have included helocast, SCUBA, small boat and swim attack missions against station facilities and homeported ships. Also, Ingalls Shipbuilding and the Chevron Refinery have allowed use of their facilities as realistic training scenario targets. MIUW units (primarily reserves) use the base to set up camp and practice harbor surveillance operations. Local coastal waters and extensive serpentine river systems would provide excellent training opportunities for special boat units and other "brownwater" operations.

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 Pascagoula pier is an ordnance terminal. It is supported by the on-station magazine complex, and is capable of handling 30,000 lbs NEW, Class 1.1 ordnance without an ESQD waiver.

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-6 at Panama City, FL (203 mi); 3-1/2 hr response. Unit currently working to establish a quicker response capability using a helicopter squadron located at the Panama City base.

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

An Oct 93 CNO AMHAZ Review Board recommended that NAVSTA Pascagoula begin handling VLS missile loadouts for ships being constructed at Ingalls Shipbuilding (currently done at that private shipyard under event waivers). NAVSTA could accommodate this with the addition of VLS ordnance handling equipment and specific training required for personnel certification. Implementation of recommendation under review at NAVSEASYS COM level.

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

Document Separator

Everett

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: 130NM
 - b. **Minimum Channel width** between base and open sea: 2NM
 - c. **Minimum center channel depth (MLLW)** between base and open sea: 120FT (20 Fathoms)
 - d. **Minimum height of overhead obstructions** of the channel from base to the open sea: N/A (no 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.

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 N4644-
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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
FFG-7	2	2	2	2	2	453	45	25	2800
DD-963	0	1	2	2	2	563	55	30	2400
DDG-993	0	0	2	2	2	563	55	33	3200
CVN-68	0	0	1	1	1	1215	257	41	16,000

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
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
0118A ¹	0	38	38	38	38	11,000	none	none
55163 ²	0	0	50	50	50	16,180	6840	none

Change
N1-CPF
MAY 94

¹ DESRON 9

² CBU 421

Change
N4644-
CPF
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.
A/1991	151-20	1600	55 (east), 42 (west)	625	120	Y (security)	30K	0
D/ 1945	155-20	500	40	240	50	N	NA	0
E/ 1945	155-20	500	30	240	45	N	NA	0
South/ 1991	152-20	460	45	NA	120	Y (Security)	NA	0
North/ 1979	152-20	1100	35	NA	120	N	NA	0

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

²Use NAVFAC P-80 for category code number.

³Comment if unable to maintain design dredge depth

⁴Water distance between adjacent finger piers.

⁵Indicate if RO/RO and/or Aircraft access. Indicate if pier structures limit open pier space. **NONE**

⁶Describe the additional controls for the pier.

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

Note: A breakwater pier is programmed for FY97 (P-205). This pier will be 1350 ft long, 90 ft wide and dredged to a depth of 42 ft. It will be located within the security area and will not be certified for ammunition handling.

Security provided to Pier A and South Wharf as follows: Manned secure post (choke point), controlled access, fencing and pop-up bollards.

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
A	Y	25,508 & 32MVA	0	470,000	340K	0	0	None
D	N	60KVA	0	0	0	0	0	Service craft only
E	N	60KVA	0	200,000	0	0	0	Service craft only
South	N	0	0	0	0	0	0	None
North	N	0	0	0	0	0	0	50 ton bollards

¹List only permanently installed facilities.

²Indicate if the steam is certified steam.

³Describe any permanent fendering arrangement limits on ship berthing.

Note: Steam and compressed air facility (P-003) will be completed by Sep 95. Steam plant capacity is 60,000 lbs per hour of certified steam and 3,000 ft³ per minute at 150 lbs of compressed air. (Pier A only). Oily waste water facility (P-085) is under construction and will be completed by Oct 94. Capacity will be 88,000 GPD. (Pier A only).

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	CVN + 4	CVN + 4	4	3

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

²List 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.

³List 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:

Pier A is presently the only pier capable of mooring ships in cold iron. Current loading is 0 ships, however 2 FFG's will be homeported in FY94, 2 DD's in FY95, 2 DDG's in FY96 and a CVN in FY96. When CVN is not in port, IMA capacity increases to 4 ships. As stated previously, a breakwater pier is being constructed in FY97. It will have: Steady state loading of 2 (FFG/DD/DDG), capacity of 4, no ordnance handling and IMA capacity of 2.

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
A	CVN + 4	CVN + 4	4	3

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

²List 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.

³List 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: Pier A is presently the only pier capable of mooring ships in cold iron. Current loading is 0 ships, however 2 FFG's will be homeported in FY94, 2 DD's in FY95, 2 DDG's in FY96 and a CVN in FY96. When CVN is not in port, IMA capacity increases to 4 ships. As stated previously, a breakwater pier is being constructed in FY97. It will have: Steady state loading of 2 (FF/DD/DDG), capacity of 4, no ordnance handling and IMA capacity of 2.

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.

2000 ft of service/support craft berthing. Piers D and E are designed and suited to provide this service.

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.

Experience factor has not yet been developed as the station just became operational Dec 93.

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.

- (1) Dredge east waterway and construct a 2100 ft central wharf. This would increase berthing capacity by 8 additional vessels. Estimated cost \$75M.
- (2) Upgrade North Wharf. Add bollards, power, sewer, water, oily waste collection and steam for 2 additional vessels. Estimated cost \$7M.
- (3) Dredge and extend South Wharf on east waterway by 800 ft. Add utilities and fender system. This would increase berthing capacity by 2 additional vessels at an estimated cost of \$15M.

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

Enhancements: 120 ft wide carrier pier, maintenance dredging every 10 years or more, modern environmentally correct spill alarm and containment system on pier, modern utility connection points grouped in mounds, and a new low maintenance facility.

Unique limits: Winter tide ranges \pm 15 ft.

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.

- Steam and compressed air facility (P-003) will be completed by Sep 95. Steam plant capacity is 60,000 lbs per hour of certified steam and 3,000 ft³ per minute at 150 lbs of compressed air. (Pier A only). Oily waste water facility (P-085) is under construction and will be completed by Oct 94. Capacity will be 88,000 GPD. (Pier A only).

- A breakwater pier is programmed for FY97 (P-205). This pier will be 1350 ft long, 90 ft wide and dredged to a depth of 42 ft. It will be located within the security area and will not be certified for ammunition handling (east side berthing only).

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
None							

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
FFG 7	2	10	2	12	2	13	2	13	2	20	2	20	2	20
DD 963	2	8	2	13	2	14	2	14	2	21	2	21	2	21
DDG 993	0	0	2	10	2	16	2	16	2	22	2	22	2	22
CVN	0	0	0	0	1	15	1	18	1	29	1	29	1	29

Change
N4644-
CPF
MAY 94

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
Hydraulic	General Purpose	No	15	None	Owned
Hydraulic	General Purpose	No	30	None	Owned
Lattice	General Purpose	No	35	None	Owned

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

2 pusher boats (50 ft) can be used to assist berthing all ships except deep draft vessels.

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 60 ft X 60 ft carrier camels (4 camels total).

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.

N/A - no facilities were classified as inadequate.

23. Describe any administrative support facility limitations. Describe the potential for expansion of the services that personnel support facilities provide.
None. Facilities are designed in size to support current mission. Expansion is limited without additional land acquisition.

Operational Suitability

Note: Puget Sound is a large body of water that is very deep, and in some areas very wide. It is ideal for many training evolutions and exercises, including even carrier flight operations in the Straits of Juan De Fuca. For the following questions, buoy "J" is the "sea buoy" and is the first buoy at the entrance to the Straits from the Pacific Ocean. Since many of the exercise areas referred to below are within Puget Sound, references are made to buoy "AO", which is the buoy marking the entrance to Port Gardner Bay (in which NAVSTA Everett lies).

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.

Chart 18444 - 1200 yds from end of Pier A.

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.

Chart 18003 - 57 nm from buoy "J" to W-237A OPAREA
27 nm from buoy "J" to W-237B OPAREA

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.

Chart 18003 - 21 nm from buoy "J" to W-601 OPAREA. 200 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.

Chart 18008 - 615 nm from buoy "J" to Submarine OPAREA "U4". 2000 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.

Chart 18772 - 1397 nm from buoy "J" to San Clemente Island Shore Bombardment 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.

Chart 18772 - 1427 nm from buoy "J" to Coronado, CA.

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.

Chart 18440 - 25 nm from buoy "AO" to an area designated by COMCMGRU 3 as Mine Warfare Training area. Located off of Yukon Harbor and Orchard Point, outside of Rich Passage.

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

Environmentally correct facilities. All new, state of the art technology for building systems, ADP and communications. Outstanding quality of life for sailors and family members. Reasonable housing. Tremendous recreational opportunities. Some ship berthing expansion capability with little or no additional MILCON.

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

Limited real estate.

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.

Located just south (approx 4 miles) of NAVSTA Everett is the Mukilteo Fuel Depot which is no longer in service and has significant environmental problems to contend with. It does have, however, large fuel storage capability and a large pier. Major MILCON would be required to bring back in service. It would improve the ability to fuel ships homeported at NAVSTA Everett.

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. Station was originally designed to support 13 ships including a CVN. Current homeporting plan is 7 ships. Additional MILCON could construct berthing for 6 more ships. A vertical parking structure would free up sufficient space to support upland facilities requirements for all 13 ships.

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
Berthing Area	NAVSTA Everett Ops/ Security	Restricted water enforcement

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

NAVFAC operations at Pacific Beach. BRAC realignments will not 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.

N/A - NAVSTA Everett and its tenants do not support these units or forces.

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

N/A - NAVSTA Everett and its tenants do not support these agencies.

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	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: NAVSTA Everett does not have homeported ships yet (arrival of 2 FFGs in Sep 94). Visiting ships have berthed at Everett occasionally as construction has been ongoing, but in no cases have these ships been delayed due to or impacted by weather conditions.

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	0	0	0	0	0	0	0	0	0
FEB	0	0	0	0	0	0	0	0	0
MAR	0	0	0	0	0	0	0	0	0
APR	0	0	0	0	0	0	0	0	0
MAY	0	0	0	0	0	0	0	0	0
JUN	0	0	0	0	0	0	0	0	0
JUL	0	0	0	0	0	0	0	0	0
AUG	0	0	0	0	0	0	0	0	0
SEP	0	0	0	0	0	0	0	0	0
OCT	0	0	0	0	0	0	0	0	0
NOV	0	0	0	0	0	0	0	0	0
DEC	0	0	0	0	0	0	0	0	0

Remarks: See comments for Table 38.1

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.

None. Closest ordnance terminal is Naval Ordnance Center Pacific Division Detachment, Port Hadlock, WA, 35 nm from NAVSTA Everett.

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.

NAS Whidbey Island, 50 miles, 1 hour by car, 45 min. by boat, 15 min. by helo.

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.

Trident Training Facility, Bangor.

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, Bangor; Damage Control Team Trainer; DCPO Trainer; Seattle Reserve Center Radar Assisted Piloting.

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.

NAS Whidbey Island (Aviation trainer)
Trident Training Facility, Bangor (Shipboard trainer)
Seattle Reserve Center (Shipboard trainer)

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

Document Separator

Naval Station Capacity Analysis Data Call

UIC: 63406**UNLESS OTHERWISE NOTED; "N/A" MEANS "NOT APPLICABLE"**

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: 1.5 NM
 - b. **Minimum Channel width** between base and open sea: 800 FT.
 - c. **Minimum center channel depth (MLLW)** between base and open sea: 43 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	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	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	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	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	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	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 4 TO 6 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 1994	# of Ships FY 1995	# of Ships FY 1997	# of Ships FY 1999	# of Ships FY 2001	Mooring LOA (ft) ¹	Max Beam (ft) ¹	Max Draft (ft) ¹	Shore Pwr Amps
SSN 637	3	2	1	0	0	292	33	29	1200
SSN 688	10	10	6	4	5	360	43.20	30.29	1600

¹ Mooring LOA dimensions provided are actual vessel dimensions and do not reflect separation distance required by NAVFAC P-80 for vessels moored end-to-end. To calculate total Wharf/Pier space required to moor each vessel increase LOA provided by 100 linear feet.

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.

TYCOM NOTE: TENDER REQUIREMENTS SHOWN IN TABLE 7.1 ARE THOSE REQUIRED TO SUPPORT THE DRAWDOWN TO A CADRE OF BETWEEN FOUR TO SIX SSNs IN SAN DIEGO BY THE END OF FY98. USS DIXON WILL BE DECOMMISSIONED IN FY95 AND THE USS MCKEE, OR SOME OTHER TENDER, WILL HAVE TO REMAIN AT SUBBASE SAN DIEGO TO PROVIDE SSN MAINTENANCE UNTIL A SHORE BASED IMA CAPABILITY CAN BE ESTABLISHED. CURRENT PLANS ARE ONCE CNO FORMALLY APPROVES THE SAN DIEGO CADRE OPTION, TO SUBMIT THREE MILCON PROJECTS TO BUILD A (1) CONTROLLED INDUSTRIAL FACILITY, (2) MODIFY EXISTING SEOC BUILDING INTO AN IMA AND (3) TO CONSTRUCT A INDUSTRIAL WASTEWATER TREATMENT FACILITY TO TREAT THE EFFLUENT FROM THESE MAINTENANCE SHOPS.

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) ¹	Max Beam (ft) ¹	Max Draft (ft) ¹	Shore Pwr Amps
AS	2	1	1	1	0	643	85	26	8,000
ARD	1	0	0	0	0	494	81	36	1,200 (ARD) 1,200 (SUB)
ARDM	1	1	1	1	1	492	96	54	1,600 (ARD M) 1,600 (SUB)

¹ Mooring LOA dimensions provided are actual vessel dimensions and do not reflect separation distance required by NAVFAC P-80 for vessels moored end-to-end. To calculate total Wharf/Pier space required to moor each vessel increase LOA provided by 100 linear feet.

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
TWR ¹	2	2	2	2	2	120	25	10	440/60
TWR ¹	2	1	1	1	1	100	21	7	440/60
TR ²	2	2	0	0	0	65	15	5	110/30

¹ TWR = Torpedo Weapons Retriever

² TR = Torpedo Retriever

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-5 N33175	84	0	0	0	0	22,977	0	SECURE COMM
CSG-5 SMMS PMT N44978	24	0	0	0	0	5,695	0	N/A
CSG-5 CSTT N42474	7	0	0	0	0	0	0	N/A
CSG5 SSO N65370	1	1	1	1	1	0	0	NONE
CSS-3 N55347	45	0	0	0	0	10,529	25,000	Secure Comm.

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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
CSS-3 TRSC N45242	1	0	0	0	0	0	0	N/A
CSS-11 N55244	44	44	0	0	0	11,565	25,000	Secure Comm.
CSS-11 SDCMP N46548	1	1	0	0	0	0	0	N/A
CSDG-1 N55522	39	40	39	39	39	22,238	19,558	Secure Comm.
CSDG-1 NSDDS N66937	11	0	0	0	0	0	0	N/A
CSDG-1 DET B N35622	15	15	15	15	15	2680	0	Secure Comm.

TYCOM NOTE: FY94 NUMBERS REFLECT ACTUAL ON-BOARD STRENGTH. OUTYEAR NUMBERS REFLECT PROJECTED AUTHORIZED END-STRENGTH AS SHOWN ON TFMMS PRINTOUT DATED 26 APR 94.

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TYCOM NOTE: SECURE COMM AS LISTED UNDER "SPECIAL FACILITY REQUIREMENTS" REFERS TO THE REQUIREMENT TO HAVE ACCESS TO A SECURE GENERAL SERVICE COMMUNICATIONS FACILITY IN THE IMMEDIATE AREA. CSDG-1 REQUIRES ACCESS TO AN SCI COMM CAPABLE FACILITY IN THE IMMEDIATE AREA.

* **Note! Data for these years is not available.**

¹ **Actual numbers vary from Authorized due to a high turnover rate.**

TYCOM NOTE: CORRECTIONS TO DATA BY TYCOM SHOWN IN BOLD ADJACENT TO DATA PROVIDED BY INSTALLATION. CORRECTED DATA PULLED FROM RESERVE TRAINING SUPPORT SYSTEM (RTSS) 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) ¹¹	Slip Width ⁴ (ft)	Pier Width (ft) ^{5 13}	CIA/Security Area? (Y/N) ^{6 12}	ESQD Limit ⁷	# Days OOS for maint.
5000 32 YRS ⁸	151-20	1095 Both Sides	35 (Min) 42 (Max)	south 490 north 440	60 None (⁵)	N/YES	¹⁰	0
5002 25 YRS ⁹	151-20	north 1155 south 505	30 (Min) 60 (Max)	north 490 south 580	125 None (⁵)	N/YES	¹⁰	0
5003 17 YRS	151-20	525 Both Sides	35 (Min) 40 (Max)	south 440 north 780	60 None (⁵)	N/YES	NONE	0

Notes:

⁸ P-077; 115' Pier extension; 1987
P-056; Power upgrade; 1985

⁹ P-063; 610' Pier extension; Utility upgrade, and ARD & ARDM Drydock moorings;
1987
P-101; SEOC/SRA Support Building; 1991; Building constructed on a mid-pier width expansion.

¹List only permanently installed facilities.

²Indicate if the steam is certified steam.

³Describe any permanent fendering arrangement limits on ship berthing.

⁴ ARD and ARDM berths are set up for spud mooring of these drydocks only. Berthing of any other ships would require fender construction.

⁵ No 4160 volt power available on any pier.

TYCOM NOTE: SHORE POWER AVAILABLE IN COLUMN THREE PROVIDED BY STATION IS AMPS AT 460 VOLT THREE PHASE. DATA ENTERED IN BOLD BY TYCOM REFLECTS CONVERSION TO KVA 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 ⁴	Ordnance Handling Pier Capacity ²	IMA Maintenance Pier Capacity ³
5000	1-AS 2-SSN 688 1-SSN 637	1-AS 6-SSN 688 2-SSN 637	6 (b)	8
5002	1 ARD 1 ARDM 1-SSN 688 or 1-SSN 637	1 ARD 1 ARDM 2-688 or 2-637's	No ordnance handling on this pier	2 + 1 ea. in ARD & ARDM 4
5003	1-AS 2-688 2-637	4-688's 1-AS (a)	2 (b)	8 ⁵ 4

Note:

(a) Tender is Med-moored and can have (2) 688's & (2) 637's alongside.

(b) Only one handling evolution per pier can take place at any one time due to ESQD limits for number of weapons allowed on pier.

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

²List 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.

³List 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 See attached berthing plan for clarification.

⁵ Includes 4 alongside the pier and 4 alongside med-moored tender.

TYCOM NOTE: IMA CAPACITY OF PIER 5002 IS FOUR IF THE DRYDOCKS AND SUPPORTING SPUD MOORING ARE REMOVED AND APPROPRIATE FENDERING IS PROVIDED.

IMA CAPACITY OF PIER 5003 IS FOUR. THE IMA CAPACITY PROVIDED BY A MED MOORED TENDER SHOULD NOT BE INCLUDED IN CALCULATING THE IMA CAPACITY OF THE PIER.

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	Same as Table 13.1	Same as Table 13.1	Same as Table 13.1	Same as Table 13.1

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

²List 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.

³List 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.

No space is taken away from submarine support to berth small craft. Small craft are berthed on the south side of pier 5002 using 400 linear feet of pier not capable of supporting SSN's.

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.

Five visiting ships per quarter average with average stay of one week and summer quarter the busiest. = .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.

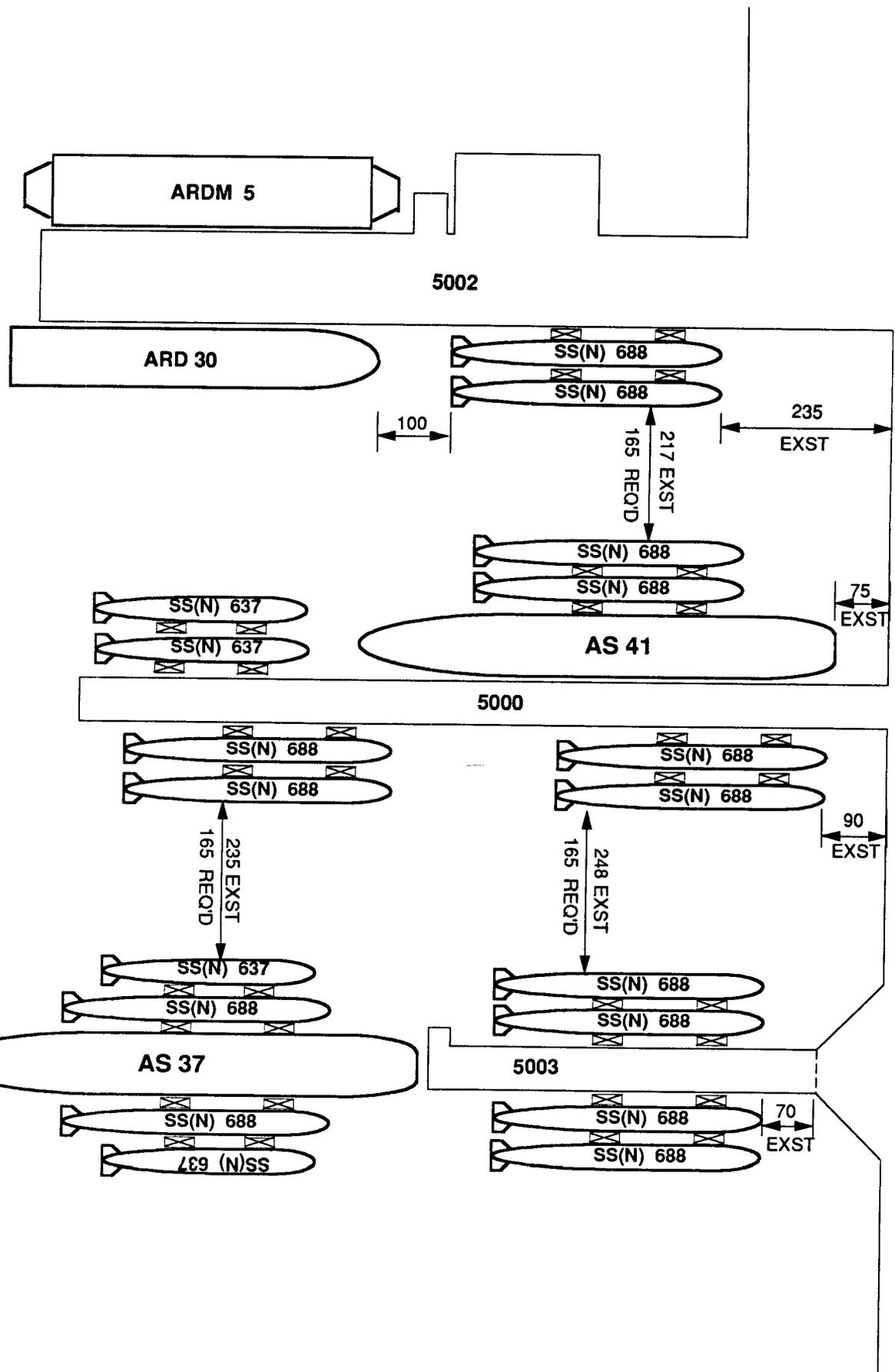
None.

15.d. Describe any **unique limits or enhancements** on the berthing of ships at specific piers at your base. East end of pier 5003 set up to med-moor surface ships.

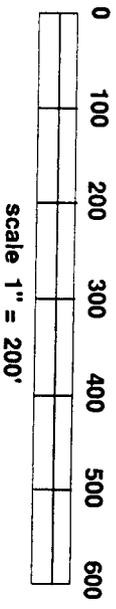
East end of pier 5002 North & South side set up with spud-moor for floating dry dock use.

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.



NAVAL SUBMARINE BASE, SAN DIEGO
FY94 BERTHING PLAN



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
4914 Mobile	See Note 2.	Yes	75	See Note 1	Leased PWC
4815 Mobile	See Note 2.	Yes	75	See Note 1	Leased PWC
4913 Mobile	See Note 2.	Yes	75	See Note 1	Leased PWC
3230 Mobile	SRA & Drydock Support	NO	70	See Note 1	Leased PWC
4596 Mobile	Tender Support	NO	50	See Note 1	Leased PWC

Note 1: One crane per expansion joint, 300 ft. between cranes; no passing of cranes on piers.

2: Weapons handling and general SSN support.

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

2 - 50 ft. work boats (LCM-6) for ordnance handling, and general harbor work.

2 - 50 ft. work boats (LCM-6) with flat decks for oil spill containment booms, and general harbor 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.

SSN/SSBN - 38

Shallow Drafts - 5

Date: 31 May 1994

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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.

Buildings 100, 122, 123, 506 and 507 are all classified as inadequate due to their locations within Explosives Safety Quantity Distance (ESQD) arcs. They are currently used for office type occupancy. They could be used for storage for which they would be adequate. The only way to remove the deficiencies would be to relocate or disestablish SUBASE Weapons IMA.

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

Administrative support facilities are limited only by the lack of additional buildable real estate. A significant potential will exist when planned submarine force realignments make the facilities described by listing for item 31a available for administrative or other use.

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.

7.8 nm per chart CH18741.

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.

Distance to area P1 is 37.9 nm per chart 18741.

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 to Coronado Islands Submarine Training Area (CISTA) is 3 nm per chart 18760. Area of (CISTA) is 2250 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.

Same as item 26 above.

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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 to Shore Bombardment Area (SHOBA) is 51.7 nm and to Fleet Live Fire Area (FLEETA HOT) is 40.7 nm per chart 18741.

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 to Camp Pendleton (CAMPEN) is 40.7 nm per chart 18741.

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.

Nearest mine warfare area operated by Advanced Research Programs Agency (ARPA) (formerly DARPA) is 12.5 nm, not shown on any chart.

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

TYCOM NOTE: SUBASE SAN DIEGO IS A PRIME CANDIDATE FOR BASING OTHER UNITS IN THE FUTURE. LOCATED AT BALLAST POINT ON THE ENTRANCE TO SAN DIEGO HARBOR, SUBASE SAN DIEGO OFFERS THE NAVY STRATEGIC VALUE AND FLEXIBILITY DUE TO ITS DEEP DRAFT, POWER INTENSIVE PIERS; MAGNETIC SILENCING FACILITIES; FUEL FARM AND PIER; AND RELATIVELY NEW SHORE BQ, QOL AND FLEET TRAINING FACILITIES.

A PROPOSED PACFLT SSN FORCE STRUCTURE REALIGNMENT WILL RESULT IN THE AVAILABILITY OF THE FOLLOWING INFRASTRUCTURE IN FY97 AND BEYOND. DETAILS OF SUBASE SAN DIEGO PIER AND SHORE INFRASTRUCTURE ARE PROVIDED BELOW.

Date: 31 May 1994

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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.

Nearest ordnance terminal is Naval Weapons Station, Seal Beach. Ship transit miles is 110 nm.

TYCOM NOTE: ALTHOUGH THE NEAREST "ORDNANCE TERMINAL" IS SEAL BEACH, ROUTINE TRANSFERS OF SUBMARINE LAUNCHED TOMAHAWK AND HARPOON MISSILES ARE CONDUCTED LOCALLY FROM NAS NORTH ISLAND. TRANSFER METHOD IS BY ORDNANCE CERTIFIED SMALL BOAT. THE DISTANCE FROM NAS NORTH ISLAND TO SUBASE SAN DIEGO IS 0.5 NM.

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.

EOD Mobile Unit 3 Det North Island located at Naval Air Station, North Island, approximately 12 road miles from SUBASE. Response time would vary from 20 minutes to 1 hour depending on situation type and urgency.

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

Not for surface ships. IMA's aboard tenders (which are tenant activities) are certified to load submarine variant VLS onto submarines. However, there are no VLS storage facilities on SUBASE or aboard the tenders.

Training Support

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

Naval Amphibious School, NAB Coronado (NAVPHISCOL)
 Fleet Anti-Submarine Warfare Training Center, Pacific (FLEASWTRACENPAC)
 Fleet Training Command (FTC)
 Fleet Combat Training Center, Pacific (FCTCPAC)
 Tactical Training Group, Pacific (TACTRAGRUPAC)
 Submarine Training Facility, San Diego (SUBTRAFAC)

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	See Note 1	See Note 1	See Note 1	See Note 1
FEB	See Note 1	See Note 1	See Note 1	See Note 1
MAR	See Note 1	See Note 1	See Note 1	See Note 1
APR	See Note 1	See Note 1	See Note 1	See Note 1
MAY	See Note 1	See Note 1	See Note 1	See Note 1
JUN	See Note 1	See Note 1	See Note 1	See Note 1
JUL	See Note 1	See Note 1	See Note 1	See Note 1
AUG	See Note 1	See Note 1	See Note 1	See Note 1
SEP	See Note 1	See Note 1	See Note 1	See Note 1
OCT	See Note 1	See Note 1	See Note 1	See Note 1
NOV	See Note 1	See Note 1	See Note 1	See Note 1
DEC	See Note 1	See Note 1	See Note 1	See Note 1
# days lost to weather	See Note 1	See Note 1	See Note 1	See Note 1

(NSBSD) Note 1: There are no records or recollections of any weather induced operational delays at SUBASE, San Diego.

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	1.06/0	1.81/0	1.42/0	0	0	0	0	0	0
FEB	2.46/0	3.34/0	4.73/0	0	0	0	0	0	0
MAR	6.96/0	4.42/0	1.22/0	0	0	0	0	0	0
APR	0.05/0	0.28/0	0.00/0	0	0	0	0	0	0
MAY	.01/0	0.07/0	0.01/0	0	0	0	0	0	0
JUN	Trace/0	0.00/0	0.41/0	0	0	0	0	0	0
JUL	0.24/0	0.03/0	0.03/0	0	0	0	0	0	0
AUG	0.01/0	0.05/0	0.01/0	0	0	0	0	0	0
SEP	0.28/0	0.00/0	Trace/0	0	0	0	0	0	0
OCT	0.69/0	0.18/0	0.33/0	0	0	0	0	0	0
NOV	0.05/0	0.03/0	0.77/0	0	0	0	0	0	0
DEC	1.70/0	2.56/0	0.78/0	0	0	0	0	0	0

Remarks: There are no records of any weather induced cancellations of IMA days. An estimated 30 days per year have outdoor weather that precludes exterior hull painting.

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

The local climate and geography create no unique training opportunities. However the consistent mildness of the local climate allows most activities to proceed 365 days per year without interruption.

Document Separator

NS San Diego

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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:
10.8 Miles

b. **Minimum Channel width** between base and open sea:
600 - 800 Ft

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

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

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-47	7	8	8	8	8	567	55	31	4000
DD-963	6	6	6	6	6	564	55	31/33	2400/ 3200
DDG-51	2	2	7	9	9	505	66	30	4000/ 4800
FFG-7	5	5	5	5	5	445/453	45	27	2000
DDG-993	2	1	0	0	0	564	55	34	4000

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
AD	2	1	1	1	1	642	85	23	4000
AR	1	0	0	0	0	529	74	23	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
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.
Q N-1 1941	154-20	400	-30	NONE	NONE	NO	NONE	24
Pr. 1 1943	151-20	1002	-30	425	60	NO	1500 3000	31
Q N-2 1941	154-20	880	-30	NONE	NONE	NO	NONE	24
Pr. 2 (1) 1981	151-20	985 NO 1400 SO	-37	880	120	NO	1500 3000	31
Q N-3 1921	154-20	648	-30	NONE	NONE	NO	NONE	24
Pr. 3 1943	151-20	1400	-30	648	60	NO	1500 3000	31
Q N-4 1918	154-20	700	-30	NONE	NONE	NO	NONE	24
Pr. 4 1943	151-20	1335	-30	700	60	NO	1500 3000	31
Q N-5 1921	154-20	700	-30	NONE	NONE	NO	NONE	24

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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.
Pr. 5 1943	151-20	1261	-30	700	60	NO	1500 3000	31
Q N-6 1941	154-20	520	-30	NONE	NONE	NO	NONE	24
Pr. 6 (2) 1945	151-20	1377	-30	520	60	NO	1500 3000	27
Q N-7 1943	154-20	700	-30	NONE	NONE	NO	NONE	24
Pr. 7 (1)(3) 1977	151-20	1480	-37	700	80	NO	1500 3000	35
Q N-8 1943	154-20	640	-30	NONE	NONE	NO	NONE	24
Pr. 8 (1)(2)(4) 1945	151-20	1606	-37	640	60	NO	1500 3000	31
Q S-8 1943	154-20	840	-30	NONE	NONE	NO	NONE	24
N-Mole 1943	151-20	1250	-30	175		NO	Not Auth.	24
W-Mole 1943	151-20	400	-30	NONE	NONE	NO	Not Auth.	24
S-Mole 1943	151-20	1100	-50	175	360	NO	Not Auth.	24
Q N-10 1946	154-20	278	-30	NONE	NONE	NO	NONE	24

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.
Pr. 10 1946	151-20	1458	-25	278	30	NO	1500 3000	31
Q N-11 1946	154-20	540	-25	NONE	NONE	NO	NONE	24
Pr. 11 1946	151-20	1458	-25	540	30	NO	1500 3000	31
Q N-12 1946	154-20	640	-25	NONE	NONE	NO	NONE	24
Pr. 12 1946	151-20	1458	-25	640	30	NO	1500 3000	31
Q N-13 1946	154-20	588	-25	NONE	NONE	NO	NONE	24
Pr. 13 1989	151-20	1458	-37	588	120	NO	1500 3000	0
Q N-14 1946	154-20	588	-25	NONE	NONE	NO	NONE	24
Pr. 14 1946	151-20	1458	-25	588	30	NO	1500 3000	31
Q S-14 1946	154-20	800	-15	NONE	NONE	NO	NONE	24

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

²Use NAVFAC P-80 for category code number.

³Comment if unable to maintain design dredge depth

⁴Water distance between adjacent finger piers.

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

⁶Describe the additional controls for the pier.

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

FOOTNOTE:

1. P-283, DREDGE PIERS 2, 7, 8 AND APPROACHES.
2. P-120, UPGRADE ELECTRICAL DISTRIBUTION, PIERS 6 & 8.
3. P-262, UPGRADE PIER 7.
4. P-281, REPLACE ELECTRICAL TRANSFORMERS, PIER 8.
5. *QUAYWALLS DO NOT HAVE SLIP WIDTHS OR PIER WIDTHS. NO AMMO HANDLING IS ALLOWED ON QUAYWALLS. WITH VERY LIMITED UTILITIES ALONG OUR QUAYWALLS, BERTHING IS NORMALLY RESTRICTED TO SMALL CRAFT, BERTHING BARGES, ETC.*

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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
Pr. 1	No	480V/3600A 4 Berths	4" CA 100-125 PSIG 1000 CFM	6" 1000 GPM	900 GPM	Donut None	6" 25000 + 150 PSIG Cert.	FFG-7 Only
Pr. 2	Yes	480V/6300A 5 Stations	6" CA 125 3500 CFM	8" 1500 GPM	900 GPM	Donut None	8" 50000 + 150 PSIG Cert.	None
Pr. 3	Yes	480V/300A 1 Berth 480V/8000A 3 Berths	4" CA 125 1000 CFM	6" 1000 GPM	1500 GPM	Donut None	8" 50000 + 150 PSIG Cert.	None
Pr. 4	Yes	480V/2- 6000A 4 Berths	4" CA 125 1000 CFM	6" 1000 GPM	900 GPM	Donut None	8" 50000 + 150 PSIG Cert.	None
Pr. 5	Yes	480V/3600A 3 Berths 480V/8000A 1 Berth	4" CA 125 1000 CFM	8" 1500 GPM	1500 GPM	Donut None	8" 50000 + 150 PSIG Cert.	None
Pr. 6	Yes	480/8000A 4 Berths	6" CA 100-125 PSIG 3500 CFM	8" 1500 GPM	1500 GPM	Donut None	8" 500000 + 150 PSIG Cert.	None

Naval Station Capacity Analysis Data Call

UIC: N00245

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
Pr. 7	Yes	480V/8000A 4 Berths	6" CA 125 PSIG 3500 CFM	8" 1500 GPM	1000 GPM	Donut None	8" 50000 + 150 PSIG Cert.	None
Pr. 8	Yes	480V/8000A 4 Berths	6"CA 100-125 PSIG 3500 CFM	8" 1500 GPM	1500 GPM	Donut None	8" 50000 + 150 PSIG Cert.	None
Pr. 10	Yes	480V/1600A 2Berths 480V/3000A 2 Berths	4" CA 1000	10" 1500 GPM	1165 GPM	Donut None	4" 10000 150 PSIG Cert.	1 MCM Berth
Pr. 11	Yes	480V/1600A 3 Berths 480V/2400A 1 Berth	4" CA 1000	10" 1500 GPM	1500 GPM	Donut None	6" 25000 150 PSIG Cert.	None
Pr. 12	Yes	480V/1600A 3 Berths 480V/2400A 1 Berth	4" CA 1000	10" 1500 GPM	1500 GPM	Donut None	6" 25000 150 PSIG Cert.	None
Pr. 13	Yes	480V/8000A 4 Berths	6" CA 3500	8" 1500 GPM	1000 GPM	Donut None	8" 50000 150 PSIG Cert.	None

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
Pr. 14	No	None	None	None	None	Donut None	None	None
Quay 1-2	No	480V/2400A 2 Berths	UNK 125 PSIG	4" 500 GPM	900 GPM	Donut None	4" 10000 + 150 PSIG Cert.	None
Mole Pier N	Yes	480V/3200A 1 Berth	2" CA 200	8" 1500 GPM	2" 810 GPM	Donut None	6" 25000 150 PSIG Cert.	None
Mole Pier W	Yes	480V/1200A 1 Berth	2" CA 200	8" 1500 GPM	2" 810 GPM	Donut None	6" 25000 150 PSIG Cert.	None
Mole Pier S	Yes	480V/2- 4400A 1 Berth	4" CA 1000	8" 1500 GPM	2" 810 GPM	Donut None	8" 50000 150 PSIG Cert.	None

¹List only permanently installed facilities.

²Indicate if the steam is certified steam.

³Describe 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	Ordnance Handling Pier Capacity ²	IMA Maintenance Pier Capacity ³
Pier 1	4 FFG-7	8 FFG-7/with reduced power	2	4
Pier 2	1 LHD (North) 2 CG/DD/DDG (South)	1 LHD/LHA 4 FFG (North) 4 CG/DD/DDG (South)	2	3
Pier 3	1 AR 3 FFG-7	AR/AD/FFG-7/ LPD/LSD	2	4
Pier 4	2 LPH 2 FFG-7	2 LPH 2 FFG-7	2	4
Pier 5	AD 3 FFG-7	AD 3 FFG-7	2	4
Pier 6	LPD/LSD FFG-7 (2)	LPD/LSD FFG-7 (2)	2	4
Pier 7	AD/LHA 2 CG/DD/DDG	AD/LHA 2 CG/DD/DDG	2	4
Pier 8	2 CG/DD/DDG	8 CG/DD/DDG	2	4
Mole Pier	LPD/LSD	1 LPD/LSD	Not Authorized	1
Pier 10	1 LST 2 LPD/LSD	1 LST 2 LPD/LSD	2	3
Pier 11	3 LPD/LSD 1 LST	3 LPD/LSD 1 LST	2	4
Pier 12	3 LPD/LSD 1 LST	3 LPD/LSD 1 LST	2	4
Pier 13	LHA/LPD/LSD/ DDG-51	LHA 7 LPD/LSD/LST/ DDG-51	2	4
Pier 14	N/A	N/A	Not Authorized	N/A

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

²List 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.

³List 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 2: There is no limit for the maximum number of ships that can be moored to conduct ordnance handling at each pier/berth without berth shifts so long as no civilians are in the ammo handling ESQD area and only one ammo handling evolution per pier is taking place at one time. There are circumstances where only 1 ship may handle ammunition at adjacent piers as well, when handling ESQD arcs intersect. Also, a ship may handle multiple loads of the limits tested above providing the first load is stowed properly before the second load comes alongside. Access and safety to military personnel may be problems.

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
Pier 1	4 FFG-7	8 FFG-7/with reduced power ✓	2	4
Pier 2	1 LHD (North) 2 CG/DD/DDG (South)	1 LHD/LHA 4 FFG (North) 4 CG/DD/DDG ✓ (South)	2	3
Pier 3	1 AR 3 FFG-7	AR/AD/FFG-7/LPD/LSD ✓	2	4
Pier 4	2 LPH 2 FFG-7	2 LPH 2 FFG-7	2	4
Pier 5	AD 3 FFG-7	AD ✓ 3 FFG-7 ✓	2	4
Pier 6	LPD/LSD FFG-7 (2)	LPD/LSD ✓ FFG-7 (2) ✓	2	4
Pier 7	AD/LHA 2 CG/DD/DDG	AD/LHA ✓ 2 CG/DD/DDG ✓	2	4
Pier 8	2 CG/DD/DDG	8 CG/DD/DDG ✓	2	4
Mole Pier	LPD/LSD	1 LPD/LSD ✓	Not Authorized	1
Pier 10	1 LST 2 LPD/LSD	1 LST ✓ 2 LPD/LSD ✓	2	3
Pier 11	3 LPD/LSD 1 LST	3 LPD/LSD ✓ 1 LST ✓	2	4
Pier 12	3 LPD/LSD 1 LST	3 LPD/LSD ✓ 1 LST ✓	2	4
Pier 13	LHA/LPD/LSD/ DDG-51	LHA ✓ 7 LPD/LSD/LST/ DDG-51 ✓	2	4
Pier 14	N/A	N/A	Not Authorized	N/A

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

²List 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.

³List 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.

2 Tugs - 104 Ft 2 YD's - 174 Ft
2 Tugs - 109 Ft 6 YON's - 165 Ft
3 Tugs - 110 Ft 2 YON's - 184 Ft

Note: No pier is used for berthing these craft. They are berthed along the quaywalls, both sides, Chollas and Paletta creeks.

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.

Daily average pier loading in ships per day - 2

Varies periodically for extended periods of time during combined ships training OPS.

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.

PIER 1

MCON P-280, UTILITY UPGRADE

\$4,579,000

UPGRADE PIER ELECTRICAL DISTRIBUTION SYSTEM. REPLACE EXISTING FOUR 2500/3125 KVA UNIT SUBSTATIONS WITH FOUR 5000/66 KVA SKID MOUNTED UNIT SUBSTATIONS. (SEE NOTE 1)

PIER 3

MCON P-323R, PIER 3 UPGRADE

\$2,092,800

REPLACE A 2500 KVA TRANSFORMER WITH A 5000 KVA TRANSFORMER,
INSTALL FOAM FILLED FENDER SYSTEM AND INSTALL PIER SECURITY LIGHTS.
(SEE NOTE 2)

MCON P-338, DREDGING

\$3,393,000

DREDGE BERTHS AND APPROACH TO -37 FEET MLLW. (SEE NOTE 3)

PIER 4

MCON P-278, PIER 4 UPGRADE

\$10,300,000

REPLACE FOUR EXISTING 2500 KVA TRANSFORMERS WITH FOUR 5000 KVA
TRANSFORMERS, INCLUDING DUCK BANK, CONDUIT CABLE, CONTROL WIRE,
SLABS AND SUBSTATIONS. DREDGE BERTHS TO -37 FEET MLLW. (SEE NOTE 4)

PIER 5

MCON P-279, PIER 5 UPGRADE

\$9,000,000

THE FOUR EXISTING 2500 KVA SHORE POWER SUBSTATIONS WILL BE
REPLACED WITH FOUR NEW SUBSTATIONS WITH 5000 KVA SERVICE
CAPABILITY, PROVIDE NEW ENERGY ABSORBING FOAM FILLED FENDER
SYSTEM. BOTH SIDES OF THE PIER AND THE APPROACH TO THE PIER WILL BE
DREDGED TO A DEPTH OF -37 FEET MLLW. (SEE NOTE 4)

PIER 6

MCON P-331, UPGRADE PIER 6

\$5,900,000

THIS PROJECT WILL REMOVE EXISTING TIMBER PILES IN AREA WHERE THE
NEW FOAM FILLED FENDER PILES ARE TO BE INSTALLED. DREDGE BERTHS
AND APPROACH TO -37 FEET MLLW. (SEE NOTE 4)

PIER 10

MCON P-326, NEW PIER 10

\$44,700,000

CONSTRUCT NEW PIER CAPABLE OF COLD IRON BERTHING. DREDGE BERTHS
AND APPROACHES TO PIER TO -37 FEET MLLW AND DEMOLISH EXISTING 30
FOOT WIDE PIERS 10 AND 11.

PIER 11

MCON P-327, NEW PIER 11

\$44,300,000

CONSTRUCT NEW PIER CAPABLE OF COLD IRON BERTHING. DREDGE BERTHS AND APPROACHES TO PIER TO -37 FEET MLLW AND DEMOLISH EXISTING 30 FOOT WIDE PIER 12.

PIER 14

MCON P-214, NEW PIER 14

\$45,450,000

CONSTRUCT NEW PIER CAPABLE OF COLD IRON BERTHING. DREDGE BERTHS, APPROACHES AND CHANNEL TO -17 FEET MLLW AND DEMOLISH EXISTING 30 FOOT WIDE PIER.

NOTE: 1: UPGRADE ELECTRICAL DISTRIBUTION FOR DOUBLE NESTING FFG-7'S

2: PROVIDES PIER UPGRADE PLUS POWER UPGRADE ONE BERTH FOR POWER INTENSIVE SHIPS.

3: TO PROVIDE TWO BERTHS (OUTER-END) FOR NEW CLASS DEEP DRAFT SHIPS

4: TO PROVIDE POWER AND DREDGE DEPTH FOR BERTHING NEW CLASS DEEP DRAFT SHIPS.

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

The south side of Pier 5 is limited to no double nesting due to Graving Dock access.

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:

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	Various	Yes	200 Ton	<i>ALL PIERS</i>	Owned
Floating	Various	Yes	200 Ton	<i>ALL PIERS</i>	Owned
Floating	Weight Test	Yes	67 Ton	<i>ALL PIERS</i>	Owned
Floating	Weight Test	Yes	67 Ton	<i>ALL PIERS</i>	Owned
Mobile	Various	Yes	75 Ton	2Pr 1, 6, 7, Quay	Owned
Mobile	Various	Yes	75 Ton	Pr 1, 6, 7, Quay	Owned
Mobile	Various	Yes	75 Ton	Pr 1, 6, 7, Quay	Owned
Mobile	Various	Yes	75 Ton	Pr 1, 6, 7, Quay	Owned
Mobile	Various	Yes	35 Ton	Pr 3	Owned
Mobile	Various	Yes	35 Ton	Pr 3	Owned
Mobile	Various	Yes	50 Ton	Pr 4, 8	Owned
Mobile	Various	Yes	40 Ton	<i>ALL PIERS</i>	Owned
Mobile	Various	Yes	18 Ton	<i>ALL PIERS</i>	Owned
Mobile	Various	Yes	18 Ton	<i>ALL PIERS</i>	Owned

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CPF
MAY 94

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.

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.

5 NM - SILVER STRAND. USGS MAP #18883

40.5 NM - CAMP PENDLETON. DMA CHART 18760

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**.

LOCATION, CLIMATE, AND CURRENT SUPPORT SERVICES AVAILABLE.

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

STRICT ENVIRONMENTAL REGULATIONS, AVAILABLE OFFICE SPACE, PARKING, TRAFFIC PROBLEMS, HIGH COST OF LIVING, LACK OF AFFORDABLE HOUSING, AND BERTHING.

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.

YES. Capacity is adequate for current mission in all areas. Future expansion is limited by land use restrictions, environmental concerns and lack of excess capacity in areas such as pier berthing space.

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
Between Piers	NAVSTA SAN DIEGO	Dredging and Soundings
Approach to Piers	NAVSTA SAN DIEGO	Dredging and Soundings
Main Channel from 1000' north of Coronado bridge to 800' south of Pier 13	NAVSTA SAN DIEGO	Dredging and Soundings

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**.

TRAINING IS PROVIDED TO THE U.S COAST GUARD, WE HAVE NOT TRAINED ANY DRUG ENFORCEMENT PERSONNEL THAT I AM AWARE OF.

TRAINING PROVIDED:

A-4C-0014 COMMUNICATION MATERIAL SYSTEM CUSTODIAN

NOTE: 15F12 SHIP PILOTING AND NAVIGATION (SPAN) TRAINER COULD BE UTILIZED BY USCG.

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 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: NAVSTA DOES NOT DELAY SHIPS DUE TO WEATHER. THIS IS A CO CALL BY EACH SHIP. WE DO NOT KEEP ANY DATA ON THIS AREA.

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	1.06/0	1.81/0	1.42/0	0	0	0	3%	4%	3%
FEB	2.46/0	3.34/0	4.73/0	0	0	0	8%	10%	11%
MAR	6.96/0	4.42/0	1.22/0	0	0	0	12%	11%	3%
APR	0.05/0	0.28/0	0.00/0	0	0	0	0%	1%	0%
MAY	0.01/0	0.07/0	0.01/0	0	0	0	0%	0%	0%
JUN	TRAC E/0	0.00/0	0.41/0	0	0	0	0%	0%	1%
JUL	0.24/0	0.03/0	0.03/0	0	0	0	1%	0%	0%
AUG	0.01/0	0.05/0	0.01/0	0	0	0	0%	0%	0%
SEP	0.28/0	0.00/0	TRAC E/0	0	0	0	1%	0%	0%
OCT	0.69/0	0.18/0	0.33/0	0	0	0	2%	1%	1%
NOV	0.05/0	0.03/0	0.77/0	0	0	0	0%	0%	2%
DEC	1.70/0	2.56/0	0.78/0	0	0	0	6%	8%	2%

Remarks: **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.**

NS San Diego

R

Activity UIC: N00245

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

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.

NO TERMINALS AT NAVSTA. CLOSEST IS BRAVO PIER AT NAS NORTH ISLAND (5 MILES). NEAREST WEAPONS STATION IS SEAL BEACH (WHICH IS LOCATED 110 NM NORTH OF SAN DIEGO)

R

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JAN 95

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

NO ANCHORAGES, HOWEVER ALL PIERS EXCEPT PIER 14 AT NAVSTA ARE CERTIFIED CNO AMMO HANDLING POINTS.

3000 # NEW MAX, 1.3 OR 1.4 PER PIER

1500 # NEW MAX, 1.1 OR 1.2 PER PIER

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

EODMU 7 - NAVAL STATION, BLDG 78, located within station boundary, 5 minutes.

EODMU 3 - NAVAL STATION, BLDG 78, located within station boundary, 5 minutes.

EODMU 3 - MSF, located within station boundary, 5 minutes.

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.

FLETRAGEN, SAN DIEGO

This document is a map that is too large
to be scanned in for electronic view
regarding San Diego Bay

This document is a map that is too large
to be scanned in for electronic view
regarding San Diego Bay

BSAT**BASE STRUCTURE ANALYSIS TEAM**

4401 Ford Avenue • Post Office Box 16268 • Alexandria, Virginia 22302-0268 • (703) 824-2924

MM-0056-F1
BSAT-LK
18 March 1994

MEMORANDUM FOR THE UNDER SECRETARY OF THE NAVY

Subj: POLICY IMPERATIVES AND BASE CLOSURE

Encl: (1) Policy Imperatives
(2) List of Major Owners/Operators Surveyed

As you may recall, we have incorporated in our plan of action for the 1995 round of base closures an attempt to refine and clearly articulate any significant policy imperatives that may have an impact on our basing philosophy and infrastructure requirements. This is intended to provide the senior policy makers of the Department of the Navy an opportunity to provide guidance to the Base Structure Evaluation Committee for use in evaluating bases. To facilitate this effort, the Base Structure Analysis Team conducted a survey of the Department's major owners and operators in order to produce a policy imperative starting point for use by you and the other senior policy makers.

At enclosure (1) are the results of this survey. Initially I had indicated to you my belief that we would end up with somewhere between 15 to 20 fundamental policy issues. The product of the survey is about twice that many. However, this represents a distillation from over 260 individual policy imperatives expressed by the 16 major owners/operators who participated in this effort.

We have served only in a role of facilitator and compiler. No attempt has been made to analyze, to argue, to persuade acceptance of differing views or to dissuade major owners and operators from views held. The survey results will not be incorporated into our base closure database or library. However, these views do represent what the senior individuals responsible for program execution in the Department believe. Their beliefs, absent re-defining policy directives, will in fact influence any final product at the end of the base closure process. It is for this reason that we believe that this survey has been useful.

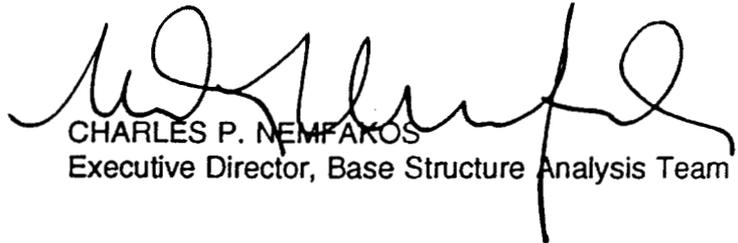
At enclosure (2) are the major owners/operators who were surveyed. In each instance the commanding flag or general officer of each activity personally participated in all discussions held. In addition, they involved most of their senior military and civilian subordinates. In most instances, our conversations involved anywhere from 5 to over 20 individuals from the participating commands. VADM Zlatoper was not able to participate during our session and RADM McKinney represented him. VADM Zlatoper was able to personally review the output of our session. Similarly, LTG Johnson was unable to attend but was represented by BG Palm from Marine Corps Manpower Plans and Policy. In almost every instance these senior commanders of the Department expressed their personal appreciation and great support for this effort because of their belief as to its utility in achieving clear understanding.

MM-0056-F1

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Subj: POLICY IMPERATIVES AND BASE CLOSURE

I hope you and the other senior policy makers in the Department will find the enclosed perspectives useful as you prepare to give the BSEC whatever guidance you feel appropriate and necessary.



CHARLES P. NEMFAKOS
Executive Director, Base Structure Analysis Team

CONSOLIDATED IMPERATIVES

1. ACQUISITION / CONTRACTING IMPERATIVES

1.1 DON must retain its ability to be a "smart buyer". To do this, DON must maintain sufficient capacity to control or safely validate all aspects of a weapon system's life cycle, including maintaining: (a) sufficient capability to provide the in-house technical authority to translate military requirements into technical specifications; (b) in-house capability to ensure suppliers perform to contract requirements and products will meet operational requirements; and (c) the acquisition, contract, financial and management expertise that is required to perform the inherent governmental functions of the acquisition and life cycle support process.

1.2 DON must ensure redundant supplier / production plants for explosives or similar hazardous materials and the capability to manage ordnance logistics.

1.3 DON must maintain the in-service C⁴I technical expertise needed to reconfigure Fleet systems rapidly, by shortening the procurement process to exploit the technology revolution in C⁴I systems and components to improve operational performance and reliability while decreasing overall system life cycle costs.

1.4 Non-core goods, services and functions should be pursued via outsourcing.

1.5 DON must collocate the acquisition workforce for ACAT programs with the Service Acquisition Executive (ASN(RD&A)) to ensure efficiency, timeliness, and effectiveness of the acquisition workforce.

Enclosure (1)

CONSOLIDATED IMPERATIVES, continued

2. T&E / TESTING / RANGES

2.1 DON must control integrated land and sea test facilities and ranges for high fidelity testing of integrated weapons systems developed from multiple sources. Control of facilities and methods must ensure unbiased evaluation of competitive products and protect proprietary interests of the private sector.

2.2 DON requires a scientific development and mobilization base, and must maintain an in-house ability to define the technology, and develop and support essential capabilities, including highly classified capabilities, required to counter emerging threats in the underwater, littoral, and space battlespace.

2.3 DON must consolidate "full spectrum" life cycle management capabilities at sites of critical / high value facilities or ranges to provide the most adaptive, affordable and effective technical support structure.

2.4 DON must retain ready and guaranteed access to sea-level test facilities and other controlled ranges (including live fire) and environmental test facilities required to conduct all phases of test, certification, and evaluation on the entire spectrum of naval weapons systems, in a realistic and critical environment.

CONSOLIDATED IMPERATIVES, continued

3. DEPOT / INDUSTRIAL / MAINTENANCE // ENGINEERING

3.1 DON's sea-based forward presence missions require a three-tiered maintenance and technical support system with sufficient organic depot capability: (a) to support a ready and sustainable force; (b) to safely operate and meet surge and mobilization requirements; (c) to selectively fabricate, modify or repair weapons systems components central to readiness as a means to control risks of supplier failure or situations where sources cannot be reached in time or at reasonable cost; (d) control access and disassembly of its weapon systems to assess in-service industrial conditions and support sound decisions of safety of operations, economic maintenance practice and service life; and (e) execute maintenance and related training, to the maximum extent possible, proximate to fleet concentrations so as to minimize the time a non-deployed sailor or Marine must spend away from home.

3.2 DON must maintain the organic capability to drydock large deck and complex Navy ships, refuel/defuel nuclear powered ships and dispose of nuclear ship reactor compartments.

3.3 DON must maintain an in-house engineering service center, with access to a waterfront environment, capable of providing technical support for maritime facility requirements, such as shore facilities, ocean engineering, underwater construction, and amphibious operations support.

3.4 DON must be the repository of technical knowledge of its weapons systems and operating environment for the integration and safe operation of maritime weapons and C⁴I systems.

CONSOLIDATED IMPERATIVES, continued

4. LOGISTICS

4.1 DON requires a dedicated, strategically located total force logistics, ordnance and port facilities infrastructure capable of preparing, processing, distributing and maintaining all facets of Naval and Marine Corps active and Reserve forces and to support peacetime operations and wartime mobilization, construction, and disaster relief efforts.

4.2 DON requires a single integrated supply system: (a) to represent the Navy's requirements in the Defense supply management systems; (b) to develop supply and logistics policy; (c) to provide and coordinate supply support/logistics "rules and tools"; (d) to manage secondary inventory levels and the DON portion of the Defense Business Operating Funds (DBOF); (e) to have access to facilities to safely store, maintain and ship bulk, hazardous or difficult-to-handle materials; (f) to authorize and oversee procurement actions other than the Systems Commands' major acquisition programs; and (g) to provide dedicated supply and acquisition support to areas of major fleet and organic industrial concentrations.

CONSOLIDATED IMPERATIVES, continued

5. READINESS

5.1 DON must maintain suitably located installations with sufficient capability and capacity to meet operational requirements including access to major deep water ports, safe and continuous berthing of ships and all aspects of safe flight operations, rail access, explosive safety arc requirements, laydown requirements, the strategic deployment of forces, etc.

5.2 DON should make every effort to consolidate like functions and maintain regional facility, engineering, supply, and personnel support capabilities and capacity to support DON concentrations.

5.3 DON should minimize ownership, management and support chains of command by, wherever possible, having tenant commands work for either an operational ISIC or the base commander. Exceptions include tenants who are part of a functional regional support consolidation (e.g. FISCs, PWCs, etc), headquarters activities, DBOF activities such as NADEPs, etc.

5.4 DON must maintain required critical and unique facilities and capabilities which are not available elsewhere and could only be replicated at great cost or not at all.

5.5 As an operational imperative, DON must maintain the capability to conduct over-water and underwater surveillance and ensure connectivity, and retain facilities that meet Navy unique C⁴I technological, interoperability and connectivity requirements.

5.6 DON must retain strategically located forward facilities and adequate rollback capabilities.

5.7 DON must be an equal partner and player in the full spectrum of operations in the Joint Service arena. This includes Joint Service basing by both active and reserve forces when geographically possible.

CONSOLIDATED IMPERATIVES, continued

6. PERSONNEL / TRAINING

- 6.1 Sailors and marines should have the opportunity for multiple follow-on tours in a geographic region.
- 6.2 DON flight training requires DoD facilities located near large volumes of DoD-controlled airspace, free of encroachment and other use inhibitors, with predominantly good weather conditions.
- 6.3 Skills progression courses ("C" Schools) should be located near fleet concentrations and be taught by uniformed, military-experienced personnel while initial skills ("A" Schools) are not tied to either a specific location or type of instructor personnel.
- 6.4 DON flight training requires access to ranges, targets, low level routes, outlying fields, and over-water training airspace.
- 6.5 To maintain professional development, DON must provide the opportunity to work in similar functional areas ashore.
- 6.6 DON must ensure reasonable access to medical care, child care, MWR facilities, education and spouse employment opportunities.
- 6.7 DON must maintain a balanced mix between officer accession programs.
- 6.8 Adequate and affordable family and bachelor housing meeting the latest DoD standards is essential to sustain a career force in an all volunteer environment.
- 6.9 DON must ensure a robust training capacity (properly-sized, DoD-owned facilities), with a centrally-controlled curriculum directed toward professional training and technical competence, which is collocated with fleet concentrations to minimize the time a non-deployed sailor or Marine spends away from home for training.
- 6.10 DON needs to maintain access to postgraduate education for officers who might not otherwise qualify for non-military sponsored educational institutions.
- 6.11 DON requires fixed wing primary flight training as a prerequisite for all flight training.
- 6.12 DON has to maintain within the training establishment the surge capacity to accommodate recruiting cycles in the all volunteer force.

CONSOLIDATED IMPERATIVES, continued

6. PERSONNEL / TRAINING, continued

6.13 DON must man the wartime and operational health care system with uniformed providers. and provide a system of health care to all entitled, as established under Title 10.

6.14 Medical readiness of the force depends on an adequate number of trained and capable providers. DON-specific medical training, Graduate Medical Education (GME) and training in emerging technologies are essential to readiness and retention of all categories of providers (especially physicians, nurses, and corpsmen).

7. RESERVES / MOBILIZATION

7.1 Reserve infrastructure must be aligned demographically with Naval Reserve presence in every state. Further, to the extent demographically possible, Reserve presence should be maximized at fleet concentrations to optimize participatory and logistic support and training opportunities, with the active forces.

MAJOR OWNER / OPERATORS PARTICIPANTS

- A. NAVSEA
- B. NAVAIR
- C. NAVFAC
- D. NAVSUP
- E. CINCLANTFLT
- F. CINCPACFLT
- G. COMARFORLANT
- H. COMARFORPAC
- I. BUPERS
- J. DIRNAVRES (N095)
- K. DC/S M&RA
- L. CNET
- M. MARCORSYSCOM
- N. ONR
- O. BUMED
- P. SPAWARS