



INFRASTRUCTURE ANALYSIS TEAM

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IAT/JAN

8 March 2005

MEMORANDUM FOR THE RECORD

Subj: MEETING WITH PUGET SOUND NAVAL BASES ASSOCIATION

Encl: (1) Puget Sound Naval Bases Association Briefing Issues
of 7-9 March 2005

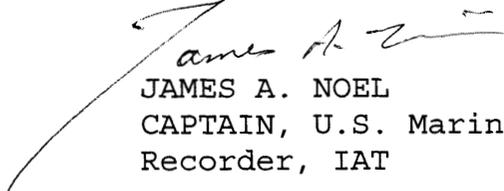
1. The Honorable BJ Penn, Assistant Secretary of the Navy for Installations and Environment met with the members of the Puget Sound Naval Bases Association (PSNBA), including Mr. George Behan, Chief of Staff for Congressman Norm Dicks (D. WA); Mr. Shay Hancock, MLA for Senator Patty Murray (D. WA); Mr. Guy Stiff, President, PSNBA; Mr. Tim Thompson, Chief Operating Officer, Port of Bremerton; Ms. Christene Endresen, Commissioner, Kitsap County; and, Mr. Bob Steinmentz, President, International Federation of Professional and Technical Engineers, in Room 4E523 at 1200 on 8 March 2005. In addition, CAPT John E. Cohoon, USN, Chief of Staff, Commander Navy Installations Command; CAPT James D. Heffernan, USN, OASN (I&E); CDR Mike Holland, USN, Congressional Appropriations Liaison; and, Capt James A. Noel, USMC, ODASN (IS&A) were also present.

2. In general, members of the PSNBA discussed their desire to continue understanding the Navy's vision, the good quality of life available for sailors, and the infrastructural attributes that render Puget Sound an excellent site for Navy basing as discussed in detail in enclosure (1).

3. Mr. Penn thanked the association for their visit. He complemented them for developing the association into an organization that is positive for the community and the Navy. He provided a brief explanation, and current status, of the BRAC process. The Secretary stated that recommendations for closure or realignment had not yet been developed. He also noted that some installations and regions would gain activities from the BRAC process.

Subj: MEETING WITH PUGET SOUND NAVAL BASES ASSOCIATION

4. The meeting concluded at 1230.



JAMES A. NOEL
CAPTAIN, U.S. Marine Corps
Recorder, IAT

TAB 1

Puget Sound Naval Bases Association



**Washington D.C.
March 7-9, 2005**

Briefing Issues

Puget Sound Naval Bases Association

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**Puget Sound Naval Bases Association
Washington D.C. – March 2005
Briefing Issues**

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3	PSNBA wishes to recognize RADM Melvin Williams in his role as Commander, Submarine Group NINE.
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5	PSNBA recommends the USN and DoD streamline policies on managing the various funding sources used in Puget Sound Naval Shipyard activities.
6	A struggle exists for Puget Sound Naval Shipyard to get the services it needs in this cost cutting environment.
7	PSNBA fully supports the Naval Base Kitsap exploration of the development of a Bachelors Enlisted Quarters off base using a Public-Private Venture.
8	PSNBA highlights the need for continued funding of the Jackson Park Housing Munitions Clean-up Efforts.
9	PSNBA desires to see all three (3) SSN-21 Seawolf Class boats homeport in the Puget Sound.
10	PSNBA suggests the Commander, Naval Installations establish a policy for Regional Commanders to properly staff, embrace, and engage with communities.
11	Additional infrastructure is needed to better support Naval Base Kitsap.
12	PSNBA desires the USN ensure sufficient resources and infrastructure exists at Submarine Base Bangor and Naval Base Kitsap as additional SSBN's are homeported there.
13	PSNBA applauds the multitude of government/industry relationships in Kitsap County.
14	PSNBA desires to better understand the impact on its naval bases if the USN study to homeport up to 11 submarines in Guam is approved.
15	Portable Test and Evaluation Concept.
16	NUWC Keyport's Implementation of LEAN Concept.
17	Joint Obsolescence Management and Engineering Center.
18	US Navy Lightweight Torpedo Program.

Supplemental Materials

Puget Sound Naval Bases Association – Continuing a Proud 60-Year Tradition
Delegation Biographies

Regional Center in NW - supporting sailors (Auto Body Shop)



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

Issue:

PSNBA wishes to recognize Captain Clarke Orzalli's excellence.

Background:

- Captain Clarke Orzalli has done a fabulous job for his short time that he has been here. VADM Phil Balisle describes Captain Clarke Orzalli as the equivalent of a Fortune 500 CEO.
 - Over 10,500 personnel under his purview.
 - Responsibilities that cover the entire West Coast and beyond.
- Captain Orzalli has skillfully navigated numerous additional assignments given to him. He is involved with the improved welfare of the shipyard workers and sailors stationed here, and the betterment of the community.
- Captain Orzalli has created a vision and plan for full integration of the maintenance providers in the Northwest, creating efficiencies not previously experienced.
- Captain Orzalli has been selected to receive the highest community award available to military personnel; the Bremerton Chamber of Commerce Hyas Tye Award for Excellence.

PSNBA Comments and Recommendations:



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

Issue:

PSNBA wishes to recognize RADM Melvin Williams in his role as Commander, Submarine Group NINE.

Background:

- RADM Williams has done an excellent job of establishing caring leaders and mentors throughout the Pacific Northwest regions submarine force.
- RADM Williams was able to reduce staff by nearly 40% which allowed for the establishment of a new SUBRON.
- RADM Williams has continued to push things to the waterfront as a means of enabling the various leaders within his command.
- RADM Williams has created an environment of teamwork that leads to innovation – where new ideas and processes are welcomed.
- The Pacific Northwest regions submarine force provides high readiness and effectiveness.

PSNBA Comments and Recommendations:



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

Issue:

PSNBA desires to better understand the issues surrounding the homeporting of Aircraft Carriers in the Pacific.

Background:

- PSNBA understands that studies are underway for determining the future homeporting of Aircraft Carriers in the Pacific.
- PSNBA wishes to ensure that any study considers that Puget Sound is the best equipped, most efficient in meeting current FRP timelines, and lowest cost area for the homeporting of Nuclear Aircraft Carriers.
- Pier space and supporting facilities currently exist for an additional carrier.

PSNBA Comments and Recommendations:



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

Issue:

PSNBA recommends the USN and DoD streamline policies on managing the various funding sources used in Puget Sound Naval Shipyard activities.

Background:

- SCN funding is extremely inefficient and needs to be streamlined in some manner. Monies cannot be mixed with other funds such as Mission and Cost Reimbursed Funding and creates inefficiencies in accomplishing work.
- The high percentage of both Mission and Cost Reimbursed Funding is also difficult to work with. Often fleet priorities and repair priorities may not be the same.
- PSNBA is hopeful the USN will find ways to modify the rules on how these funds are managed in order to allow Puget Sound Naval Shipyard to gain the available efficiencies represented in improved fund controls.

PSNBA Comments and Recommendations:



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

Issue:

A struggle exists for Puget Sound Naval Shipyard to get the services it needs in this cost cutting environment.

Background:

- Level of maintenance to keep a nuclear capable shipyard is significant and appears to not be properly reflected by Commander, Naval Installations (CNI).
- PSNBA recommends CNI re-evaluate funding levels required for Puget Sound Naval Shipyard.

PSNBA Comments and Recommendations:



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

Issue:

PSNBA fully supports the Naval Base Kitsap exploration of the development of a Bachelors Enlisted Quarters off base using a Public-Private Venture.

Background:

- Kitsap County community developers have embraced the concept of Navy housing privatization, however, additional housing facilities are still required at N.S. Bremerton to improve the quality of life for military personnel assigned or detailed to Puget Sound.
- There are several BEQ projects currently planned for N.S. Bremerton.
- Completion of the BEQ projects is essential to maintain quality of life for the sailors of N.S. Bremerton.
- N.S. Bremerton housing shortages impact the housing market of the entire county.

PSNBA Comments and Recommendations:

- PSNBA believes the additional construction is essential to maintain the quality of life for Kitsap County military personnel.
- The approach is similar to that employed by the Royal Australian Navy.
- Currently there exists \$35 million in funding to do this.



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

Issue:

PSNBA highlights the need for continued funding of the Jackson Park Housing Munitions Clean-up Efforts.

Background:

- This effort requires sustained and aggressive funding in order to complete this work ASAP so that the Jackson Park Housing can enter Public-Private Venture (PPV).
- The PPV effort will dramatically improve Naval Base Kitsap's ability to keep the housing renovated and save the Navy money by not having to keep another housing maintenance contract.
- Naval Base Kitsap, through great effort was able to gain \$750K from CNI, yet it is PSNBA's concern that there exists a lack of commitment at CNI to "spend money in order to make money = savings".

PSNBA Comments and Recommendations:



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

Issue:

PSNBA desires to see all three (3) SSN-21 Seawolf Class boats homeport in the Puget Sound. There is sufficient room for the remaining two (2) boats to be homeported at Naval Base Kitsap.

Background:

- It is very difficult for maintenance to have one in Puget Sound and two on the East coast.
- Having additional subs stationed in Puget helps with the viability of our homeport here in Bremerton.

PSNBA Comments and Recommendations:



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

Issue:

PSNBA suggests the Commander, Naval Installations establish a policy for Regional Commanders to properly staff, embrace, and engage with communities to ensure that community involved alternatives to various cost-cutting initiatives are explored in order to lessen the impact of cost-cutting on sailors and the USN in general.

Background:

- Some of the cost-cutting areas where the Community should have been engaged include:
 - Closure of galleys for feeding sailors.
 - Pending closure of single sailor activities (auto shop, gym's, etc.).
 - Transportation for Sailors.
- Puget Sound has a history of strong relations with the USN, however the last 20 months have proven this relationship could be improved upon.

PSNBA Comments and Recommendations:



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

Issue:

Additional infrastructure is needed to better support Naval Base Kitsap.

Background:

- Need continued support for facilities plans and additional maintenance plans in order to continue making one shipyard. Currently striving to make the shipyard more efficient. We need the Navy to better support the combination of all the major components of Naval Base Kitsap – Shipyard, Submarine Base and Naval Undersea Warfare Center. It's all about making the workforce for one shipyard, and allowing it to be more efficient and flexible.
- We need value stream map from the shipyard to help explain this point.

PSNBA Comments and Recommendations:



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

Issue:

PSNBA desires the USN ensure sufficient resources and infrastructure exists at Submarine Base Bangor and Naval Base Kitsap as additional SSBN's are homeported here.

Background:

PSNBA Comments and Recommendations:



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

Issue:

PSNBA applauds the multitude of government/industry relationships in Kitsap County.

Background:

- PSNBA witnesses the success of the "One Shipyard" concept. Puget Sound Naval Shipyard together with General Dynamics Electric Boat have proven the value of the One Shipyard concept through current efficiencies being made in the SSGN conversion.
- PSNBA also witnesses the success of the Raytheon/NUWC Keyport partnership on the new Consolidated Torpedo Production contract, and the BAE/NUWC Keyport systems contract. PSNBA believes these are great models for gaining efficiencies.

PSNBA Comments and Recommendations:



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

Issue:

PSNBA desires to better understand the impact on its naval bases if the USN study to homeport up to 11 submarines in Guam is approved.

Background:

PSNBA Comments and Recommendations:



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

Issue:

Improving the Readiness of Forward Deployed Naval Forces (FDFN) Undersea Warfare (USW) and Anti-Submarine Warfare (ASW) Mission capabilities through use of portable Test & Evaluation (T&E) systems and support capabilities.

Background:

- The ability to evaluate FDFN USW/ASW readiness and proficiency is critical to both National Security and DoD strategic and tactical objectives.
- FDFN ASW readiness and proficiency evaluations must be performed in diverse threat representative environments, including both littoral and deep waters.
- The threat presented by Diesel-Electric Submarines is proliferating worldwide. They are increasingly more sophisticated, stealthy and cheap compared to capital warships of modern navies. Our Naval Forces must be proficient and capable of performing integrated ASW Missions against adversary Nations with these platforms.
- In support of the Fleet Readiness Program policy, our FDFN must be able to conduct ASW Mission readiness and proficiency assessments both In-Theater and other diverse world-wide threat representative environments that are not available on existing fixed training sites.
- The technologies and systems developed for the Pacific Northwest Test & Evaluation Ranges have been leveraged to develop portable variants in order to test weapons in remote threat-representative environments. These environments include un-instrumented portions of PNW range operating areas along with open-ocean and littoral environments.
- Recent Pacific theater multi-unit ASW exercises have been supported with available portable measurement and target systems that are not optimized for world-wide environmental conditions and open ocean ASW exercise training events.

Comments and Recommendations:

- The PNW range complex is the proving ground for technologies needed to support the needs of in-theater ASW readiness assessment. Additionally, highly skilled PNW range operators, experienced with the planning and execution of T&E events, support these assessments and can leverage their skills toward the development of new technologies.
- Recognition of the PNW range complex's importance resulted in its recently being made one of the Navy's Major Range Test Facilities
- Investment in readiness measurement, target systems and forward technical support capability is urgently needed to conduct Weapon, System, and Platform (Sub/Ship/Air) USW/ASW training and readiness assessments for FDFN in open ocean and littoral environments.
- The Navy needs a next generation of portable and configurable readiness measurement and target systems for anywhere, anytime use. They must be reliable and robust for diverse operational environments; cost effective; and support the joint T&E interoperability standards.



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

Issue:

NUWC Keyport is the only Navy Torpedo depot and is significantly improving efficiency and effectiveness across all products and services.

NAVSEA chartered an enterprise-wide task force (Task Force Lean) in August 2004 as a major element of Phase V Transformation. The focus of Task Force Lean is to review NAVSEA value streams and employ Lean manufacturing practices, the Theory of Constraints (TOC) management, scheduling and supply system techniques, and Six Sigma quality engineering methods to identify and return monetary savings to the CNO for fleet re-capitalization. Under this phase of transformation, the Torpedo Enterprise was selected as one of four major focal points for improvement. As the U. S. Navy's principal provider of both Heavyweight and Lightweight Torpedoes, Naval Undersea Warfare Center (NUWC) Keyport has been actively engaged in Value Stream mapping and Rapid Improvement Events (RIEs) to find and harvest efficiencies, identify and export Best Practices, and identify cost savings.

Background:

- NUWC Keyport serves as the Navy's sole Lightweight Torpedo depot and Intermediate Maintenance Activity (IMA). Keyport also serves as the Navy's only Heavyweight Torpedo Depot and operates two of three Heavyweight IMA's, one at Keyport and the other at Naval Magazine Lualualei, HI.
- Value Stream Mapping of the Heavyweight Torpedo product line was completed in November 2004 and the Lightweight Torpedo product line will be evaluated later in January. One RIE has been conducted in the Heavyweight Torpedo line and several additional events planned.
- Funds Administration Value Streams are being evaluated to apply Lean, TOC, and Six Sigma principles. The emphasis of this effort is to reduce the cost to the customer in administration of funds and to deliver funding to the mechanics for use faster.
- Ship Alterations Installation Teams are being evaluated to apply Lean, TOC, and Six Sigma principles with the goal of reducing the cost of alteration installation to enable NAVSEA to modernize submarines at already reduced budgets.
- The Mark 30 Undersea Target depot work bears many similarities to the Torpedo Enterprise. Although an evaluation of the Undersea Target depot has started using Lean, TOC, and Six Sigma techniques, this evaluation will be completed later this summer due to higher priority value streams at NUWC Keyport.
- Approximately 16 value streams were identified for NUWC Keyport. The objective is to conduct a Value Stream Analysis of each value stream over the next 18 months.

Comments:

- NUWC Keyport's aggressive support of NAVSEA Task Force Lean initiatives will significantly improve efficiency and effectiveness across all products and services.
- NUWC plans to apply LEAN Lessons Learned to the Mark 30 Undersea Target depot and Operating Sites.



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

Issue:

Material obsolescence is a mounting issue as the technology turnover rate of electronics exceeds the budget realities of most DOD acquisition programs. The concept of dealing with such obsolescence through regularly scheduled tech refresh cycles is becoming less viable as conflicting DOD needs become more prevalent, with the War Against Terrorism being a prime driver.

Background:

- Because of material obsolescence, military systems today are aging at a significantly higher rate than they are being replaced. The average military system age today is between 15 and 20 years, and, many will see service lives beyond 30 years. Mitigating the adverse impact of material obsolescence for these systems in traditional ways is cost prohibitive.
- The military services manage and support spare parts necessary for military operations when needed. Material shortages due to obsolescence are commonplace. Proposed solutions often involve redesigning major systems or subsystems and usually are not viable from a Program Manager's perspective.
- OSD estimates that a proactive (predictive) approach could save in excess of \$15 Billion over redesign. A National Obsolescence Management strategy focused on obsolescence forecasting will allow lower cost mitigation planning and better integration with system technology refresh planning.
- Over the past two decades, several DoD activities have developed various capabilities to offset costly redesigns by providing alternative, low-cost solutions using various combinations of public and private sector contributors. Though individually admirable, such solutions lack synergy among programs facing the same or similar problems, and result in redundant analysis and solution efforts. Additionally, solution costs could be lower if impending material availability problems were identified earlier (i.e., proactively versus reactively), when mitigation options are more plentiful and less costly.
- The Warfare Centers are working together to address this need. One of Keyport's contributions to this initiative is the Obsolescence Management Information System (OMIS) that provides predictive forecasting of obsolescence-driven material shortages and in collecting/identifying solutions that can be applied across all DoD services.
- There is no DoD-wide standard capability such as OMIS to facilitate predictive obsolescence mitigation. OMIS is currently employed for more than 80 different aircraft, ship and submarine systems across the Navy.

Comments and Recommendations:

We believe that continued Fleet involvement in reinforcing the visibility of the material obsolescence issue in Navy systems is vital. Tools such as OMIS are part of a potential toolkit that contains methodologies and processes to cope with obsolescence. We are particularly interested in:

- Use of OMIS as a tool to predict and manage a system's obsolescence issues
- Continued focus of all the Warfare Center Divisions on the issue of obsolescence
- Establishment of one Warfare Center Division, possibly Keyport, as the Center of Excellence for developing technologies and skills that result in avoiding expensive re-designs



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

Issue:

Should the US Navy extend the service life of the MK 46 Lightweight Torpedo and continue to maintain the MK 50 Advanced Lightweight Torpedo while waiting for sufficient quantities of MK 54 to enter Fleet service or divest of the MK 50 and accelerate the MK 46's retirement as a means of funding additional procurements of MK 54 torpedoes?

Background:

- The MK 46 torpedo was designed to attack high performance submarines, and is presently identified as the NATO standard. Twenty-seven countries also use the MK 46 torpedo worldwide. The MK 46 Mod 5 torpedo, deployed in 1979, is the current backbone of the US Navy's lightweight torpedo inventory and is expected to remain in service until the year 2012 and possibly longer
- The MK 50 torpedo was developed as the next generation lightweight torpedo to replace the existing MK 46 torpedo as the Navy's primary ASW weapon for aircraft (fixed wing and helicopters) and surface ships. It was intended to produce a significantly improved capability against some nuclear submarines
- The MK 50 ACAT 1 program was initiated in 1974 with early production units costing an average of \$2.9M per copy and a total program cost to the taxpayers in excess of \$3100M. The MK 50 finally entered limited Fleet service in 1992 with a planned total inventory of less than 1000 units.
- There are limited numbers of MK 50 torpedoes in the inventory and the high cost of weapon maintenance and turnaround for Fleet exercise firings is not cost effective. This, compounded with limited training opportunities, does not allow the Fleet to become proficient.
- The MK 54 Lightweight torpedo is currently in spiral development and combines MK 50 advanced search and homing with an easy to maintain MK 46 propulsion system, as a cost savings initiative. The concept was to better utilize the investment made in the MK 50 electronics and combine it with the large inventory of the MK 46.

Comments and Recommendations:

- Retirement of the MK 50 Torpedo from the US Inventory could allow reallocation of Navy resources by removal of a legacy weapon system and unique support infrastructure from the Fleet.
- And although the MK 46 has been in-service for a very long time we believe care should be taken in accelerating its retirement, as it would worsen an already unsatisfactory Lightweight torpedo inventory picture in the outyears.
- Taking MK 46 and MK 50 operation and maintenance (O&M,N) funding and using it to procure additional MK 54s may provide a short term solution to an acquisition problem, but we believe it potentially puts readiness at risk.
- It is important for the Fleet to provide input into this issue since the impact of the retirement of the MK 46 and MK 50 falls directly on them.



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

Continuing a Proud 60-Year Tradition...

PSNBA ensures the Navy and Congress never forget that Kitsap County is where the Navy's past, present, and future were meant to be.

Lieutenant Ambrose B. Wyckoff, First Commandant of Puget Sound Naval Station (1891-1893) once said,

...During my years of service on Puget Sound I became deeply impressed with its wonderful natural advantages, splendid geographic position, and abundant resources...it was at once apparent to a naval officer that this was the place for our principal naval establishment on the coast.

On December 6, 1945, the Bremerton Area Chamber of Commerce met with representatives of the Puget Sound Naval Shipyard Metal Trades Council to commit to maintaining a liaison in Washington, D.C. to keep the members informed on Navy and congressional activities that affect PSNS.

On April 19, 1946, a set of bylaws were approved by the Metal Trades Council "Navy Yard League", the Chamber "Naval Affairs Committee" and Shipyard civilian management, establishing Puget Sound Naval Base Association.

Sixty years later, the objectives of the organization remain the same:

- ◆ To promote the general economic welfare of the members and area.
- ◆ To further and encourage mutual confidence between management and employees of the various activities encompassed by the naval installations in Kitsap County.
- ◆ To coordinate the establishment of policies affecting the welfare of the naval installations and to present to proper authorities matters evolving from these policies.
- ◆ To render such assistance to congressional representatives as would best enable them to present to Congress the needs of the naval installations and employees.

PNSBA has championed the future of the Navy for 60 years:

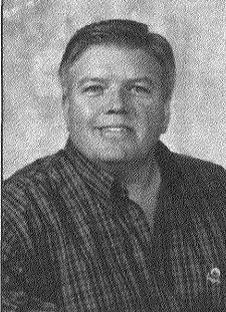
- ◆ The arrival and continuation of nuclear work at PSNS, now the Navy's key nuclear installation on the West Coast.
- ◆ Naval Base Kitsap-Bangor, the Trident fleet home where only Bangor Ammunition Depot once stood.
- ◆ Naval Undersea Warfare Center, Keyport. Keyport is designing the future of naval technology, building on its history as Keyport Naval Torpedo Station.
- ◆ Jackson Park. The idea was conceived during a PSNBA delegation visit to the Washington, D.C. offices of Sen. Henry M. Jackson.



Puget Sound Naval Bases Association Washington D.C. – March 2005 Briefing Issues

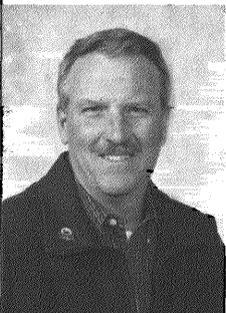
PSNBA Delegation

Guy Stitt – AMI International



Guy Stitt serves as President of Puget Sound Naval Bases Association. Guy has 30 years of experience with the Navy, which includes five years as a weapons specialist aboard submarines, four years in various production, engineering, contract and management positions with a large shipyard involved in naval frigate new construction and surface combatant overhauls, and twenty one years as an advisor to navies, governments and industry in naval industrial and project issues. As President/CEO of AMI International, Guy serves as an advisor to eight navies, and fourteen corporations in naval industrial and acquisition related issues. He has been involved with over 400 naval defense procurements and has personally consulted with thirty-six shipyards, sixty systems and equipment manufacturers, and twelve governments/navies. As an expert in the area of naval industrial issues, he developed and published the world's first assessment of worldwide naval construction projects both current and projected in "*Worldwide Naval Projections Report*[©]". This publication has been continuously maintained and updated since 1992 and now reflects some US\$500 Billion in detailed naval market forecasts of over 60 different navies. As President of PSNBA, representing 15,000 employees in seven naval facilities in the Pacific Northwest, he interacts with senior U.S. Navy leadership, various members of the U.S. Congress, local government, labor, and industry leaders to promote a positive and effective environment for the local naval activities. Guy is also a life member of the U.S. Navy League, U.S. Naval Submarine League, U.S. Submarine Veterans, U.S. Naval Institute, and American Society of Naval Engineers. For relaxation, Guy enjoys river fly-fishing and spending time with his wife Mary Ann, and their two sons – Michael (20) and Jeremy (17).

Tim Thomson – Port of Bremerton



Tim Thomson joined the Puget Sound Naval Bases Association in 2001 and contributes 28 years experience as a retired Naval Aviator. Tim now serves as the Chief Operating Officer for the Port of Bremerton. Tim is a native of Illinois. He graduated from the University of Idaho with a Bachelor of Science Degree in Forest Resource Management, completed his NROTC training, and was commissioned as a naval officer. Tim earned a Masters of Arts Degree in Management from Webster College. Currently Tim serves the Port of Bremerton by managing the Olympic View Industrial and Business Parks, marketing Port properties including the Bremerton National Airport, and directing Port business development and providing oversight to the Port marinas and the airport. Tim has served as the President of the Port Orchard Rotary Club, the President of the Kitsap Visitor and Convention Bureau, and is a board member of the Bremerton Historic Ships Association.