



**American Naval Shipyard**  
**A Bartlett Maritime Company**  
**Project**  
**In Cooperation With**  
**The**  
**Metal Trades Department, AFL-CIO**

January 13, 2022

**Lordstown – Lorain Project Overview**

The United States is engaged in a long-term strategic competition with China, and is faced with a resurgent Russia, with other potential adversaries rattling sabers.

America's submarines are the most-feared and respected vessels in the US Fleet because nobody can find them.

We cannot afford to have any of our vital submarines parked waiting on the overdue completion of maintenance.

At the end of the Cold War, we cut the fleet size in half, but cut our organic maintenance capacity by 63% (Naval Shipyards) and 92% (Repair Ships).

Since 9/11 we have run our fleet very hard – but have been unable to provide required maintenance.

Our Naval Shipyards are in poor condition, further constraining their capability.

The Industrial Base is struggling to build Columbia & Virginia Class submarines.

**China Seeks to Militarily Dominate the United States by Mid-Century**

**US and China - Combatant Fleet Size**  
 (From 2000-2022 in US Terms, all Data Reported in US Report 2016)

*"The One Ship Type that We are Very Certain that We Need to Expand Very Quickly is Submarines"*  
 US Submarine and Surface, Navy Submarine, all used from 2010-2016  
 GEN Mark A. Milley, US Army, Chairman, Joint Chiefs of Staff, 32/17/2020

**We Cannot Afford any Submarines "Sideline for Maintenance Delay"**

**Naval Shipyard Industrial Enterprise Capacity & Capability is Inadequate**

- There is a shortage of Skilled Trades on the Nation's 3 Ocean Coasts, complicating a shortage of industrial capacity & capability
- Too Many SSNs are not deployable while waiting for Required Maintenance
- *The Columbia Class construction schedule has zero margin, but there is no acceptable alternative to success*

**SSNs are Unnecessarily Sideline but in High Demand Columbia Class Production is Unacceptably Challenged**

The Lordstown – Lorain Project proposes to develop 2 new industrial facilities in Ohio to provide the required additional maintenance capacity.

The 1 million square foot Depot will provide necessary industrial support for both Naval Shipyards and for new construction.

The new 2 dry-dock Naval Shipyard will focus on the 2-year overhauls of Virginia Class submarines.

Projected total employment in the two facilities is about 4,000 direct employees, with approximately 2,500 being skilled trades employees

Ohio has the readily available skilled trades workforce which is not readily available on the Ocean Coasts.

Ohio offers the possibility of a public private partnership, making this project affordable for the Navy in these challenging fiscal times.

The Bartlett Maritime Workforce Development Plan involves skilled trades training at Lorain County Community College.

The Project's Goal is to provide the missing capacity – not to go after anyone else's "piece of the pie."

The Project will allow the essential SIOP program to be accelerated without adversely impacting fleet readiness.

The Project adds geographic diversity to the Naval Shipyard industrial enterprise.

**The Lordstown – Lorain Project Solves These Problems**

- American Naval Depot, Lordstown**
  - Located in the Village of Lordstown, OH
  - Greenfield construction; will be designed with growth in mind
  - Forecast to employ 500 to 1,000 personnel
- American Naval Shipyard, Lorain**
  - Located in the City of Lorain, OH
  - Two drydocks in an enclosed integrated Drydock Production Facility
  - Forecast to employ 2,000 to 3,000 personnel

**The North Coast Industrial Midwest Provides the New Labor Pool**

Ohio has the readily available skilled trades workforce which is not readily available on the Ocean Coasts.

**Why OHIO????**  
 Available Funding: Available Workforce

- Ohio has an Available Industrial Revenue Bond Program which can Fund the Multi-Billion \$\$ Capital Cost of the Facilities in a 3-way Public Private Partnership (1 ORC § 165)
- The Navy can use an Existing Federal Lease-Purchase Program to Acquire the Facilities through Bond Repayments (10 USC § 2812)
- Ohio has the Available Skilled Trades Workforce – Not Readily Available Elsewhere

**Advantages Only Available in Ohio**

The Project's Goal is to provide the missing capacity – not to go after anyone else's "piece of the pie."

**SIOP and Other Navy Efficiency Initiatives Alone are Not Enough**

- The Naval Depot is a Navy-Originated Concept to Improve Overall Naval Shipyard Throughput
- The Shipyard at Lorain brings the Total Number of Certified Naval Shipyard Drydocks to 20
- Lordstown-Lorain Importantly Adds Geographic Diversity and Expands the Overall Available Labor Pool
- The Proposed New Facilities Close the Gap to Achieve Required Capacity and Capability, while Accelerating SIOP Completion

**Lordstown-Lorain is the Only Affordable Alternative Which Can Close the Gap**

Company leadership has a long record of very positive labor relations with both the UAW (at Electric Boat) and the IAM (District 10 in Milwaukee).

Goldman Sachs has been retained to ensure that the public private partnership is properly structured.

The Project will create jobs at Fincantieri Bay Shipbuilding to build (2) significant support vessels.

Lorain County Community College will host the Apprenticeship School, which will use the Lincoln Electric training program for welders

**The Bartlett Maritime Team is Fully Developed**



*Lorain County Community College*



*American Naval Shipyard, LLC*

*Our Subsidiary Operating Company*



**FINCANTIERI**  
MARINE GROUP



**LINCOLN ELECTRIC**



**Goldman Sachs**

Lorain County Community College: Collaboration Set, American Naval Shipyard, LLC Formed as Operating Company; Goldman Sachs: Retained as Financial Advisor; Lincoln Electric Collaboration being finalized  
 Proprietary



The Project Plan is well-developed and comprehensive.

The Company is ready to execute the project with its team of first-tier leaders in this industry – see: [Key Personnel — Bartlett Maritime Corporation](#).

The Company has agreed to provide the Metal Trades Department, AFL-CIO, full access to its shipyard skilled trades personnel and has committed to BCTD Project Labor Agreements with local trades at the request of the MTD.

**Planning Now for Phase 1 Execution**

Program Phase	Start Month	Complete Month	Period of Performance	Phase Description	Funding Source
0	November 18	October 21	3 Years	Concept Development, Marketing & Execution Planning	Bartlett Maritime Corporation Match 50% Investment
1	January 21	June 22	6 Months	Concept Demonstration, Facilities Plan Finalized, WOP Demonstration, Financial Plan (due)	\$30M NAVSEA Contract
2-G	July 22	June 24	2.75 Yrs	Foreign/Naval Acquisition Naval Depot	Phase 1/2 Phase Funding 50% (due 2023) (50% Investment)
3-D	July 24	June 26	32 Years	Operate American Naval Depot as a DDCC	OSMA Support; Bony-Bland/Naval Academy
4-A	July 27	June 27	1 Year	Design/Build Acquisition Naval Shipyard	Phase 1/2 Phase Funding 50% (due 2023) (50% Investment)
5-I	July 31	June 27	12 Years	Operate American Naval Shipyard as a DDCC	Phase 1/2 Phase Funding 50% (due 2023) (50% Investment)

Request: Maritime Transportation, Project Funding, Match, Investment and Loan Agreement (due)

**The Team is Ready to Execute the Plan**

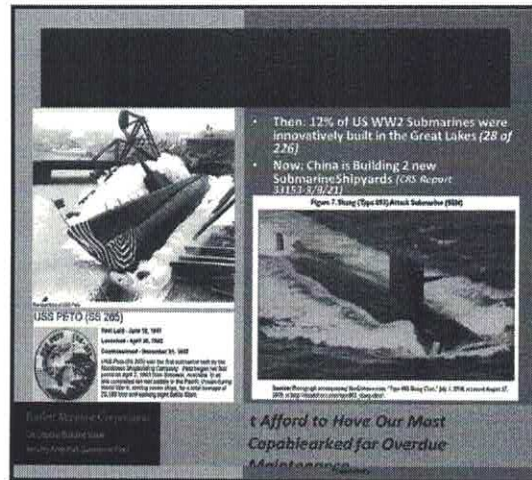
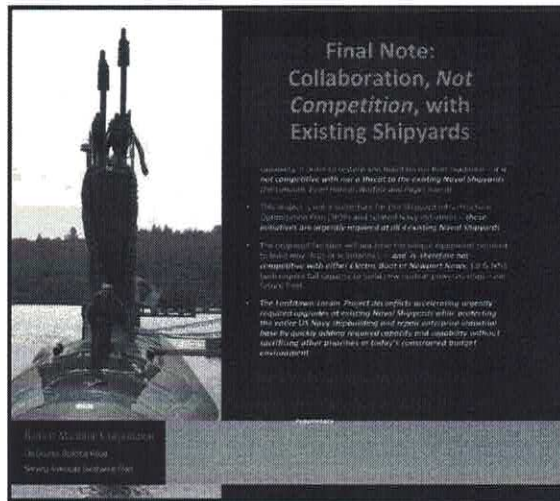
This Project is not a threat to the existing Naval Shipyards or to the 2 nuclear shipbuilders – all of these shipyards are fully aware of the Project and its objectives.

By providing the essential new capacity and capability to the Naval Shipyard industrial enterprise, the overall industrial base is protected – not threatened.

When the world was at war the nation built 12% of its new submarines in Wisconsin. Location in the Great Lakes is not a barrier to this program – instead it is an advantage because it makes this possible when it would otherwise not be possible. *Sadly, this is no longer the nation that built more than 6,000 ships in less than 4 years.*

Meanwhile, today, while America has had an average of more than 3 submarines parked waiting for overdue maintenance to be completed, China is building 2 new submarine shipyards.

**This is not acceptable.**



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## **Bartlett Maritime Corporation and AFL-CIO Metal Trades Department Announce Cooperation in Support of Implementing the Bartlett Maritime Plan**

**Cleveland, OH and Washington, DC December 29, 2021.** Bartlett Maritime Corporation and the Metal Trades Department of the AFL-CIO are pleased to announce that they have agreed to a Plan of Cooperation in Support of Implementing **The Bartlett Maritime Plan**.

Over the last decade the nation's 4 Naval Shipyards have been unable to complete the required maintenance on the US Navy's aircraft carriers and submarines, with an average, according to a Government Accountability Office (GAO) analysis, of more than 0.6 aircraft carriers and more than 3.4 submarines always unexpectedly sidelined in delayed maintenance.<sup>1</sup> GAO and other third-party entities such as the Congressional Budget Office (CBO), the Navy itself, and the Heritage Foundation have extensively documented this current US Navy aircraft carrier and submarine maintenance crisis. This crisis is described in more detail, with extensive reference to these third-party analyses, at [www.bartlettmaritime.com](http://www.bartlettmaritime.com).

<sup>1</sup> GAO Report 20-588, From FY14 through FY19 submarines sustained 6296 days of maintenance delay, averaging

3.45 submarines out of service due to delayed maintenance for this entire 5-year period. Similarly, aircraft carriers sustained 1128 days of maintenance delay, averaging 0.62 aircraft carriers out of service due to delayed maintenance for this entire 5-year period.

In response, Bartlett Maritime Corporation has developed its immediately actionable, cost-effective public-private-partnership proposal – **The Bartlett Maritime Plan** – to add the required capacity and capability to the Naval Shipyard industrial enterprise. In preparation for executing this public-private-partnership, Bartlett Maritime Corporation and the Metal Trades Department of the AFL-CIO, which has represented the vast majority of shipyard skilled trades personnel in the United States since 1908, have developed and reached agreement on a Plan of Cooperation in Support of Implementing the Bartlett Maritime Plan. Under the terms of the Plan of Cooperation, the company has agreed to work cooperatively with union leadership and to provide access to union personnel in support of organizing the shipyard skilled trades personnel employed by Bartlett Maritime Corporation and its subsidiaries. The Metal Trades Department has agreed to work cooperatively with the company and to fully support implementing **The Bartlett Maritime Plan** while providing advice in planning and executing the company's workforce development plan.

**CAPT Edward L. Bartlett, Jr.**, Bartlett Maritime Corporation Founder, commenting on the Plan of Cooperation, noted, "Some of the most successful shipyards in the United States feature a cooperative and collaborative relationship between management and the shipyard's unions. As we advance our efforts to build our new facilities and to hire and train a new workforce, we have elected to be proactive and to initiate this Plan of Cooperation with the national leadership of the shipyard labor unions to both assist us in our advanced workforce development plan efforts and to establish the foundation for a future cooperative and collaborative relationship between management and if organized, our shipyard skilled trades unions. We are pleased to be working cooperatively with Mr. James Hart, President of the Metal Trades Department, and his staff, moving forward."

**Mr. James V. Hart**, President of the Metal Trades Department, observed, "**The Bartlett Maritime Plan**, aims to provide new facilities and a new workforce in support of submarine maintenance in our Naval Shipyard industrial enterprise, which is both essential and timely. We appreciate the proactive steps being taken by the company, and their welcoming approach to our shipyard skilled trades unions. We look forward to developing a productive relationship with the company as this project creates new opportunities for our growing membership."

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## **Plan of Cooperation in Support of Implementing the Bartlett Maritime Plan**

**December 29, 2021**

Acting for itself and its subsidiary American Naval Shipyard, LLC, Bartlett Maritime Corporation (together, "Bartlett Maritime Corporation") and the Metal Trades Department of the AFL-CIO (the "Metal Trades Department", and collectively, the "Parties") hereby establish this Plan of Cooperation in Support of Implementing the Bartlett Maritime Plan, effective on the date listed above.

Both Parties agree that they will cooperate fully with each other to discuss ways to maintain or improve the Bartlett Maritime Corporation shipyard skilled trades workforce. To this end, both Parties will maintain open lines of communication and shall promote a good relationship built on mutual trust and respect in accordance with the terms outlined below.

**Bartlett Maritime Corporation and its subsidiary American Naval Shipyard, LLC agrees to:**

1. Consult and collaborate with the Metal Trades Department of the AFL-CIO in the workforce development plan development for The Bartlett Maritime Plan.
2. Cooperatively involve the Metal Trades Department of the AFL-CIO in the final marketing efforts to market The Bartlett Maritime Plan.
3. Provide access to shipyard skilled trades organizing personnel in support of their effort to obtain shipyard skilled trades employee consent to organize union representation.
4. Once the implementation of The Bartlett Maritime Plan begins, have senior company leadership meet with Metal Trades Department leadership and discuss progress at least quarterly.

**Metal Trades Department of the AFL-CIO agrees to:**

1. Consult and collaborate with Bartlett Maritime Corporation in the workforce development plan development for The Bartlett Maritime Plan.
2. Cooperatively support the final marketing efforts to market The Bartlett Maritime Plan.
3. Keep Bartlett Maritime Corporation leadership informed regarding union organizing plans and efforts.
4. Once the implementation of The Bartlett Maritime Plan begins, have Metal Trades Department leadership meet with Bartlett Maritime Corporation senior company leadership and discuss progress at least quarterly.

**For: Bartlett Maritime Corporation**

**For: Metal Trades Department, AFL-CIO**

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Edward L. Bartlett, Jr., Founder & Chairman

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James V. Hart, President

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