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March 2, 2022

The Honorable Charles E. Schumer  
Majority Leader  
United States Senate  
Room S-221, The Capitol  
Washington, D.C. 20510

Dear Mr. Leader,

The United States Navy deserves the very best tools available to support the nation's national security mission.

It has long been documented that United States Navy Admirals up and down the command chain are experiencing and have been forced to address severe shortages in dry dock and shipyard capacity. One such account spotlights 1500 idle submarine operational days in the Pacific Submarine Force.

A 2020 GAO report highlighted the troubling status of the SSN maintenance program where it found "the Navy's four shipyards completed five of 33 (15 percent) submarine maintenance periods for fiscal years 2015 through 2019 on time or early, and 28 of 33 (85 percent) late. Cumulatively, the completed submarine maintenance periods at the four shipyards were a total of 6,296 days late during this period, with an average of 225 days late for each delayed submarine maintenance period." That report and others make clear that our current maintenance plan cannot adequately address the Navy's maintenance needs.

Simply put, if left unaddressed, these acknowledged repair capacity concerns will put an unnecessary strain on our navy leadership and hinder productivity as well as threaten the safety of the wage grade federal employees charged with the repair of vessels so vital to U.S. national security.

In that vein, I urge you to review the enclosed Bartlett Maritime Plan, introduced by Retired USN Captain Edward Bartlett. The Bartlett Maritime Plan is a public-private-partnership that will supply the U.S. Navy with new ship maintenance capacity and capability. Bartlett Maritime, located in Ohio, will produce two VPM-Virginia-capable dry docks in a fully enclosed production facility and a new equipment depot to maintain and repair key ship components and equipment. Bartlett's plan, if implemented, would result in cost savings for the U.S. Navy of more than \$100 million per year, create more than 2000 construction jobs, and up to 4000 manufacturing and production jobs in Lorain and Lordstown, Ohio. Most importantly, it will do so in the name of our nation's national security.

As the labor organization representing workers at each of the four naval shipyards, the Metal Trades Department does not view the Bartlett Maritime Plan as competition or an impediment to the Navy's (SIOP) Shipyard Infrastructure Optimization Plan. Instead, we see it as an adjunct to the SIOP plan. Under this partnership model, the United States Navy would own the land. The facilities would be built and paid for by the Bartlett Maritime Corporation, which would be fully regulated and compliant with the

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United States Navy in exchange for a 30-year operational lease. After the 30-years, the established repair facility would revert to the United States Navy. (See NDAA 1990/91, Section 2809; 10 USC § 2812 Lease Purchase of Facilities.

Metal Trades shipbuilders are patriots. They give their all every day in the name of their families and country. They are highly trained, skilled technicians, working around the clock to meet the needs of our national defense and security. They believe in and revere the United States Navy. Both the United States Navy and its dedicated Metal Trades workforce deserve the very best tools and resources available to them in their pursuit to complete America's all-encompassing national security mission.

The Bartlett Maritime Plan is just the tool needed to assist the U.S. Navy during a crucial time in our nation's history. It is more vital than ever that we support the Navy's mission to maintain, train, and equip combat-ready naval forces capable of winning wars, deterring aggression, and maintaining freedom.

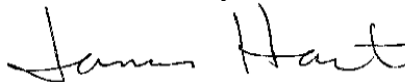
Upon examination of the attached documents, you will find that the Bartlett Maritime Plan and its proposed American Naval Shipyard meets all legal standards, is cost-efficient, funded in private sector markets, and creates thousands of good-paying lifelong union jobs to many talented and underemployed workers in the cities of Lorain and Lordstown, Ohio, which has never recovered from the excesses and greed of the global economy.

I respectfully request on behalf of the Metal Trades Department, AFL-CIO, its 17 International Union affiliates, and millions of collective members that you review and endorse the Bartlett Maritime Plan in the hope that you will extoll the virtue of this project within the White House, Administration, and the Department of Navy.

Thank you for your time and consideration.

With warmest regards, I remain

Sincerely,

A handwritten signature in cursive script that reads "James Hart".

James Hart  
President

Enclosures: (4)

cc: Senator Sherrod Brown