



# AMPHIBIOUS WARSHIP

## INDUSTRIAL BASE COALITION

February 7, 2017

**The Amphibious Warship Industrial Base Coalition delivered the following letter to the Chairs and Ranking Members of the Senate Appropriations Defense Subcommittee, the Senate Subcommittee on Seapower, the House Appropriations Defense Subcommittee and the House Seapower and Projection Forces Subcommittee.**

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The Amphibious Warship Industrial Base Coalition (AWIBC) urges Congress to provide funding to build the amphibious warships required for the vital missions of the U.S. Navy-Marine Corps team and for the nation's defense.

Currently, there are only 31 amphibious warships in the U.S. Navy – seven ships short of the U.S. Navy requirement in the recently released Force Structure Assessment (FSA) and the stated minimum Marine Corps requirement. In addition, almost a third of the existing warships are often unavailable due to much-needed recurring maintenance.

As you know, the Navy's current amphibious warship fleet is stretched thin responding to crises around the world. It is critical to national security that these combat warships and their Navy-Marine Corps teams be available and in position around the globe to respond to threats and to protect U.S. citizens.

To alleviate this shortage of warships, we ask Congress to:

1. **Provide \$1.83 billion for the construction of a 13th *San Antonio*-class amphibious warship, LPD 29.** Committing to building LPD 29 will allow suppliers and builders to leverage the many advantages offered by a hot production line and supply chain and take advantage of the investments that have already been made in jobs, skilled workers and equipment.
2. **Move up the construction of the next-generation amphibious warship, LX(R), by two years, from 2020 to 2018.** This will build on the significant investments made by Congress in the *San Antonio*-class of LPD amphibious warships, and in particular LPD 28, which is currently under construction.
3. **Provide funding for the purchase of long lead, class standard, and other critical path material for the construction of the first five LX(R)s.** The advance order of material for these ships allows for cost savings, predictability, efficient ship production, and acceleration of ship deliveries for the Navy and Marine Corps. This action will also enable the industrial base, which includes numerous small and medium sized businesses across the country, to invest with certainty for the future.
4. **Accelerate funding to begin construction in 2021 of LHA 9 – the fourth *America*-class large deck amphibious warship.** The current production gap between LHA 8 and LHA 9 is 7 years. This prolonged gap in production will result in a shutdown and then restart of the LHA production line at great cost to the nation and the U.S. Navy.

American workers in the supply chain across our country are ready to help build these ships.

For the past 5 years, **more than 1,000 companies** and **over 390,000 jobs** in **47 states** and **275 congressional districts** have relied on **\$1.1 billion** in orders for the steady and predictable scheduled production of parts and products for the construction of amphibious warships.

This steady stream of orders has supported jobs and business investment, allowing suppliers to leverage the many advantages offered by a hot production line. This has included acquisition and life cycle cost savings through production learning; bulk-buying of material; mitigation of nonrecurring costs; and reuse of logistics support, training, maintenance and outfitting products.

Thank you for your strong support of amphibious warships. Please contact me with any questions you may have.

Respectfully,

A handwritten signature in black ink, appearing to read 'T. McKnight', with a stylized flourish at the end.

Rear Admiral Terence E. McKnight, USN (Ret.)  
Senior Vice President, Government Relations, Cobham Corporate North America  
Chair, Amphibious Warship Industrial Base Coalition