Selected Acquisition Report (SAR)

Expeditionary Sea Base (ESB_)

FY 2024 President's Budget

Defense Acquisition Visibility Environment (DAVE)

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Common Acronyms and Abbreviations

$B - Billions of Dollars
$K - Thousands of Dollars
$M - Millions of Dollars
ACAT - Acquisition Category
Acq O&M - Acquisition-Related Operations and Maintenance
ADM - Acquisition Decision Memorandum
APB - Acquisition Program Baseline
APPN - Appropriation
APUC - Average Procurement Unit Cost
BA - Budget Authority/Budget Activity
Blk - Block
BY - Base Year
CAPE - Cost Assessment and Program Evaluation
CARD - Cost Analysis Requirements Description
CDD - Capability Development Document
CLIN - Contract Line Item Number
CPD - Capability Production Document
CY - Calendar Year
DAB - Defense Acquisition Board
DAE - Defense Acquisition Executive
DAMIR - Defense Acquisition Management Information Retrieval
DoD - Department of Defense
DSN - Defense Switched Network
EMD - Engineering and Manufacturing Development
EVM - Earned Value Management
FMS - Foreign Military Sales
FOC - Full Operational Capability
FRP - Full Rate Production
FY - Fiscal Year
FYDP - Future Years Defense Program
ICE - Independent Cost Estimate
Inc - Increment
IOC - Initial Operational Capability
JROC - Joint Requirements Oversight Council
KPP - Key Performance Parameter
LRIP - Low Rate Initial Production
MDA - Milestone Decision Authority
MDAP - Major Defense Acquisition Program
MILCON - Military Construction
N/A - Not Applicable
O&M - Operations and Maintenance
O&S - Operating and Support
ORD - Operational Requirements Document
OSD - Office of the Secretary of Defense
PAUC - Program Acquisition Unit Cost
PB - President's Budget

PE - Program Element
PEO - Program Executive Officer
PM - Program Manager
POE - Program Office Estimate
RDT&E - Research, Development, Test, and Evaluation
SAR - Selected Acquisition Report
SCP - Service Cost Position
TBD - To Be Determined
TY - Then Year
U.S. - United States
UCR - Unit Cost Reporting
USD(A&S) - Under Secretary of Defense (Acquisition and Sustainment)
USD(AT&L) - Under Secretary of Defense (Acquisition, Technology and Logistics)

Program Information

Program Name

Expeditionary Sea Base

DoD Component

Navy

Responsible Office

Program Manager

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Mission and Description

The Expeditionary Transfer Dock (ESD) program (formerly Mobile Landing Platform (MLP)) originally supported procurement of three ships for the three Maritime Prepositioning Squadrons (MPSRONS). Each ESD provides three Landing Craft Air Cushion (LCAC) lanes, Skin-to-Skin ramp and fenders, and 25K square feet of raised vehicle deck. The Sea Base Surface Interface Hub enables transfer of personnel and equipment from Maritime Prepositioning Force (MPF(F)) Large, Medium-Speed Roll-On/Roll-Off (LMSR) and Expeditionary Fast Transport (EPF) to shore via LCACs. The Expeditionary Sea Base (ESB) program (formerly MLP Afloat Forward Staging Base (AFSB)) mission is to support Aviation-Mine Counter Measure (AMCM) and Special Operations Force (SOF) operations. The ESB class provides four core components. These include a flight deck with four Level 1/Class 2 Op Spots, berthing to accommodate for 250 military personnel, a mission deck with ~65K square feet of storage as well as the ability to support launch and recovery of boats and sleds, and command and control in the form of Command, Control, Communications, Computers and Intelligence (C4I) spaces for mission planning and execution. The ESB is hybrid Civilian Mariner/Military Detachment (CIVMAR/MILDET) crew operated as either a United States Naval Ship (USNS) for Non International Armed Conflicts (NIAC) or converted to United States Ship (USS) for International Armed Conflicts (IAC).

Executive Summary

ESB

Program Highlights Since Last Report

The ESD/ESB class has successfully delivered five ships since ESD 1 delivery in May 2013. All five are currently operating as Fleet assets (ESD 1/2, ESB 3/4/5). ESB 6 delivered March 1, 2023. ESB 7 is currently in production. Keel was laid on February 11, 2022. The ESB 7 projected delivery is September 2024. ESB 8 was awarded on August 4, 2022. The ESB 8 projected delivery is June 2026. The Department requested $107.4 million in FY 2023 funds to reflect revised economic assumptions in accordance with the General Provision Section 8121 of the Department of Defense Appropriations Act, 2023. There are no significant software-related issues with this program at this time.

History of Significant Developments Since Program Initiation

History of Significant Developments Since Program Initiation

Date	Significant Development Description
Mar - 2023	ESB 6 Delivered
Aug - 2022	ESB 8 DD&C Contract Awarded to NASSCO
Jun - 2021	ESB 8 contract option and pricing expired
Dec - 2020	ESB 8 Advance Procurement Congressional Add ($73M)
Nov - 2019	ESB 5 Delivered
Aug - 2019	ESB 6 and ESB 7 DD&C contract awarded to NASSCO in San Diego
Dec - 2018	ESB reclassified from ACAT II to ACAT IB
Jun - 2018	ESB 6-8 Individual Streamlined Acquisition Plan (ISTRAP) Approved
Jun - 2018	ESB 6-8 Justification and Approval (J&A) Approved
May - 2018	ESB 6 LLTM ADM Approved
May - 2018	ESB 6 LLTM Request for Proposal (RFP) Released
May - 2018	ESB 6-8 Acquisition Strategy Approved
Apr - 2018	APB updated for 3 additional ships
Feb - 2018	ESB 4 Delivered
Feb - 2018	ESD / ESB, as ACAT II programs, delegated to PEO Ships MDA authority
Jun - 2017	ESB Ready for Fleet Introduction
May - 2017	ESB 3 OTA Initial Operating Test & Evaluation (IOT&E) Report Operational Test-C2 Final Report
Dec - 2016	ASN(RDA) approval to award and fund contract modification to N00024-16-C-2227
Dec - 2016	Department of the Navy, Executive Summary, 2016 Force Structure Assessment (FSA) December 14, 2016.
Dec - 2016	MLP AFSB (Variant) Net-Ready KPP
Sep - 2016	MLP AFSB ARD Rev 3.0
Sep - 2016	MPF(F) ESB Circular of Requirements (COR) Rev 1.0
Aug - 2016	Increase in ESB 5 LLTM Acquisition with PEO Ships endorsement dated August 26, 2016
Apr - 2016	ADM to approve acquisition of ESB 5 by ASN(RDA)
Apr - 2016	Award as sole source to NASSCO for DD&C of ESB 5

Jun - 2015	ESB 3 Delivered
May - 2015	MLP with Core Capability Set (CCS) Operational Test Agency (OTA) Evaluation Report
Feb - 2015	OPNAV N95 letter that implements modifications to meet SOF capabilities
Dec - 2014	Office of the Chief of Naval Operations (OPNAV) N95 clarification of roles and responsibilities between Military Detachment (MILDET) and Military Sealift Command (MSC), Force Protection responsibilities, Vertical Replenishment (VERTREP) support responsibilities.
Oct - 2014	ESD IOT&E
Mar - 2014	Delivery of MLP 2
Nov - 2013	MLP AFSB ARD Rev 2.0
Jun - 2013	ASN(RDA) approval to award two AFSB variants of MLP to NASSCO
Jun - 2013	MLP AFSB Aviation Requirements Document (ARD)
May - 2013	ASN(RDA) approved Abbreviated Acquisition Plan dated May 1, 2013
May - 2013	ASN(RDA) approved DD&C of MLP 3 AFSB.
May - 2013	Delivery of MLP 1
Apr - 2013	ASN(RDA) approved award of AFSB Advanced Design to include Special Operations Forces (SOF) capabilities
Mar - 2013	Approved MLP CDD change 2 - AFSB
Mar - 2013	MLP AFSB Variant Appendix to Increment One CDD Addendum
Dec - 2012	ASN(RDA) approved award of AFSB Contract Design
Dec - 2012	ASN(RDA) approved Contract Design of MLP Afloat Forward Staging Base (AFSB) and to incorporate design changes to base MLP 3 ship to enable future capabilities elements
Oct - 2012	MLP CDD Aviation Interface
May - 2011	Approval to Award Detail Design and Construction (DD&C) for MLP 1 & 2, Long Lead Time Material (LLTM) MLP 3 Shipbuilding and Conversion, Navy (SCN) Letter
May - 2011	Designation of MLP as ACAT II.
May - 2011	Milestone B approval by Assistant Secretary of the Navy (Research, Development & Acquisition) (ASN(RDA)) that authorized engineering and manufacturing development and detail design of the MLP class ship
Aug - 2010	MPF(F) Increment One CDD Addendum & Enclosure
Jun - 2010	Reviewed and approved MPF(F) KPP for Mission Payload
Feb - 2009	MLP System Design Part I awarded to National Steel and Shipbuilding Company(NASSCO)
Jul - 2008	Approved June 5, 2008 Defense Acquisition Board (DAB) for incremental acquisition of MPF(F) platforms, focusing on T-AKE and MLP. Milestone A
Mar - 2008	JROC Approval of MPF(F) Increment 1 CDD
Sep - 2006	N09J legal opinion stating that Mobile Landing Platform (MLP) may be lawfully designated naval auxiliary
Aug - 2006	Joint Staff J-2 memo Intelligence Certification of MPF(F) Capability Development Document (CDD)
Mar - 2006	Acquisition Decision Memorandum (ADM) Approval of MPF(F) program to enter Technology Development phase
Jun - 2005	Assistant Secretary of the Navy for Research, Development and Acquisition (ASN(RDA)) Congressional letter describing MPF(F) issued
Apr - 2004	MPF(F) Analysis of Alternatives Final Summary Report approved

Jan - 2003	MPF(F) Analysis of Alternatives Plan approved
Feb - 2000	MPF for 21st Century (MPF Future (MPF(F)) Mission Need Statement approved
Jun - 1998	Mission Area Analysis of the sea-basing concept for the Maritime Prepositioning Force (MPF) of 2010 issued

Schedule

ESB

Events	Milestone Baseline Objective	Current Baseline Objective/Threshold		Current Estimate/Actual	Deviation
MS B DAB Complete	May 2011	May 2011	May 2011	May 2011	
Detail Design and Construction Contract Award Complete	May 2011	May 2011	May 2011	May 2011	
Start of Construction Complete	Jun 2011	Jun 2011	Jun 2011	Jun 2011	
Lead Ship Delivery (Expeditionary Transfer Dock) Complete	May 2013	May 2013	May 2013	May 2013	
Lead Ship Delivery (ESB) Complete	Jun 2015	Jun 2015	Jun 2015	Jun 2015	
IOT&E Complete Complete	Oct 2014	Oct 2014	Oct 2014	Oct 2014	
IOC Complete	Apr 2015	Apr 2015	Apr 2015	Apr 2015	
FOC Complete	Jan 2028	Jan 2028	Jan 2029	Jan 2028	

Notes

ESB 6 - Delivered 1 March 2023. OWLD May 2024.
ESB 7 - Delivery planned for September 2024. OWLD November 2025.
ESB 8 - Delivery planned for June 2026. OWLD August 2027.

Performance

ESB

Performance Characteristics				
Milestone Baseline	**Current Baseline Objective/Threshold**	**Demonstrated Performance**	**Current Estimate/Actual**	**Deviation**
(KPP) - Capacity to support ESB operations (2)				
	Flight Deck: Four Level I/Class 2 operating spots - Air capable ship with weapon support and defueling. MH53E or MH60 or CV22 or CH47 or AH6 equivalent with additional parking for 4 MH53E or CV22 equivalent aircraft, a hangar sized to fit one MH53E equivalent spread or two MH53E equivalent folded Accommodations: Berthing for a total of 351 personnel comprised of 94 MSC standard and 257 Military standard. Also, stores for 94 MSC at 30/45/90. Stores for 257 Military at 30/45/90 (chill/frozen/dry) Mission deck/cargo capacity to accommodate: - 6 MK-105 mine sleds and 4 7-M RHIBs and 4 9-M RHIBs, and 20 TEUs Or - 4 12-M boats, and 16 TEUs and 10 ISU 90 (9'X7') with power service hook-up and tiedowns Or - 2 65-ft boats and 2 DCS-M and 16 TEUs and 10 ISU	Flight Deck: Two Level I/Class 2 operating spots - Air capable ship with weapon support and defueling. MH53E equivalent with additional parking for 2 MH53E equivalent aircraft, a hangar sized to fit one MH53E equivalent spread or two MH53E equivalent folded. Space, weight, and services (S/W/S) to accommodate MH60, CH47, AH6 equivalent aircraft. Accommodations: Berthing for a total of 284 personnel comprised of 34 MSC standard and 250 Military standard. Also, stores for 34 MSC at 30/45/90 (chill/frozen/ dry). Stores for 250 Military at 10/10/10 (chill/frozen/dry) Mission deck/cargo capacity to accommodate: - 4 MK-105 mine sleds equivalents and 4 7-M RHIBs and 12 TEUs Or - 4 41ft craft and 12	Flight Deck: Two Level I/Class 2 operating spots - Air capable ship with weapon support and defueling. MH53E equivalent with additional parking for 2 MH53E equivalent aircraft, a hangar sized to fit one MH53E equivalent spread or two MH53E equivalent folded. Space, weight, and services (S/W/S) to accommodate MH60, CH47, AH6 equivalent aircraft. Accommodations: Berthing for a total of 284 personnel comprised of 34 MSC standard and 250 Military standard. Also, stores for 34 MSC at 30/45/90 (chill/frozen/ dry). Stores for 250 Military at 10/10/10 (chill/frozen/dry) Mission deck/cargo capacity to accommodate: - 4 MK -105 mine sleds equivalents and 4 7-M RHIBs and 12 TEUs Or - 4 41ft craft and 12 TEUs S/W for objective value cargo JP 5 and MOGAS cargo fuel stowage capacity: 350,000 gal. JP5 and 110 gal. MOGAS to support	Flight Deck: Two Level I/Class 2 operating spots - Air capable ship with weapon support and defueling. MH53E equivalent with additional parking for 2 MH53E equivalent aircraft, a hangar sized to fit one MH53E equivalent spread or two MH53E equivalent folded. Space, weight, and services (S/W/S) to accommodate MH60, CH47, AH6 equivalent aircraft. Accommodations : Berthing for a total of 284 personnel comprised of 34 MSC standard and 250 Military standard. Also, stores for 34 MSC at 30/45/90 (chill/frozen/ dry). Stores for 250 Military at 10/10/10 (chill/frozen/dry) Mission deck/cargo capacity to accommodate: -4	

	90 (9'X7') with power service hook-up and tiedowns JP 5 and MOGAS cargo fuel stowage capacity: 350,000 gal. JP5 and 4,000 gal. MOGAS. Potable water stowage and production capacity: Same as threshold	TEUs S/W for objective value cargo JP 5 and MOGAS cargo fuel stowage capacity: 350,000 gal. JP5 and 110 gal. MOGAS to support aviation and boat operations. S/W for a MOGAS 4,000 gal. jettison able bladder rack system; Services for AFFF only Potable water stowage and production capacity: Stowage capacity of 100,000 gal. and production capacity of 25,000 gal. per day to support both shipboard and mission related fresh water requirements	aviation and boat operations. S/W for a MOGAS 4,000 gal. jettison able bladder rack system; Services for AFFF only Potable water stowage and production capacity: Stowage capacity of 100,000 gal. and production capacity of 25,000 gal. per day to support both shipboard and mission related fresh water requirements.	MK-105 mine sleds equivalents and 4 7- M RHIBs and 12 TEUs Or - 4 41ft craft and 12 TEUs S/W for objective value cargo JP 5 and MOGAS cargo fuel stowage capacity: 350,000 gal. JP5 and 110 gal. MOGAS to support aviation and boat operations. S/W for a MOGAS 4,000 gal. jettison able bladder rack system; Services for AFFF only Potable water stowage and production capacity: Stowage capacity of 100,000 gal. and production capacity of 25,000 gal. per day to support both shipboard and mission related fresh water requirements.	
(KPP) - Capacity to support ESD operations (1)					
	Mission deck/cargo capacity: 50,000 sq. ft., elevated if necessary, for vehicle parking and maneuvering with tiedowns for all current and programmed USMC and NSE ground vehicles and equipment (to include Army equivalents) and an additional allocation	Mission deck/cargo capacity: 25,000 sq. ft. elevated if necessary, for vehicle parking and maneuvering with tiedowns for all current and programmed USMC and NSE ground vehicles and equipment (to include Army equivalents) and	Mission deck/cargo capacity: 25,000 sq. ft. elevated if necessary, for vehicle parking and maneuvering with tiedowns for all current and programmed USMC and NSE ground vehicles and equipment (to include Army equivalents) and an additional allocation of space	Mission deck/cargo capacity: 25,000 sq. ft. elevated if necessary, for vehicle parking and maneuvering with tiedowns for all current and programmed USMC and NSE ground vehicles and equipment (to include Army equivalents) and	

	of space above the 50,000 sq. ft. for stowage and employment of the sideport ramp and fendering LCAC: 3 LCAC equivalent mission deck spots with services (fueling, wash down, lane barriers, lighting) JP 5 cargo fuel stowage capacity: 450,000 gal. to support LCAC refueling and support of operations ashore (i.e refueling tanker trucks and other vehicles) potable water stowage and production capacity: Stowage capacity of 100,000 gal. and production capacity of 25,000 gal. per day to support both shipboard and mission related fresh water requirements	an additional allocation of space above the 25,000 sq. ft. for stowage and employment of the sideport ramp and fendering LCAC: 3 LCAC equivalent mission deck spots with services (fueling, wash down, lane barriers, lighting) JP 5 cargo fuel stowage capacity: 380,000 gal. to support LCAC refueling and support of operations ashore (i.e. refueling tanker trucks and other vehicles) potable water stowage and production capacity: Stowage capacity of 100,000 gal. and production capacity of 25,000 gal. per day to support both shipboard and mission related fresh water requirements	above the 25,000 sq. ft. for stowage and employment of the sideport ramp and fendering LCAC: 3 LCAC equivalent mission deck spots with services (fueling, wash down, lane barriers, lighting) JP 5 cargo fuel stowage capacity: 380,000 gal. to support LCAC refueling and support of operations ashore (i.e. refueling tanker trucks and other vehicles) potable water stowage and production capacity: Stowage capacity of 100,000 gal. and production capacity of 25,000 gal. per day to support both shipboard and mission related fresh water requirements.	an additional allocation of space above the 25,000 sq. ft. for stowage and employment of the sideport ramp and fendering LCAC: 3 LCAC equivalent mission deck spots with services (fueling, wash down, lane barriers, lighting) JP 5 cargo fuel stowage capacity: 380,000 gal. to support LCAC refueling and support of operations ashore (i.e. refueling tanker trucks and other vehicles) potable water stowage and production capacity: Stowage capacity of 100,000 gal. and production capacity of 25,000 gal. per day to support both shipboard and mission related fresh water requirements	
(KPP) - Force Protection (1)					

	Crew served weapons mounts and stowage space (volume, accessibility and safety) for these weapons, small arms, ammunition, non-lethal weapons/devices, and personnel protective equipment as routinely provided to MSC ships plus space and weight for point defense weapons system(s)	Crew served weapons mounts and stowage space (volume, accessibility and safety) for these weapons, small arms, ammunition, non-lethal weapons/devices, and personnel protective equipment as routinely provided to MSC ships	Crew served weapons mounts and stowage space (volume, accessibility and safety) for these weapons, small arms, ammunition, non-lethal weapons/devices, and personnel protective equipment as routinely provided to MSC ships.	Crew served weapons mounts and stowage space (volume, accessibility and safety) for these weapons, small arms, ammunition, non-lethal weapons/devices, and personnel protective equipment as routinely provided to MSC ships	
(KPP) - Materiel Availability. Percent of time ship not in maintenance availability and can undertake bulk of wartime mission (Ao equiv). Bulk of its wartime mission for MLP is ability to transit at 10 knots, and ballast and control head in support of LCAC operat					
	84%	0.8	0.8	0.8	
(KPP) - Net Ready-KPP Attribute - ESB					

	Support to Military Operations (99%) Primary Mission Area - Mine Counter Measures Measure - Ability to disseminate Tactical & Operational Information Enter and be managed on the Network Network - LOS Coms Measure - 1s (time to connect) Data Links Measure - 5s (time to connect) SATCOM Voice Measure - 1s (time to connect) SATCOM Data Measure - 2s (time to connect) Exchange Information: Information Element - Identify Target, Engage Target, Destroy Target Measure - 10s (Time to send and receive information to/from external operational performer)	Support to Military Operations (90%) Primary Mission Area - Mine Counter Measures Measure - Ability to disseminate Tactical & Operational Information Enter and be managed on the Network Network - LOS Coms Measure - 5s (time to connect) Data Links Measure - 12s (time to connect) SATCOM Voice Measure - 5s (time to connect) SATCOM Data Measure - 10s (time to connect) Exchange Information: Information Element - Identify Target, Engage Target, Destroy Target Measure - 1 min (Time to send and receive information to/from external operational performer)	Support to Military Operations (90%) Primary Mission Area - Mine Counter Measures Measure - Ability to disseminate Tactical & Operational Information Enter and be managed on the Network Network - LOS Coms Measure - 5s (time to connect) Data Links Measure - 12s (time to connect) SATCOM Voice Measure - 5s (time to connect) SATCOM Data Measure - 10s (time to connect) Exchange Information: Information Element - Identify Target, Engage Target, Destroy Target Measure - 1 min (Time to send and receive information to/from external operational performer)	Support to Military Operations (90%) Primary Mission Area - Mine Counter Measures Measure - Ability to disseminate Tactical & Operational Information Enter and be managed on the Network Network - LOS Coms Measure - 5s (time to connect) Data Links Measure - 12s (time to connect) SATCOM Voice Measure - 5s (time to connect) SATCOM Data Measure - 10s (time to connect) Exchange Information: Information Element - Identify Target, Engage Target, Destroy Target Measure - 1 min (Time to send and receive information to/from external operational performer)	
(KPP) - Net-Ready: The system must support Net-Centric military operations. The system must be able to enter and be managed in the network, and exchange data in a secure manner to enhance mission effectiveness. The system must continuously provide survivable, int					
	Systems must fully support execution of all operational activities and information exchanges identified in the DoD Enterprise Architecture and	Systems must fully support execution of Joint critical operational activities and information exchanges identified in the DoD Enterprise	Systems must fully support execution of all operational activities and information exchanges identified in the DoD Enterprise Architecture and solution architectures	Systems must fully support execution of all operational activities and information exchanges identified in the DoD Enterprise	

	solution architectures based on integrated DODAF content, and must satisfy the technical requirements for Net -Centric military operations to include: 1) Solution architecture products compliant with DoD Enterprise Architecture based on integrated DODAF content, including specified operationally effective information exchanges 2) Compliant with Net-Centric Data Strategy and Net-Centric Services Strategy, and the principles and rules identified in the DoD IEA, excepting tactical and non-IP communications 3) Compliant with GIG Technical Guidance to include IT Standards identified in the TV-1 and implementation guidance of the GESPs necessary to meet all operational requirements specified in the DoD Enterprise Architecture and solution architecture views 4) IA requirements including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an ATO by the DAA, and 5)	Architecture and solution architectures based on integrated DODAF content, and must satisfy the technical requirements for transition to Net-Centric military operations to include: 1) Solution architecture products compliant with DoD Enterprise Architecture based on integrated DODAF content, including specified operationally effective information exchanges 2) Compliant with Net-Centric Data Strategy and Net-Centric Services Strategy, and the principles and rules identified in the DoD IEA, excepting tactical and non-IP communications 3) Compliant with GIG Technical Guidance to include IT Standards identified in the TV-1 and implementation guidance of the GESPs necessary to meet all operational requirements specified in the DoD Enterprise Architecture and solution architecture views 4) IA requirements	based on integrated DODAF content, and must satisfy the technical requirements for Net -Centric military operations to include: 1) Solution architecture products compliant with DoD Enterprise Architecture based on integrated DODAF content, including specified operationally effective information exchanges 2) Compliant with Net-Centric Data Strategy and Net- Centric Services Strategy, and the principles and rules identified in the DoD IEA, excepting tactical and non-IP communications 3) Compliant with GIG Technical Guidance to include IT Standards identified in the TV-1 and implementation guidance of the GESPs necessary to meet all operational requirements specified in the DoD Enterprise Architecture and solution architecture views 4) IA requirements including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an ATO by the DAA, and 5) Supportability requirements to include SAASM, Spectrum and JTRS requirements.	Architecture and solution architectures based on integrated DODAF content, and must satisfy the technical requirements for Net -Centric military operations to include: 1) Solution architecture products compliant with DoD Enterprise Architecture based on integrated DODAF content, including specified operationally effective information exchanges 2) Compliant with Net- Centric Data Strategy and Net-Centric Services Strategy, and the principles and rules identified in the DoD IEA, excepting tactical and non-IP communications 3) Compliant with GIG Technical Guidance to include IT Standards identified in the TV-1 and implementation guidance of the GESPs necessary to meet all operational requirements specified in the DoD Enterprise	

	Supportability requirements to include SAASM, Spectrum and JTRS requirements.	including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an IATO or ATO by the DAA, and 5) Supportability requirements to include SAASM, Spectrum and JTRS requirements.		Architecture and solution architecture views 4) IA requirements including availability, integrity, authentication, confidentiality, and non-repudiation, and issuance of an ATO by the DAA, and 5) Supportability requirements to include SAASM, Spectrum and JTRS requirements.	
(KPP) - Survivability - ESB					

	Threshold plus chemical and radiological detection system, wash down capability for the ship, personnel decontamination stations, CBR PPE for the crew Same as threshold Damage control repair lockers: Three damage control repair lockers shall be provided. The two identified in threshold plus a third locker located in the new AFSB house. The DC lockers shall be capable of stowing the required MSC damage control Allowance Equipage Lists	S/W for chemical and radiological detection system, wash down capability for the ship, personnel decontamination stations, and CBR PPE for the crew Survival of the ship, crew, embarked force through sea state 8 (Note 1), while maintaining best heading under power Damage control repair lockers: Two damage control repair lockers shall be provided. One locker shall be located forward, and the other locker is to be located aft. The lockers shall be located between the forward and aft collision bulkheads. The DC lockers shall be capable of stowing the required MSC damage control AELs.	S/W for chemical and radiological detection system, wash down capability for the ship, personnel decontamination stations, and CBR PPE for the crew Survival of the ship, crew, embarked force through sea state 8 (Note 1), while maintaining best heading under power Damage control repair lockers: Two damage control repair lockers shall be provided. One locker shall be located forward, and the other locker is to be located aft. The lockers shall be located between the forward and aft collision bulkheads. The DC lockers shall be capable of stowing the required MSC damage control AELs.	S/W for chemical and radiological detection system, wash down capability for the ship, personnel decontamination stations, and CBR PPE for the crew Survival of the ship, crew, embarked force through sea state 8 (Note 1), while maintaining best heading under power Damage control repair lockers: Two damage control repair lockers shall be provided. One locker shall be located forward, and the other locker is to be located aft. The lockers shall be located between the forward and aft collision bulkheads. The DC lockers shall be capable of stowing the required MSC damage control AELs.	
(KPP) - Survivability - ESD (1)					

	Chemical and radiological detection system, washdown capability for the ship, personnel decontamination stations, and CBR PPE for the crew. Survival of the ship and crew through sea state 8 while maintaining best heading under power. Damage control repair lockers: Two damage control repair lockers shall be provided. One locker shall be located forward, and the other locker is to be located aft. The lockers shall be located between the forward and aft collision bulkheads. The DC lockers shall be capable of stowing the required MSC damage control AELs.	S/W for chemical and radiological detection system, wash down capability for the ship, personnel decontamination stations, and CBR PPE for the crew Survival of the ship, crew, embarked force through sea state 8 (Note 1), while maintaining best heading under power Damage control repair lockers: Two damage control repair lockers shall be provided. One locker shall be located forward, and the other locker is to be located aft. The lockers shall be located between the forward and aft collision bulkheads. The DC lockers shall be capable of stowing the required MSC damage control AELs.	S/W for chemical and radiological detection system, wash down capability for the ship, personnel decontamination stations, and CBR PPE for the crew Survival of the ship, crew, embarked force through sea state 8 (Note 1), while maintaining best heading under power Damage control repair lockers: Two damage control repair lockers shall be provided. One locker shall be located forward, and the other locker is to be located aft. The lockers shall be located between the forward and aft collision bulkheads. The DC lockers shall be capable of stowing the required MSC damage control AELs.	S/W for chemical and radiological detection system, wash down capability for the ship, personnel decontamination stations, and CBR PPE for the crew Survival of the ship, crew, embarked force through sea state 8 (Note 1), while maintaining best heading under power Damage control repair lockers: Two damage control repair lockers shall be provided. One locker shall be located forward, and the other locker is to be located aft. The lockers shall be located between the forward and aft collision bulkheads. The DC lockers shall be capable of stowing the required MSC damage control AELs.	

Requirement Reference

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Validated:

CDD approved on March 11, 2013

Deviation Explanation

No deviations for this program/subprogram

Notes

Acronyms and Abbreviations
AEL - Allowance Equipage Lists
AFFF - Aqueous Film Forming Foam
AFSB - Afloat Forward Sea Base
AH6 - Attack Helicopter Model 6
Ao - Operational Availability
ATO - Authority to Operate
CBR - Chemical, Biological, and Radiological
CH47 - Cargo Helicopter Model 47
CV22 - Cargo Fixed Wing Helicopter Model 22
DAA - Designated Accrediting Authority
DC - Damage Control
DCS-M - Dry Combat Submersible Medium
DoD - Department of Defense
DoDAF - Department of Defense Architecture Framework
ESD - Expeditionary Transfer Dock
gal - Gallon(s)
GESP - GIG Enterprise Service Profile
GIG - Global Information Grid
IA - Information Assurance
IATO - Interim Authority to Operate
IEA - Information Enterprise Architecture
IP - Internet Protocol
ISU - International Standard Unit
IT - Information Technology
JP - Jet Propellant
JTRS - Joint Tactical Radio System
LCAC - Landing Craft Air Cushion
LOS - Line Of Sight
M - Meter
MH53E - Multi-mission Helicopter Model 53E
MH60 - Multi-mission Helicopter Model 60
min - Minute(s)
MK - Mark
MLP - Mobile Landing Platform
MOGAS -Mobility Gasoline
MSC - Military Sealift Command
NSE - Naval Support Elements
PPE - Personal Protective Equipment
RHIB -Rigid Hull Inflatable Boat
s - Second(s)
S/W - Space and Weight
SAASM - Selective Availability Anti-Spoofing Module
SATCOM - Satellite Communications
sq. ft. - Square Feet
TEU - Twenty Foot Equivalent Unit
TV-1 - Technical Standards Profile
USMC -Unites States Marine Corp

Acquisition Budget Estimate
ESB

Total Acquisition Cost

		Milestone APB	Current Baseline		Budget Estimate PB 2024		
Category	**Base Year**	**Objective (BY$M)**	**Objective (BY$M)**	**Threshold (BY$M)**	**BY$M**	**TY$M**	**Deviation**
RDT&E	2011	112	112	123.3	117.5	121.3	
Procurement	2011	4,416.9	4,416.9	4,940.7	4,468.3	5,133.3	
MILCON	2011	0	0	0	0	0	
Acq. O&M	2011	0	0	0	0	0	
Total		4,528.9	4,528.9		4,585.8	5,254.6	
PAUC	2011	566.112	566.112	632.995	573.225	656.825	
APUC	2011	552.112	552.112	617.582	558.538	641.663	

Appropriation Category Deviation Explanations

PAUC Deviation Explanation

APUC Deviation Explanation

Budget Notes

The Department requested $107.4 million in FY 2023 funds to reflect revised economic assumptions in accordance with the General Provision Section 8121 of the Department of Defense Appropriations Act, 2023.

Total End Item Quantity

Quantity Category	Current APB Quantity	Current Estimate Quantity
Development	0	
Procurement	8	8
O&M-Acquired		

Quantity Notes

Unit Cost

ESB

Current UCR Baseline and Current Estimate (Base-Year Dollars)			
Category ($M) Base Year:2011	**Current UCR Baseline**	**Current Estimate**	**% Change**
Program Acquisition Unit Cost			
Cost	4,528.9	4,585.8	
Quantity	8	8	
Unit Cost	566.112	573.225	1.26%
Average Procurement Unit Cost			
Cost	4,416.9	4,468.3	
Quantity	8	8	
Unit Cost	552.112	558.538	1.16%

Original UCR Baseline and Current Estimate (Base-Year Dollars)			
Category ($M) Base Year:2011	**Original UCR Baseline**	**Current Estimate**	**% Change**
Program Acquisition Unit Cost			
Cost	4,528.9	4,585.8	
Quantity	8	8	
Unit Cost	566.112	573.225	1.26%
Average Procurement Unit Cost			
Cost	4,416.9	4,468.3	
Quantity	8	8	
Unit Cost	552.112	558.538	1.16%

Cost Growth Details
Current Baseline PAUC Breach Explanation
Current Baseline APUC Breach Explanation
Original Baseline PAUC Breach Explanation
Original Baseline APUC Breach Explanation
Impacts of Schedule Changes on Unit Cost
Impacts of Performance Changes on Unit Cost
Actions Taken or Proposed to Control Future Cost Growth

Risk and Sensitivity Analysis

ESB

Risk and Sensitivity Analysis
Current Procurement Cost(December - 2022)
Original Baseline Estimate (February - 2019)
(1) Current baseline estimate equals original baseline estimate. The Acquisition Schedule risk is the main driver of risk in the ESB cost estimate. (2) ESB 6 - 8 Acquisition Schedule Risk.

Current Baseline Estimate (February - 2019)
(1) Current baseline estimate equals original baseline estimate. The Acquisition Schedule risk is the main driver of risk in the ESB cost estimate. (2) ESB 6 - 8 Acquisition Schedule Risk.

Schedule Risk		
Other	2023-09-30	If hiring challenges remain and the increased usage of green labor continues, then there will be increased risk to NASSCO's ability to meet schedule. Delays on T-AO 205 Class hulls have had a cascading impact on ESBs 6 & 7 schedules.
Technical Risks		

Low Rate Initial Production

ESB

Item	Initial LRIP Decision	Current Total LRIP
Approval Date		
Approved Quantity		
Reference		
Start Year		
End Year		

Rationale if quantity exceeds 10% of the total number of articles to be procured:

Notes

Contracts & Efforts

Contract Data	
Contract Number	N00024-19-C-2235
Effort Number	
Modification Number	
Award Date	
Definitization Date	
Order Number	
CAGE Code/CAGE Legal Name	/
Contract Title	Expeditionary Sea Base - ESB 6
Contract Address	San Diego, CA
Contracting Office	
Supported Phase	Production
Contract Strategy	
Contract Type	Fixed-Price Incentive (Firm Target)
Modification Date	
Work Start Date	
Technical Data Rights	
Work Completed	

Contracts/Effort Price, Quantity, and Performance (TY$M)		
Initial Target Price	Current Target Price	
$539.5	$561.2	
Initial Ceiling Price	Current Ceiling Price	
$568.4	$591.4	
Contractor EAC	PM EAC	
Initial Quantity	Current Quantity	Delivered Quantity
1	1	1
BAC	BCWP	ACWP

BCWS	Cost Variance	Schedule Variance

Contract Notes:

In accordance with Section 830(a)(2) of the FY 2020 National Defense Authorization Act, which requires a SAR to be submitted in unclassified form without any designation relating to dissemination control this SAR section has omitted information that is For Official Use Only (CUI).

Factors Contributing to Cost Variance and Projected Effects on Program Costs

Factors Contributing to Schedule Variance and Projected Effects on Program Schedule

Contract Data	
Contract Number	N00024-19-C-2235
Effort Number	
Modification Number	
Award Date	
Definitization Date	
Order Number	
CAGE Code/CAGE Legal Name	/
Contract Title	Expeditionary Sea Base - ESB 7
Contract Address	San Diego, CA
Contracting Office	
Supported Phase	Production
Contract Strategy	
Contract Type	Fixed-Price Incentive (Firm Target)
Modification Date	
Work Start Date	
Technical Data Rights	
Work Completed	

Contracts/Effort Price, Quantity, and Performance (TY$M)		
Initial Target Price	Current Target Price	
$550.6	$553.7	
Initial Ceiling Price	Current Ceiling Price	
$580.6	$583.4	
Contractor EAC	PM EAC	
Initial Quantity	Current Quantity	Delivered Quantity
1	1	0
BAC	BCWP	ACWP
BCWS	Cost Variance	Schedule Variance

Contract Notes:

In accordance with Section 830(a)(2) of the FY 2020 National Defense Authorization Act, which requires a SAR to be submitted in unclassified form without any designation relating to dissemination control this SAR section has omitted information that is For Official Use Only (CUI).

Factors Contributing to Cost Variance and Projected Effects on Program Costs

Factors Contributing to Schedule Variance and Projected Effects on Program Schedule

External Government Activities

Activity Title		Government Entity	Supported Phase
CAGE		Work Start Date	
City		State/Province:	
Notes			

Deliveries and Expenditures

ESB

Deliveries				
Delivered to Date	Planned to Date	Actual to Date	Total Quantity	Percent Delivered
Development				
Production	6	6	8	75.00%
Total Program Quantity Delivered	6	6	8	75.00%

Expended and Appropriated (TY $M)

Years Appropriated to date: 15

Total Years Appropriated Funding (Current Baseline): 18

Percent Years Appropriated: 83.33%

Then-Year Funding Appropriated as Percentage of Total Acquisition Estimate: 99.25%

Then-Year Funding Expended as Percentage of Total Acquisition Estimate: 87.40%

Total Acquisition Cost: 5,254.6

Deliveries & Expenditures Notes:

As Of: 13 March 2023

Operating and Support Costs

ESB

O&S Cost Breakdown:

Category (BY$ Million)	ESB
Unit-Level Manpower	
Unit Operations	
Maintenance	
Sustaining Support	.0
Continued System Improvements	
Other	.0
Total	.0

Cost Estimate Source: dated
O&S Cost Notes:

Total Program O&S Cost Compared with Baseline					
	Current Baseline				
	Objective (BY$M)	Threshold (BY$M)	Current Estimate (BY$M)	Current Estimate (TY$M)	Deviation
Total O&S	9,649.9	10,614.9	12,094.3	20,001.1	YES

.

O&S Cost Deviation Explanation

Operating and Support Costs - Disposal and Unitized Costs

ESB

Annual Unitized O&S Cost Definition and Calculation Relative to Total O&S Cost:

Program O&S Cost developed by: Average Cost of an ESB ($37.795M), multiplied by the number of ESBs in the class (8), multiplied by the amount of years the ship will be in service (40), equals the expected O&S cost for the class: $12,094.4M(37.795X 8)(40) = 12,094.3M in BY11$. Current estimate in TY$ = 20,001.1M

Sustainment Factors	System Name: Expeditionary Sea Base (ESB)	Antecedent System Name: N/A
Quantity to Sustain	8	
Unit of Measure	Ship	
Unit Expected Service Life	40	

Base Year:

Annual Unitized O&S Cost by Category Base Year $ Unit:($K)	System Name: Expeditionary Sea Base (ESB)	Antecedent System Name: N/A
Unit-Level Manpower	14.3	
Unit Operations	9.9	
Maintenance	8.1	
Sustaining Support	1.6	
Continued System Improvements	0.6	
Other	3.2	
Total O&S	37.8	0.0

Disposal/Demilitarization Cost Estimate

(Base Year $Millions)	System Name: Expeditionary Sea Base (ESB)	Antecedent System Name: N/A
Total Disposal		

Cost Estimate Source - Disposal	
Type:	Other
Approval Authority and Date:	11/19/2010
Note:	
MLP PLCCE	
Disposal Cost Notes:	
Disposal Cost is included in the Operating and Support Cost of the current APB objective and threshold for this program.	

Additional O&S Estimate Assumptions:
Sustainment Strategy:
The Military Sealift Command (MSC) maintains the ESDs utilizing established sustainment practices and maintenance philosophy which reflect the ship'scommercial design and construction, utilization of commercial equipment and MSC's two-level maintenance philosophy consisting of shipboard anddepot level maintenance. Sustainment efforts followcommercial merchant service practices that emphasize maximizing cost effectiveness and ship availability. Operating Tempo (OPTEMPO) was assumed10% of In Fleet Time (IFT) steaming underway and 90% of IFT steaming not underway. MSC and US Navy act as a joint Navy Type Command (TYCOM) and the hybrid crew, based off agreed upon Roles and Responsibilities, maintains the ESBsutilizing established sustainment practices and maintenance philosophy whichreflect the ship's commercial design and construction, utilization of commercial equipment and MSC's two-level maintenance philosophy for Hull,Mechanical & Engineering (HM&E) equipment and the Navy's maintenance philosophy for associated Mission Support Equipment. Logistics supportincludes the use of the Navy and DoD supply systems as well as commercial distribution networks to reduce life.
Antecedent Estimate Assumptions:
The ESD and ESB ships represent new capabilities from their original intent and therefore they are without a true antecedent system