

MULTI-MISSION DRY DOCK DELIVERING THE FOUNDATION OF FLEET READINESS



MISSION NEED

The Navy does not currently have the capacity and capability to perform depot-level maintenance on a Gerald R. Ford-class aircraft carrier in the Pacific. The only dry dock on the West Coast able to accommodate a current Nimitz-class aircraft carrier does not meet seismic resiliency standards and cannot fully accommodate Ford-class aircraft carriers.

The Navy needs to upgrade and improve the shipyard's capabilities and capacities to ensure Puget Sound Naval Shipyard and Intermediate Maintenance Facility (PSNS & IMF) can continue to meet its important mission to maintain, modernize, and retire the Navy's nuclear-powered fleet into the foreseeable future.

Multi-Mission Dry Dock is a strategic priority for the Navy and critical for operational readiness. Access to adequate maintenance facilities on the West Coast mitigates risk and allows available assets in the Pacific to respond to threats. Construction of Multi-Mission Dry Dock is essential to aircraft carrier operations in the Pacific and will:

- > Keep a Ford-class aircraft carrier in INDOPACOM area of responsibility.
- > Improve shipyard capacity by 25%.
- > Enable portal crane access to all areas for material and component lifts.
- > Maintain DD6's availability for submarine recycling, contingency, and other work.



2X

More concrete
than the Pentagon



11X

More iron by
weight than the
Eiffel Tower



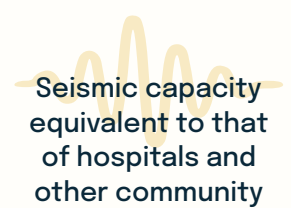
2.5X

The volume of the
Roman Colosseum



3X

Higher electrical
demand than the
Empire State Building



Seismic capacity
equivalent to that
of hospitals and
other community
emergency
facilities

STRATEGIC PLANNING & EXECUTION

SITE ACCESS & SECURITY: The project planning incorporates Controlled Industrial Area (CIA) site enclaving and targeted mitigations to minimize Navy Base Kitsap (NBK) security friction.

LAYDOWN & STAGING: Early planning efforts maximize on- and off-site laydown areas, marine operations, and temporary works.

WASTE MANAGEMENT: Revised waste stream protocols, established in coordination with PSNS & IMF, will help address anticipated material volumes effectively.

SCHEDULING REQUIREMENTS: The Navy will require fully cost- and resource-loaded schedules that clearly articulate crew and equipment production rates for major critical path activities.

ENFORCEABLE MILESTONES: Critical milestones are tied to enforceable incentives including award fees and liquidated damages.

KEY DRY DOCK MILESTONES

All dates are projected and subject to change.



SUMMER 2026

Issue Sources Sought



FALL 2026

Request for Proposal



FALL/WINTER 2026

Record of Decision



SPRING 2027

First Award



SPRING 2028

Begin Construction of Dry Dock



LOCATION & KEY ELEMENTS

The Navy is considering two shipyard locations for the future site of the new dry dock, including the Navy's Preferred Alternative 2 at Dry Dock 3, and Alternative 3, located at Mooring Alpha.

The dry dock facility will include drainage and flooding systems; a caisson gate, roadways and portal crane tracks, access and egress elements, mechanical, electrical, and communication systems, supporting facilities; and utility routing tunnels.

The full project delivery includes proposed construction of a new dry dock, as well as demolishing, replacing, and/or constructing other piers, wharves, moorings, cranes, buildings, and support facilities.

