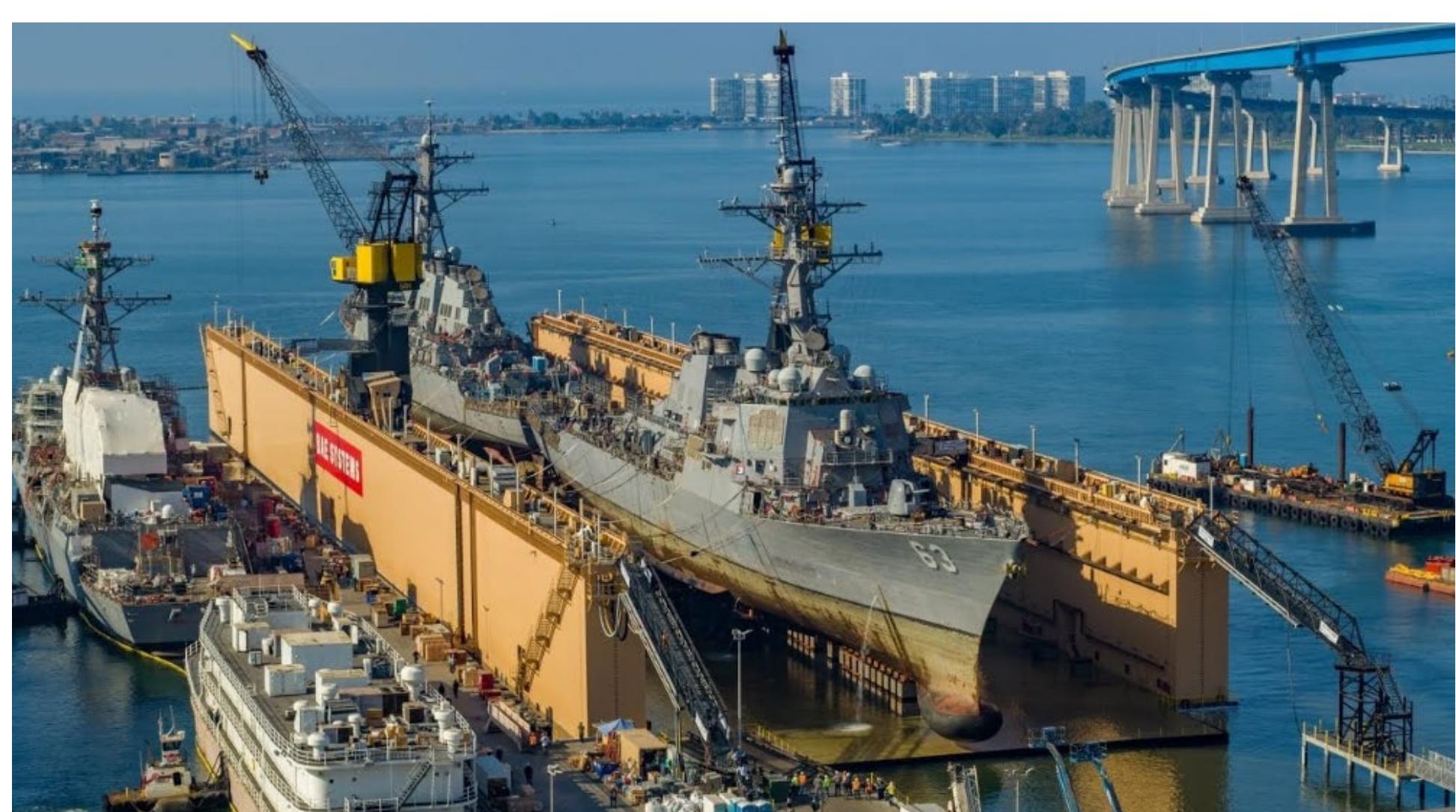


## Abstract

The U.S. Navy's Pacific Fleet (PACFLT) faces critical maintenance delays due to insufficient domestic repair capacity, threatening readiness in the Indo-Pacific. This research analyzes root causes- aging infrastructure, workforce shortages, and drydock limitations- and proposes short-term use of allied shipyards in Japan and South Korea to relieve the burden. Supported by GAO data and case studies, the study recommends leveraging allied capabilities to reduce backlogs while domestic shipyard revitalization programs like SIOP mature. Legal barriers exist but are navigable. This approach enhances readiness and alliance integration at a time of rising regional tension.



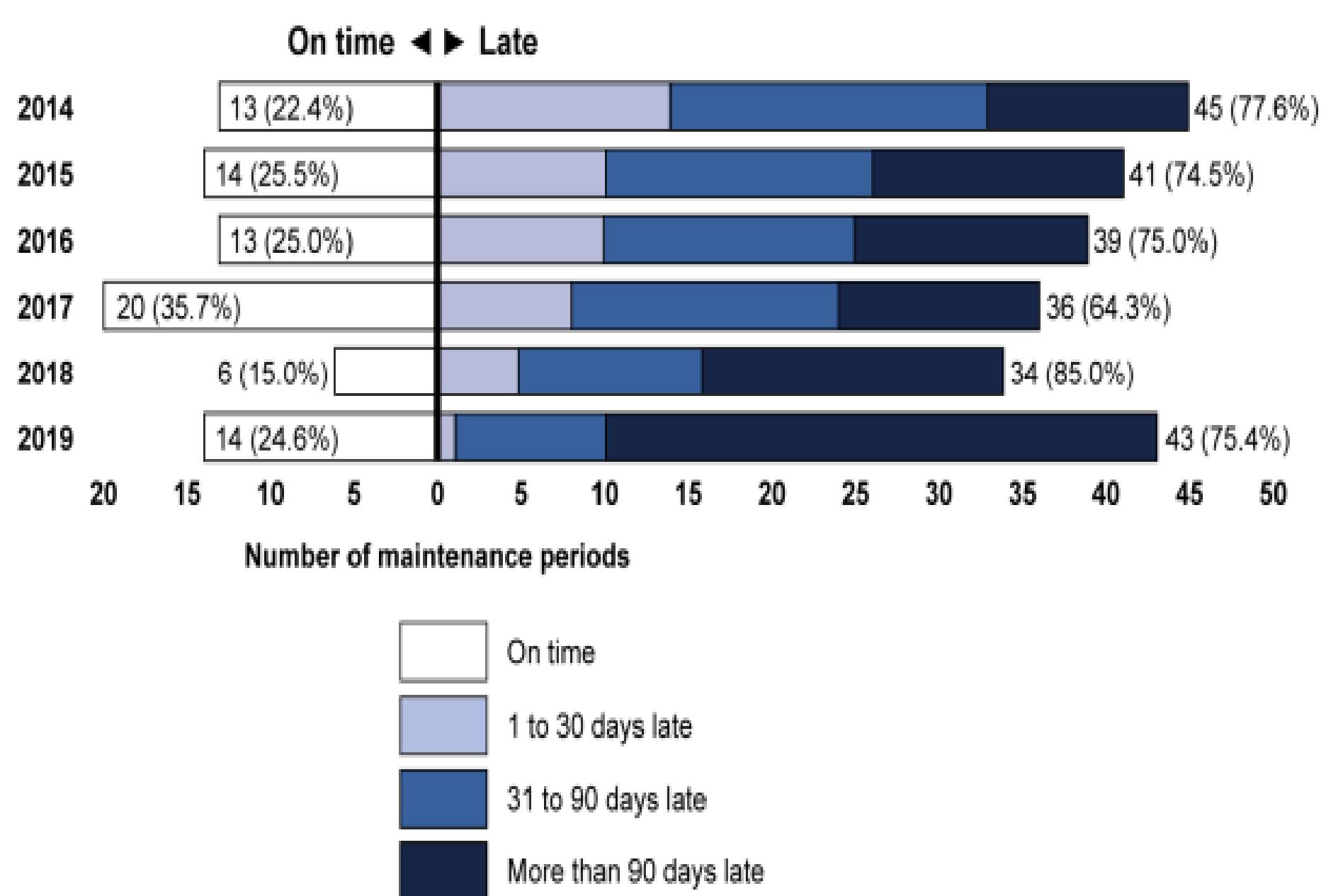
## Methods

- Qualitative analysis of GAO and Navy maintenance data
- Review of shipyard infrastructure and labor capacity
- Case studies (USS Boxer, USS Bonhomme Richard)
- Legal review of Title 10 USC § 8680
- Assessment of Japanese and South Korean repair facilities

## Results & Impact

- Most surface ship maintenance periods are delayed
- PACFLT lacks drydock capacity; existing facilities are aging
- Skilled labor shortages continue to limit throughput
- Japan and South Korea operate similar warships and offer proven repair capability
- Legal restrictions under Title 10 must be addressed for expanded use
- SIOP and domestic repair initiatives will take decades
- Leveraging allied shipyards now relieves pressure and creates space for U.S. industrial revitalization

Figure 3: Number of Navy Maintenance Periods That Ran Late by Length of Delay, Fiscal Years 2014 through 2019



Source: GAO analysis of Navy data. | GAO-20-257T

## Future Research

- Explore legislative modifications to Title 10 USC § 8680 to enable broader overseas maintenance use
- Evaluate ship repair capabilities in Philippines, Singapore, and India
- Develop security measures for safe sharing of repair data with foreign partners

