

*RFI Category and Number:*

RFI# 4. Women on Ships

*RFI Question:**The Committee requests a written response from the Navy on the following:*

- a. Please provide the percentage of racks at sea utilization for men and women (both officer and enlisted) for each class of ship.*

*RFI Response:*

Officers: PERS 41 considers every Officer rack aboard Surface Combatants available to Women and billets are assigned regardless of gender. However, PERS 412 has been able to provide anecdotal information. (Source: SWO OCM BUPERS-3 as of 06MAY19)

## Female Officer Data:

CG:	24%	
DDG:	27%	
LCS:	25%	
LPD:	29%	
LHD:	35%	
LSD:	28%	
LHA:	17%	
LCC:	42%	
PC:	0%	(only female commanding officers)
MCM:	4%	(only female commanding officers and executive officers)

Percentages based on the ratio of female officers to total officers per ship class.

Enlisted: The data is accurate as of 6 May 2019. (Source: CMS-ID as of 06MAY19)

CG:	13%	
DDG:	19%	(includes DDG 1000)
LCS:	11%	
LPD:	19%	
LHD:	20%	
LSD:	23%	
LHA:	25%	
LCC:	27%	
PC:	0%	

Due to design and size limitations, there are no passageways between crew berthing, crew messing, and machinery compartments on the second deck. Rather, members of the crew move forward and aft on the vessel by passing directly through those spaces rather than passageways. *The only berthing with privacy is the commanding officer's compartment.* As a result, it is not possible to provide the standard of gender privacy that is afforded on other classes of ships. Additionally, NAVSEA assesses that any berthing alteration to the internal or external structure which results in additional weight must be

compensated for by the removal of an equal amount of weight to include fuel, sensors or weapon systems, which would reduce the operational capability, endurance and possibly the lethality of the ship. Furthermore, the PC class is nearing the end of expected service life with decommissioning scheduled from FY24 and FY26. As a result of the design and stability limitations, the inability to provide adequate standards of privacy, and the planned PC decommissioning schedule, there is no intent to develop, plan, program or execute a Woman-at-Sea alteration.

MCM: 3%

As with PCs, Female junior officers are routinely assigned to MCMs as COs/XOs. Two MCMs in service (USS SENTRY, USS GLADIATOR) are configured for enlisted females. Both are homeported in Bahrain and are required to maintain 95 percent Fit/Fill. Ships homeported in Bahrain face many of the same personnel readiness challenges for deployed assets due to screening issues, short tour lengths and high turnover rate: and their manning target requires the ship to be manned at 72 of 75 enlisted Sailors at all times. Currently, there are no open racks for Females because natural attrition and normal distribution cannot be used because normal distribution is not managed by Gender. If a Female with the right skillset becomes an available roller, upon reporting, the MCM is required to identify and successfully screen 3 Female CPOs and/or 15 E-6 or below Female Sailors for arrival within a couple of months of each other. Also, the Male Sailors will have to be moved to another location. Due to the small size of the MCM, it is less able to absorb gaps and unplanned losses without significantly decreasing readiness. Gaps and/or unplanned losses in Female Enlisted Sailors cannot be absorbed through more Male assignments due to rack limitations and compartment assignability. Furthermore, NAVSEA approved alterations to MCMs to accommodate Women-at-Sea have been put on hold due to lack of Female Minemen (MN) and the pending introduction of the LCS MCM Mission Module. There is no plan to program, budget and execute the modification for the remainder of the MCMs given they are nearing the end of their service life and are scheduled to be decommissioned between FY19 and FY24.

*Office responsible:*

**CNSP N1, ACOS, Manpower & Personnel**