

# Keeping the Fleet Afloat: Compliance in Ship Repair

The Military Sealift Command (MSC) and the US Navy rely on a vast network of private shipyards and marine contractors to keep the fleet operational. From hull painting and engine overhaul to pier-side logistics and husbanding services, the maritime industry is deeply integrated with federal defense. These contracts are time-critical. A ship comes into port for a "availability" window of 14 days; the work must start immediately.

In this fast-paced environment, your access to the pier and your ability to get paid depend on your federal standing. The Navy's payment systems and the base access security systems check your entity status. If a ship repair contractor allows their registration to lapse, they may find their workers denied access to the base gate on the first day of the job. The requirement to [renew SAM](#) is a readiness issue. You cannot service a destroyer if you cannot get on the pier.

## Master Ship Repair Agreements (MSRA)

Holders of Master Ship Repair Agreements (MSRAs) or Agreements for Boat Repair (ABRs) are subject to intense scrutiny. These are pre-qualified credentials that allow you to bid on complex work. Eligibility for these agreements is tied to your federal profile. If your profile lapses, your MSRA can be suspended. Restoring it is a bureaucratic ordeal that involves re-inspections. Continuous registration is the heartbeat of the MSRA; if it stops, the agreement dies.

## Husbanding and Port Services

Husbanding agents provide the supplies, tugs, and pilotage for visiting Navy ships. They often pay upfront for these services and seek reimbursement. The sums are huge—hundreds of thousands of dollars for a single port visit. If the agent's registration is expired when the invoice is submitted, the Navy cannot reimburse them. This creates a massive cash flow crisis for the agent, who has already paid the local vendors. Maritime agents must view their renewal date as a critical financial cliff that must never be crossed.

## JCP Certification and Tech Data

Ship repair often requires access to sensitive engineering drawings (controlled technical data). Access is granted through the Joint Certification Program (JCP). Your JCP certification is linked to your CAGE code and entity address. If your entity registration expires or if

you move your office without updating the address, your JCP certification is voided. You lose access to the blueprints needed to bid on the repair job. Synchronising your entity data with your JCP profile is essential for accessing the technical specs.

### **Global Logistics and NCAGEs**

Many maritime contractors operate overseas, servicing Navy ships in foreign ports. As discussed in previous sets, this involves the NATO Commercial and Government Entity (NCAGE) code. For maritime firms, the disconnect between the local port authority business license and the US federal registration is a frequent pain point. Ensuring that your global network of port agents is validly registered ensures that the Navy can pull into any port and find a compliant partner ready to work.

### **Conclusion**

The maritime industry moves at the speed of the tide. There is no time for administrative delays when a ship is in drydock. By maintaining a watertight federal registration, marine contractors ensure that they can execute the work, get paid, and keep the fleet ready for the mission.

### **Call to Action**

Keep your shipyard eligible for Navy contracts by securing your registration renewal now.

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