

HII COMPLETES INSTALLATION OF USS JOHN C. STENNIS (CVN 74) MAIN MAST



[Release from HII](#)

NEWPORT NEWS, Va., July 26, 2023 (GLOBE NEWSWIRE) – HII’s (NYSE: HII) Newport News Shipbuilding (NNS) division has completed a significant milestone in the refueling and complex overhaul (RCOH) of the aircraft carrier USS *John C. Stennis* (CVN 74).

NNS shipbuilders and USS *John C. Stennis* sailors held a mast-stepping ceremony Wednesday, an ancient maritime custom of placing a coin underneath the ship’s mast to bring good fortune. A time capsule containing photos, a piece of the old mast, several coins and other artifacts was attached to the interior of the main mast.

“It’s always great making significant progress and checking off major accomplishments during this RCOH period – today is yet another triumph by this team,” said Capt. J. Patrick Thompson III, the ship’s commanding officer. “This mast stepping allows us to acknowledge our past as we move into the future. Today we place a number of items in our time capsule to weld to the mast – to honor this moment in history, and more importantly to honor the workers and *Stennis* crew members helping us prepare the ship for another 25 years.”

The ceremony followed a major milestone this spring when the shipyard installed the ship’s new main mast, which raises the carrier’s distinctive profile 123 feet above the flight deck. This marks the first RCOH during which the mast was installed all in one section using a new 315-ton crane HII invested in to support the RCOH program.

Photos and video accompanying this release are available at: <https://hii.com/news/uss-john-c-stennis-mast-stepping-rcoh-newport-news-shipbuilding>

“When the mast lands on the carrier, it represents one of the most visible construction milestones in the overhaul,” said Rob Check, NNS vice president, in-service aircraft carrier programs. “Our highly skilled shipbuilders are working with our Navy partners, our suppliers and numerous contractors to recapitalize this ship and deliver her back to the Navy for another 25 years of service.”

The RCOH process is performed only once during the ship’s 50-year lifetime and involves upgrades to nearly every space and system on the ship. Tanks, the hull, shafting, propellers, rudders, piping, ventilation, electrical, combat and aviation support systems are repaired, upgraded and modernized. Work also includes defueling and refueling the ship’s two nuclear reactors, and repairs, maintenance and upgrades to the propulsion plant.

After the RCOH, USS *John C. Stennis* will be the most modern and technologically advanced *Nimitz*-class aircraft carrier in the fleet and will continue to be a vital part of the nation's defense. The RCOH represents 35% of all maintenance and modernization in an aircraft carrier's service life.

NNS is the only shipyard with the skilled workforce and facilities equipped for this project. USS *John C. Stennis* is the seventh *Nimitz*-class carrier to undergo RCOH.

**Fleet Forces Commander
Caudle: Navy Is Flexing
Proficiency in Operational
Level of War**



ARLINGTON, Va. – The Navy’s ability to plan and execute war at the operational level in a joint environment is one factor being tested in an upcoming large-scale exercise, with fleet commander staffs and their fleets set to be stressed in various scenarios. The Navy is leveraging the operational planning expertise of the Marine Corps officers integrated in its staffs.

Admiral Daryl Caudle, commander, U.S. Fleet Forces Command, speaking July 24 to reporters during a briefing on the upcoming Large-Scale Exercise 2023, was asked by Seapower to address the Navy’s proficiency in the operational level of war, the lack of which was years ago a noted weakness.

“Our ships are fantastically engineered and built, they’ve got all the kit,” Caudle said. “We embark on those, lean forward, and can sustain in operations ... so the ability for the Navy to think about how we actually plan and utilize those forces was somewhat dampened maybe by the fact that our ability to

conduct warfare with those ships was so good. So, we found ourselves in a place where we needed to improve our ability to plan.

“We are – in a very prescribed and repeated manner – sending more of our Navy leaders to planning school,” the admiral said. “We’re building naval planners. We’re getting them in position of fleet command staffs, combatant command staffs, to actually exercise that level of Navy planning required to conduct this global warfare more effectively.

“We integrate with the Marine Corps who are excellent at this, and we bring our Marine partners into our planning cells,” he said. “Our future planning cells at all of our MOCs [Maritime Operations Centers] is part of that. Our future operations – where talk about that three-to-six-month time frame – where Marine Corps officers really bring a lot of knowledge and capability to Navy staffs. We’re completely integrated there. Our targeting cells are completely integrated. The things that the Marines have a lot of expertise in this that the Navy is still learning how to do at that level. It’s been a great success story.”

Over the last two decades the Navy has established Maritime Operations Centers to support fleet staffs and other commanders in planning and executing operations.

Caudle described the MOCs as “really a maritime operational concept ... that informs the commander’s decision cycle. When you hear the word ‘MOC,’ what should really come to your mind is a battle rhythm. We can scale that level of battle rhythm to the conflict that it needs to scale to. So, we’re going to test the different echelons of scale during Large-Scale Exercise 23 to enable a global battle rhythm between three fleet commanders, exercising that decision cycle... So, that’s part of this as well, testing out how that operational concept works.”

Large-Scale Exercise 2023, scheduled for Aug. 9 through Aug. 18, is a global exercise that will involve 22 time zones, six combatant commanders, seven fleets, nine MOCs, six carrier strike groups (four virtually in Live Virtual Constructive (LVC)), three amphibious ready groups (two in LVC), 25 ships and submarines (plus another 50+ LVC), and 25,000 Sailors and Marines.

JCREW Counter IED Program Achieves Full Operational Capability



[Release from Naval Sea Systems Command](#)

By Program Executive Office Unmanned and Small Combatants
Public Affairs

WASHINGTON – The Program Executive Office for Unmanned and Small Combatants (PEO USC) announced that the Joint Counter Radio-Controlled Improvised Explosive Device (RCIED) Electronic Warfare (JCREW) Increment One Block One (I1B1) program has achieved full operational capability ahead of schedule.

The I1B1 is a family of systems sharing common hardware and software, delivering protection against RCIEDs. The systems include three capabilities: mounted, dismounted, and fixed sites that provide critical support to warfighters.

The mounted systems provide protection from RCIEDs for mobile ground vehicles. The dismounted systems, also called "Manpack" systems, are carried by warfighters to provide protection from RCIEDs. The fixed sites systems provide protection from RCIEDs for temporary, semi-permanent, and permanent facilities and infrastructure. This includes compounds, airfields, buildings, and guard posts.

"The I1B1 program achieving full operational capability shows our commitment to the warfighter, who can now fully employ this technology in multiple domains to counter threats from RCIEDs," said Capt. Jon Haase, Expeditionary Missions program manager.

The JCREW I1B1 program includes a full government-owned technical data package, open architecture hardware, upgradable software and firmware, and comes with an integrated test mechanism that verifies readiness to operate without the need for external test equipment.

With the JCREW I1B1 achieving FOC, the Navy's inventory requirements have been met. Fleet operators are trained to employ and maintain the system. A supply support infrastructure is in place, including a government-owned-and-operated depot for repair.

JCREW I1B1 is currently employed by the U.S. Navy, Air Force, and partner countries Australia and New Zealand.

PEO USC designs, develops, builds, maintains, and modernizes the Navy's unmanned maritime systems; mine warfare systems; special warfare systems; expeditionary warfare systems; and small surface combatants.

HII is Awarded Contract for Aircraft Carrier Maintenance in San Diego



[Release from HII](#)

NEWPORT NEWS, Va., July 24, 2023 (GLOBE NEWSWIRE) – HII (NYSE: HII) announced today that its Newport News Shipbuilding (NNS) division has been awarded a contract from the U.S. Navy to support maintenance of nuclear-powered aircraft carriers in San Diego. The indefinite delivery, indefinite quantity (IDIQ), cost-plus incentive and award contract has a potential value of \$528.4 million over five years, if all options are exercised.

The contract covers maintenance, repair and modernization efforts for *Nimitz*- and *Gerald R. Ford*-class aircraft carriers home-ported in and visiting the San Diego area. It will support emergent work, continuous maintenance availabilities,

as well as Chief of Naval Operations (CNO) scheduled availabilities.

“We are honored to continue our longstanding tradition of providing world-class service to our U.S. Navy aircraft carriers in San Diego,” said Thomasina Wright, NNS vice president of fleet support programs. “For more than two decades, we’ve earned the Navy’s trust to carry out this important task, and we look forward to continuing that legacy with the highest quality, on-time and on-budget work.”

NNS is the nation’s sole designer, builder and refueler of nuclear-powered aircraft carriers.

A photo accompanying this release is available at: <https://hii.com/news/hii-newport-news-shipbuilding-san-diego-2023/>.

BAE Systems to deliver next-generation digital Identification Friend or Foe interrogator for the U.S. Navy



[Release from BAE Systems](#)

Modernized design provides advanced capabilities to support mission success

GREENLAWN, N.Y. – July 25, 2023 – BAE Systems has received a \$15 million contract from the U.S. Navy to deliver its next-generation digital interrogator for maritime vessels. The interrogator will have advanced capabilities—providing time-critical insights that reduce friendly fire incidents and support mission success in hostile environments.

BAE Systems' modernized AN/UPX-50(C) Digital Interrogator will provide a common modular design and open system architecture. Its design enables the rapid integration of new technology within the existing footprint through software updates instead of hardware configuration.

“The flexibility of our design provides high performance without changes to existing fleet infrastructure—getting critical system updates to the warfighter faster,” said Donna Linke-Klein, director of Tactical Systems at BAE Systems. “This investment will accommodate IFF technology growth for several decades to best equip the U.S. Navy in the evolving battlespace.”

The AN/UPX-50(C) Digital Interrogator will serve the U.S. Navy fleet. It delivers high-performance, multi-function [Identification Friend or Foe \(IFF\) solutions](#) for air defense,

weapon systems, air traffic control, and range instrumentation. Used for Mark XIIB IFF processing, including Mode 5 and Mode S, it provides secure and encrypted data exchange. It also includes a third receive channel for passive acquisition of Mode 5 Level 2 and Automatic Dependent Surveillance–Broadcast In, providing enhanced situational awareness for warfighters.

With more than 80 years of IFF experience, BAE Systems has delivered over 16,000 transponders, 1,500 interrogators, and 6,000 combined interrogator transponder systems for use on new and existing platforms, including unmanned aerial vehicles, ships, and rotary- and fixed-wing aircraft.

Work on the upgraded AN/UPX-50(C) Digital IFF Interrogator will be performed at BAE Systems' state-of-the-art facility in Greenlawn, New York.

USSOCOM Declares Initial Operational Capability for Lockheed Martin's New Dry Combat Submersible



A Dry Combat Submersible, manufactured for U.S. Special Operations Command, departs from Lockheed Martin's Palm Beach, Florida facility in transit to open water sea trials which were completed in March 2023. Photo courtesy Lockheed Martin.

[Release from Lockheed](#)

WEST PALM BEACH, Fla., July 24, 2023 – U.S. Special Operations Command (USSOCOM) declared Initial Operational Capability for Lockheed Martin's Dry Combat Submersible (DCS) last month. This milestone represents a transformational capability for USSOCOM forces in Maritime and Undersea Systems.

“The Dry Combat Submersible has the potential to transform undersea warfare for special operators,” said Gregg Bauer, C6ISR vice president and general manager at Lockheed Martin. “DCS provides safe, clandestine delivery for occupants over long distances in a completely dry environment and features a lock-in and lock-out chamber. Occupants arrive at the mission warm, rested, hydrated and ready, making this vessel a key

advantage in mission success.”

A Deeper Dive

With this capability, U.S. Special Operations Forces traveling extended distances below the surface of the ocean will be safe to do so without a wetsuit and without exposure to the elements. Due to the DCS’s lock-in/lock-out technology, special operators can get in and out of the vehicle while entirely submerged and undetected.

DCS is designed to transport a special operations team to their destination and enables personnel to arrive discretely to their desired exit point.

“The Lockheed Martin team is proud of the work that has gone into the development and delivery of DCS and supporting USSOCOM to this IOC milestone,” says Jason Crawford, senior program manager for Manned Combat Submersibles. “We look forward to delivering the third DCS and supporting DCS into Full Operating Capacity, filling a critical gap for USSOCOM.”

DCS is manufactured in Palm Beach, Florida. Sustainment operations will include lifecycle support, post-delivery logistics support, pilot and special operator training, and training equipment to ensure the safe and effective operation of the new capability in future special forces efforts.

U.S. Coast Guard Cutter Steadfast Returns Home after

70-day Counternarcotics Patrol in Eastern Pacific



[Release from U.S. Coast Guard 13th District](#)

July 23, 2023

ASTORIA, Ore. – The U.S. Coast Guard Cutter Steadfast (WMEC 623) and crew returned to homeport, Friday, after a 70-day counternarcotics patrol in the Eastern Pacific.

Steadfast's crew disrupted the flow of illegal narcotics on three separate occasions during their patrol, preventing a combined total of more than 11,550 pounds of cocaine from reaching the U.S.

The crew steamed more than 16,000 nautical miles conducting training, law enforcement missions, providing search-and-

rescue coverage, and conducting helicopter operations while patrolling the waters between their Astoria homeport and the international waters off the coasts of Central and South America.

While patrolling in the Eastern Pacific, June 9, Steadfast's cutter boat crew detected a suspected narcotics-smuggling panga-style vessel. Coast Guard personnel conducted a boarding on the vessel, resulting in the interdiction of 2,200 pounds of cocaine.

On June 18, Steadfast was notified by a Customs and Border Protection Maritime Patrol Aircraft and crew (MPA) of another suspected narcotics-smuggling vessel. Steadfast personnel launched the helicopter, which was able to visually detect the target. Steadfast's boarding team interdicted the 50-foot low profile vessel (LPV), a type of vessel specifically designed for avoiding radar detection, which make them difficult to detect. Steadfast personnel were able to interdict and seize 6,864 pounds of cocaine from the vessel.

During routine operations on July 9, Steadfast personnel were notified by MPA crew of a suspected narcotics-smuggling vessel transiting international waters. Steadfast launched a cutter boat with a boarding team and HITRON helicopter and aircrew to interdict the vessel. The target vessel attempted to evade the pursuit crew and began jettisoning suspected packaged narcotics overboard. The gunner aboard the HITRON helicopter used disabling fire to stop the engines of the smuggling vessel, ending the pursuit. Steadfast personnel recovered the jettisoned contraband, resulting in the seizure of another 2,464 pounds of cocaine.

The seized contraband was [offloaded in San Diego](#) during Steadfast's transit home.

The ongoing battle against drug cartels in the Eastern Pacific theater demands united efforts on all fronts. Between initial

detection, gathering intelligence, interdiction, and case prosecution, the Coast Guard works closely with partner nations and other U.S. agencies to interrupt the flow of illegal narcotics and chip away at the influence of cartels.

“This patrol marked another epic adventure for the crew of Steadfast,” said Cmdr. Brock Eckel, Steadfast’s commanding officer. “The crew’s teamwork and dedication were key to our operational success and their camaraderie made memories of a lifetime at sea and in exotic foreign ports. In keeping with the traditions of the sea services, I am also proud to have inducted 55 pollywogs into the glorious realm of Neptunus Rex’s Kingdom as Honorable Shellbacks.”

Notably, Steadfast became the second known U.S. military vessel to cross the equator on the 4th of July, earning 55 crew members the title of “Star-Spangled Shellbacks.” Steadfast’s crew was able to participate in a line crossing ceremony that solidified crew camaraderie and upheld the long-practiced traditions of seagoing services.

In addition to the ship’s successes in the counternarcotics arena, Steadfast and crew enjoyed several new and exciting experiences in other areas. During their port call in Panama City, Steadfast crew members spent time bolstering relationships with the Panamanian Navy, participating in a volleyball tournament and a barbeque. One of the ship’s small boat crews also rescued a sea turtle that had been entangled in fishing gear, cutting it free and releasing it back to the sea.

Commissioned in 1968, Steadfast is a 210-foot Reliance-class medium endurance cutter homeported on the Oregon coast. The cutter and crew deploy along the western seaboard from North America to South America conducting missions such as living marine resource law enforcement, counter-narcotics and migrant smuggling, and search-and-rescue operations.

USMC Completes 20,000 Flight Hours with MUX MALE MQ-9A



[Release from General Atomics](#)

SAN DIEGO – 24 July 2023 – General Atomics Aeronautical Systems, Inc. (GA-ASI) congratulates the U.S. Marine Corps (USMC) on achieving a significant milestone of surpassing 20,000 flight hours with their Marine Air-Ground Task Force (MAGTF) Unmanned Expeditionary (MUX) Medium-Altitude, High-Endurance (MALE) MQ-9A Unmanned Aircraft System (UAS).

To date, GA-ASI has delivered eight MQ-9A UAS to the USMC. Two of these MQ-9A aircraft are actively engaged in operational missions, playing a vital role in supporting mission-critical Marine Corps objectives. The USMC awaits delivery of 12 additional aircraft, which will fulfill their goal of three squadrons by 2025.

“This strategic acquisition of MQ-9As underscores the USMC’s commitment to strengthening their aerial surveillance capabilities and demonstrates their confidence in GA-ASI’s expertise in delivering top-tier UAS,” said GA-ASI President David R. Alexander.

Renowned for its fault-tolerant flight control system and triple-redundant avionics system architecture, the MQ-9A UAS embodies the industry’s highest standards of reliability and performance, surpassing those of many manned aircraft.

The USMC fleet will ultimately be entirely composed of the MQ-9A Extended Range (ER) configuration, enhanced with wing-borne fuel pods and reinforced landing gear. This model has been specifically designed to extend its endurance to more than 30 hours, enabling persistent long-endurance surveillance capabilities. Equipped with Full-Motion Video and both a Synthetic Aperture Radar and a Moving Target Indicator/Maritime Mode Radar, this advanced system provides the USMC with a comprehensive real-time situational awareness picture.

The USMC’s 20,000 flight hours with MQ-9A represent an impressive accomplishment in the field of unmanned aviation. GA-ASI is honored to have played a role in this achievement and looks forward to continuing its collaboration with the USMC to further advance the capabilities of unmanned systems and support their growing UAS squadrons.

President Biden Announces

Intent to Nominate Key Roles Within the U.S. Military



Admiral Lisa Franchetti has been nominated to become the next Chief of Naval Operations.

Release from The White House

WASHINGTON – Today, President Joe Biden announced his intent to nominate the following four individuals for key roles within the U.S. military. Each are highly decorated naval officers with extensive operational experience. They will help ensure that the U.S. Military, and in particular the U.S. Navy, remain the most powerful and capable forces in the world at this critical moment.

Nominee for Chief of Naval Operations: Adm. Lisa Franchetti
Adm. Lisa Franchetti currently serves as the Vice Chief of Naval Operations. She is a surface warfare officer with extensive operational and policy experience. She previously served as the Director for Strategy, Plans, and Policy for the Joint Chiefs of Staff, and as commander of the U.S. Sixth Fleet. She has also served as commander of U.S. Naval Forces Korea, commander of Carrier Strike Group 9, and commander of Carrier Strike Group 15. She received her commission in 1985 through the Naval Reserve Officer Training Corps Program at Northwestern University, where she received a Bachelor of Science in Journalism. She also attended the Naval War College and holds a master's degree in organizational management from the University of Phoenix. If confirmed, Admiral Franchetti will be the first woman to serve as Chief of Naval Operations and on the Joint Chiefs of Staff.

Nominee for Vice Chief of Naval Operations: Vice Adm. James Kilby

Vice Adm. James Kilby currently serves as the Deputy Commander of U.S. Fleet Forces Command, which trains, equips, certifies, and provides combat-ready Navy forces to Combatant Commands around the world. Prior to that, he served as Deputy Chief of Naval Operations for Warfighting Requirements and Capabilities, N-9, Office of the Chief of Naval Operations. His first flag assignment was standing up Naval Surface and Mine Warfighting Development Center and he also served as commander of the Carl Vinson Strike Group. He is a 1986 graduate of the U.S. Naval Academy.

Nominee for Commander of Indo-Pacific Command: Adm. Samuel Paparo

Adm. Samuel Paparo has extensive experience serving in the Indo-Pacific region, and currently serves as the commander of the U.S. Pacific Fleet, the world's largest fleet command in a priority region for the United States. He is a U.S. naval aviator and has flown more than 6,000 hours, with 1,100

carrier landings. He previously served as commander of U.S. Naval Forces Central Command/U.S. 5th Fleet/Combined Maritime Forces. He graduated from Villanova University and was commissioned in 1987. He earned a Master of Arts in International Studies from Old Dominion University and a Master of Science in Systems Analysis from the Naval Postgraduate School. He is also a graduate of the Air Command and Staff College, Air War College, Naval War College, and the Joint and Combined Warfighting School.

Nominee for Commander of Pacific Fleet: Vice Adm. Stephen "Web" Koehler

Vice Adm. Stephen T. "Web" Koehler currently serves as the Director for Strategy, Plans, and Policy for the Joint Chiefs of Staff. A naval aviator, he previously served as the Commander of the U.S. Third Fleet, Director of Fleet Training at U.S. Fleet Forces Command, Deputy Commander of U.S. Pacific Fleet, and Director for Operations at U.S. Indo-Pacific Command. Koehler is a 1986 graduate of the University of Colorado at Boulder where he received a Bachelor of Science in Physics and was commissioned through the Naval Reserve Officer Training Corps Program. He holds a master's degree in National Security and Strategic Studies from the Naval War College and is a graduate of the Joint Staff College and the Navy Nuclear Power Program.

**BOLLINGER SHIPYARDS DELIVERS
54th FAST RESPONSE CUTTER TO**

U.S. COAST GUARD



Release From Bollinger Shipyards

USCGC William Sparling is the fifth of 6 FRCs to be homeported in Boston, MA

LOCKPORT, La., – (July 20, 2023) – Bollinger Shipyards LLC (“Bollinger”) has delivered the USCGC William Sparling to the U.S. Coast Guard in Key West, Florida. This is the 180th vessel Bollinger has delivered to the U.S. Coast Guard over a 35-year period and the 54th [Fast Response Cutter](#) (“FRC”) delivered under the current program.

“We’re incredibly proud to deliver another Fast Response Cutter to be homeported in Boston, the birthplace of the U.S. Coast Guard,” said **Bollinger President & C.E.O. Ben Bordelon**. “We’re confident that pound for pound, the quality

and capabilities of the FRC platform is unmatched, and that this vessel will outperform its mission requirements and expectations in the challenging conditions where it will operate in the North Atlantic. Our unique experience building for the Coast Guard is unparalleled and has shown time and time again that we can successfully deliver the highest quality vessels on a reliable, aggressive production schedule. We look forward to continuing our historic partnership with the U.S. Coast Guard.”

The USCGC William Sparling will be the fifth of six FRCs to be homeported in Sector Boston, which is known as “The Birthplace of the Coast Guard.” The sector is responsible for coastal safety, security, and environmental protection from the New Hampshire-Massachusetts border southward to Plymouth, Massachusetts out to 200nm offshore. Sector Boston directs over 1,500 Active Duty, Reserve, and Auxiliary members whose mission is to protect and secure vital infrastructure, rescue mariners in peril at sea, enforce federal law, maintain navigable waterways, and respond to all hazards impacting the maritime transportation system and coastal region.

The Coast Guard’s FY2024 Unfunded Priorities List includes, as one of its items, an unfunded priority for procuring four more FRCs (which would be the 66th through 69th in the program) to provide increased Coast Guard presence and engagement with allied and partner countries in the Indo-Pacific region.

Each FRC is named for an enlisted Coast Guard hero who distinguished themselves in the line of duty. Coxswain William Sparling was awarded a Silver Star by Admiral Chester Nimitz for his combat actions during the invasion of Guadalcanal. Forming part of the initial assault wave, Boatswain’s Mate Second Class Sparling landed his embarked troops, and then made three return trips in the face of terrific enemy fire to land equipment, ammunition and supplies.

ABOUT THE FAST RESPONSE CUTTER PLATFORM

The FRC is an operational “game changer,” according to senior Coast Guard officials. FRCs are consistently being deployed in support of the full range of missions within the United States Coast Guard and other branches of our armed services. This is due to its exceptional performance, expanded operational reach and capabilities, and ability to transform and adapt to the mission. FRCs have conducted operations as far as the Marshall Islands—a 4,400 nautical mile trip from their homeport. Measuring in at 154-feet, FRCs have a flank speed of 28 knots, state of the art C4ISR suite (Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance), and stern launch and recovery ramp for a 26-foot, over-the-horizon interceptor cutter boat.

ABOUT BOLLINGER SHIPYARDS LLC

Bollinger Shipyards LLC (www.bollingershipyards.com) has [a 76-year legacy](#) as a leading designer and builder of high-performance military patrol boats and salvage vessels, research vessels, ocean-going double hull barges, offshore oil field support vessels, tugboats, rigs, lift boats, inland waterways push boats, barges, and other steel and aluminum products from its new construction shipyards as part of the U. S. industrial base. Bollinger has 13 shipyards, all strategically located throughout Louisiana and Mississippi with direct access to the Gulf of Mexico, the Mississippi River and the Intracoastal Waterway. Bollinger is the largest vessel repair company in the Gulf of Mexico region.