

# NIWC Atlantic Provides IT Solutions to the USNS Comfort



[Release from Naval Information Warfare Center Atlantic.](#)

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CHARLESTON, S.C. – Naval Information Warfare Center (NIWC) Atlantic employees toured the USNS Comfort (T-AH 20), one of only two hospital ships, in early March to gain better insight of the information technology (IT) on-board with the goal of providing technological solutions.

“While touring the USNS Comfort, we were able to see the current onboard medical treatment facility IT infrastructure and the infrastructure challenges medical staff encounter while providing patient care including maintaining health record documentation and delivery of pharmacy services, radiology procedures, and laboratory testing,” said Shawn

Belcher, Defense Health Readiness Engineering (DHRE) lead. "As new hospital ships are constructed, we will provide input so that current and future critical IT infrastructure security needs are met, ensuring that the very best care for patients and care providers is available."

The three-hour tour aboard USNS Comfort allowed employees to see IT equipment that NIWC Atlantic supports and interact with the shipboard users to better understand how support and services can be improved in the future.

"During the tour, we were able to get eyes on all areas of this hospital ship with humanitarian and combat mission related capabilities as well as the significant IT, power, and heat challenges faced in the delivery of care," said Bruce Carter, Shore Command and Control, Intelligence, Surveillance, Reconnaissance and Integration Department head. "We are committed to teaming with appropriate organizations and helping them find solutions for these technical obstacles as well as address any that arise in the future during the construction of new of medical ships."

The USNS Comfort provides emergency, on-site care for humanitarian missions, primarily in South America, and U.S. combatant forces deployed in war or other operations. Last summer, the ship went on a two-month humanitarian deployment to South and Central American countries where medical staff treated more than 13,000 patients. Prior to any deployment, NIWC Atlantic has multiple IT tasks to accomplish aboard the ship including verifying that user accounts are active and that the electronic health record system is functioning properly as well as providing equipment and technology training for patient administration personnel, pharmacy, radiology, and laboratory technicians that will be used aboard the USNS Comfort during deployment.

"Engaging with our customers and Sailors to gain a better understanding of their technology challenges is our top

priority,” said Capt. Nicole Nigro, NIWC Atlantic commanding officer. “We take every opportunity to interact with the fleet, in their environment, to learn first-hand their limitations so we can provide them with the best solutions and capabilities possible.”

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**PEO Ships and NSWC  
Philadelphia Mark Major  
Milestone with the Next  
Generation Guided-Missile  
Destroyer (DDG(X)) Land Based  
Test Site**



[Release from Naval Surface Warfare Center Philadelphia Division](#)

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By Gary Ell

Philadelphia – Program Executive Office (PEO) Ships and Naval Surface Warfare Center, Philadelphia Division (NSWCPD) marked a major milestone with the new DDG(X) Land Based Test Site (LBTS) during a ribbon cutting ceremony on March 21, 2023. The test site program will be used to support and improve reliability and capability, and will also assist with risk reduction efforts and technical oversight for DDG(X) critical systems.

“Today we mark the beginning of a unique test site that will be used to advance the design, reliability and capability of our Nation’s next-generation guided-missile destroyer, the DDG(X), the successor to the supremely successful DDG 51 Arleigh Burke-class,” NSWCPD Commanding Officer Capt. Joseph

Darcy said. "The DDG(X) Land Based Test Site is an evolutionary engineering test and evaluation asset that will help build the future: Our Nation's newest and most advanced destroyers."

Darcy also focused on the critical role people bring to the development of such advanced U.S. Navy technology.

"NAVSEA's dedicated and diverse workforce designs, builds, delivers, and maintains the most powerful Navy in the world," Darcy said. "Our team at NSWCPD has an unrivaled passion to support the Fleet at a time when naval presence and capability is essential to our national security."

The keynote speaker for the event, Rear Adm. Fred Pyle, Director, Surface Warfare Division (N96), Office of the Chief of Naval Operations and DDG(X) resource sponsor, spoke on the significance of the programmatic milestone.

"Since 1972, many successful applications of land-based testing have proven highly successful for the Navy. Ship classes such as Spruance, Oliver Hazard Perry, Arleigh Burke, and Zumwalt used sites like these to understand new technologies in both the combat system and the HM&E domains," Pyle said.

Pyle continued, "The LBTS allows us to deliberately reduce risk in advance of construction and write requirements from a place of knowledge instead of uncertainty. We are aligned with Congress on the needs for this important test site, because we know the most expensive place to have discovery is in the shipyard during construction. We need and want to avoid that and these investments allow us to do that."

"Right here in this complex, you can see Philadelphia's involvement in DDG 51 acquisition and sustainment from lead ship to our recent DDG 125 crew training in support of Flight

III. Our DDG(X) Land Based Test Site will continue that legacy," NSWCPD Technical Director Nigel C. Thijs (SES) said during his closing remarks.

Along with increased capability and capacity, DDG(X) will provide significant increases in range, efficiency, and time-on-station, providing Fleet Commanders with increased operational flexibility while also decreasing the demand on Fleet logistics.

"Taking an evolutionary vice revolutionary approach, incorporating lessons learned from other major shipbuilding programs and integrating elements of the DDG 51 Class allows DDG to efficiently and smoothly transfer into production as the country's next enduring guided missile destroyer," DDG(X) Program Manager Katie Connelly said, "DDG(X) will provide the flexibility and margins needed for readiness today and for decades to come."

NSWCPD is also home to the DDG 51 Class Land Based Engineering Site (LBES), which is a full scale propulsion system testing experience. LBES testing has been a specialty of NSWCPD since 1943.

"We've leveraged experience across our land based test and engineering sites to integrate our significant knowledge of and history with DDG 51 with the lessons learned from more recent test site builds," Thijs said. "We will continue to share knowledge gleaned from motor and other equipment under test evolutions by holding deliberate engagements across the LBES enterprise to foster a culture of learning and are committed to continually self-assessing and correcting."

DDG(X) is currently in concept refinement, prior to entering the preliminary design phase.

As one of the Defense Department's largest acquisition





[Release from Curtiss-Wright](#)

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DAVIDSON, N.C. – March 23, 2023 – [Curtiss-Wright Corporation](#), (NYSE: CW) today announced that it has been awarded a follow-on contract by the United States Marine Corps (USMC) to provide small form factor network router and switch modules to support communications modernization with highly portable expeditionary [network communications technology](#). Under the contract, Curtiss-Wright will provide a [Modular Open Systems Approach \(MOSA\)](#) deployed baseband system for the Marine Corps Wideband Satellite-Expeditionary (MCWS-X) program.

“As a leading supplier of tactical battlefield communications solutions, we are very proud to provide the Marine Corps with our proven field-deployable network communications technology to support the MCWS-X program,” said Lynn M. Bamford, Chair and CEO of Curtiss-Wright Corporation. “This contract further strengthens the long and successful relationship we have with

the USMC and highlights Curtiss-Wright's ability to enhance interoperability and improve cost efficiencies with electronics systems that adhere to the DoD's mandate for solutions based on the Modular Open Systems Approach."

Curtiss-Wright is performing the work within its Defense Solutions division in the Defense Electronics segment. The products covered by this agreement will be shipped to the USMC from the Curtiss-Wright Defense Solutions facility in Portland, Oregon.

For more information on Curtiss-Wright's Defense Solutions division products, please visit <https://www.curtisswrightds.com>.

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## **Second New England-based Fast Response Cutter to be commissioned in Boston**



### [Release from Coast Guard 1st District](#)

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BOSTON – The Coast Guard Cutter Warren Deyampert (WPC-1151) is scheduled to be commissioned during a ceremony at Coast Guard Base Boston March 30.

The Coast Guard's newest cutter was accepted by the Coast Guard on Dec. 23, 2022, and will be the second of six Fast Response Cutters homeported in Boston.

The Sentinel-class fast response cutter (FRC) is designed for multiple missions, including drug and migrant interdiction; ports, waterways and coastal security; fishery patrols; search and rescue; and national defense. The Coast Guard has ordered 65 FRCs to replace the 1980s-era Island-class 110-foot patrol boats. The FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment; over-the-horizon cutter boat deployment to reach vessels of interest; and improved habitability and seakeeping.

Born in Attalla, Alabama, the cutter's namesake joined the

Coast Guard at age 19 and served aboard the Coast Guard Cutter Escanaba during World War II, beginning in August 1941. Deyampert's primary role was within the food service rating, but he also served as one of the ship's three rescue swimmers.

Following a torpedo attack on the U.S. Army transport ship Dorchester in North Atlantic waters on Feb. 3, 1943, Deyampert swam in absolute darkness to rescue survivors in the freezing waters of the North Atlantic. His efforts affected the rescue of more than 100 crew members, many of whom were hypothermic and unable to swim.

Four months later, June 13, 1943, the Escanaba sank, following an explosion onboard that was believed to be from a torpedo attack. All but two crewmembers were killed in the explosion. Deyampert was posthumously awarded the Navy and Marine Corps Medal and Purple Heart Medal for his heroic rescue of the Dorchester crew.

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## **Two-Carrier Buy for Navy Beats Inflation, Suppliers Say**



BREMERTON, Wash. (March 17, 2023) The Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71) transits the Puget Sound after departing Bremerton, Washington, March 17, 2023. Theodore Roosevelt is conducting a change of homeport to San Diego following an 18-month docking planned incremental availability at Puget Sound Naval Shipyard and Intermediate Maintenance Facility. (U.S. Navy photo by Mass Communication Specialist 2nd Class Gwendelyn L. Ohrazda)

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WASHINGTON – Building two aircraft carriers in a single procurement is economical for the Navy not only in terms of economic order quantities but also in mitigating the effects of inflation.

Rick Giannini, chairman of the [Aircraft Carrier Industrial Base Coalition](#), an organization of suppliers of components and materials to the building of aircraft carriers, told Seapower in a March 20 interview that the dual procurement of CVN 80 and CVN 81 saved the Navy an estimated \$4 billion, and probably considerably more than that because of advance order of materials and components before the increased inflation of

the past two years.

Giannini said that a recent survey of the suppliers showed that inflation is a major concern of the suppliers.

“Any one of the suppliers that received those advance procurement funds in the two-carrier order “removed [inflation] from the equation,” said Giannini, who also is the former CEO of Milwaukee Valve, one of the suppliers of components to aircraft carriers. “I know our company alone was able to procure two shipsets worth of products, locked in the prices, paid in advance with those funds because of the procurement funding in advance. The value was tremendous compared to prior prices. When you evaluated against what the inflationary cost of those products would be, if we were buying them today, it’s a tremendous advantage.”

Giannini said that with the current two-ship buy, the suppliers that don’t have advance funding “are struggling with inflationary factors and, like the rest of the country, many of us are struggling to keep and hire competent folks.”

“We are focused right now on advocating for the next two carriers [CVN 82 and 83] and the funding for the current carriers,” he said. “We continue to talk about stability and predictability. What that really boils down to is the simple message: 2-3-4, which is two carriers with a minimum three-year advance planning funding and built at four-year centers.

“If we can continue with that it will be a major advantage to our Navy, as it has been for [CVNs] 80 and 81,” he said. “The two-year buy is going to be a major value to the Navy and the shipyards.

Giannini also pointed out that the mid-life Refueling and Comprehensive Overhauls (RCOH) of aircraft carriers “are a critical part of the industrial supply base. It provides a lot of opportunity for us and it’s a critical part of the whole program, keeping carriers in service.

“Knowing the RCOH is going to happen is always a good thing – exactly which parts they need to complete that carrier overhaul [are] a lot less known quantities than the original build,” he said. “That always puts a little more pressure on the industrial base. Knowing that it’s going to happen is critical.

The ACIBC includes 2,000 suppliers across 44 states and 276 congressional districts.

A recent survey showed that 97% of the suppliers agreed that an increase in centers of carrier procurement from four to five years would negatively impact their business.

“The supply base has really stepped up and thrived on this last buy for [CVNs] 80 and 81 and [is] performing at a much better level than we have in the past, particularly compared to the first two carriers [CVNs 78 and 79],” Giannini said. “It puts inflation at bay, which is a top concern.”

The stability of procurement also helps suppliers hire and retain workers with critical skills, he said.

“Having the advance funding does allow us to be as efficient as possible in building and procuring the materials,” said Lisa Papini, president and CEO of Dante Valve and currently ACIBC vice chair, who is succeeding Giannini as chair and was present for the interview.

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## **Ashland Completes Forward Deployment to Sasebo**



The amphibious dock landing ship USS Ashland (LSD 48) departs Commander, Fleet Activities Sasebo, Japan (CFAS) March 22, 2023. Ashland's new homeport will be San Diego after serving as a forward-deployed ship in U.S. 7th Fleet since August 2013. (U.S. Navy photo by Mass Communication Specialist 1st Class Jeremy Graham)

[Release from Expeditionary Strike Group 7 Public Affairs](#)

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From By Lt. Cmdr. Andrew Degarmo, Expeditionary Strike Group 7 Public Affairs Officer

SASEBO, Japan – The dock landing ship USS Ashland (LSD 48) departed Sasebo March 22, 2023 for its new homeport of San Diego, California.

This will be a permanent change of station for the crew and family members.

“I can't thank the wonderful city of Sasebo enough for all their warm hospitality,” said Cmdr. Dirk Sonnenberg, the

commanding officer of Ashland. "I've done multiple tours in Japan, but Sasebo will always be special to me as the warmest and most welcoming city to be hosted at. The experience will never be forgotten by the Sailors who served here. It has been an extreme privilege for Ashland to have served the U.S./Japan Alliance for nearly 10 years from Sasebo."

Ashland arrived at Sasebo in August of 2013 and conducted operations under Expeditionary Strike Group 7.

The ship participated in numerous exercises and operations, to include Iron Fist, Balikatan, and Cooperation Afloat Readiness and Training (CARAT) series events. Additionally, the crew conducted humanitarian assistance and disaster response operations in Saipan and Tinian in 2015 and 2018.

Ashland's operations included first-in-class and proof of concept tasking to increase the interoperability of the U.S. Navy with Allies and partners in the region.

"Coming from Shelbyville, Kentucky, it was amazing to come half-way around the world to experience Sasebo and everything the Western Pacific has to offer," said Hull Maintenance Technician 3rd Class Stephen Ruddy. "Everyone in Sasebo was so helpful and friendly. I'll miss the camaraderie of being stationed in such a great town."

Maintaining a forward-deployed naval force capability with the most advanced ships supports the United States' commitment to the defense of Japan and the security and stability of the Indo-Pacific region.

Ashland's homeport change complies with the National Defense Authorization Act (NDAA), which mandates that U.S. Navy ships forward deployed to Japan not exceed 10 years. The ship expects to arrive in San Diego in mid-Spring, following her Trans-Pacific voyage.

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# Rolls-Royce awarded second contract to supply *mtu* generator sets for U.S. Navy frigate program



[Release from mtu](#)

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mtu Series 4000 marine gensets to be manufactured in the US; adding facility upgrades, additional jobs at two production locations

Seamless transfer of state-of-the-art naval genset technology from Germany to US

The Power Systems division of Rolls-Royce (LSE:RR., ADR:RYCEY) has been selected to supply a further four of its mtu naval generator sets for the USS Congress (FFG-63), the second ship in the U.S. Navy's Constellation Class Guided-Missile Frigate program, previously known as the FFG(X) program.

Rolls-Royce has made significant investment at its production facilities in Aiken, S.C. and Mankato, Minn. to support the program and manufacture the gensets in the US.

Rolls-Royce is currently supplying mtu gensets for the lead ship in the Constellation Class program, the USS Constellation (FFG 62), relying on its established team in Friedrichshafen, Germany, to fulfil the project. For the second ship, the FFG-63, the company has successfully transferred advanced technology and detailed manufacturing processes to the US, investing in new facility improvements and creating new jobs to enhance its Aiken and Mankato plants. This investment will not only accommodate the specific needs of the FFG(X) program but also support future potential US naval business. Among the significant investments made at the facilities are new assembly tooling and material handling equipment, upgraded hoist systems, adapted test cells and building expansion, in addition to the creation of up to 20 new jobs.

Adam Wood, Managing Director, Rolls-Royce Solutions America, said: "We're not only proud to continue our support of our partners in the U.S. Navy but are also thrilled to bring the manufacturing of our mtu naval gensets to the US. Working with our colleagues in Germany for a seamless technology transfer to our Aiken and Mankato facilities has strengthened our ability to meet the high expectations of this project and better position us to compete for future government programs."

The USS Congress (FFG-63) is a multi-mission warship designed for operation in littoral and blue water environments to conduct air, anti-submarine, surface and electronic warfare, in addition to information operations. The four generator

sets, each rated at 3000 kWe, are based on the proven and most power-dense mtu 20V 4000 M53B engine and will provide a total power output of 12 MW for propulsion and on-board power supply.

Fincantieri Marinette Marine (FMM) of Marinette, Wisc. was awarded the build contract for the project. The completed vessel will be powered by a combined diesel-electric and gas turbine, allowing for energy-efficient diesel power generation for propulsion at normal cruising speeds with extended range, while enhancing anti-submarine capability in its extremely quiet diesel-electric configuration. When completed, the ship will be nearly 500 feet in length, accommodate up to 200 crew and be capable of speeds in excess of 26 knots, with a range of 6,000 nautical miles at 16 knots.

Imagery is available for download from: [Media Center \(mtu-solutions.com\)](http://Media Center (mtu-solutions.com))

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# Flag Officer Announcements

[Release from U.S. Department of Defense](#)

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Secretary of Defense Lloyd J. Austin III announced today that the president has made the following nominations:

Navy Rear Adm. Daniel L. Cheever for appointment to the grade of vice admiral, and assignment as commander, Naval Air Forces; and commander, Naval Air Force, U.S. Pacific Fleet,

San Diego, California. Cheever is currently serving as chief of staff, North American Aerospace Defense Command and U.S. Northern Command, Colorado Springs, Colorado.

Navy Rear Adm. James P. Downey for appointment to the grade of vice admiral, and assignment as commander, Naval Sea Systems Command, Washington, D.C. Downey is currently serving as program executive officer for Aircraft Carriers, Washington, D.C.

Navy Vice Adm. Daniel W. Dwyer for reappointment to the grade of vice admiral, and assignment as deputy chief of naval operations for Warfighting Development, N7, Office of the Chief of Naval Operations, Washington, D.C. Dwyer is currently serving as commander, Second Fleet; and commander, Joint Forces Command Norfolk, Norfolk, Virginia.

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**Marine Corps Officially  
Updates Logistics Doctrine**



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## [Marine Corps Updates Logistics Doctrine](#)

21 March 2023

HEADQUARTERS, MARINE CORPS –

The Marine Corps has officially updated its logistics doctrine with the publication of Marine Corps Doctrinal Publication 4, Logistics, March 21, 2023. This publication provides Marines a conceptual framework for understanding how logistics is an essential aspect of every military operation.

This publication is a revision of the 1997 version by the same name. It places the time-tested, combat-proven principles outlined in the previous version in an updated warfighting context. This updated publication draws on the increasing importance of information and data, and highlights the global challenges associated with sustaining an expeditionary force.

“Marine Corps Doctrinal Publication 4, Logistics represents a significant update to our logistics doctrine,” said Lt. Gen. Edward Banta, Deputy Commandant for Installations and

Logistics. “It provides a common framework for all Marines involved in logistics operations and will help ensure that we are able to sustain our operations in the most effective and efficient manner possible.”

The future fight requires Marines to operate when logistics is contested, thereby requiring the force to innovate and leverage new technologies for comparative advantages against potential adversaries. Both strategic- and operational-level logistics is critical and requires a fundamental understanding of logistics limitations and opportunities in the information age.

Marine Corps Doctrinal Publication 4, Logistics is available online at [MARADMIN 146/23](#).

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**U.S. Coast Guard, Federated States of Micronesia National Police conduct at-sea engagements to combat illegal fishing, strengthen skills**



The USCGC Oliver Henry (WPC 1140) makes a port call in Yap during a Federated States of Micronesia patrol on March 13, 2023. The Oliver Henry is the 40th 154-foot Sentinel-class fast response cutter named for Oliver T. Henry, Jr., an enlisted African American Coast Guard member first to break the color barrier of a then-segregated Service and homeports in Guam. (U.S. Coast Guard photo by Petty Officer 2nd Class Breandan Muldowney)

SANTA RITA, Guam – The U.S. Coast Guard and Federated States of Micronesia National Police conducted a successful at-sea engagement to combat illegal fishing in Yap State on March 16, 2023.

The crews of USCGC Oliver Henry (WPC 1140) and the FSS Tosiwo Nakayama (P901) conducted a joint patrol near Yap State in support of the Pacific Islands Forum Fisheries Agency's Operation 365, part of the FFA's regional monitoring control and surveillance operations to stop illegal, unreported, and unregulated fishing in the Pacific.

"The crew enjoyed conducting a professional exchange including navigation and seamanship training during a close-quarters formation steaming with our colleagues aboard the FSS Tosiwo Nakayama before they pulled into Yap," said Lt. Freddy

Hofschneider, commanding officer of the Oliver Henry.

The Tosiwo Nakayama is currently FSM's only active Guardian-class patrol boat. Under the Australian Pacific Maritime Security Program, Australia is delivering 22 Guardian-class Patrol Boats to 12 Pacific Island nations and Timor-Lesté. They also provide additional training to enable nations to make the most out of this capability.

The FSM is a sovereign nation with full diplomatic relations, deep ties, and a cooperative relationship with the United States. They participate in an amended Compact of Free Association with the U.S., under which the FSM and the United States agreed that the U.S. has full authority and responsibility for defense and security matters relating to the FSM. Many FSM citizens also live, work, and study in the U.S. and voluntarily serve in the U.S. Armed Forces at per capita rates higher than many U.S. states.

"The ongoing partnership between the FSM and the U.S. Coast Guard seeks to enhance FSM's sovereignty and capability to combat illicit maritime activity, particularly illegal fishing, to the benefit of all Pacific partners but with a focus on the people of the FSM and their economic and food security needs," said Capt. Nick Simmons, commander of U.S. Coast Guard Forces Micronesia/Sector Guam. "We appreciate the efforts of the National Police, the U.S. Embassy, and our Australian Pacific Maritime Security Program partners to make these shared multilateral operations possible to increase regional security and prosperity."

The crew also leveraged time underway while on patrol in the FSM Exclusive Economic Zone for maintenance, Basic Engineering Casualty Control Exercises or BECCs, and cutter boat training. The crew is on a four-week expeditionary patrol throughout Western Oceania.

The Oliver Henry is the 40th 154-foot Sentinel-class fast

response cutter named for Oliver T. Henry, Jr., an enlisted African American Coast Guard member first to break the color barrier of a then-segregated Service.

It homeports in Guam, working with U.S. Coast Guard Forces Micronesia/Sector Guam, which comprises nearly 300 personnel to provide a significant portion of the U.S. Coast Guard's enduring regional presence in Oceania.

Operation 365 is the Regional Fisheries Surveillance Centre's overarching plan for Regional Monitoring Control and Surveillance operations. OP365 provides comprehensive support to regional surveillance and enforcement efforts in Pacific Island Countries on an ongoing basis. OP365 requires the concerted and consistent effort of all 17 Pacific Island Forum Fisheries Agency member nations and the four members of the Pacific Quadrilateral Defence Coordination Group countries, Australia, France, New Zealand, and the United States, to be successful.

For more U.S. Coast Guard Forces Micronesia/Sector Guam news, visit us on [DVIDS](#) or [subscribe](#)! You can also visit us on [Facebook](#) or [Instagram](#) at @USCGForcesMicronesia or [Twitter](#) @USCGFMSG.