Saildrone Completes World-first Uncrewed Alaska Ocean Mapping Mission

Release from Saildrone

*****

Saildrone surveyed more than 45,000 square kilometers of previously unknown ocean floor around Alaska's Aleutian Islands and off the California coast to address ocean exploration gaps in remote areas.

(March 7, 2023 – ALAMEDA, CA) – The Saildrone Surveyor, the world's largest uncrewed ocean mapping vehicle, has completed a months-long survey around Alaska's Aleutian Islands and off the coast of California as part of a multi-agency public-

private partnership funded by the National Oceanic and Atmospheric Administration (NOAA) and the Bureau of Ocean Energy Management (BOEM) to address ocean exploration gaps in remote areas with uncrewed surface vehicles (USVs).

The United States Exclusive Economic Zone (EEZ), stretching from the coast to 200 nautical miles from shore, is one of the largest in the world, but it is largely still unmapped, unobserved, and unexplored. In terms of area, Alaska is by far the least mapped region of the US EEZ.

Saildrone Surveyor SD 1200 departed Saildrone HQ in Alameda, CA, to sail across the North Pacific to the survey area in July 2022. Between August and October, it mapped 16,254 square kilometers (4,739 square nautical miles) of unknown seafloor around the Aleutian Islands over 52 days. During the mission, the Surveyor also carried technology from the Monterey Bay Aquarium Research Institute (MBARI) to sample environmental DNA (eDNA). Outfitted with the Environmental Sample Processor (ESP) – a groundbreaking "lab in a can" – the Surveyor was able to collect important clues about marine biodiversity and ocean health from the genetic "fingerprints" left behind by marine life.

Severe weather is the norm in the Aleutian region, but the Surveyor continued to collect high-quality data even in 35-knot winds and wave swells over 5 meters (16 feet) – conditions that would have proved too challenging for most crewed survey vessels.

The Surveyor is a force multiplier to the existing ocean exploration paradigm and can be combined with a traditional survey ship to cost-effectively broaden operations: Collected data will be used to optimize dive targets during upcoming expeditions on NOAA Ship *Okeanos Explorer*.

"Every American, in one way or another, depends on the ocean—from protein from fish to feed animals or humans, to

deep-sea cables that make the internet possible. The only way the US can maximize our ocean resources is to understand what's there. This mission is the first step to mapping the seafloor of key regions in Aleutian waters in high resolution. The beauty of the Surveyor is getting that initial exploration step done faster, cheaper, and without as much staff," said Dr. Aurora Elmore, Cooperative Institute Manager at NOAA Ocean Exploration.

During the second half of the mission off the coast of California, the Surveyor mapped an additional 29,720 square kilometers (8,665 square nautical miles) of the US EEZ and discovered a previously unknown seamount standing approximately 1,000 meters (3,200 feet) high. Identifying such seamounts improves our understanding of the physical processes of the ocean and identifies areas needing further exploration as unique habitats.

"Surveyor brings a new and exciting capability for ocean exploration and mapping. Mapping in the Aleutians is not trivial, and the conditions there can be austere any time of year. The Surveyor weathered the storms, collected high-resolution bathymetry, and put no humans at risk. This mission proves that long-endurance USVs provide a viable option to achieve the goals of the National Ocean Mapping, Exploration, and Characterization Strategy. This is the future of ocean mapping," said Brian Connon, Saildrone VP of Ocean Mapping.

The project was operationally managed through NOAA's Ocean Exploration Cooperative Institute (OECI), including its partner institution, the University of New Hampshire. Its mission was to gather data on several large, unexplored areas off the Aleutian chain identified as high priority for NOAA, BOEM, the US Geological Survey, and the broader federal Interagency Working Group on Ocean Exploration and Characterization.

The data collected around the Aleutian Islands will be

publicly available through NOAA's National Centers for Environmental Information once post-processing has been completed by the Center for Coastal and Ocean Mapping at the University of New Hampshire.

SD 1200 is the first of Saildrone's Surveyor class vehicles. An additional four Surveyor-class ocean mapping vehicles will be built by Austal USA in Mobile, AL, this year to meet increasing global demand for uncrewed survey vehicles. Meet the Saildrone team at US Hydro in Mobile, AL, March 12 – 16.

HII Receives Additive Manufacturing Approval from Naval Sea Systems Command

Release from BAE Systems

*****

NEWPORT NEWS, Va., March 07, 2023 (GLOBE NEWSWIRE) — Global all-domain defense partner HII (NYSE: HII) announced today that its Newport News Shipbuilding division recently received approval as a vendor to provide some additive manufacturing components to Naval Sea Systems (NAVSEA) platforms.

The certification enables NNS to use additive manufacturing, or 3D printing, to fabricate pipefittings or other potential components for use on aircraft carriers, submarines and other NAVSEA platforms.

“Innovation is driving our business transformation at Newport News Shipbuilding,” NNS Vice President of Engineering and Design Dave Bolcar said. “Our continued advances in additive manufacturing are revolutionizing naval engineering and shipbuilding. This will continue to propel our progress in efficiency, safety and affordability as we remain steadfast in our mission to deliver the critical ships our Navy needs to protect peace around the world.”

Photos accompanying this release are available at: https://hii.com/news/hii-receives-additive-manufacturing-approval-from-naval-sea-systems-command-2023/.

In 2018, NAVSEA approved the technical standards for 3D printing after extensive collaboration with HII and industry partners that involved the rigorous printing of test parts and materials, extensive development of an engineered test program and publishing of the results.

The first 3D-printed metal part, a piping assembly, was delivered to the U.S. Navy for installation on the NNS-built USS *Harry S. Truman* (CVN 75) in January 2019. Since then, NNS has received approval for several other metal 3D-printed parts on U.S. Navy ships of varying criticality.

This most recent certification is for stainless steel (316/316L grade) additively manufactured pipefittings. NNS is also pursuing approvals that will enable broader use and implementation of additive manufacturing across the naval enterprise. The highly digitized process could lead to cost savings and reduced production schedules for naval ships.

NNS is the only builder and refueler of nuclear-powered U.S. Navy aircraft carriers and one of just two shipyards building nuclear-powered submarines for the Navy.

BAE Systems receives $256 million full-rate production contract from U.S. Marine Corps for additional Amphibious Combat Vehicles

[Release from BAE Systems]

*****

FALLS CHURCH, Va. – March 6, 2023 – The U.S. Marine Corps (USMC) has awarded BAE Systems a $256.8 million contract for additional Amphibious Combat Vehicles (ACVs) under a third order for full-rate production (FRP). This award covers production, fielding, and support costs for the ACV Personnel (ACV-P) variant and the Command variant (ACV-C). The contract exercises existing contract options, which include $145.3 million for more than 25 ACV-P vehicles, and $111.5 million for more than 15 ACV-C vehicles.

The ACV is an 8×8 platform that provides true open-ocean amphibious capability, land mobility, survivability, payload, and growth potential to accommodate the evolving operational needs of the USMC. The Marine Corps approved full rate production on the ACV-P vehicle in 2021, and the vehicle is currently being fielded to Marine Corps Fleet Marine Force units. The ACV-C variant, which will provide multiple workstations for Marines to maintain and manage situational awareness in the battle space, is also in full-rate production

and will begin fielding later this year.

“The ACV is an extremely versatile platform that continues our commitment to equip the Marines with the vehicle to meet their expeditionary needs,” said Garrett Lacaillade, vice president of amphibious programs at BAE Systems. “Today, with our strategic partner Iveco Defence Vehicles, we are delivering this critical capability to the Marines. Together, we are working to introduce new and future capabilities into the ACV family of vehicles.”

BAE Systems is also under contract for two other ACV mission role variants: ACV-R; and ACV-30. The ACV Recovery (ACV-R) variant will replace the legacy Assault Amphibious Vehicle recovery variant (AAVR7A1), and will provide direct field support, maintenance, and recovery to the ACV family of vehicles. The ACV-30 mounts a stabilized, medium caliber Remote Turret System manufactured by KONGSBERG that provides the lethality and protection the Marines need while leaving ample room for troop capacity and payload.

The company has also received task instructions from the USMC to complete a study of incorporating Advanced Reconnaissance Vehicle Command, Control, Communication and Computers/Unmanned Aerial Systems mission payload onto an ACV variant. The ACV C4/UAS variant was delivered to the Marine Corps in January of 2023 for testing.

ACV production and support is taking place at BAE Systems locations in: Stafford, Virginia; San Jose, California; Sterling Heights, Michigan; Aiken, South Carolina; and, York, Pennsylvania.

BOLLINGER KICKS OFF CONSTRUCTION OF T-ATS 10 WITH STEEL CUTTING CEREMONY

Release from Bollinger Shipyards

*****

USNS MUSCOGEE CREEK NATION is the fifth Bollinger-built T-ATS

T-ATS to replace the aging Safeguard-class rescue and salvage ships and Powhatan-class tugboats

Pascagoula, MS – (March 7, 2023) – Joined by senior U.S. Navy officials at Bollinger Mississippi Shipbuilding, Bollinger Shipyards LLC ("Bollinger") last week officially commenced construction of the future USNS MUSCOGEE CREEK NATION, the tenth Navajo-class Towing, Salvage and Rescue Ship ("T-ATS")

and the fifth T-ATS vessel being constructed by Bollinger since acquiring the program in April of 2021.

“Bollinger is honored to be entrusted by the Navy to build the Navajo-class Towing, Salvage and Rescue Ship. We’re excited to be able to utilize our newly acquired facility in Pascagoula to maximize our mobility and efficiency on the T-ATS program as we officially kick off construction on the fifth of five T-ATS ships to be built by Bollinger,” said Ben Bordelon, President and CEO of Bollinger Shipyards. “The T-ATS program is an important part of our expanding portfolio and relationship with the Navy as we work to support critical fleet modernization efforts. Maximizing Bollinger Shipyards resources across the Gulf Coast is something we’re incredibly proud of. This program sustains jobs in both our facilities between Houma and Pascagoula.”

The Navajo-class provides ocean-going tug, salvage, and rescue capabilities to support fleet operations, and are tasked with coming to the aid of stricken vessels. Their general mission capabilities include combat salvage, lifting, towing, retraction of grounded vessels, off-ship firefighting, and manned diving operations. The T-ATS platform replaces and fulfills the capabilities that were previously provided by the Powhatan-class Fleet Ocean Tug (T-ATF 166) and Safeguard-class Rescue and Salvage Ships (T-ARS 50) class ships.

Named for the Muscogee Creek Nation, the ship honors the self-governed Native American tribe located in Okmulgee, Oklahoma. The Muscogee people are descendants of not just one tribe, but a union of several. Muscogee Creek Nation is the largest of the federally recognized Muscogee tribes, which is the fourth largest tribe in the U.S. with more than 86,000 citizens – some of which have or continue to serve across the U.S. Armed Forces. This will be the first Navy vessel to carry the name Muscogee Creek Nation.

In addition to T-ATS 10, Bollinger is constructing USNS Navajo

(T-ATS 6), USNS Cherokee Nation (T-ATS 7), USNS Saginaw Ojibwe Anishinabek (T-ATS 8) and the USNS Lenni Lenape (T-ATS 9).

About the Navajo-class Towing, Salvage and Rescue Ship Platform

The Navajo-class is a new series of towing, salvage and rescue ships (T-ATS) being constructed for the U.S. Navy. The Navajo-class is a multi-mission common hull platform that will be deployed to support a range of missions such as towing, rescue, salvage, humanitarian assistance, oil spill response and wide-area search and surveillance operations using unmanned underwater vehicles (UUV) and unmanned aerial vehicles (UAV). The vessels will replace the existing Powhatan-class T-ATF fleet ocean tugs and Safeguard-class T-ARS rescue and salvage ships in service with the US Military Sealift Command.

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 14 shipyards, all strategically located throughout Louisiana with direct access to the Gulf of Mexico, Mississippi River and the Intracoastal Waterway. Bollinger is the largest vessel repair company in the Gulf of Mexico region.

USS John Finn joins Task Force 71 in Japan

The Arleigh Burke-class guided-missile destroyer USS John Finn (DDG 113) arrives at Commander Fleet Activities Yokosuka (CFAY). Finn arrives from Naval Base San Diego to CFAY, becoming the latest forward-deployed asset in the U.S. 7th Fleet. For 75 years, CFAY has provided, maintained, and operated base facilities and services in support of the U.S. 7th Fleet's forward-deployed naval forces, tenant commands, and thousands of military and civilian personnel and their families. (U.S. Navy photo by Mass Communication Specialist 1st Class Kaleb J. Sarten)

Release from Commander, Task Force 71 / Destroyer Squadron 15 Public Affairs

*****

USS John Finn joins Task Force 71 in Japan

06 March 2023

From Lt. Cmdr. Joseph Keiley, Commander, Task Force 71 / Destroyer Squadron 15 Public Affairs

YOKOSUKA, Japan - The Arleigh Burke-class guided-missile destroyer USS John Finn (DDG 113) arrived in its new forward-deployed location of Yokosuka, Japan, March 4, joining Commander, Task Force (CTF 71)/Destroyer Squadron (DESRON) 15.

The forward presence of John Finn enhances the national security of the United States and improves its ability to protect strategic interests. John Finn is a multi-mission ship with air warfare, submarine warfare, and surface warfare capabilities. It is designed to operate independently or with carrier strike groups, surface action groups, and amphibious ready groups.

“John Finn is another fantastic addition to our team here in Japan,” said Capt. Walter Mainor, commander, Task Force 71. “The dedicated crew will be a key part of our mission to work with our Allies and partners, and ensure we remain committed to maritime security in the region and uphold the promise of a free and open Indo-Pacific.”

The United States values Japan’s contributions to the peace, security, and stability of the Indo-Pacific and its long-term commitment and hospitality in hosting U.S. forces forward deployed there. These forces, along with their counterparts in the Japan Self-Defense Forces, make up the core capabilities needed by the Alliance to meet common strategic objectives.

Maintaining the most advanced ships and a forward-deployed naval force (FDNF) capability supports the United States’ commitment to the defense of Japan and the security, stability, and prosperity of the Indo-Pacific region. This allows the most rapid response times possible for maritime and joint forces, and brings the most capable ships with the

greatest amount of striking power and operational capability to bear in the timeliest manner.

“We are excited for the opportunity to join 7th Fleet and the FDNF ships in Yokosuka, Japan” said Cmdr. Angela Gonzales, John Finn’s commanding officer. “Our Sailors have trained diligently over the past few years in preparation for this transition. We are ready to support our Allies and partners in the region in maintaining maritime security. Additionally, we are appreciative of the hospitality shown to our families who arrived in Japan earlier this year. We are eager to arrive in Yokosuka.”

John Finn is a Flight IIA Arleigh Burke-class Aegis guided-missile destroyer that can deploy with two MH-60 variant helicopters. It also has improved ballistic missile defense, anti-air and surface warfare capabilities. The ship is 155 meters in length; displacing approximately 9,200 tons, with a crew size of approximately 270 Sailors. The ship was commissioned July 15, 2017.

CTF 71/DESRON 15 is the Navy’s largest forward-deployed DESRON and the U.S. 7th Fleet’s principal surface force. 7th Fleet is the U.S. Navy’s largest forward-deployed numbered fleet, and routinely interacts and operates with Allies and partners in preserving a free and open Indo-Pacific region.

Gerald R. Ford Carrier Strike Group Commences Multi-Week

Exercise to Fully Certify as Combat-Deployable U.S. Warship

Release from Carrier Strike Group 12 Public Affairs

*****

03 March 2023

From Carrier Strike Group 12 Public Affairs

ATLANTIC OCEAN – The Sailors, ships, squadrons and staffs of the Gerald R. Ford Carrier Strike Group (GRFCSG) commenced their final deployment certification exercise, Composite Training Unit Exercise (COMPTUEX), March 2.

“The GRFCSG demonstrated to the world what high-end naval warfare and integrated NATO interoperability looks like when

it sailed on its inaugural deployment in 2022," said Rear Adm. Greg Huffman, Commander, Carrier Strike Group (CSG) 12. "Now, the strike group is initiating its final step in fully certifying as a combat-deployable warship. COMPTUEX will further demonstrate that our carrier strike group is a combat-ready naval force capable of conducting a full spectrum of integrated maritime, joint, and combined operations."

The crew of the first-in-class aircraft carrier USS Gerald R. Ford (CVN 78) man the rails as the ship returns to Naval Station Norfolk, Nov. 26, following the inaugural deployment with the Gerald R. Ford Carrier Strike Group (GRFCSG). More than 4,600 Sailors assigned to Ford operated in U.S. 2nd Fleet and 6th Fleet, increasing interoperability and interchangeability with NATO Allies and partners. Throughout the deployment, the GRFCSG sailed more than 9,200 miles, completed more than 1,250 sorties, expended 78.3 tons of ordnance, completed 13 underway replenishments and hosted more than 400 distinguished visitors. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jackson Adkins)

Orchestrated by CSG 4 staff, COMPTUEX is designed to test and push the limits of the first-in-class aircraft carrier USS Gerald R. Ford (CVN 78) through a thorough, multi-week scenario that will prepare the crew for high-end warfighting.

"It is an honor to lead our awesome team through this challenging exercise, and I am confident our Sailors will deliver," said Capt. Paul Lanzilotta, Ford's commanding officer. "Gerald R. Ford Sailors and those hard-working professionals on our extended team, Carrier Air Wing Eight and embarked staffs have worked diligently toward this goal for years, learning and mastering an array of new systems. Their fortitude and resiliency inspires and humbles me every day. After we complete COMPTUEX, Ford and our crew will be fully integrated with the carrier strike group as a cohesive, multi-mission fighting machine, ready to sail over the horizon to support national tasking."

Focused on a range of simulated combat situations, including aircraft, submarine and missile attacks, ship casualties and engineering and communication drills, COMPTUEX's scenario will evolve and mirror the real-world geopolitical environment to prepare the GRFCSG for its upcoming deployment.

"Going into COMPTUEX, the capstone training event prior to deployment, every warrior in Carrier Air Wing (CVW) 8 is looking forward to getting underway to further hone our tactical edge while operating from the sea onboard the world's most advanced and capable aircraft carrier, the USS Gerald R. Ford," said Capt. Dan Catlin, Commander, CVW 8.

This will be Ford's first COMPTUEX. This training will allow the carrier strike group to increase staff proficiency across various warfighting functions and provided a unique experience to exercise naval interoperability.

"The Greyhounds are excited for the challenges we'll face during COMPTUEX to prepare ourselves to deploy as part of the Gerald R Ford Strike Group," said Capt. Mac Harkin, Commander, Destroyer Squadron (DESRON) 2. "We are excited to be a part of this team along with Ford, CAG 8, IWC and Normandy as we train and prepare for our upcoming deployment."

The GRFCSG includes the staffs of CSG 12, CVW-8 and DESRON 2 stationed in Norfolk, Va. Participating units include the aircraft carrier USS Gerald R. Ford, Ticonderoga-class guided-missile cruiser USS Normandy (CG 60), and Arleigh Burke-class guided-missile destroyers USS Ramage (DDG 61), USS McFaul (DDG 74) homeported in Norfolk, Va. and USS Thomas Hudner (DDG 116) homeported in Mayport, Fl. CVW-8 squadrons include strike fighter squadrons VFA-213, VFA-31, VFA-37 and VFA-87 stationed in Norfolk, Va. at Naval Air Station Oceana; electronic attack squadron VAQ-142 stationed in Whidbey Island, Wash. at Naval Air Station Whidbey Island; airborne command and control squadron VAW-124 stationed in Norfolk, Va. at Naval Air Station Oceana; fleet logistics support squadron VRC-40

stationed in Norfolk, Va. at Naval Air Station Oceana; helicopter maritime strike squadron HSM-70 stationed in Jacksonville, Fl. At Naval Air Station Jacksonville; and helicopter sea combat squadron HSC-9 stationed in Norfolk, Va. at Naval Air Station Oceana.

USS Gerald R. Ford is the U.S. Navy's newest and most advanced aircraft carrier. As the first-in-class ship of Ford-class aircraft carriers, CVN 78 represents a generational leap in the U.S. Navy's capacity to project power on a global scale. Ford-class aircraft carriers introduce 23 new technologies, including Electromagnetic Aircraft Launch System, Advanced Arresting Gear and Advanced Weapons Elevators. The new systems incorporated onto Ford-class ships are designed to generate a higher sortie rate with a 20% smaller crew than a Nimitz-class carrier, paving the way forward for naval aviation.

CSG 4 is a team that consists of experienced Sailors, Marines, government civilians and reservists, who mentor, train and assess U.S. 2nd Fleet combat forces to forward deploy in support and defense of national interests. CSG 4's experts shape the readiness of U.S. 2nd Fleet Carrier Strike Groups (CSG), Expeditionary Strike Groups (ESG), Amphibious Readiness Groups (ARG) and independent deploying ships through live, at sea and synthetic training, as well as academic instruction. Along with its subordinate commands, Tactical Training Group Atlantic (TTGL) and Expeditionary Warfare Training Group Atlantic (EWTGL), CSG 4 prepares every Atlantic-based CSG, ARG and independent deployer for sustained forward-deployed high-tempo operations.

For more information about the USS Gerald R. Ford (CVN 78), visit https://www.airlant.usff.navy.mil/cvn78/ and follow along on Facebook: @USSGeraldRFord, Instagram: @cvn78_grford, Twitter: @Warship_78, DVIDS www.dvids.net/CVN78 and LinkedIn at USS Gerald R. Ford (CVN 78).

HII Hosts Chief of Naval Operations Adm. Michael Gilday at Newport News Shipbuilding

Release from HII

*****

HII Hosts Chief of Naval Operations Adm. Michael Gilday at Newport News Shipbuilding

NEWPORT NEWS, Va., March 03, 2023 (GLOBE NEWSWIRE) — HII (NYSE: HII) hosted Chief of Naval Operations Adm. Michael Gilday for a visit to the company's Newport News Shipbuilding division on Thursday during a scheduled visit to Hampton Roads. While in Newport News, Gilday met with NNS leadership

and toured the shipyard.

“We are always grateful to have Adm. Gilday spend time at the shipyard,” NNS President Jennifer Boykin said. “We understand the Navy’s national security mission starts right here, in our dry docks, at our piers and on the design tools. We value each opportunity to showcase our commitment to safety, innovation and continuous improvement by the thousands of dedicated shipbuilders and suppliers who are working hard to deliver the highest-quality aircraft carriers and submarines to our Navy partner.”

Photos accompanying this release are available at: https://hii.com/news/hii-hosts-chief-of-naval-operations-adm-michael-gilday-at-newport-news-shipbuilding/.

During the visit, Gilday toured construction progress on *Columbia*– and *Virginia*-class submarines and received updates on the three *Gerald R. Ford*-class aircraft carriers under construction at NNS: *John F. Kennedy* (CVN 79), *Enterprise* (CVN 80) and *Doris Miller* (CVN 81). Additionally, he received briefings on the latest advances in the shipyard’s infusion of digital technology to improve efficiencies and the investments HII is making at NNS, including the recent groundbreaking on the Multi-Class Submarine Production Facility.

With a workforce of 25,000 people, NNS is the largest industrial employer in Virginia. The shipyard is the nation’s sole designer, builder and refueler of nuclear-powered aircraft carriers and one of only two shipyards capable of designing and building nuclear- powered submarines for the U.S. Navy.

Marine Corps releases Talent Management Update

Release from Headquarters, U.S. Marine Corps 6 March 2023

*****

MARINE CORPS BASE QUANTICO, VA – The U.S. Marine Corps released the Talent Management Update which details the progress made since the release of Talent Management 2030. The release of TM2030 marked the Marine Corps' initial step to transition from an industrial-era model of personnel management to a 21st century talent management system that better harnesses each Marine's unique talents to improve our readiness and extend our advantage over competitors.

Marine Corps talent management efforts that recruit, develop, and retain the right Marines are critical to the success of the modern Marine Corps operational concepts, as described in Force Design 2030.

To date, the Marine Corps enacted the following talent management initiatives:

- Commandant's Retention Program. The CRP provided pre-approved reenlistments for top-performing Marines along with priority access to duty station and assignment options. This effort resulted in a 72% increase of

first-term reenlistment submissions by top-performing Marines, with the average reenlistment approval accomplished in 24 to 48 hours – a fraction of the average reenlistment approval time.

- Staff Non-Commissioned Officer (SNCO) Promotion Board Realignment. Staff non-commissioned officer promotion boards were realigned, effective for the fiscal year 2024 boards, to more effectively sequence the assignments and reenlistment processes, while reducing billet gaps throughout the Marine Corps, and decrease reenlistment processing time.

- Recruiting Station Commanding Officer Selection Board (RSCO). Commissioned officers eligible for recruiting station command consideration were offered two opportunities to increase career flexibility: volunteer and request removal. This change allowed officers to volunteer for command, including those not scheduled for consideration; and to request removal from consideration for one year, without penalty, to complete a deployment, personal or professional obligation.

- Special Duty Assignment (SDA) Volunteer Incentives. The Special Duty Assignment Volunteer Incentives provided Active and Reserve Component Marines who volunteer for Special Duty Assignment to receive their preferred duty station. This incentive resulted in an increase of volunteers by 62%, minimizing disruption to Marines, families, and Fleet Marine Force units, while also reducing SDA school attrition.

- MarineView 360-Degree Leadership Review. The Marine Corps launched the MarineView360 Leadership Review pilot, a program designed to assess Marines by polling their supervisors, peers, and subordinates to identify strengths and areas of improvement for emerging future leaders. The MarineView360 pilot began with sitting commanders and will expand to all commanders and senior enlisted leaders in the future.

- Officer Promotion Opt-Out. The Officer Promotion Opt-Out initiative allows certain Active and Reserve Component in-zone officer populations to opt-out of consideration for promotion once, without penalty, to pursue unconventional career experiences or formal education, to increase the flexibility in career paths for officers. The potential for offering this same flexibility to enlisted Marines is being explored.

- Digital Boardroom 2.0 (DBR 2.0). The Digital Boardroom 2.0 increases the functionality and accuracy of information presented to board members, safeguards data, and improves this critical talent management process. The Enlisted Career Retention and Reserve Aviation Boards were successfully executed using the DBR 2.0. As DBR 2.0 use is expanded, the Marine Corps will assess outcomes, cost and time savings, and professional depth and breadth of board members to benchmark with our legacy process.

- Separate Competitive Promotion Categories. To meet the demands of the future, the Marine Corps must retain the highest quality officers with the necessary skill sets at all ranks. We are conducting detailed analysis on options to reorganize the unrestricted officer

population into separate competitive categories to better meet the Marine Corps' need for the diverse expertise and experience at all ranks by competing for promotion with peers having similar skill sets, training, and education. We intend to conduct a pilot program during the 2025 field grade officer promotion boards.

- Career Intermission Program (CIP). The Career Intermission Program allows Marines to temporarily pause active duty service and later resume their careers without penalty to enable career flexibility and encourage retention of experienced, talented Marines. CIP payback was reduced by half to just one month of obligated active service for each month of intermission. Analysis will be completed to ensure the program is balanced with the need to sustain our professional fighting force and prevent loss of skill and familiarization.

Future talent management initiatives and developments are nested within the following four mutually supporting lines of effort:

- LOE 1: Rebalance recruiting and retention to accelerate the shift from our legacy, high turnover "recruit and replace" personnel model toward one characterized by a greater emphasis on investment in, and retention of, our most capable Marines.

- LOE 2: Optimize the employment of talent to maximize our warfighting capabilities by increasing the effectiveness and transparency of the assignments process to better utilize and retain our most talented Marines.

- LOE 3: Multiple pathways to career success through career initiatives that account for evolving interests and personal development over the course of a Marine Corps career.

- LOE 4: Modernize talent management digital tools and data systems to synthesize personnel information and requirements across the force via a transparent, commander-focused, collaborative system to better align the individual abilities, skills, and aspirations of our Marines to our warfighting requirements.

Reorienting and reconfiguring our human resources enterprise into a talent management system is a work in progress, but one that is well underway. The actions we have taken, and those we will take, ensure we will remain the Nation's premier expeditionary force-in-readiness within the rapidly evolving world we face.

The Talent Management Update can be obtained at: Talent Management 2030 Update

---

USCGC MAURICE JESTER is the THIRD of Six FRCs to be homeported in Boston, MA

Release from Bollinger Shipyards

*****

LOCKPORT, La., – (March 2, 2023) – Bollinger Shipyards LLC ("Bollinger") has delivered the USCGC Maurice Jester to the U.S. Coast Guard in Key West, Florida. This is the 178th vessel Bollinger has delivered to the U.S. Coast Guard over a 35-year period and the 52nd 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 Maurice Jester will be the third 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.

Each FRC is named for an enlisted Coast Guard hero who distinguished themselves in the line of duty. Maurice Jester enlisted in the Coast Guard as a Surfman in 1917, working his way up to Chief Boatswain's Mate by 1935 while serving on five cutters. Commissioned as a Lieutenant and promoted to Lieutenant Commander, he was the first Coast Guardsman to earn the Navy Cross in World War II, and the first Coast Guard Officer to receive the award for a combat action in direct confrontation with enemy forces. During World War II, Coast Guard cutters battled Nazi submarines in an area off the North Carolina Coast termed "Torpedo Junction." Jester commanded the Coast Guard Cutter Icarus in the sinking of a German U-352 off the Outer Banks of North Carolina. This historic event resulted in the war's second U-boat sinking by U.S. forces and the first U.S. capture of German combatants.

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 11 shipyards, all strategically located throughout Louisiana with direct access to the Gulf of Mexico, Mississippi River and the Intracoastal Waterway. Bollinger is the largest vessel repair company in the Gulf of Mexico region.

USCGC Decisive decommissioned after 55 years of service

Release from Coast Guard Atlantic Area

*****

March 2, 2023

USCGC Decisive decommissioned after 55 years of service

PENSACOLA, Fla. – The Coast Guard decommissioned USCGC Decisive (WMEC 629) during a ceremony at Naval Air Station Pensacola, Thursday.

Vice Adm. Kevin E. Lunday, commander of Coast Guard Atlantic Area, presided over the ceremony honoring the 55 years of service Decisive and its crews provided to the Coast Guard.

Commissioned in 1968, Decisive was the 15th of 16 Reliance-class medium endurance cutters built for search and rescue, drug and migrant interdiction. It is the first 210-foot cutter to be decommissioned since USCGC Courageous (WMEC 622) and USCGC Durable (WMEC 628) in 2001.

“Decisive is a special ship that has served many districts throughout its history,” said Cmdr. Aaron Delano-Johnson, commanding officer of Decisive. “With a variety of high-performing Coast Guard members with distinguished careers, Decisive boasted some of the finest crews throughout its tenure. Decisive has been a fixture in all four of its homeports, remaining durable and dependable throughout history. I personally want to thank the crew for their dedication and service to our great nation as they were instrumental to upholding the cutter’s motto of being dedicated to duty.”

Decisive’s keel was laid on May 12, 1967, at the Coast Guard Yard in Baltimore, Maryland. Decisive was launched Dec. 14, 1967, and commissioned Aug. 23, 1968. Following its commissioning in 1968, the ship was homeported in New Castle, New Hampshire. The cutter moved homeports several times during its tenure, including St. Petersburg, Florida and Pascagoula, Mississippi before its final assignment to Pensacola.

During the cutter’s last year of service, the sunset crew of 12 officers and 62 enlisted members conducted high profile operations including assistance in the repatriation of over 400 migrants in a week’s time while patrolling the South Florida Straits. Decisive’s crew assisted with a 200 person mass migrant transfer, the largest single repatriation effort at the time since the 1980 Mariel Boatlift.

“I am immensely honored being the final commanding officer of Decisive,” said Delano-Johnson. “As I pause and reflect, remembering the first time I saw the ship as a junior officer aboard a patrol boat in the Straits of Florida, the pride I feel commanding this ship is indescribable. To lead this sunset crew and watch them grow over the past year has been humbling and rewarding. I am grateful for their dedication and service and look forward to staying in touch and following their careers. While our business here is done, we will proudly carry on Decisive’s legacy of hard work and

reliability.”

Decisive was one of the Coast Guard’s 14 remaining 210-foot, Reliance-class medium endurance cutters. As part of the Coast Guard’s acquisition program, the 360-foot Heritage-class. offshore patrol cutters will replace the Coast Guard’s 270-foot and 210-foot medium endurance cutters. The offshore patrol cutters will provide the majority of offshore presence for the Coast Guard’s cutter fleet, bridging the capabilities of the 418-foot national security cutters, which patrol the open ocean, and the 154-foot fast response cutters, which serve closer to shore.