# Navy Accepts Delivery of Ship-to-Shore Connector, Landing Craft, Air Cushion 106


The U.S. Navy accepted delivery of the next generation landing craft, Ship to Shore Connector (SSC), Landing Craft, Air Cushion (LCAC) 106 on Nov. 17. *U.S. NAVY*

WASHINGTON – The U.S. Navy accepted delivery of the next generation landing craft, Ship to Shore Connector (SSC), Landing Craft, Air Cushion (LCAC) 106 on Nov. 17, Team Ships Public Affairs said in a release.

LCAC 106's delivery follows the completion of Acceptance Trials with the Navy's Board of Inspection and Survey to test the readiness and capability of the craft and to validate requirements.

“We are excited to deliver this next generation craft to the Navy and Marine Corps team,” said Capt. Jason Grabelle, program manager, Amphibious Assault and Connectors Programs, Program Executive Office (PEO) Ships. ”LCACs are providing our Navy and partners with the speed and agility essential to our missions.”

LCACs are built with similar configurations, dimensions and clearances to the legacy LCAC, ensuring the compatibility of this next-generation air cushion vehicle with existing well deck-equipped amphibious ships.

The LCAC program is in serial production, with an additional 11 craft currently being built at Textron Systems.

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# Coast Guard Polar Icebreaker Departs Seattle; Bound for Antarctica

The Coast Guard Cutter Polar Star and crew departs Seattle to begin Operation Deep Freeze, Nov. 16, 2022. *U.S. COAST GUARD / Petty Officer 3rd Class Michael Clark*

SEATTLE – The Coast Guard Cutter Polar Star (WAGB 10) and crew departed Seattle Nov. 16 and is in transit to Antarctica in support of Operation Deep Freeze, the Coast Guard Pacific Area said in a Nov. 17 release.

Operation Deep Freeze is an annual joint military mission to resupply the United States Antarctic stations in support of the National Science Foundation, the lead agency for the United States Antarctic Program. This marks the 26th year for the Polar Star to render support.

Each year, the Polar Star crew breaks a navigable channel through ice, sometimes as much as 21-feet thick, to allow fuel and supply ships to reach McMurdo Station, which is the largest Antarctic station and the logistics hub of the U.S. Antarctic Program.

“This is a unique and important mission that the Coast Guard

undertakes each year," said Capt. Keith Ropella, commanding officer of the Polar Star. "It takes a special crew to make the 20,000 nautical mile round trip through some of the most remote locations and arduous conditions on the planet to get the job done, and perhaps more significantly, to prepare this 46-year-old cutter for the challenge. I am overwhelmed and immensely proud of the tireless work this crew and our shore side support partners have done since returning from the last Operation Deep Freeze back in April to get us ready to go, and I am incredibly excited to make this once in a lifetime journey with them."

The U.S. Coast Guard is recapitalizing its polar icebreaker fleet to ensure continued access to the Polar regions, project U.S. sovereignty and protect the country's economic, environmental and national security interests.

"As the Nation's most active and visible maritime presence in the high latitudes, the Coast Guard maintains a vital leadership role in Antarctica and deeply values its relationship as a trusted partner to the National Science Foundation and U.S. Antarctic Program," said Vice Adm. Andrew J. Tiongson, commander Coast Guard Pacific Area. "Polar Star's continued support of Operation Deep Freeze exemplifies the Coast Guard's unique blend of operational capability, regulatory authority and strategic leadership in the polar regions. It is an honor to ensure uninhibited access to the region, and join together with our international allies and Department of Defense sister services to support essential scientific research and the preservation of a safe, secure and cooperative environment on the Antarctic continent."

Through Operation Deep Freeze, the U.S. Coast Guard provides direct logistical support to the National Science Foundation and maintains a regional presence that preserves Antarctica as a scientific refuge.

# Boeing Reorganizes Defense, Space & Security Business Unit


A P-8A Poseidon aircraft lifts off from Naval Air Facility Atsugi, Japan. The P-8A is now built by newly organized Boeing's Mobility, Surveillance & Bombers Division. *U.S. NAVY / Mass Communication Specialist 1st Class Brandon J. Vinson*

ARLINGTON, Va. – Boeing is executing a series of executive leadership changes and reorganizations aimed at accelerating operational discipline, first-time quality and performance while streamlining senior leadership roles and responsibilities, the company announced in a Nov. 17 release.

Effective immediately, Boeing Defense, Space & Security (BDS) will consolidate its eight divisions into four, including:

- Vertical Lift, led by Vice President and General Manager Mark Cherry.
- Mobility, Surveillance & Bombers, led by Vice President and General Manager Dan Gillian, which will include KC-46, SAOC, E-7, VC-25B, P-8, Bombers, AWACS/AEW&C, 777X components and all executive transport programs.
- Air Dominance, led by Vice President and General Manager Steve Nordlund, which will include classified programs; the F/A-18, F-15, T-7, MQ-25 and MQ-28 programs; and the non-space Phantom Works portfolio, including the Virtual Warfare Centers. Steve will also become the senior site executive for the St. Louis region.
- Space, Intelligence & Weapon Systems, led by Vice President and General Manager Kay Sears, which will include space exploration and launch programs, satellites, munitions, missiles, weapon system deterrents, maritime undersea, Phantom Works Space and subsidiaries (BI&A, Millennium, Insitu, Liquid Robotics, Spectrolab, Argon and DRT). Between now and Feb. 4, 2023, Jim Chilton, senior vice president for Space and Launch, will continue to manage space exploration and launch programs, satellites and Phantom Works Space. On Feb. 5, 2023, Chilton will become a senior advisor to Ted Colbert, president and chief executive officer of BDS, focusing on future space ventures.

These changes build upon a consolidation of Manufacturing and Safety, Total Quality, Supply Chain and Program Management, and the appointment of Steve Parker as BDS chief operating officer.

“I am confident this reorganization will drive greater and more simplified integration and collaboration across Boeing Defense, Space & Security,” said Colbert. “These changes will help accelerate operational discipline and program quality and performance, while stabilizing our development and production programs. These are necessary steps to put BDS on the path to

stronger, profitable growth.”

Additionally, Tim Peters, currently vice president and general manager of Mobility and Surveillance, and Cindy Gruensfelder, currently vice president and general manager of Missile and Weapon Systems, will be retiring after assisting with the transitions.

“Over the past three decades, Tim and Cindy have played an integral role in delivering critical capabilities for our customers and developing top talent across the enterprise,” Colbert said. “The Boeing Executive Council and I are grateful for their leadership and years of service.”

Coinciding with these changes, Boeing Global Services (BGS) will integrate all government services – domestic and international – into one organization, led by Torbjorn (Turbo) Sjogren, vice president and general manager of BGS Government Services.

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# 1,200 U.K. Jobs Created as Naval Shipbuilding Returns to Belfast


The Royal Fleet Auxiliary replenishment tanker RFA Tidespring (A 136) transits the Gulf of Aden in preparation for a refueling-at-sea with the guided-missile cruiser USS Shiloh (CG 67), not pictured, July 12, 2021. *U.S. NAVY / Mass Communication Specialist 1st Class Rawad Madanat*

LONDON — The Ministry of Defence has selected a preferred bidder to build support ships for the Royal Navy, with a contract that will create 1,200 U.K. shipyard jobs, hundreds of graduate and apprentice opportunities and an expected 800 further jobs across the U.K. supply chain, the ministry said in a Nov. 16 release.

British-led Team Resolute, comprising BMT, Harland & Wolff and Navantia UK, has been appointed as the preferred bidder to deliver three crucial support ships to the Royal Fleet Auxiliary (RFA). Team Resolute will be awarded a £1.6 billion contract, before inflation, to manufacture the vessels providing munitions, stores and provisions to the Royal Navy's aircraft carriers, destroyers and frigates deployed at sea, subject to HM Treasury and Ministerial approval.

Pledging to invest £77 million in shipyard infrastructure to support the British shipbuilding sector, the investment will create one of the most advanced yards in the United Kingdom,

significant for future export and domestic shipbuilding and offshore opportunities.

The entire final assembly for all three ships will be completed at Harland & Wolff's shipyard in Belfast, with the three 216m long vessels – each the length of two Premier League football pitches – built to Bath-based BMT's entirely British design.

The majority of the blocks and modules for the ships will be constructed at Harland & Wolff's facilities in Belfast and Appledore, with components to be manufactured in their other delivery centres in Methil and Arnish. This program, which will also support a significant British-based supply chain, will be undertaken in collaboration with internationally renowned shipbuilder, Navantia. Build work will also take place at Navantia's shipyard in Cadiz in Spain, in a collaboration that allows for key skills and technology transfer from a world-leading auxiliary shipbuilder.

"This is a welcome boost to the UK shipbuilding industry," said Defence Secretary Ben Wallace. "By selecting Team Resolute, the Ministry of Defence has secured £77 million of investment into U.K. shipyards, creating around 2,000 U.K. jobs, and showcasing cutting-edge British design. "Building on ambitions laid out in the National Shipbuilding Strategy, we are also bolstering technology transfer and key skills from a world-renowned shipbuilder, crucial in the modernisation of British shipyards."

The contract will deliver 200 further education opportunities on graduate placements and apprentice programs, as well as supporting thousands more supply chain jobs. Harland & Wolff's welding academy is set to train 300 new U.K. welders during the contract. The contract will also support 120 high-skilled jobs at BMT.

Delivering on ambitions to bolster U.K. shipbuilding as laid

out in the National Shipbuilding Strategy Refresh, the contract will deliver significant capital investment in the United Kingdom while providing ships which are essential to the Carrier-led Maritime Strike Group.

“Team Resolute is proud to have been selected as preferred bidder to provide the Royal Fleet Auxiliary with three state-of-the-art, adaptable ships which will fulfil the Royal Navy’s needs while strengthening UK sovereign design and shipbuilding capability, as well as generating around £1.4 billion in national social and economic value,” said John Wood, Group CEO of Harland & Wolff, on behalf of Team Resolute. “Team Resolute will be making a significant investment into the U.K. and help to level up U.K. Government defence spend across the whole Union. We will create high quality U.K. jobs, apprenticeships and four facilities across the UK which will have shipbuilding capabilities fit for the 21st century.”

The ships will be the second longest U.K. military vessels behind the two Queen Elizabeth-class aircraft carriers. They will have commonality with the RFA’s Tide class fleet tankers, also built to a British BMT design.

The majority of the three ships’ build will take place in the UK, and the contract will increase industrial productivity, develop the domestic supply chain and workforce while improving the industry’s environmental sustainability.

Designed to support Net Carbon Zero by the end of their 30-year service lives, the RFA vessels will be equipped with energy efficient technologies to reduce power demand and will have the capability to reduce their carbon intensity by adopting low-carbon, non-fossil fuels and future energy sources.

“FSS will deliver worldwide logistic and operational support to the Royal Navy, including the Maritime Strike Group on deployment,” said Vice Adm. Paul Marshall, DE&S Director

General Ships. “Significant investment in emerging shipyards across the U.K. will also strengthen and diversify our industrial base. Alongside our investment in the Type 26 and Type 31 frigate programs, this breadth will be vital to grow and support a highly capable and modern Navy.”

Production is due to start in 2025 and all three support ships are expected to be operational by 2032. The manufacture contract is due to be awarded by DE&S by the first quarter of 2023, subject to completion of a successful preferred bidder stage and final approvals.

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# Rite-Solutions Receives Three Navy Contracts Worth $68 Million

Middletown, R.I. – Rite-Solutions was recently awarded three contracts by the Naval Undersea Warfare Center Division Newport (NUWCDIVNPT), Naval Information Warfare Systems Command (NAVWAR) and Naval Surface Warfare Center Dahlgren Division (NSWCDD), the company said in a release.

Over the next three to five years, the three contracts total $68 million.

Supporting NUWCDIVNPT’s Code 25 Combat Systems Department, Rite-Solutions will provide hardware and software engineering, systems engineering, system integration and testing, fleet support and administrative services supporting the AN/BYG-1 submarine combat control system modernization. The contract is worth $25 million.

“We are thrilled to continue supporting the Code 25 Combat Systems Department in what has been a long and productive partnership for more than two decades,” said Rite-Solutions Sr. Vice President Laura Deady.

Separately, NAVWAR awarded the company a $13 million follow-on contract under the Navy’s RAPDS Multi-Award ID/IQ for PEO MLB/PMW 250. Rite-Solutions will continue sustaining and maintaining the DoD IT Portfolio Repository (DITPR)-DoN and DoN Application and Database Management System (DADMS) IT Portfolio Management system. DITPR/DADMS is used by the DoD to maintain an inventory of all of its hardware, software, and their interfaces.

NSWCDD awarded the third contract to Rite-Solutions, worth $30 million. The Rite-Solutions proposal included up to 60 full-time employees, annually. The company will be hiring up to 30 people in the Virginia and DC area.

“The Dahlgren center provides the world’s best surface ship command and control systems and we’re very pleased to apply our experience in undersea warfare,” said Laurie Carter, Rite-Solutions’ senior vice president of Business Development and Strategy.

Rite-Solutions will provide engineering and combat systems integration expertise to the NSWCDD Integrated Combat Systems Department to plan and execute combat systems operations activities in support of current and future Combat System Command and Control functions.

“These contracts, on the heels of a $77 million contract awarded by NSWCDD earlier this year, are a testament to the expertise and dedication of Rite-Solutions’ employees and the value we provide our customers,” said Rite-Solutions President and CEO Dennis McLaughlin.

# FRC Southeast Begins Activation as Second Source of Repair for the F135 Engine

An F-35C Lightning II, assigned to the “Black Knights” of Marine Fighter Attack Squadron (VMFA) 314, launches from the flight deck of the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72). *U.S. NAVY / Mass Communication Specialist 3rd Class Javier Reyes*

JACKSONVILLE, Fla. – Fleet Readiness Center Southeast (FRCSE) recently began activation as a Department of Defense second depot source of repair (DSOR) for the F135 engine, the propulsion system that powers the F-35 Lightning II Joint Strike Fighter. The first DSOR for the F135 was designated in 2012 with activation complete in 2014 at the Oklahoma City Air

Logistics Complex, Tinker Air Force Base, Oklahoma.

“It’s great to be a part of the FRCSE Team as we prepare to activate the F135 engine product line,” said FRCSE’s Commanding Officer, Capt. Grady Duffey. “The new scope of work won’t just expand our support of the Joint Strike Fighter, but will help meet the sustainment demands of our military. I am confident that FRCSE will be ready to answer the call and commence repair of F135 engine modules in the near future, and at an even greater rate later as we expand infrastructure.”

FRCSE officially activating as second DSOR doesn’t come without certain challenges. Before the command sees its first Power Module (PM), one of the five major modules that make up the F135 power plant, artisans will need to go through a three-phase Pratt & Whitney (P&W) training and maintenance qualification and certification process, which is set to begin in January 2023.

The first two training phases focus on classroom and practical skills. The engine’s PMs and associated mini-modules (MMs) will be used to accomplish the hands-on portion of the training with artisans and P&W trainers working side-by-side.

Once the practical hands-on phase is complete, qualification and certification will be the final step in the process. FRCSE is expected to induct its first PM by April 1, 2023, with a second arriving about two weeks later.

After certification is achieved, F135 engine line artisans will work only on the PM and its four MMs – the high-pressure compressor, high-pressure turbine, low-pressure turbine and diffuser combustor – in designated areas called cells. The current plan is to have nine PM cells and 22 mini-module cells.

While FRCSE’s Crinkley Engine Facility complex currently performs work on four other engines (F404, F414, TF34 and J85), expansion is a must to support the full anticipated F135

workload.

“In preparation of this engine workload, we had to make multiple facility improvements along with purchasing new industrial plant equipment and machinery unique to the F135,” said Rick Eveson, FRCSE’s F135 production line director. “New high-capacity bridge cranes, a new entrance, floor paint and Andon lighting have all been procured to support the F135 engine maintenance process, which will also benefit our other engine programs. In addition, we’ve developed a custom shelving unit to more efficiently store parts, tooling and gear.”

FRCSE won’t just accommodate this new workload through the optimization of shops and processes in its current state, but also through the renovation of its existing engine test cell and construction of an entirely new engine facility by way of military construction (MILCON). A MILCON will be utilized in order to renovate FRCSE’s engine test cell as well as a whole new engine facility to streamline workflow. The new building is expected to break ground in 2026 with completion in 2028, and it will significantly increase the plant’s capacity for F135 work.

Furthermore, the engine test cell modification project will make significant changes to the existing structure, as the facility must be upgraded to accommodate the F135 engine’s 50,000 pounds of thrust and over 18-foot size. The building’s anticipated completion date is 2027.

“We expect engine production to ramp up through 2034 to the max production requirement – roughly 600 MMs and 120 PMs annually, correlating to about 600,000 man-hours,” Eveson continued.

From repair of the F135’s PM and its MMs to establishing depot capability for the F-35 airframe and associated systems, the command is certainly on its way to becoming the go-to facility

in support of fifth and future generations of aircraft.

“The entire FRC Southeast team is excited to begin work on the F135 and showcase our world-class facility,” said Duffey. “We are unequivocally committed to this program’s success and to activating the U.S. Navy’s first F135 engine product line.”

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# U.S. Naval Forces Intercept Explosive Material Bound for Yemen

Guided-missile destroyer USS The Sullivans (DDG 68) and patrol coastal ship USS Hurricane (PC 3) sail in the background as Sailors inventory a large quantity of urea fertilizer and ammonium perchlorate discovered on board a fishing vessel intercepted by U.S. naval forces while transiting international waters in the Gulf of Oman, Nov. 9. *U.S. NAVY /*

*Sonar Technician (Surface) 1st Class Kevin Frus*
MANAMA, Bahrain – On Nov. 8, U.S. 5th Fleet intercepted a fishing vessel in the Gulf of Oman smuggling lethal aid, including a large quantity of explosive material, from Iran to Yemen, U.S. Naval Forces Central Command Public Affairs said in a Nov. 15 release.

U.S. Coast Guard Cutter John Scheuerman (WPC 1146) and guided-missile destroyer USS The Sullivans (DDG 68) interdicted the vessel as it transited international waters. Patrol coastal ship USS Hurricane (PC 3) and Navy explosive ordnance disposal technicians from U.S. 5th Fleet's Task Force 56 also assisted during a weeklong effort to fully search the vessel and verify the type of material found.

U.S. forces discovered more than 70 tons of ammonium perchlorate, a powerful oxidizer commonly used to make rocket and missile fuel as well as explosives. This is U.S. 5th Fleet's first ever interdiction of ammonium perchlorate.

"This was a massive amount of explosive material, enough to fuel more than a dozen medium-range ballistic missiles depending on the size," said Vice Adm. Brad Cooper, commander of U.S. Naval Forces Central Command, U.S. 5th Fleet and Combined Maritime Forces. "The unlawful transfer of lethal aid from Iran does not go unnoticed. It is irresponsible, dangerous and leads to violence and instability across the Middle East."

The search also found more than 100 tons of urea fertilizer. Urea is a chemical compound with agricultural applications that is also known for use as an explosive precursor.

The vessel and its four Yemeni crewmembers were intercepted while transiting from Iran along a route historically used to traffic weapons to the Houthis in Yemen. The direct or indirect supply, sale or transfer of weapons to the Houthis violates U.N. Security Council Resolution 2216 and

international law.

U.S. forces sank the vessel Nov. 13 in the Gulf of Oman after determining it was a hazard to navigation for commercial shipping. The four crewmembers were transferred to Yemen for repatriation Nov. 15 when The Sullivans completed an at-sea exchange in the Gulf of Aden with the Yemen Coast Guard.

“Alongside our partner forces, CENTCOM is committed to security and stability of the region and to deterring the illegal and destabilizing flow of lethal material into the region over land, in the air and the sea,” said Gen. Michael “Erik” Kurilla, U.S. Central Command commander.

U.S. 5th Fleet previously seized 40 tons of urea fertilizer Jan. 18 when guided-missile destroyer USS Cole (DDG 67) and patrol coastal ship USS Chinook (PC 9) interdicted another fishing vessel in the Gulf of Oman that had attempted to smuggle illicit weapons off the coast of Somalia months earlier.

The U.S. 5th Fleet operating area includes 21 countries, the Arabian Gulf, Gulf of Oman, Red Sea, parts of the Indian Ocean and three critical choke points at the Strait of Hormuz, Bab al-Mandeb and Suez Canal.

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# USCGC Northland Returns Home after 59-day Caribbean Sea Patrol


U.S. Coast Guard Cutter Northland prepares to moor at its homeport in Portsmouth, Va., Monday. Northland completed a 59-day patrol in the Caribbean Sea conducting migrant interdiction, law enforcement and humanitarian missions. *U.S. COAST GUARD / Petty Officer 2nd Class Brandon Hillard*

PORTSMOUTH, Va. – The crew of the U.S. Coast Guard Cutter Northland (WMEC 904) returned to their homeport in Portsmouth, Nov. 14 following a 59-day Caribbean Sea patrol, the Coast Guard Atlantic Area said in a release.

In support of the Coast Guard's Seventh District and Operation Vigilant Sentry under Homeland Security Task Force – Southeast, Northland's crew conducted migrant interdiction, law enforcement and humanitarian operations, collaborating with numerous Coast Guard assets and Department of Homeland Security boats and aircraft to detect, deter and intercept unsafe and illegal ventures bound for the United States.

During the deployment, Northland's crew primarily patrolled the Windward Passage between Cuba and Haiti, maintaining a U.S. presence while serving as a deterrent to irregular maritime migration events occurring because of continued instability in Haiti.

In October, Northland was diverted to patrol near Port-au-Prince, Haiti, at the request of the government of Haiti and in close coordination with the U.S. Department of State, as a clear sign of U.S. resolve in support of Haiti and its people, and to rendezvous with the Haitian Coast Guard for training in the area.

Northland also supported counterdrug operations in the region by working with other Coast Guard units and the U.S. Navy, offloading approximately 5,363 pounds of cocaine worth more than $101 million and transferring 11 suspected smugglers Nov. 11 in Port Everglades, Florida. The drugs came from five different interdictions in the Caribbean Sea.

“I am extremely proud of the adaptability, ingenuity and determination demonstrated by this remarkable crew on a daily basis,” said Cmdr. Andrew B. Dennelly, commanding officer of Northland. “Our crew showed day in and day out that we are always ready to deliver exceptional service to the nation, whether it be responding to unsafe and illegal ventures by migrants or assisting in counterdrug operations. Like any deployment, this patrol came with its own challenges – responding to an international crisis, last minute changes in scheduling and harsh weather and sea-states. Through it all, our crew promoted safety and security at sea and demonstrated why the Coast Guard is the preferred maritime partner.”

Northland is a 270-foot Famous-class medium-endurance cutter. Its missions include law enforcement, search and rescue, drug interdiction, fisheries enforcement, migrant interdiction, homeland security and defense operations, international training and humanitarian operations. Northland patrols the offshore waters from Maine to Florida, the Gulf of Mexico, the Eastern Pacific Ocean and the Caribbean Sea.

# Icebreaker Healy Returns Home after Four-Month Arctic Deployment


SEATTLE, WA, UNITED STATES 11.11.2022 Photo by Petty Officer 2nd Class Steven Strohmaier

SEATTLE – U.S. Coast Guard Cutter Healy (WAGB 20) returned to its Seattle homeport Nov.11 following a historic 17,000-mile, 124-day deployment in the high Arctic latitudes that included a transit to the North Pole, the Coast Guard Pacific Area said in a release.

The crew's efforts demonstrated interoperability in the Polar Region, supported U.S. security objectives, and projected an ice-capable presence in Arctic waters and the Gulf of Alaska.

“It is more important than ever before to provide security and sovereign presence in the Arctic and expand oceanographic research to understand the impacts of environmental change,” said Capt. Kenneth Boda, commanding officer of Coast Guard Cutter Healy. “The crew of Healy is proud to have completed this mission to the North Pole and back, advancing American interests across the Arctic Ocean.”

Commissioned in 2000, Healy is a 420-foot medium icebreaker and a uniquely capable oceanographic research platform. Healy’s crew traversed the ice-packed Arctic Ocean to the top of the world, reaching the geographic North Pole on September 30, 2022. This was only the second time a U.S. surface vessel had reached 90 degrees north unaccompanied.

In July and August, after a port call in Seward, Alaska, Healy traveled into the Beaufort and Chukchi Seas, going as far north as 78 degrees, while supporting an Office of Naval Research-sponsored team from the University of Washington Applied Physics Department and Woods Hole Oceanographic Institution. The embarked team worked with Healy crew to conduct various evolutions, including deploying and recovering sea gliders, underwater sensors and acoustic buoys, throughout the marginal and pack ice zones as part of the Arctic Mobile Observing System.

During transits to and from the Arctic, Healy participated in flight operations in Kotzebue Sound and off the coast of Kodiak Island, Alaska, with Air Station Kodiak MH-60 helicopter aircrews, conducted passing exercises with the Coast Guard Cutter Kimball (WMSL 756), and completed patrols of the international maritime boundary line between the U.S. and Russia.

In September and October, after a port visit to Dutch Harbor, Alaska, Healy transited north again to conduct multidisciplinary, internationally collaborative research as part of the Synoptic Arctic Survey. The embarked National

Science Foundation-funded team collected samples and data to study environmental changes across the Arctic Ocean. Upon reaching the North Pole, Healy conducted two days of science operations and the crew enjoyed several hours of ice liberty.

After disembarking all science personnel during a second logistics stop in Dutch Harbor at the end of October, Healy made a final port call in Juneau, Alaska, where friends and family of crewmembers were given the opportunity to sail on the cutter during its final underway leg through the inside passage to Seattle.

The Coast Guard provides the United States' most active and visible surface presence in Polar Regions, and is currently recapitalizing its polar icebreaker fleet to ensure continued access to these regions in support of the Nation's economic, commercial, maritime and national security needs.

The operational polar fleet currently includes the Healy and the Coast Guard Cutter Polar Star (WAGB 10), a 399-foot heavy icebreaker commissioned in 1976. These cutters are designed for open-water icebreaking and feature reinforced hulls and specially angled bows.

Polar security cutters will enable the U.S. to maintain defense readiness in the Arctic and Antarctic regions; enforce treaties and other laws needed to safeguard both industry and the environment; provide ports, waterways and coastal security; and provide logistical support – including vessel escort – to facilitate the movement of goods and personnel necessary to support scientific research, commerce, national security activities and maritime safety.

# Bollinger Completes Acquisition of VT Halter, Renamed Bollinger Mississippi Shipbuilding

Aerial image of Bollinger's shipyard at Lockport, Louisiana. *BOLLINGER SHIPYARDS*

LOCKPORT, La. – Bollinger Shipyards, the largest privately-owned and operated shipbuilder in the United States, has completed its acquisition of VT Halter Marine, Inc. and ST Engineering Halter Marine Offshore ("STEHMO"), Bollinger announced in a Nov. 1 release. The transformational transaction cements Bollinger's position as a globally recognized, leading designer and builder of high-performance vessels and complex structures for government and commercial customers.

"Today marks an important milestone for Bollinger and our 76-year history," said Ben Bordelon, CEO and President of

Bollinger Shipyards. “We’re excited to offer our defense and commercial customers an expanded suite of high-quality capabilities, services and solutions. By combining our skilled workforces in Louisiana and Mississippi, I know that there’s no better team in the shipbuilding industry to take on the largest, most complex projects.”

The addition of the newly acquired yards in Pascagoula, Mississippi, is strategic as it further strengthens Bollinger’s position in the industry and U.S. defense industrial base by increasing capacity and footprint, improving efficiencies, enhancing economies of scale, and building a larger skilled workforce, including increased engineering capacity. It also brings expanded capabilities for future programs, including an ACAT I program.

Notably, all ongoing programs at VT Halter Marine and STEHMO were conveyed with the transaction, including the Polar Security Cutter (PSC) program for the U.S. Coast Guard and the Auxiliary Personnel Lighter-Small (APL(S)) program for the U.S. Navy. Those programs will continue to be built at Bollinger Mississippi Shipbuilding.

Bollinger Mississippi Repair offers a full suite of repair services to customers, including ship repair and conversion, dry docking, rig repair, fabrication, new construction and ancillary services. The Bollinger Mississippi team can execute projects from simple to the most complex.

The acquisition includes 378 acres comprising two shipyards in Pascagoula and two dormant yards north of Pascagoula. The newly acquired yards have been renamed Bollinger Mississippi Shipbuilding and Bollinger Mississippi Repair. The Pascagoula facilities are strategically located with direct, deep-water access to the Gulf of Mexico and houses corporate office space, engineering, fabrication, warehousing and a foreign trade zone. The shipyard consists of 225,000 square feet of covered production area in the main fabrication assembly

buildings. The facility is capable of producing Panamax-sized vessels up to 50,000 DWT and features an expanded 225.6m (740ft) tilt-beam launch system.