Chebi Nominated for NAVAIR Commander, Bierman for III MEF

ARLINGTON, Va. – Secretary of Defense Lloyd J. Austin III announced Aug. 2 that the president has made the following nominations:

Navy Rear Adm. Carl P. Chebi for appointment to the rank of vice admiral, and assignment as commander, Naval Air Systems Command, Patuxent River, Maryland. Chebi is currently serving as deputy director, Joint Strike Fighter Program, Office of the Secretary of Defense, Arlington, Virginia.

Marine Corps Maj. Gen. James W. Bierman Jr. for appointment to the rank of lieutenant general, and assignment as commanding general, III Marine Expeditionary Force, Okinawa, Japan. Bierman is currently serving as commanding general, 3d Marine Division, Okinawa, Japan.

Below is Chebi's official biography from the Navy's website:

Rear Adm. Carl Chebi, a native of Holliston, Massachusetts. He earned a Bachelor of Science in Computer Systems Engineering and a commission as an ensign from the Naval Reserve Officer Training Corps at Rensselaer Polytechnic Institute. He is a graduate of the U.S. Naval Test Pilot School and Navy Fighter Weapons School, and he holds an Executive Master in Business Administration from the Naval Postgraduate School.

Chebi served operationally as an F-14 pilot in Fighter Squadron (VF) 142 deployed with USS Eisenhower (CVN 69) and executive officer and commanding officer for Strike Fighter Squadron (VFA) 192 deployed with USS Kitty Hawk (CV 63) to Atsugi, Japan. During these tours he participated in Operation Southern Watch and many Western Pacific deployments.

His shore tours include service as an aircraft and weapons test pilot in both Air Test and Evaluation Squadron (VX) 23 and 30 and as deputy for Strike Aircraft Plans and Requirements for the Office of the Chief of Naval Operations (OPNAV). Chebi also completed numerous acquisition tours beginning with the U.S. Naval Test Pilot School, where he was selected to fly the Mirage 2000 aircraft in France. His program management experience includes serving as a deputy program manager for the F/A-18 and EA-18G Program Office (PMA-265), program manager for the Precision Strike Weapons Program Office (PMA- 201), and program manager for Naval Integrated Fires Program (PMA-298). He also served as the vice commander of Naval Air Systems Command and as the Program Executive Officer Command, Control, Communications, Computers, and Intelligence (C4I)/Program Executive Officer Space Systems.

In September 2019 he assumed duty as the deputy program executive officer, F-35 Lightning II Joint Program Office.

Chebi has 3,700 plus flight hours and more than 700 carrier arrested landings. He has logged hours in the F/A- 18 A-F, Mirage 2000, F-14A-D, F-15, F-16, P-51 and numerous other aircraft.

Below is Bierman’s official biography:

Maj. Gen. James W. Bierman Jr. was born in Camp Lejeune and is a graduate from the Virginia Military Institute. He commissioned in the Marine Corps in 1987.

As a company grade officer, Bierman served as a Rifle Platoon Commander, Anti-Armor Platoon Commander, Adjutant, Commanding Officer of Headquarters and Service Company, Intelligence Officer, and Company Commander of Charlie Company 1st Battalion, 1st Marines. He deployed in support of contingency operations in the Persian Gulf to the Mediterranean,

participated in operations in Northern Iraq as part of Operation Provide Comfort, and supported operations in Somalia.

As a field grade officer, Bierman served as a battalion operations officer in 1st Battalion, 1st Marines, as the commanding officer of Recruiting Station Richmond, a planner for I Marine Expeditionary Force and Deputy G-3, Future Operations Officer. In 2003, he became the commanding officer of 1st Battalion, 3d Marines. He deployed numerous times in support of Operation Iraqi Freedom, Operation Iraqi Freedom II, and Operation Enduring Freedom VI-VII. In April 2009, Bierman assumed command of 3d Marine Regiment. From 2011 to 2013, he served as the military secretary to the Commandant of the Marine Corps.

As a general officer, Bierman commanded the Marine Corps Recruit Depot, San Diego and the Western Recruiting Region from 2013 to 2016. In September 2016 he assumed his duties as the deputy director for political-military affairs for the Middle East, Strategic Plans and Policy Direction (J5), on the Joint Staff. In 2018 Bierman assumed his duties as the commanding general of Marine Corps Recruiting Command. He is a graduate of The Basic School, Infantry Officer Course, Amphibious Warfare School, Command and Staff College, School of Advanced Warfighting, and College of Naval Warfare.

Newport News Shipbuilding Progresses Construction

Activities on John F. Kennedy

Newport News Shipbuilding division is progressing through construction of the aircraft carrier John F. Kennedy (CVN 79) turning over more than 500 of the total 2,615 compartments, including the machine room, which is one of the larger spaces. The completed spaces allow Sailors to begin training on the ship while final outfitting and testing continues. *HUNTINGTON INGALLS INDUSTRIES*

NEWPORT NEWS, Va. – Huntington Ingalls Industries announced Aug. 2 that it is making significant progress in the compartment and systems construction of the aircraft carrier John F. Kennedy (CVN 79).

Newport News Shipbuilding division recently eclipsed the 20% mark on compartment completion, turning over to the ship's crew more than 500 of the total 2,615 spaces. It also has installed more than 8 million feet of cable – or more than 1,500 miles – of the approximately 10.5 million feet of cable on Kennedy.

The most recently completed spaces include berthing, machinery and electrical. This allows Sailors assigned to the pre-commissioning unit to continue training on the ship while final outfitting and testing progresses.

"We are pleased with the progress being made on Kennedy," said Lucas Hicks, vice president of the Gerald R. Ford (CVN 78) and John F. Kennedy (CVN 79) aircraft carrier programs. "We are in the very early stages of systems testing and look forward to successfully executing our work on equipment, systems and compartments that brings us closer to delivering the ship to the fleet."

Kennedy is more than 80% complete overall and is scheduled to be delivered to the Navy in 2024.

BAE Systems' Next-Generation APKWS Guidance Kits Improve Rocket Range and Impact

BAE Systems has developed an advanced, hardened version of its APKWS guidance kit. *BAE SYSTEMS*

Hudson, N.H. – BAE Systems, Inc. has developed an advanced version of its combat-proven APKWS guidance kit that offers enhanced strike distance and precision strike lethality, the company said in an Aug. 2 release. The upgrade improves the effective range of APKWS guided rockets by up to 30%, allowing warfighters to engage targets from a greater standoff distance with improved survivability.

APKWS is the U.S. government's only program of record for guiding 2.75-inch laser-guided rockets, providing an efficient, low-cost weapon in the U.S. arsenal of precision munitions. Initial production of APKWS block upgrade guidance kits will start in the third quarter of 2021.

"Our customers' precision strike needs are changing," said John Watkins, vice president and general manager of Precision Strike & Sensing Solutions at BAE Systems. "We're focused on evolving APKWS guidance kits to provide them with a more capable low-cost product that's easy to use and known for its accuracy."

APKWS block upgrade guidance kits create an optimized flight trajectory that enables the rocket to engage targets at a steeper angle of attack, providing improvements in range and lethality. The optimized attack trajectory improves first-shot success against stationary and moving targets.

The enhanced guidance kits also provide logistics and training benefits to customers. A single variant of the weapon is now qualified for rotary-wing and fixed-wing aircraft across the U.S. armed forces customers, easing stock management and reducing the cognitive load on pilots. An upgrade to the surface danger zone logic also provides better training range options in certain conditions, allowing crews to improve their proficiency at home stations.

BAE Systems' APKWS guidance kits are manufactured at the company's production facility in Hudson, New Hampshire.

Navy Conducts First MQ-4C Triton Test Flight with Multi-Intelligence Upgrade

A Northrop Grumman Corp.-built MQ-4C Triton took to the skies for the first time in the highly upgraded multi-intelligence configuration known as integrated functional capability four (IFC-4). *U.S. NAVY*

PATUXENT RIVER, Md. – The Navy conducted its first test flight of the MQ-4C Triton in its upgraded hardware and software configuration July 29 at NAS Patuxent River, beginning the next phase of the unmanned aircraft's development, the Naval Air Systems Command said in a July 29 release.

The MQ-4C Triton flew in its new configuration, known as Integrated Functional Capability (IFC)-4, which will bring an enhanced multi-mission sensor capability as part of the Navy's Maritime Intelligence, Surveillance, Reconnaissance and Targeting (MISR&T) transition plan.

Triton's Integrated Test Team (ITT) comprised of the U.S. Navy, Australian cooperative partners, and government/industry teams completed a functional check flight and initial aeromechanical test points, demonstrating stability and control of the MQ-4C after a 30-month modification period.

"Today's flight is a significant milestone for the program and a testament to the resolve of the entire ITT, their hard work, and passion for test execution and program success," said Capt. Dan Mackin, Persistent Maritime Unmanned Aircraft Systems program manager. "This flight proves that the program is making significant progress toward Triton's advanced multi-intelligence upgrade and it brings us closer to achieving the initial operational capability (IOC) milestone."

Multiple Triton assets have been modified into the IFC-4 configuration in support of IOC in 2023. A single test asset is in the current IFC-3 configuration to support sustainment of deployed systems as well as risk reduction for IFC-4.

Currently, two MQ-4C Triton aircraft in the baseline configuration known as IFC-3 are forward deployed to 7th Fleet in support of early operational capability (EOC) and Commander Task Force (CTF)-72 tasking. VUP-19 will operate Triton to further develop the concept of operations and fleet learning associated with operating a high-altitude, long-endurance system in the maritime domain.

"The MQ-4C Triton has already had a tremendous positive impact on operations in [U.S. Indo-Pacific Command] and will continue to provide unprecedented maritime intelligence, surveillance and reconnaissance capabilities which are especially critical to national interests with the increased focus in the Pacific," Mackin said.

Triton is the first high-altitude, long-endurance aircraft that can conduct persistent Intelligence, Surveillance and Reconnaissance (ISR) missions to complement the P-8 in the

maritime domain. The Navy plans to deploy Triton to five orbits worldwide.

USS Independence First LCS to Be Decommissioned

The crew of USS Independence (LCS 2), the lead ship of the Independence-variant Littoral Combat Ship, recognized more than a decade of naval service during a decommissioning ceremony at Naval Base San Diego, July 29. *U.S. NAVY*

SAN DIEGO – The crew of USS Independence (LCS 2), the lead ship of the Independence-variant Littoral Combat Ship, recognized more than a decade of naval service during a decommissioning ceremony at Naval Base San Diego, July 29, commander, Littoral Combat Ship Squadron One, said in a July 30 release.

Due to public health and safety restrictions on large public events resulting from the novel coronavirus (COVID-19) pandemic, the ceremony was a private event celebrated alongside ship plankowners and former crew members.

During the ceremony, keynote speaker, Vice Adm. Roy Kitchener, Commander, Naval Surface Force, U.S. Pacific Fleet, wished the crew of Independence fair winds and following seas as they said farewell to their ship.

“The Independence crew shouldered a heavy responsibility. Since the ship’s introduction into the fleet we asked her to serve for a specific purpose; to test emerging equipment and concepts,” said Kitchener. “The crew accomplished that and so much more. Without their efforts and experiences, the ship

class would not be where it is today with six ships deployed throughout the world. Those improvements, made largely in part due to this crew's experience and input, will continue to carry the LCS class into the future."

The commissioning commanding officer of USS Independence gold crew, Capt. Michael Riley said it was the Sailors who rose to the occasion that made Independence prosperous.

"What made Independence successful wasn't the program managers, industry professionals or even her two captains. It was the officers, chiefs and Sailors of the blue and gold crews that made it operational. They shouldered the burden of shifting programmatic guidance, incomplete documentation or one-of-a-kind systems, and got it to sea," said Riley. "They were honest in pointing out when system performances or operational processes failed to live up to their expectations. At the same time, they discovered hidden capabilities in the ship, repurposing equipment and systems to suit the situation."

Independence maintained a crew of nine officers and 41 enlisted Sailors. The ship was built in Mobile, Alabama, by Austal USA and commissioned Jan. 16, 2010.

Independence is the sixth ship to carry the name, recognizing the cornerstone of our nation's foundation for which so many Americans have fought and died. The first Independence was a 10-gun sloop that served during the American Revolution. The second Independence, the first ship of the line in the Navy, was launched in 1814 as a 74-gun ship, but later refitted to a 54-gun frigate. The third Independence served with the Naval Overseas Transportation Service (NOTS) following the end of World War I. The fourth Independence (CVL 22), a small aircraft carrier commissioned in 1943, earned eight battle stars during World War II. The fifth Independence (CV 62) was an aircraft carrier commissioned in 1959 and decommissioned in 1998.

Independence has been a test and training ship and was key in developing the operational concepts foundational to the current configuration and deployment of LCS today. The decommissioning of LCS 2 supports department-wide business process reform initiatives to free up time, resources, and manpower in support of increased lethality. The LCS remains a fast, agile, and networked surface combatant, designed to operate in near-shore environments, while capable of open-ocean tasking and winning against 21st-century coastal threats.

The LCS class consists of two variants, the Freedom variant and the Independence variant, designed and built by two industry teams. The Freedom variant team is led by Lockheed Martin and is a steel monohull design constructed in the Fincantieri Marinette Marine Corporation's shipyard in Marinette, Wisconsin. The Independence variant is an aluminum trimaran design originally built by an industry team led by General Dynamics Bath Iron Works for LCS 2 and LCS 4. Currently, Independence variant LCS are constructed by Austal USA in the company's Mobile, Alabama shipyard.

LCS are outfitted with mission packages (made up of mission systems and support equipment) that deploy manned and unmanned vehicles and sensors in support of mine countermeasures, anti-submarine warfare or surface warfare missions.

After the decommissioning of Independence, 22 littoral combat ships remain in service to the fleet.

Lockheed Martin's HELIOS

Shipboard Laser Being Tested at Wallops Island

Artist’s rendering of Lockheed Martin’s HELIOS system. *LOCKHEED MARTIN*

ARLINGTON, Va. — The shipboard laser weapon system built for the U. S. Navy by Lockheed Martin is being tested at Wallops Island, Virginia, a company official said.

The first High-Energy Laser with Integrated Optical-dazzler and Surveillance, or HELIOS, was delivered to the Navy in January 2021 and was shipped to the Navy’s test site at Wallops Island.

The HELIOS is being test-fired and real-world test data from the weapon is being collected to confirm the models, said Jon Rambeau, vice president and general manager for Integrated Warfare Systems & Sensors at Lockheed Martin.

The single 60-kilowatt HELIOS unit is scheduled to be installed on the Flight IIA Arleigh Burke-class guided missile destroyer USS Preble in line with its deployment schedule, Rambeau said.

Lockheed Martin built one HELIOS under the Navy contract, which has options for multiple units.

Rambeau said the HELIOS, which is fully integrated into the Aegis Combat System, has the potential to be a significant counter to anti-ship cruise missiles. The weapon is scalable with additional of fiber-optic laser modules. The HELIOS is adaptable to the Ship Self-Defense System (SSDS) on aircraft carriers and most amphibious warfare ships.

Navy Christens Future USS Hyman G. Rickover

The Navy’s newest Virginia-class attack submarine, future USS Hyman G. Rickover (SSN 795), was christened during a ceremony at General Dynamics’ Electric Boat shipyard facility in Groton, Connecticut, July 31. *U.S. NAVY*

GROTON, Connecticut – The Navy’s newest Virginia-class attack submarine, future USS Hyman G. Rickover (SSN 795), was christened during a ceremony at General Dynamics’ Electric Boat shipyard facility in Groton, Connecticut, July 31, the U.S. Navy said in a release.

“This submarine is a fitting tribute to Admiral Rickover, who truly transformed our Navy,” said Adm. James Caldwell, director, Naval Nuclear Propulsion Program, during his remarks at the celebration.

Caldwell credited Rickover – who served for 63 years in the Navy and is credited with spurring the service to adopt nuclear propulsion after World War II – with not only technological advances but cultural ones. He lauded Rickover’s legendary work ethic, frankness, attention to detail and commitment to excellence, which he said has since permeated throughout the Navy.

“It’s really great to see this ship come together, and to see so many people here to celebrate the christening of the Hyman G. Rickover and honor the Hyman G. Rickover legacy,” said Cmdr. Thomas Niebel, commanding officer of the newly christened submarine.

The Honorable James F. Geurts, performing the duties of Under

Secretary of the Navy, told those in attendance that the construction of the future USS Hyman G. Rickover is a testament to the dedication of America's shipbuilders and sailors.

"We did not close a shipyard, public or private, for one day during the pandemic," Geurts said. "The sustained commitment to excellence displayed by this workforce shows in the construction of this boat and adheres to the culture of excellence promoted by Hyman G. Rickover.

"It's not just a matter of having the world's best ships," he continued, "you have to have the world's best Sailors to maintain the world's best Navy, and we have both."

Darleen Greenert, the submarine's sponsor, a Navy veteran, and wife of former Chief of Naval Operations Jonathan Greenert, highlighted the sacrifice of military families during her remarks, and remembered the late Eleonore Rickover, the namesake admiral's wife.

"She set the bar [for ship sponsors]," Greenert said of Eleonore Rickover, who was the sponsor for a previous Los Angeles-class submarine to bear the Hyman G. Rickover name, SSN 709. "She loved her crew."

The first Hyman G. Rickover was commissioned at Submarine Base, New London, in Groton, on July 21, 1984. SSN 709 and its crew deployed 12 times until its decommissioning in December 2007. Over the years, its decorations included the Atlantic Fleet Golden Anchor Award, Submarine Squadron Eight's anti-submarine warfare white "A" and engineering red "E" awards and the prestigious Sixth Fleet "Hook 'Em" award for anti-submarine warfare excellence.

Greenert asked family members of the crew of the future USS Hyman G. Rickover to stand together when her daughter, Matron of Honor Sarah Greenert McNichol, broke the ceremonial bottle of sparkling wine across the bow.

Other speakers at the ceremony included Electric Boat President Kevin Graney, Newport News Shipbuilding President Jennifer Boykin, U.S. Rep. Joe Courtney, D-CT and U.S. Rep. Jim Langevin, D-RI.

Rickover will eventually joint the fleet with a displacement of 7,835 tons, crew of 132, and a weapons payload of 12 vertical launch systems and four torpedo tubes.

Fast-attack submarines like Rickover are multi-mission platforms enabling five of the six Navy maritime strategy core capabilities – sea control, power projection, forward presence, maritime security, and deterrence. The submarine is designed to excel in anti-submarine warfare; anti-ship warfare; strike warfare; special operations; intelligence, surveillance, and reconnaissance; irregular warfare; and mine warfare – from open ocean anti-submarine warfare to intelligence, surveillance and reconnaissance, to projecting power ashore with Special Operation Forces and Tomahawk cruise missiles in the prevention or preparation of regional crises.

Navy Charges Crew Member for Bonhomme Richard Fire

A helicopter from Helicopter Sea Combat Squadron (HSC) 3 combats a fire aboard the amphibious assault ship USS Bonhomme Richard (LHD 6) at Naval Base San Diego, July 14, 2020. *U.S. NAVY / Mass Communication Specialist 3rd Class Garrett LaBarge*

ARLINGTON, Va. — The U.S. Navy has brought charges against a Sailor who was a crew member of the amphibious assault ship USS Bonhomme Richard for starting the fire that resulted in the devastation of the ship, the U.S. 3rd Fleet said in a July 29 release.

"On July 29, charges under the Uniform Code of Military Justice [UCMJ] were brought forth against a Navy Sailor in response to evidence found during the criminal investigation into the fire started on USS Bonhomme Richard (LHD 6) on July 12, 2020," said Cmdr. Sean Robertson, U.S. 3rd Fleet spokesperson. "Evidence collected during the investigation is sufficient to direct a preliminary hearing in accordance with due process under the military justice system. The Sailor was a member of Bonhomme Richard's crew at the time and is accused of starting the fire.

"Vice Adm. Steve Koehler, commander, U.S. 3rd Fleet is considering court-martial charges and has directed a preliminary hearing at which an impartial hearing officer will

make determinations and recommendations required by the UCMJ prior to any further trial proceedings – including whether or not there is probable cause to believe an offense has been committed and to offer a recommendation as to the disposition of the case."

The Bonhomme Richard was pierside at the naval base in San Diego going through modernization when a fire started and spread through much of the ship over a period of days. The Navy considered several options to repair the ship, possibly in another role, but the service decided to decommission and scrap it.

"Following an extensive material assessment in which various courses of action were considered and evaluated, we came to the conclusion that it is not fiscally responsible to restore her, then-Navy Secretary Kenneth Braithwaite said in a Nov. 30 release.

U.S. Coast Guard Commissions 3 Fast Response Cutters in Guam

Adm. Karl Schultz, the commandant of the Coast Guard, speaks during a rare triple-commissioning ceremony at Coast Guard Sector Guam July 29, 2021. During the ceremony, Coast Guard Cutters Myrtle Hazard, Oliver Henry and Fredrick Hatch were commissioned. *U.S. COAST GUARD / Petty Officer 1st Class Travis Magee*

SANTA RITA, Guam – The Coast Guard's three newest Fast Response Cutters were commissioned July 29 during a ceremony presided over by Adm. Karl Schultz, the Coast Guard's commandant, the Coast Guard 14th District said in a release.

The Coast Guard Cutters Myrtle Hazard (WPC 1139), Oliver Henry (WPC 1140) and Frederick Hatch (WPC 1143) were commissioned during a rare triple-commissioning ceremony at their new homeport at Coast Guard Forces Micronesia Sector Guam.

"The triple commissioning of Coast Guard Cutters Myrtle Hazard, Oliver Henry, and Frederick Hatch signals our dedication to regional partners and the growing maritime demand in the region," said Capt. Nick Simmons, commander, Coast Guard Forces Micronesia Sector Guam. "It was an honor to

celebrate this historic event with the crews, families and sponsors for each cutters' namesake."

Like the 30-year-old Island-class patrol boats before them, they will support the people of Guam, the Commonwealth of the Northern Mariana Islands, and our international partners throughout Oceania. The FRCs represent the Coast Guard's commitment to modernizing service assets to address the increasingly complex global Maritime Transportation System.

The Coast Guard already has a well-established presence within the region due to its bilateral shiprider agreements with Pacific Island Forum countries. These shiprider agreements allow partnering nations' defense and law enforcement officers to go aboard Coast Guard vessels to observe, board and search vessels suspected of violating laws or regulations within their exclusive economic zones.

By embarking shipriders, Coast Guard crews are able to support allies in the region and work towards expanding security by addressing regional challenges to peace, prosperity, and social inclusion. The retention of crewmembers from these invaluable missions means the lessons learned from joint operations will carry over to the new FRCs, ensuring goodwill developed by past Coast Guard assets will remain applicable.

"These initiatives cultivate relationships and they solve practical problems," said Schultz. "In this way the Coast Guard's distinct contributions to maritime government are built on people-to-people relationships."

Named after Coast Guard enlisted heroes, FRCs are equipped with advanced command, control, communications, computers, intelligence, surveillance, and reconnaissance systems and boast a greater range and endurance. At 154-feet long, they reach speeds of over 28 knots covering a distance of 2,500 nautical miles over a five-day patrol. They are armed with a stabilized 25-mm machine gun mount and four crew-served .50-

caliber machine guns.

These advanced capabilities greatly improve the Coast Guard's ability to conduct missions ranging from search and rescue to national defense while also contributing to joint operations between the United States and its regional partners as they work towards common goals such as the prevention of illegal, unreported and unregulated fishing.

"The people of Guam, the Commonwealth of the Northern Mariana Islands and Micronesia can rest assured that these multi-mission platforms stand ready to support our partners throughout the region," said Simmons.

Each FRC has a standard 24-person crew. This brings over 70 new Coast Guard members to Guam, along with their family members. Prior to the FRCs' arrival, the Coast Guard presence on Guam was composed of approximately 250 active-duty personnel and 40 reservists.

Coast Guard Breaks Ground on New Cutter Support facility at Base Los Angeles/Long Beach

Debra Chinn, a member of the Coast Guard Facility Design and Construction Center, Rear Adm. Carola List, the Coast Guard Assistant Commandant for Engineering and Logistics, Robert Pitcock, a project executive for Gilbane, Vice Adm. Michael McAllister, the Coast Guard Pacific Area commander, and Capt. Lisa Sharkey, Coast Guard Base Los Angeles/Long Beach commanding officer, participate in a ground breaking ceremony for a new cutter support facility at Base Los Angeles/Long Beach, July 28, 2021. *U.S. COAST GUARD / Petty Officer 1st Class Richard W. Brahm*

SAN PEDRO, Calif. – The Coast Guard broke ground Wednesday on a new facility at Base Los Angeles/Long Beach in San Pedro that will be home to the service's newest additions to its fleet, the Coast Guard 11th District said in a July 28 release.

Located at 1001 S. Seaside Avenue, the new $35 million, 11,500 square-foot Naval Engineering Department facility is scheduled to be an extension to the existing Maintenance Augmentation Team (MAT) building that will support the Coast Guard's first two offshore patrol cutters.

The 360-foot Coast Guard Cutter Argus (WMSM 915) and Coast Guard Cutter Chase (WMSM 916) are under construction and expected to arrive in late 2022/early 2023. The offshore patrol cutters will join the four 154-foot fast response cutters – Forrest Rednour, Robert Ward, Terrell Horne, and Benjamin Bottoms – and the 175-foot buoy tender, the Coast Guard Cutter George Cobb (WLM 564), currently stationed at Base LA/LB.

Once completed in October 2022, the facility will accommodate approximately 60 personnel who will provide maintenance, weapon, and naval engineering support for the fast response and offshore patrol cutters. In addition to the building, a new 257-foot pier extension is scheduled to be built to make room for the Chase. Improvements are also slated for the existing Electronics Support Detachment and warehouse on the base.

“Every Coast Guard mission starts and ends at a base. This new cutter support facility will enhance the capabilities of future Coast Guard cutters to meet critical mission needs in a demanding and constantly evolving maritime environment,” said Vice Adm. Michael F. McAllister, commander U.S. Coast Guard Pacific Area. “The Coast Guard’s first two offshore patrol cutters will be homeported at Base Los Angeles-Long Beach and this facility will provide the operational support needed to ensure future Coast Guard crews can accomplish their mission successfully.”

With the addition of the two new offshore patrol cutters, the base will require more space and staff to support the growing fleet. Personnel at Base LA/LB nearly doubled since 2018.

The offshore patrol cutters are the newest vessels in the Coast Guard’s fleet. The state-of-the-art ships are scheduled to replace the service’s 270-foot and 210-foot medium-endurance cutters and will be used to patrol the open ocean in the most demanding maritime environments.