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

Release from Bollinger Shipyards

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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.

Australia Announces Formation of MQ-4C Triton UAS Squadron

Australia's first MQ-4C Triton autonomous maritime patrol aircraft poses for its first offical portraits after emerging from the Northrop Grumman Palmdale paint booth.
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ARLINGTON, Va. – The Royal Australian Air Force has re-activated a historic squadron to operate its forthcoming MQ-4C Triton high-altitude, long-endurance unmanned aircraft systems (UAS).

Deputy Prime Minister Richard Marles announced at the Avalon Air Show last week that 9 Squadron is "being re-formed after a break of 34 years," according to a release from the Australian Department of Defence of a March 3 transcript of an interview with Australian officials at the air show.

"There's a lot of lineage to this Squadron," Marles said. "9

Squadron was originally formed in 1939. It did maritime surveillance during the Second World War. It saw service during the Vietnam War and for the keen military historians among you, you will have noticed that 9 Squadrons insignia is on the tail of the Triton. And 9 Squadron will be reformed to operate this capability the Triton uncrewed aircraft. It will be based at RAAF base Edinburgh although the airframes that you see behind me will actually operate out of Tindal."

Marles said the Triton "will be able to provide the persistent reconnaissance and surveillance, of our northern maritime approaches which is so important in terms of the defence of our nation. It's also going to be really useful in terms of surveilling illegal fishing both in our own waters, but also the waters of our Pacific neighbours. So, it's a really exciting capability."

Air Marshal Robert Chipman, chief of the Royal Australian Air Force, noted that 9 Squadron saw operational service in World War II with the Navy, "flying from our cruisers, HMA Ships, Hobart, Perth, Sydney, Canberra and Australia from the Arctic all the way down to the Southwest Pacific. And 22 serviceman lost their lives in World War II serving with 9 Squadron. In Vietnam, the Squadron was involved in some of the most iconic battles with the Australian Army, including the Battle of Long Tan, and two crewman lost their lives in the Vietnam War. So, it is a Squadron have a lot of history. On the emblem, you'll see an Australian native bird- it's the black browed albatross. The black browed albatross is renowned for spending a long time on in overwater flights, which makes it the perfect symbol, for the perfect Squadron for us to establish the MQ-4 Triton capability."

Australia has three Tritons – built by Northrop Grumman – on order. The first is scheduled for delivery in 2024. Chipman said that the Air Force has had personnel training to operate and maintain the Triton for "a number of years."

“Congratulations to the Royal Australian Air Force on the reactivation of the historic No. 9 Squadron,” said Jane Bishop, vice president and general manager, global surveillance, Northrop Grumman. “We’re honored the squadron will be operating Australia’s MC-4C Triton uncrewed aircraft for their most demanding maritime ISR missions, and we look forward to delivering the first RAAF Triton in 2024.”

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

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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

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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

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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

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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

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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

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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.

AMPHIBIOUS CONSTRUCTION BATTALION TWO (ACB2) HOLDS DECOMMISSIONING CEREMONY AFTER NEARLY 80 YEARS SERVICE TO THE NAVY AND MARINE CORPS

Amphibious Construction Battalion TWO (ACB2) Commanding Officer, Capt. Atiim Senthill, salutes as he passes through sideboys to close out the ACB2 decommissioning ceremony, March 2, 2023.

Release from Expeditionary Strike Group Two Public Affairs

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02 March 2023

JOINT EXPEDITIONARY BASE LITTLE CREEK-FORT STORY, Va. – On March 2, Amphibious Construction Battalion TWO (ACB2) held a decommissioning ceremony at the Joint Expeditionary Base Little Creek (JEBLC) chapel after nearly 80 years of service to the Navy and Marine Corps team and our nation.

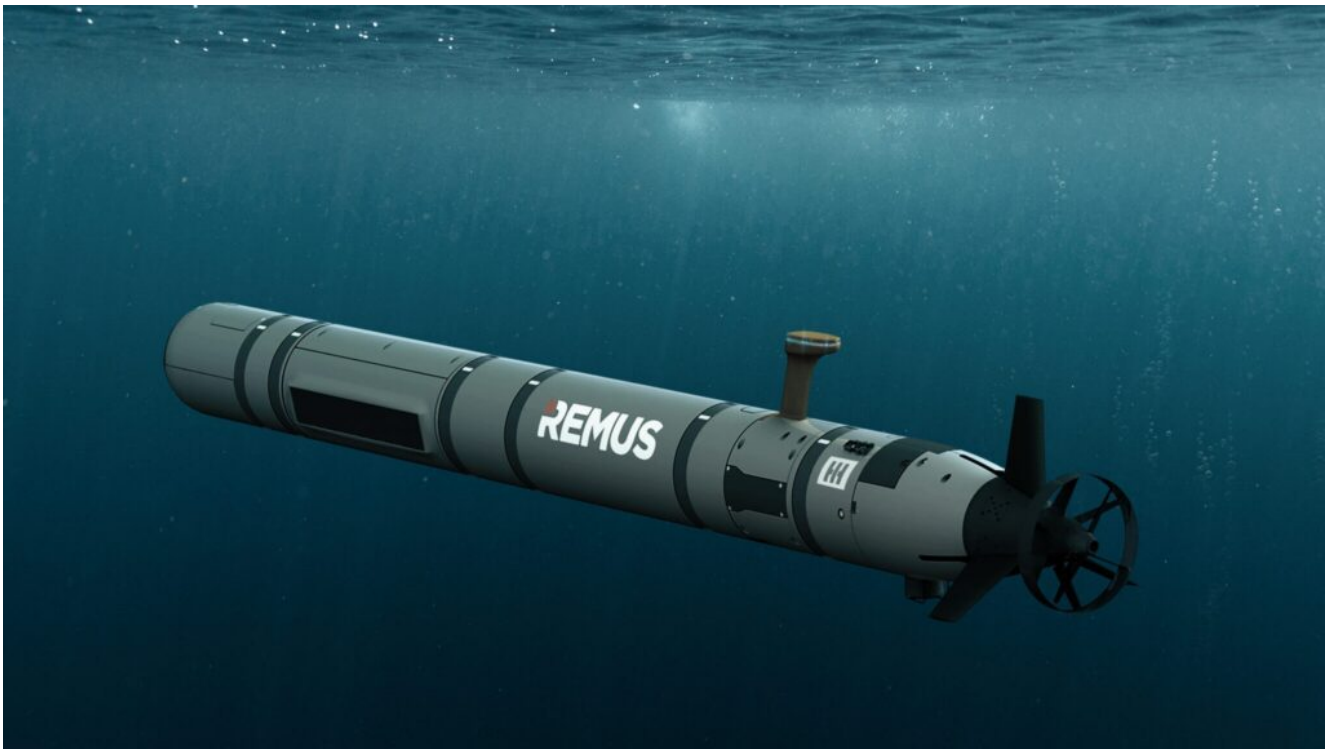
ACB2 Commanding Officer, Capt. Atiim Senthill, presided over a ceremony that included several previous commanding officers, family, prior command members, and the crew, dressed in blues. Established as the 105th Naval Construction Battalion on July 14, 1943 and re-designated ACB2 in 1950, throughout its run

the non-kinetic unit allowed combat units to maintain a forward sustained presence through ship-to-shore logistics in support of Maritime Prepositioning Forces as well as Joint Logistics Over the Shore (JLOTS) operations. On July 18, a CNO message ordering its deactivation marked the beginning of the end for ACB2. Operating on a $2.5 million disestablishment budget, within eight months all command assets had to be inventoried and reapportioned across the fleet. It was an emotionally-taxing job that inspired Senthill to praise the hard work of the crew. “These Sailors worked tirelessly and delivered,” he said. “All assets arrived at their destination early and under budget.”

Despite the look of a final nail being driven into the command’s coffin, the doors at ACB2 will remain open a few more weeks before officially shutting down March 31. Some Sailors will make the trip across country to begin new, yet familiar chapters at ACB1. Other ACB2 Sailors will remain nearby. Wherever they go, they will remain part of a proud heritage. With a history that began in the middle of U.S. involvement in World War II, ACB2 participated in the 1958 Lebanon crisis, the 1983 American citizen rescue in Grenada, Operation Desert Shield and Desert Storm, the TWA Flight 800 disaster recovery, and Operation Iraqi Freedom as well as the 2017 cleanup efforts for Hurricane Maria. This broad scope of missions demonstrates capabilities spanning a wide variety of missions and environments.

Rear Adm. Dean VanderLey, Commander of Naval Facilities Engineering Systems Command and guest speaker, emphasized this to the ACB2 Sailors in attendance. “While this has the appearance of a funeral, it should be a celebration of life,” VanderLey said. “You helped accomplish so much and are part of an incredible legacy.”

HII AND OCEAN AERO TO PARTNER ON ADVANCED UNMANNED MARITIME CAPABILITIES



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HII and Ocean Aero to Partner on Advanced Unmanned Maritime Capabilities

MCLEAN, Va. and GULFPORT, Miss., March 02, 2023 (GLOBE NEWSWIRE) — HII (NYSE: HII) and Ocean Aero initiated a strategic agreement to advance the combined capabilities of their respective unmanned maritime platforms and autonomy software solutions. The unmanned solution providers recently commenced multiple, simultaneous efforts to enhance the operational reach and duration of the platforms, collaborative autonomy behaviors, shared sensor fusion and perception capabilities, and accelerated seabed-to-shore data

transmission methods.

“We are pleased to partner with Ocean Aero to further expand the operational capabilities of the U.S. Armed Forces, partner nations and other maritime-focused commercial institutions,” said Duane Fotheringham, president of the Unmanned Systems business group at HII’s Mission Technologies division. “We are excited to combine the best of our individual products to deliver an exceptional suite of solutions to our customers.”

Kevin Decker, Ocean Aero chief executive officer, added: “This is the perfect time for us to partner with HII. With rising maritime challenges increasing worldwide, we need new capabilities to meet them. Incorporating our two firms’ autonomous vehicle value propositions will unlock new tools for our customers at home and abroad.”

HII and Ocean Aero are involved in several unmanned maritime systems initiatives and exercises across the globe. Ocean Aero recently completed Digital Horizon, the U.S. Fifth Fleet Maritime Domain Awareness exercise in the Arabian Gulf, where HII’s REMUS vehicles (MK18 Mod 1 and MK18 Mod 2) have been deployed continuously since 2013. The HII-Ocean Aero team is already planning to demonstrate their combined capabilities at an upcoming event in the region, in addition to other planned events and exercises for U.S. and international partners.

HII is the preeminent unmanned underwater vehicle manufacturer and a pioneer in the UUV industry, continuously producing REMUS vehicles since the early 2000s. HII manufactures a full range of REMUS UUVs, from small to extra-large, with endurance ranging from several hours to months at depths down to 6,000 meters. More than 600 REMUS UUVs have been sold across the globe, with a majority of those still in operational use today. Additionally, HII’s Odyssey autonomy software solution offers scalable autonomy aligned with open architecture standards, including Unmanned Maritime Autonomy Architecture.

Ocean Aero pioneered the world’s first and only environmentally powered Autonomous Underwater and Surface Vehicle, the TRITON, which collects data both above and below the ocean’s surface and relays it to users from anywhere at any time. Dual modalities allow users to integrate a variety of sensor payloads and communications capabilities, expanding the ocean data collection possibilities and breaking paradigms created by manned platforms. Persistent collections and real-time data transmissions are feeding the most complex models for weather, climate and ocean health and creating transformational change in the maritime space.