New Commanders Nominated for 5th, 7th Fleets

Rear Admiral Fred Kacher and Rear Admiral Fred Kacher
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ARLINGTON, Va. – President Joe Biden has nominated two Navy rear admirals for the rank of vice admiral and as numbered fleet commanders.

In a Jan. 27 announcement, Defense Secretary Lloyd J. Austin III said that Navy Rear Adm. George M. Wikoff and Rear Adm. Frederick W. Kacher had been nominated for the next rank and as commanders of the U.S. 5th Fleet and U.S. 7th Fleet, respectively. Wikoff also would become commander, Combined Maritime Forces, Manama, Bahrain. Both admirals currently serve in the Joint Staff, Wikoff as vice director and Kacher as vice director of operations.

Wikoff, a native of New Brunswick, New Jersey, is a naval aviator and served as a fighter pilot. He commanded a fighter

squadron, a strike fighter fleet replacement squadron, a carrier air wing and a carrier strike group. Kacher, a native of Oakton, Virginia, is a surface warfare officer who served on cruisers and destroyers. He commanded a guided-missile destroyer, a destroyer squadron and an expeditionary strike group.

If confirmed, Wikoff would succeed Vice Adm. Brad Cooper and Kacher would succeed Vice Adm. Karl Thomas.

UK Frigate Forward-Deployment Programme: Demonstrating value through improved availability

Pictured: HMS MONTROSE carrying out duties, protecting British shipping in the Gulf.
HMS MONTROSE is currently carrying out duties patrolling the Gulf, keeping the shipping lanes safe and ensuring that international trade is not threatened. In the first two months on patrol in 2019 HMS MONTROSE safeguarded over 6 million tonnes of British Shipping. HMS MONTROSE is also carrying out counter narcotic operations for CTF 150.
HMS MONTROSE is a type 23 frigate originally based in Plymouth and is the Royal Navy□s forward operating ship based out in the Gulf for the upcoming years and works on a watch rotation basis. Every 4 months the port and starboard crew rotate. The Starboard crew of HMS MONTROSE is made up from sailors from HMS MONMOUTH.

Dr. Lee Willett, London

The UK's forward-deployed frigate programme in the Gulf is demonstrating operational value for the UK, senior Royal Navy (RN) officers told *Seapower* as HMS *Montrose* – the Type 23 frigate that was the first ship deployed under the programme – returned home on 17 December 2022. Type 23 sister ship HMS *Lancaster* took over on station in late November.

Under the forward-deployed programme, a Type 23 frigate operates across the Gulf and wider region, using the UK's Naval Support Facility in Manama, Bahrain and other regional facilities (including Duqm Naval Dockyard, Oman) for operational support, maintenance, and rotation of the ship's two crews (port and starboard). *Montrose* arrived in the Gulf region in April 2019, having sailed from the UK in November 2018 and conducting a global deployment en route.

The programme's purpose is to improve availability at sea in a critical region by eliminating rotational ship transits; and to improve effect on station by building understanding of the region and partnerships with regional countries.

As regards availability, *Montrose* was on operations for 1300 of the 1509 days it was away from the UK, Rear Admiral Steve Moorhouse, the RN's Director Force Generation, told a media briefing onboard *Montrose* as the ship sailed back into HM Naval Base Devonport, Plymouth, UK. In current operational terms, that increased availability allowed the UK to maintain increased presence around the critical choke points located in the region, Rear Adm. Moorhouse explained: in future operational terms, it allowed the RN to learn lessons to feed into the planned forward deployment for the incoming Type 31 frigates (which are scheduled to enter service from the mid-2020s).

Keeping Ships in Shipshape Condition

"The key lesson is the model and the concept work," Rear Adm. Moorhouse told *Seapower*. "It will change almost everything in how we traditionally go about our business …. Every element changes and modernises, such that we get the best value for money out of the hull." Such changes, he explained, included ensuring the platform is fully prepared before deploying, for example conducting major refit and upgrade work in the UK, but also conducting maintenance at various partners' dockyard facilities across the Gulf region. In training terms, there is a need to complete crew and individual training prior to the crew departing from the UK, including through using simulation; in theatre, training can be supported through working with allies and partners or by dispatching training teams from the UK.

As regards in-theatre upkeep, Commander Claire Thompson – commanding officer (CO) of *Montrose*'s starboard crew – told *Seapower* that conducting "operational spring cleans" with a "little and often" approach has been the model used for *Montrose*. Little and often helps build a maintenance baseline, Cdr Thompson explained. "When you get the opportunity, you can get above that baseline – but don't drop below it is the key thing."

As regards improved regional understanding, forward deployment enables the RN to maintain presence for much longer periods. “[The ship’s crews] understand the region far, far better now because they’re persistently there,” said Rear Adm. Moorhouse.

Cdr Thompson added that the handover process with *Lancaster*‘s CO included detailed discussion of operational routines based around this improved understanding – how to employ the best tactics, how to achieve the mission, and what operational approaches *Montrose*‘s crews found successful.

USCGC Mohawk returns home following 46-day Caribbean Sea patrol

Photo by Petty Officer 3rd Class Kate Kilroy
Release from U.S. Coast Guard Atlantic Area

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KEY WEST, Fla.– The crew of the USCGC Mohawk (WMEC 913) returned to their home port in Key West, Monday, after a 46-day deployment in the Florida Straits and Caribbean Sea.

Mohawk patrolled the Florida Straits and Caribbean Sea in support of Homeland Security Task Force–Southeast and Operation Vigilant Sentry in the Coast Guard Seventh District's area of operations. While underway, Mohawk's crew conducted counter drug and maritime safety and security missions while working with other Coast Guard cutters and air assets to detect, deter and intercept unsafe and illegal migrant ventures bound for the United States.

During the patrol, Mohawk's crew cared for 670 migrants

interdicted at sea and rescued personnel from seven different unseaworthy vessels. Notably, Mohawk's crew assisted with the repatriation of 110 Haitian migrants to Cap-Haitien, Haiti, and 273 Cuban migrants to Matanzas, Cuba.

Mohawk's patrol efforts highlight the Coast Guard's critical mission of maintaining safety at sea and preventing the potential for loss of life by deterring migrants from taking to the sea in dangerously overcrowded vessels while attempting to enter the United States through non-legal channels.

"It's never easy being deployed over the holidays, away from family members," said Cmdr. Andrew Pate, Mohawk's commanding officer. "I am incredibly proud of the women and men aboard who continue to position Mohawk for success – their role in this historic effort, alongside our state and local partners as well as other Coast Guard units, is nothing short of heroic."

Mohawk is a 270-foot, Famous-class medium endurance cutter with a crew of 100. The cutter's primary missions are counter drug operations, migrant interdiction, enforcement of federal fishery laws and search and rescue in support of U.S. Coast Guard operations throughout the Western Hemisphere.

For information on how to join the U.S. Coast Guard, visit GoCoastGuard.com to learn about active duty and reserve, officer and enlisted opportunities. Information on how to apply to the U.S. Coast Guard Academy can be found here.

For more, follow us on Facebook, Instagram and Twitter.

TE 2030 to Develop ‘More Offensively Minded’ Marine Infantry

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ARLINGTON, Va. – Marine infantry force-wide will be firing at moving robotic targets, not just static paper targets, as the Marine Corps continues integration of the new Advanced Rifle Qualification (ARQ) course to meet the requirements of warfighting in the future, the Corps said.

“We have in our mind how we’re going to build [Marines] to be cognitive warfighting thinkers for the future,” said Lt. Gen. Kevin M. Iiams, commanding general of Training and Education Command, discussing with reporters Jan. 24 about the upcoming rollout of the Marine Corps’ Training and Education 2030 (TE 2030) concept, launching a series of initiatives in concert

with Force Design 2030, the concept initiated three years ago by the Marine Corps commandant, Gen. David H. Berger. These initiatives are designed to lay the foundation for future training and education of Marines and assigned Sailors for warfighting in the future.

“We’re getting away from where we were previously in the Marine Corps where we were about rote, repetitive training. We want cognitive, problem-solving thinkers for the future,” Iiams said. “It is more offensively minded. It’s combat related. It’s positional shooting. Its teaching how they’re actually going to employ their weapons in combat instead of just marksmanship.”

In the more challenging and rigorous ARQ, Marine infantry in a combat scenario will start firing at the 500-meter line instead of the 200-meter line.

Advanced Simulation

Iiams said the Corps will introduce advanced simulation capability “to be able to train them to higher levels, to be able to use some of the robot targets that we’re putting out there, to give them more realistic training scenarios in the field, not just shooting paper static targets but actually 3-dimensional roaming targets throughout the battlefield, which create a completely different scenario for them and cause them to figure out, are they going to shoot or not shoot as they move through some of these regimes.”

“One of the systems currently being fielded is the Trackless Mobile Infantry Target (TMIT). TMITs are 3-dimensional, free-roaming, variable speed / variable acceleration moving targets with 360 degrees of untethered mobility that maneuver with teleoperation and semi-autonomous control,” the TE 2030 document said. “They provide a dynamic and realistic representation of human targets in both live-fire and non-live fire training environments.”

The pilot ARQ course has been completed and the course is being implemented Corps-wide, progressing toward full operational capability.

The Corps also will be developing and incorporating an automatic scoring range to use training time more efficiently.

CH-53K lifts F-35C in external load test

Release from Naval Air Systems Command

A non-flyable F-35C Lightning II airframe is flown as part of a CH-53K King Stallion external load certification lift Dec. 13, 2022, at Naval Air Station Patuxent River, Md. The structure is from the first F-35C carrier variant aircraft, CF-1, a former developmental flight test jet from the Patuxent River F-35 Integrated Test Force (ITF). ITF test teams collaborated with Marine Operational Test and Evaluation Squadron One (VMX-1) and a Marine helicopter**

support team with Combat Logistics Battalion (CLB) 24,** Combat Logistics Regiment 2, 2nd Marine Logistics Group to** conduct the lift. (U.S. Navy photo by Kyra Helwick) *

NAVAL AIR SYSTEMS COMMAND PATUXENT RIVER, Md.

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A CH-53K King Stallion heavy lift helicopter from Marine Operational Test and Evaluation Squadron (VMX) performed an external load certification lift of an inoperable F-35 Lightning II airframe in December at Naval Air Station (NAS) Patuxent River, Maryland. The lift was to evaluate the load and inform future lift capabilities.

The CH-53K is the most powerful helicopter ever developed by the United States government. This new-build helicopter will continue to fill the CH-53E Super Stallion mission as a pillar of logistics and assault support for the U.S. Marine Corps efforts, but with significant improvements such as state-of-the-art, fly-by-wire technology reducing pilot work load, contributing to aircraft stability, and improving overall safety. The recent full rate production decision for the CH-53K is validation of the aircraft’s value to the U.S. Marine Corps and last month’s test lift is one more demonstration of its performance and reliability.

The NAS Patuxent River F-35 Integrated Test Force (ITF) test team, Naval Air Warfare Center Aircraft Division (NAWCAD) Cargo Lab, and others ensured a successful lift and flight by conducting load certification testing, sling configuration analysis, and cargo characteristics documentation were completed as required. Data from the tests will inform the flight envelope for future events. An earlier crane test lift verified the sling, rig, pitch and bank attitudes of the jet, and control surface states.

The aircraft lifted is a developmental test carrier variant F-35C fighter jet that had accrued 750 flight hours during 450

test flights between 2010 and 2016. The F-35C and rigging weighed about 22,000 pounds after removal of its mission and propulsion systems, outer wings, and additional equipment.

The CH-53K is currently cleared to conduct a 27,000-pound external lift and is projected to be cleared for a 36,000-pound external lift, nearly three-times more under high, hot conditions than its predecessor, the CH-53E.

In September 2021, the CH-53K performed its first operational mission by lifting a Navy MH-60S Knighthawk helicopter from a 12,000-foot mountain top in California. That aircraft weighed approximately 15,000 pounds and was successfully transported 23 miles to Fallon, NV.

“This type of mission is precisely what the K was designed and built to do,” said Col. Kate Fleeger, program manager for the Heavy Lift Helicopter Program Office (PMA-261). ”It continues to prove its value in support of Marine Corps operations, transporting equipment that no other rotary wing platform can lift.”

The CH-53K entered its full rate production and deployment phase in December and is on schedule to declare Full Operational Capability in FY2029.

The F-35 Lightning II Joint Program Office (JPO) leads the life-cycle program management of the F-35A, F-35B, and F-35C; the fifth-generation joint strike fighter (JSF) air system of choice for the U.S. Air Force, U.S. Navy, U.S. Marine Corps, international partners and foreign military sales customers.

Heavy Lift Helicopter Program Office (PMA-261) manages the cradle-to-grave procurement, development, support, fielding and disposal of the entire family of H-53 heavy lift helicopters.

BAE Systems to support Columbia-class submarine effort

Artist rendering of Columbia-class submarine (US Navy image)

Release from BAE Systems

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BAE Systems won a $71 million competitive contract award to manufacture and deliver U.S. Navy Columbia-class submarine components.

This is the second contract award received by BAE Systems for work on the U.S. Navy's key nuclear sea-based deterrent, Columbia-class submarines.

"We look forward to continuing to support the U.S. Navy's Undersea Force by providing critical submarine components for

this key national deterrent," said Brent Butcher, vice president of the Weapon Systems product line at BAE Systems. "Our decades of experience in supporting submarine programs and our selection for this opportunity demonstrates that the BAE Systems team has the trusted expertise required to manufacture and deliver components that promote the Navy's undersea dominance and excellence."

For over 30 years, BAE Systems has supported the Navy's submarine programs by providing more than 30 Virginia-class propulsors, Virginia payload module tubes, and Seawolf-class propulsors. Work under the current contract will be performed in Louisville, Kentucky and Minneapolis, Minnesota with a completion expected by the third quarter of 2030.

Marine Corps reactivates base on Guam

Release by U.S. Marine Corps

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ASAN BEACH, GUAM – The U.S. Marine Corps reactivated a new base on Guam in a ceremony, Jan. 26, honoring the long-shared history of the Marine Corps and Guam and establishing a forward presence in the Indo-Pacific that will endure into the future.

Marine Corps Base (MCB) Camp Blaz is the first newly constructed Marine Corps base in 70 years and serves as a testament to the U.S.-Japan alliance. Guam was chosen as the location for the new base during the 2012 Bilateral Agreement between the U.S and Japanese governments, under the Defense Policy Review Initiative, which set the framework for the relocation of Marines from Okinawa to Guam. The base is named in honor of Brigadier General Vicente Tomas "Ben" Garrido Blaz, the first CHamorro Marine to attain the rank of general officer.

"Today is an important day that marks the future of the Marines on Guam, and it is also a day to reflect on the century-long history of the Marine Corps in this beautiful place we call home," said Col. Christopher Bopp, Commanding Officer, MCB Camp Blaz. "On this island Marines and their CHamoru brethren have lived in peace and fought in war together and we are proud to carry on this legacy of honor and courage."

Guam's history is marked by the enduring partnership between the U.S. military and the people of Guam. Since the establishment of Marine Barracks Guam in 1899, the Marine Corps has had a nearly continuous presence on Guam. The Marine Barracks was reactivated after World War II and deactivated November 10, 1992.

During the ceremony at War in the Pacific National Historical Park, honors were rendered to the Honorable Lou Leon Guerrero, Governor of Guam; Commandant of the Marine Corps; U.S.

Assistant Secretary of the Navy for Energy, Installations and Environmental; Japanese Parliamentary Vice-Minister of Defense and Parliamentary Vice-Minister for Foreign Affairs provided remarks. The ceremony ended with a traditional pass and review.

“I believe that on the horizon lies the opportunities that Ben (Blaz) wished for our people,” said the Honorable Leon Guerrero. “No longer are we dealing with challenges and isolation, we are cultivating a more sustainable and comprehensive Indo-Pacific allyship. The future of Guam is inseparable from the future of the broader Indo-Pacific and the success of the Marines is inseparable from the success of Guam’s people. Together we are an island and an ocean united; together we are always better and always stronger; together we are always faithful. Semper Fidelis.”

Situated on Guam’s northern plateau, Camp Blaz will serve as a strategic hub as the Department of Defense realizes the vision of the 2022 National Defense Strategy. The base construction projects currently underway are partially funded by a large monetary contribution from the Government of Japan.

“Forward, persistent presence is key to the regional security and stability in the Indo-Pacific. Marine Corps Base Camp Blaz is a critical part of that. More than that, it shows our undivided relationship with the Government of Japan,” said the Commandant of the Marine Corps, Gen. David H. Berger.

Camp Blaz represents a significant milestone for the future of both the Marine Corps and Guam. The base’s forward presence and engagement in the Pacific will play an essential role in strengthening the ability of the U.S. and its allies and partners for a collective defense and to promote regional security.

“The Japan and U.S. alliance is the cornerstone of the people, the peace and prosperity of the Indo-Pacific region and the

linchpin of Japan's foreign policy," said Ms. Yoshikawa Yuumi, Vice-Minister for Foreign Affairs.

The Marine Corps is committed to upholding the legacy of Brig. Gen. Blaz's, prioritizing environmental and cultural stewardship, and building on the established relationships with the people of Guam remains integral in all aspects of development of this installation.

"It is right here, today, that we come together to demonstrate the power of partnership and the importance of community," said the Honorable Mrs. Meredith Berger, Assistant Secretary of the Navy for Energy, Installations and Environment.

For additional information, visit https://www.mcbblaz.marines.mil.

Navy awards contract to buy multi-engine training system aircraft

A T-44C Pegasus (above) stands on the flightline aboard Naval Air Station Corpus Christi before a scheduled flight. The T-54A will replace the T-44C aircraft currently used by the U.S. Navy to train student naval aviators. (U.S. Marine Corps photo by 1st Lt. Pawel Puczko/Released)

Release from Naval Air Systems

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New training aircraft will equip pilots across the services for tomorrow's battlespace

The U.S. Navy announced on Jan. 25 that it awarded Textron Aviation a single, firm-fixed-price contract to develop the T-54A multi-engine training system (METS) aircraft. The T-54A will provide advanced instrument and asymmetric engine handling training to student naval aviators selected for multi-engine fleet communities.

"The new METS aircraft will give us the ability to train pilots across the services with an advanced platform that better represents fleet aircraft," said Capt. Holly Shoger, Naval Undergraduate Flight Training Systems Program Office (PMA-273) program manager. "The T-54A will include the latest avionics and navigational updates, such as virtual reality and augmented reality devices, to ensure pilots are ready to face

any challenges that come their way in tomorrow’s battlespace.”

The base contract is for $113.1 million for 10 aircraft. The total contract value, including the base and contract options, is $677.2 million for the procurement of up to 64 aircraft. The contract also covers support equipment, spares and initial training. The aircraft deliveries are scheduled from calendar year 2024 to 2026.

The T-54A aircraft will replace the T-44 Pegasus aircraft and will feature a pressurized aircraft cockpit with side-by-side seating and a jump seat. The cockpit will be equipped with multifunction displays with a digital moving map; redundant ultra-high frequency and very high frequency radios; an integrated global positioning system/inertial navigation system; automatic dependent surveillance-broadcast; flight management system; weather radar, radar altimeter, and a cockpit data recorder. The METS aircraft will also have tricycle landing gear and a reconfigurable cargo bay in the cabin.

Additionally, the aircraft’s technology will capture data that allows for Conditioned-Based Maintenance Plus, a capability that enables the Navy to trend aircraft health over time to facilitate improved maintenance planning and efficiency.

This contract award will provide new aircraft to train Navy, Marine Corps and Coast Guard pilots to fly non-centerline thrust aircraft such as the V-22 Osprey, E-2D Hawkeye, C-130 Hercules and P-8 Poseidon. The T-44C sundown will begin six months after METS’ first delivery.

PMA-273, at Naval Air Station Patuxent River, Maryland, oversees the METS program. PMA-273 develops and oversees diverse and carrier-capable naval flight training systems where student pilots and undergraduate military flight officers acquire mission-critical aviation skills necessary to

carry out current and future missions of the U.S Navy.

National Security Multi-Mission Vessel (NSMV) Program Achieves Milestone with Steel Cutting of Fourth Ship

TOTE Services, LLC, (TOTE Services), Philly Shipyard, Inc., (Philly Shipyard) and Texas A&M University at Galveston today celebrated the cutting of steel for the fourth National Security Multi-Mission Vessel (NSMV) destined for the Texas A&M Maritime Academy in Galveston, Texas.
[Release from Philly Shipyard]

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National Security Multi-Mission Vessel (NSMV) Program Achieves Milestone with Steel Cutting of Fourth Ship

NSMV IV to be delivered to Texas A&M Maritime Academy in 2025

TOTE Services, LLC, (Tote Services) Philly Shipyard, Inc., (Philly Shipyard) and Texas A&M University at Galveston today celebrated the cutting of steel for the fourth National Security Multi-Mission Vessel (NSMV) destined for the Texas A&M Maritime Academy in Galveston, Texas.

This event marks another major construction milestone for the U.S. Department of Transportation Maritime Administration's (MARAD) NSMV program, designed to provide a purpose-built, state-of-the-art training platform for state maritime academies in New York Massachusetts, Maine, Texas, and California, respectively. In addition to providing world-class training for America's future mariners, these five NSMVs will be available to support humanitarian assistance and disaster relief missions in times of need. The vessel is contracted for delivery in 2025 to the Academy in Galveston.

"TOTE Services is proud to join MARAD, Philly Shipyard, and the Texas A&M Aggies to celebrate the start of construction of this new vessel that will be used to help train the next generation of officers at the only maritime academy on the Gulf Coast," said TOTE Services President Jeff Dixon. "This vessel will vastly enhance Texas A&M's degree programs and give the Academy a ship that can hold its entire program in a single cruise, providing cadets the opportunity to become skilled in ship-handling, decision-making, and unexpected challenges with the type of comradery that cannot be replicated in a classroom."

In May 2019, MARAD awarded TOTE Services a contract to be the Vessel Construction Manager (VCM) for the NSMV program. Since then, the innovative VCM contract structure has proven to be

an effective model in which the government benefits from commercial best practices to design and construct vessels that are built by union labor in a U.S. shipyard with U.S.-made steel and U.S.-made engines.

“Today, marks another significant milestone for TOTE, the Maritime Administration, and the maritime industry as whole,” said Maritime Administrator Ann Phillips (Rear Admiral USN, Ret.). “These NSMV’s will play a crucial role in the maritime industry – providing future generations of mariners a world-class platform for training and serving as an exceptional resource for emergency response and homeland security for the nation.”

Construction of the NSMVs will recapitalize our nation’s maritime training fleet, strengthen America’s industrial base, and directly support more than 1,300 shipyard jobs in Philadelphia, Pennsylvania.

“We are proud to welcome cadets and staff from Texas A&M Maritime Academy to our shipyard in celebration of the official start of fabrication on their new training vessel,” said Steinar Nerbovik, President and CEO, Philly Shipyard. “With this milestone event in the NSMV program, we now have four ships under active construction and strong backlog into the future. I want to thank everyone involved in this project across the board, including all of our advocates, our partners at MARAD and TOTE Services, our suppliers, and of course the staff and workers around me who are supporting and constructing these important vessels that will build America’s maritime future.”

“This is a significant milestone for Texas A&M University at Galveston, home to the Texas A&M Maritime Academy,” said Col. Michael E. Fossum, Vice President of Texas A&M University, Chief Operating Officer of the Galveston Campus and Superintendent of the Texas A&M Maritime Academy. “Having the ability to live, learn and train together on a world-class,

specialized training vessel is essential to meeting our mission in educating and training merchant mariners who go on to serve in both our armed forces and the maritime industry. We're incredibly grateful to MARAD, TOTE Services, and Philly Shipyard for their stewardship of the NSMV program."

Construction of the first two vessels is well underway, with contracted delivery of NSMV I to SUNY Maritime College in 2023, NSMV II to Massachusetts Maritime Academy in 2024, and NSMV III to Maine Maritime Academy in 2024.

About the National Security Multi-Mission Vessel (NSMV) Program

The U.S. Department of Transportation Maritime Administration's (MARAD) NSMV program is designed to provide a purpose-built, state-of-the-art training platform for the state maritime academies in New York Massachusetts, Maine, Texas, and California, respectively.

This next-generation training fleet will address a critical shortage of qualified officers necessary to crew government and commercial owned sealift ships. In addition to providing world-class training for America's future mariners, the NSMVs will be available to support humanitarian assistance and disaster relief missions in times of need.

The NSMV will feature numerous instructional spaces, a full training bridge, and have space for up to 600 cadets to train in a first-rate maritime academic environment at sea. State maritime academies graduate more than half of all new officers each year—the merchant mariners who help keep cargoes and our economy moving. Many also support U.S. national security by crewing military sealift vessels.

In addition to being a state-of-the-art training and educational platform, each ship will feature modern hospital

facilities, a helicopter pad, and the ability to accommodate up to 1,000 people in times of humanitarian need. Adding to the NSMV’s capability, it will provide needed roll-on/roll-off and container storage capacity for use during disaster relief missions.

Ship specifications will be compatible with the pier length, draft restrictions, and mooring limitations at each of the maritime training academies.

Vessel specifications:

- Length: 159.85 m
- Breadth: 27.00 m
- Draft, scantling: 7.50 m
- Total berthing: 760 people
- Speed: 18 kts
- Deadweight: 8,487 MT

Fairbanks Morse Defense Awarded Sole-Source Service Contract for LCS Freedom-Class Vessels

Release from Fairbanks Morse Defense

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BELOIT, Wis. – January 24, 2023 – Fairbanks Morse Defense (FMD), a portfolio company of Arcline Investment Management, has been awarded a five-year indefinite-delivery/indefinite-quantity (IDIQ) requirements contract by the U.S. Navy. The agreement makes FMD the sole source for engineering and technical support of the main propulsion diesel engines on the Navy's Freedom-class Littoral Combat Ship (LCS) program.

FMD will provide global maintenance and repair services and OEM parts to improve engine performance and increase operational availability. Additionally, the defense contractor's Factory-Certified technicians will conduct essential training so that Navy sailors are also equipped to support emergent repair needs for these critical pieces of equipment.

"Supporting our nation's fleets requires a finely tuned balance of service and speed of delivery. This is something that Fairbanks Morse Defense has mastered over more than a

century of configuring the delivery of every customer engagement," said FMD CEO George Whittier. "We manufactured and delivered the main propulsion diesel engines for the LCS Freedom-class vessels, and no one else knows these engines better than our service team. We stand ready to provide the essential services that ensure our fleet is always mission-ready."

The U.S. Navy has turned to FMD for a full array of marine technologies and ship service systems for nearly 100 years. Approximately 80% of U.S. Navy ships with a medium-speed power application are powered by Fairbanks Morse Defense.