Lockheed to Deliver 50 C-130Js Via Multiyear III Award

Two KC-130J Super Hercules conduct a ceremonial formation flight for the VMGR-352 75th anniversary above Marine Corps Air Station Miramar, California. U.S. Marine Corps/Lance Cpl. Clare J. McIntire

MARIETTA, Ga. – Lockheed Martin will deliver 50 C-130J Super Hercules to the U.S. government through a C-130J Multiyear III award, which was finalized by the government on Dec. 27, Lockheed announced Jan. 13.

The Department of Defense awarded more than $1.5 billion in funding for the first 21 C-130J aircraft on the multiyear award. The overall award, worth more than $3 billion, provides Super Hercules aircraft to the U.S. Air Force (24 HC/MC-130Js), Marine Corps (20 KC-130Js) and Coast Guard (options for six HC-130Js). Aircraft purchased through the C-130J Multiyear III award will deliver between 2021 and 2025 and will be built at Lockheed's Marietta, Georgia, facility.

"The C-130J Multiyear III award represents a joint commitment between Lockheed Martin and the U.S. government in delivering proven capability that meets our operators' mission and affordability requirements," said Rod McLean, vice president and

general manager of air mobility and maritime missions at Lockheed.

The C-130J is the global standard in tactical airlift, providing a unique mix of versatility and performance to complete any mission. The Super Hercules worldwide fleet has more than 2 million flight hours and is the airlifter of choice for 20 nations.

Four Navy Ships Set for Delivery of Newest SSDS Configuration

A U.S. Marine Corps MV-22 lands aboard the amphibious assault ship USS Boxer (right) while the amphibious dock landing ship USS Harpers Ferry follows. Boxer will be among four ships to receive the newest SSDS configuration this summer. U.S. Navy/Mass Communication Specialist 2nd Class Kyle Carlstrom

ARLINGTON, Va. – Lockheed Martin is on tap to deliver the latest version of the Ship Self-Defense System (SSDS) to four Navy ships this summer, a company official said.

Lockheed Martin was confirmed as the Combat Systems Engineering Agent (CSEA) for the

SSDS program on Dec. 13 when a protest to the selection by the previous CSEA was denied, Jim Sheridan, Lockheed's vice president for naval combat and missile defense systems, said in a Jan. 14 briefing to reporters at the Surface Navy Association convention here. The initial bid was made in August 2017.

Sheridan said the major challenge since the resolution of the protest was the tight timeline to make the deliveries by July.

The SSDS Advanced Capability Build 20 (ACB 20) will be delivered to the aircraft USS George Washington (CVN 73), the amphibious assault ship USS Boxer (LHD 4) and the amphibious platform dock ships USS San Antonio (LPD 17) and USS Fort Lauderdale (LPD 28).

SSDS ACB 20 is a combat system that will integrate such systems as the Evolved SeaSparrow Missile Block II system, the SLQ-32 Surface Electronic Warfare Program III system and the Enterprise Air-Search Radar. The upgrade features cybersecurity enhancements and fire-control loop modernization. It also will integrate the Advanced Training Domain.

In addition, the SSDS ACB 10 will be migrated from Hardware Technology Insertion (HTI) 12 to HTI 16 infrastructure.

Sheridan said
the selection of the Lockheed Martin as CSEA for the SSDS makes the company the
CSEA for aircraft carriers and most surface combatants, the major exception
being the Zumwalt-class guided-missile destroyers. The company plans to bid to
become the CSEA for the new FFG(X) guided-missile frigate.

Lockheed Martin is adding
the SSDS ACB 20 software to its Common Source Library, also inhabited by its
Aegis Combat System software.

Leonardo to Build Navy's New Training Helicopter

ROME – Leonardo, through AgustaWestland Philadelphia Corp., has been awarded a contract valued at $176.5 million for the production and delivery of 32 TH-73A helicopters, initial spares, support and dedicated equipment and specific pilot and maintenance training services, the company said in a release.

Work will be mostly performed at Leonardo's Philadelphia facility and is expected to be completed by October 2021.

"On the cusp of celebrating nearly 40 years of operating in Philadelphia, Leonardo is thrilled the U.S. Navy has selected our TH-119-based offer and us as a local and long-term partner," said Alessandro Profumo, Leonardo's CEO. "We are proud to be a core contributor to the future of U.S. defense."

“Today’s brilliant news is a ringing endorsement for our solutions setting new industry standards for training,” said Gian Piero Cutillo, managing director of Leonardo Helicopters. “We are committed to working with the U.S. Navy to ensure future pilots meet all evolving service requirements.”

“Our plan since day one has been to offer the U.S. Navy the training capabilities they asked for, without compromise,” said William Hunt, managing director of Leonardo Helicopters Philadelphia. “We are honored to deliver on that promise, build the new fleet in Philadelphia and maintain it from Milton, Florida.”

Former CNO Adm. Vern Clark to Chair SNA Board of Directors

Retired Adm. Vern Clark, a former CNO and the new chairman of the Surface Navy Association board of directors. Defense Media Activity

Retired Adm. Vern Clark will assume the position of chairman of the board of directors of the Surface Navy Association (SNA) this week at the association’s annual banquet on Jan. 16.

Clark was approved by the board on Jan. 13 at the association’s annual board of directors meeting. He succeeds retired Adm. James Hogg, who has been chairman since 1994.

In addition to numerous ashore assignments, Clark served at sea aboard the destroyers USS John W. Weeks and USS Gearing. He commanded USS Grand Rapids, USS McCloy, USS Spruance, the

Atlantic Fleet Anti-Submarine Warfare Training Center, Destroyer Squadron 17 and Destroyer Squadron 5.


Clark speaks to attendees at his retirement ceremony.
As a flag officer, he commanded the USS Carl Vinson Battle Group/Cruiser-Destroyer Group 3, the U.S. 2nd Fleet and U.S. Atlantic Fleet. He became the 27th chief of naval Operations in 2000 and retired in 2005. He serves on boards or as a trustee of corporations, organizations and universities.

Hogg is a 1956 graduate of the U.S. Naval Academy and was commissioned in 1956. His sea commands included a guided missile cruiser, two destroyer squadrons, a cruiser-destroyer flotilla and the U.S. 7th Fleet. He served for 35 years and retired from active duty in 1991 as an admiral. He was the director of the NO's Strategic Studies Group at the Naval War College in Newport, Rhode Island, from 1995 to 2013. Hogg succeeded Adm. Arleigh Burke (then chairman emeritus) as chairman of SNA's board.

> *"Vern Clark, with his experience and expertise as a surface warfare officer and as a leader, will ensure our association continues its steady course of growth, success and increasing value to the Navy and all those it serves."*
>
> *Retired Adm. James Hogg, outgoing chairman of the SNA board*

"It's been an honor and privilege to lead SNA for the past 25 years, and it has been immensely gratifying – both professionally and personally – to see our association grow in support of the surface warfare professionals in the Navy and Coast Guard in so many meaningful ways," Hogg said. "Vern Clark, with his experience and expertise as a surface warfare officer and as a leader, will ensure our association continues its steady course of growth, success and increasing value to the Navy and all those it serves."

“We have been incredibly fortunate to have Adm. Jim Hogg at the helm of our association during a period of incredible growth and success in meeting its mission,” said retired Vice Adm. Rick Hunt, who is the president of SNA. “Surface warriors have benefited from his leadership and his dedication to his shipmates, past, present and to come. SNA’s success in maintaining a strong membership, growing participation in our symposiums and professional development events, active chapters and sound financial health is in no small part due to his contributions.”

Sikorsky, Rheinmetall Unveil Plans for German Heavy-Lift CH-53K

Sikorsky and Rheinmetall submitted a bid for production and operation of the Sikorsky CH-53K King Stallion heavy-lift helicopter. Photo by Sikorsky

Koblenz, Germany – Sikorsky and Germany’s Rheinmetall submitted a bid for the production and operation of the Sikorsky CH-53K King Stallion as the Bundeswehr’s new heavy-lift transport helicopter for its Schwerer Transporthubschrauber (STH) program, Lockheed Martin, which owns Sikorsky, said in a release.

“Our entire team is pleased to offer the CH-53K, the most efficient, capable and intelligent helicopter that will deliver the best long-term value to the Bundeswehr through the 21st century,” said Beth Parcella, CH-53K’s international business development director.

Sikorsky and Rheinmetall formed a STH project team of more than 10 German companies, which includes MTU Aero Engines, Autoflug GmbH and Hydro Systems.

Parcella stressed that it was important “to build a strong German industrial team early on and to capitalize on the know-how of the German teammates for the STH project.” This will ensure the quality of the offer and subsequently the high availability of the CH-53K in the German air force, she said.

“German companies will play a significant role in the success of the CH-53K program,” said Mike Schmidt, managing director of Rheinmetall Aviation Services. “For the industry, this means the creation of many new, long-term jobs for highly qualified employees and an important transfer of know-how. Sikorsky and Rheinmetall prepared the application together over a long period of time – this has strengthened the bonds within our team.”

The CH-53K’s avionics and digitized flight control systems are designed to accommodate future software upgrades, and its internal payload capability may be increased substantially with relatively simple modifications. An integrated sensor system enables the aircraft to predict and prevent problems at an early stage and thus drastically reduce the maintenance effort, which is key for high availability rates of the fleet.

Additionally, the CH-53K is equipped with air-to-air refueling fully interoperable with Lockheed Martin’s KC-130J tanker aircraft, which the Bundeswehr is planning to operate and which is already being used by France.

The CH-53K easily accommodates the same air transport pallets, enabling fast cargo handling between it and fixed-wing transport aircrafts such as the C130-J and the A400M. This means that the helicopter can be used particularly in areas where these aircraft cannot land.

The CH-53K can be used for the tactical transport of personnel and material as well as for disaster relief, humanitarian missions, medical evacuation or combat search-and-rescue operations. For example, no other heavy-lift helicopter can transport more water to fight fires and simultaneously carry material and personnel. The CH-53K features fly-by-wire flight controls, reducing the pilots' workload and allowing pilots to anticipate limits while keeping their eyes outside.

If the bid is successful, Sikorsky and Rheinmetall intend to set up a logistics hub and a STH fleet support center at Leipzig/Halle Airport. The two are in talks with representatives of state government, local companies and the airport operator.

Navy Surface Chief: Zumwalt 'Will Bring the Fear of God to Our Adversaries'

The guided-missile destroyer USS Zumwalt sits pierside while participating in San Francisco Fleet Week in October. U.S. Navy/Mass Communication Specialist 1st Class Peter Burghart

ARLINGTON, Va. – The admiral in charge of the Navy's surface warships praised the Zumwalt-class guided-missile destroyers (DDGs) and predicted that they will be fearsome warships.

"I'm very excited about getting the Zumwalt-class destroyers out there," Vice Adm. Rich Brown, commander of Naval Surface Forces, said during a Jan. 6 media teleconference embargoed until Jan. 13. "Incredibly capable ships. When the ships deploy, they will bring the fear of God to our adversaries. I

wish we were building more of them. They are great ships."

The USS Zumwalt (DDG 1000), still in its build phase under a split-phase delivery, has been going through installation of its combat systems installed in San Diego since its commissioning in Baltimore and its transit through the Panama Canal to San Diego. The installations included the SPY-3 radar, the testing of the radar and the combat systems, the testing of the integrated power system, the testing of the hull form in light and heavy weather.

"We still have a little bit of work on the installation of the aviation facilities," Brown said, noting that the ship will be going through combat system qualification trials and full employment of the weapon system.

Zumwalt "is tracking right on the timeline … and it's looking like [fiscal 2021] will be FOC [full operational capability]," he said.

The second ship of the class, USS Michael Monsoor (DDG 1001), is deep into its combat systems installation, Brown said. "It's not taking near as along as Zumwalt – Zumwalt was the first, a lot of lessons learned from BAE [Systems] on that installation, and Michael Monsoor's installation is tracking right along.

The admiral said that the Zumwalt will deploy in fiscal 2021.

The third ship of the class, Lyndon B. Johnson (DDG 1002), is being built at the Bath Iron Works in Bath, Maine.

"We're looking at various options to keep her on track," Brown said. "Right now, there is a little bit of slippage in schedule, but there are a lots of things that the contractor and the Navy are going to do keep her delivering when we want her to with a full combat system. There are some options we can do that I can't really talk about right now."

Ship XO Fleet-Up to CO Concept Resulting in Better Ships, Navy Surface Chief Says

ARLINGTON, Va. – The Navy's ship command policy of having a ship's executive officers fleet up to become the ship's commanding officer is proving to be successful and is making better COs for the fleet.

"I am a full proponent of XO-CO fleet-up," Vice Adm. Rich Brown, commander of Naval Surface Forces, said in a Jan. 6 media teleconference, information from which was embargoed until Jan. 13.

"Just like anything else it has its pros and cons, just like the traditional career path of a separate XO to a separate CO had its pros and cons," Brown said. "What I know now is something we predicted back then – I think it's really proven out. If you talk to the commodores and the strike group commanders, especially during the transition, the ships that were on their second or third iteration of XO fleeting up to CO were better ships.

"If you talk to commanding officers today, they will tell you, 'I can't imagine taking command of my destroyer having not been the XO first.' " He said. "They know their ship, they know their material readiness, they know their crew, they know their wardroom, on Day One of being in command. And on Day One they're not only in command of the ship but they're commanding the ship."

Brown said that bad CO/XO combinations can occur and “we’re not opposed to breaking that chain. When an XO comes into a ship with a great command climate and the ship is really firing on all cylinders, that XO not only adds to that command climate but they’re kind of inculcated into that command climate. But for some reason the command has a bad command climate, the XO can get inculcated into that bad command climate, so we’re actively breaking that. We’ve done that a couple of times on both coasts where we split up the team or put a new team in there. But it’s only been a handful of times because – quite honestly – under fleet-up the ships are really performing.”

Brown said that, with all of the difficulties over the last decade of flat budgets and high operational tempo, one would expect the surface community to have witnessed a critical dip from material standpoint and “we really didn’t. If you look at our INSURV [Bureau of Inspection and Survey] scores over the last 10 years, they remain steady or they’ve improved.”

“If you look at our PMS [Preventative Maintenance System] scores, our training scores, I attribute XO-CO fleet-up as one of the contributing factors,” he said, noting that when the XO checks on board and notes an upcoming INSURV in 20 months, for example, he or she realizes that he or she will be the CO in 20 months and will pay better attention to the material readiness of the ship.

“A lot of goodness,” Brown noted of the resulting attention.

The admiral said the policy came out of the 2018 All-Up Review as something to look at, but the decision was made in June 2019 to stay the course with some minor tweaks.

Brown said he was the architect of the policy when he was assigned to the Bureau of Personnel in 2005.

“The whole [ship] XO-CO fleet-up program started on a buck slip on my desk,” he said.

The naval aviation community has used the XO-CO fleet-up concept for decades.

Navy Surface Chief: LCS Will Deploy With Laser Weapon

An A/N SEQ-3(XN-1) laser weapon system at Dahlgren, Virginia, like the one deployed in 2014 aboard the USS Ponce. A littoral combat ship, the USS Little Rock, also will have a laser weapon installed, says the admiral in charge of the Navy's surface ships. U.S. Navy/John F. Williams

ARLINGTON, Va. – The admiral in charge of the Navy's surface warships said a littoral combat ship (LCS) soon will deploy with a laser weapon system on board.

Vice Adm. Rich Brown, commander of Naval Surface Forces, in a Jan. 6 media teleconference, embargoed until Jan. 13, said the weapon system will be installed in the Freedom-class USS Little Rock (LCS 9). Brown said the laser system would be installed in the ship midway during its deployment during a crew swap and planned maintenance availability.

The Little Rock, based in Naval Station Mayport, Florida, is expected to deploy sometime over the next year. The Navy was not ready to discuss the origin or type of laser weapon system to be installed.

The Navy already has installed a laser weapon system on the amphibious transport dock ship USS Portland (LPD 27). Earlier, an experimental laser weapon system, the SEQ-3, was deployed to the Persian Gulf in 2014 on board the USS Ponce, which since has been decommissioned.

Keel Laid for Future Destroyer USS John Basilone

BATH, Maine – The keel of the future USS John Basilone (DDG 122) was ceremoniously laid at General Dynamics Bath Iron Works shipyard on Jan. 10, the Program Executive Office-Ships said in a release.

Speakers at the ceremony included Capt. Seth Miller, DDG 51-class program manager, Diane Hawkins, niece of the ship's namesake, and the ship's sponsors, Amy Looney and Ryan Manion.

The ship's sponsors authenticated the keel by etching their initials into the keel plate, a tradition that symbolically recognizes the joining of modular components and the ceremonial beginning of the ship.

"It's an honor to celebrate this milestone with Ms. Looney, Ms. Manion and members of the Basilone family," Miller said. "Laying the keel for our nation's 72nd Arleigh Burke destroyer, and building a ship named for a man who embodied the spirit of commitment and strength, this is a truly special occasion."

The ship's namesake was a U.S. Marine Corps gunnery sergeant who was killed in action during the Battle of Iwo Jima in World War II. Basilone received the Medal of Honor for heroism displayed in the Battle of Guadalcanal in 1942 and for conspicuous gallantry displayed in the Battle of Iwo Jima after he single-handedly destroyed an enemy blockhouse and led a Marine tank under fire safely through a minefield.

Arleigh Burke-class destroyers are multimission surface combatants that serve as integral assets in global maritime

security, engaging in air, undersea, surface, strike and ballistic-missile defense as well as providing increased capabilities in anti-submarine warfare, command and control and anti-surface warfare.

As a Flight IIA Arleigh Burke-class destroyer, John Basilone will employ the Aegis Baseline 9 Combat System, which includes Integrated Air and Missile Defense capability, delivers quick reaction time, high firepower, and has increased electronic countermeasures capability for anti-air warfare.

MARAD Announces Funding Availability for Small U.S. Shipyards

WASHINGTON – The U.S. Department of Transportation's Maritime Administration (MARAD) announced the availability of $19.6 million in federal funding to support capital improvements and employee training at small U.S. shipyards. The Small Shipyard Grant Program helps modernize eligible shipyard operations by improving efficiency and fostering quality ship construction, repair and reconfiguration.

"The Department of Transportation will be investing $19.6 million to help shipyards across the country improve their facilities and maintain their efficiency," Transportation Secretary Elaine L. Chao said.

The private American shipyards that build and repair America's military and commercial fleets contribute billions of dollars to the nation's economic growth. In 2013, the private shipbuilding and repair industry supported nearly

400,000 direct and indirect jobs nationwide, $37.3 billion in gross domestic product and $25.1 billion in labor income.

“U.S. small shipyards are the economic backbone for communities throughout the country,” Maritime Administrator Mark. H. Buzby said. “They are a proven, wise investment, leveraging the skills and expertise of our shipyard community, which in turn empowers our entire maritime industry.”

Available to U.S. shipyards with fewer than 1,200 production employees, the Small Shipyard Grant Program supports a variety of projects, including capital and related improvements and maritime training programs to foster technical skills and operational productivity. Since its inception in 2008, the program has awarded more than $223 million through 244 grants.