Austal USA Awarded US$91.5 m LCU Contract by US Navy

Release from Austal USA

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Sep 12, 2023

Austal USA Awarded US$91.5 m LCU Contract by US Navy

Austal Limited (Austal) (ASX: ASB) is pleased to announce Austal USA has been awarded a US$91,535,551 (AU$143.4 million) fixed-price incentive and firm-fixed-price type contract for the construction of three Landing Craft Utility (LCU) 1700

class craft.

The contract follows a previous contract for the detail design of the vessels and includes options for manufacture of an additional nine vessels and associated support arrangements.

The steel hull LCU 1700-class possess heavy-lift capability with 170 ton payload capacity, and will be deployed with the Navy's amphibious assault ships to support a range of military operations including the delivery of tracked and/or wheeled vehicles, troops and cargo from ship to shore, shore to shore and back to ship.

Austal Limited Chief Executive Officer Paddy Gregg said the new contract reinforces Austal USA's position as a critical capability partner to the United States Navy and further diversified the company's steel shipbuilding portfolio.

"The LCU are an essential capability of the US Navy, and we're proud to be contributing to this important shipbuilding program with up to 12 vessels to be constructed," he said.

"Austal USA continues to diversify its product portfolio, with production continuing on two Towing, Salvage and Rescue Ships (T-ATS) and the 8,500sq metre Auxiliary Floating Dry Dock Medium (AFDM) on the company's state-of-the-art steel line. Austal USA also holds multiple ship contracts for the Navy's TAGOS-25 ocean surveillance ship, and the U.S. Coast Guard's Heritage-class Offshore Patrol Cutter (OPC) programs."

The LCU 1700-class has a roll-on / roll-off monohull configuration, with hydraulically controlled bow and stern ramps that allow multiple vessels to connect and form a causeway for fast and secure unloading and loading. The craft are designed to be transported within, and load/unload from the well decks of amphibious assault ships, carrying loads up to 3.5 metres high, above the vessel's vehicle deck. With a crew of 13, each vessel can conduct independent open ocean

 transits or operations at sea with a range of

1,200 nautical miles (at 8kn) and a top speed of 11 knots.

This ASX announcement has been approved and authorised for release by Paddy Gregg, Austal Limited's Chief Executive Officer.

Navy Deploys Automated Energy Assessment Tools to the Fleet

Release from Naval Sea Systems Command

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Sept. 8, 2023

Naval Sea Systems Command Public Affairs

WASHINGTON, D.C. – Engineers at the Naval Sea Systems Command have achieved an important milestone with the installation of the Global Energy Information System (GENISYS) suite onboard DDG 51 Arleigh Burke-class guided missile destroyers.

The GENISYS suite includes a Shipboard Energy Assessment System (SEAS) and digital log books (eLogBook) to link fuel consumption, mission, and environmental data to provide operators afloat and ashore an integrated platform from which they can monitor and manage energy consumption across the Fleet.

“One of our main priorities at NAVSEA is digital transformation so that we can provide the best level of support to the Fleet,” said Peter McCauley, NAVSEA technical warrant holder for machinery integration and program manager for fleet energy management. “This initiative is a great example of how we are harnessing feedback from our Fleet commanders, leveraging innovation from the Navy’s Small Business Innovation Research Program, and linking it to other applications such as condition-based maintenance to drive a greater understanding of our onboard equipment to optimize operational excellence.”

The Shipboard Energy Assessment System integrates sensors and other sources of energy-related data from human and equipment performance trends to produce a real-time operational data model. The model then serves a command and control function as it delivers recommendations to inform operator actions pertaining to energy usage and availability.

The eLogBook provides Sailors with a smart logging capability for the bridge deck log, engineering log, daily fuel and water log to automate data collection directly into the Navy Energy Usage Reporting System. Combined with SEAS, data aggregation and reporting is significantly enhanced providing greater

mission presence and awareness, operational decision-making, and more effective prioritization of energy investments.

“We now have the capability to align shipboard energy consumption against mission data at multiple levels, including individual ship, operational commander, homeport, ship class, or by the assigned Fleet,” said Capt. Megan Thomas, Naval Surface Force Atlantic’s force materiel officer.

Following rigorous field-testing earlier this year, both systems are now being installed on DDG 51 class destroyers where they will undergo testing and crew training before becoming operational later this year. Installation of the system onboard San Antonio-class amphibious transport dock ships is planned to commence in 2024.

NAVSEA is the largest of the Navy’s six system commands, responsible for the building, buying, maintaining, and inactivation of ships, submarines and systems for the U.S. Navy. The Naval Systems Engineering and Logistics Directorate (SEA 05) manages the engineering and scientific expertise, knowledge and technical authority necessary to design, build, maintain, repair, modernize, certify and dispose of the Navy’s ships, aircraft carriers, submarines and associated combat and weapons systems.

Kongsberg Maritime’s Promas propulsion system now available for navy vessels

Release from Kongsberg

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The Promas propeller and rudder system delivers increased fuel efficiency, better manoeuvrability and extended range for naval platforms

DSEI 2023, 12th September 2023 – Kongsberg Maritime has concluded a research programme that shows its Promas propeller and rudder system can deliver a host of benefits for naval platforms including significant fuel savings, greater range and improved manoeuvrability.

Originally designed for commercial ships, Promas combines rudder and propeller into one propulsion system. Most naval twin-screw vessels use conventional rudders placed off-centre from the shaft centreline. Promas can deliver fuel savings of more than 5% which can translate into increased range, boosting the capability of naval platforms.

The research, carried out by Kongsberg's Hydrodynamic Research Centre (HRC), has shown that naval vessels relying on traditional rudder and propeller systems can increase their efficiency and manoeuvrability with the adoption of the Promas propeller and rudder system.

The HRC tested and compared the Promas bulb-rudder system, and the conventional off-centre rudder system used by navies on a typical naval aft ship dummy design. The dummy design consisted of an open shaft configuration with V-bracket and high shaft inclination angle to produce a typical wake field for a naval twin screw vessel.

The tests compared propulsive efficiency, rudder forces, cavitation inception speed, cavitation, pressure pulses, and noise levels between Promas and conventional navy propulsion for ship speeds up to 25 knots. At 25 knots, the Promas system reduced power consumption by 6%. The rudder forces with Promas are also much higher. The system demonstrated less drag at small rudder angles and a higher lift at larger angles than a

conventional navy system. This improves slow speed and harbour manoeuvring.

Patrik Kron, Kongsberg Maritime's Chief of Naval Systems, said: "We've known for many years how Promas brings a quick improvement in efficiency for commercial operators, and this latest research demonstrates how these benefits can be offered to our governmental customers.

"By being able to demonstrate an improved efficiency of around 6%, for navies, this means their vessels are able to extend their range, something which can be crucial on longer missions.

"We know there is a large market for grey and light grey ships operating up to 25 knots, so our initial research has focussed on that speed range, but we're continuing our research to consider how Promas could enhance the operational capability of combatants which operate at up to 30 knots".

Undersea Technology Innovation Consortium Launches Inaugural 'UTIC Challenge' in AUKUS Countries

Release from Undersea Technology Innovation Consortium

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Academic Institutions in Australia, the United Kingdom, and the United States

are Invited to Participate

The Undersea Technology Innovation Consortium (UTIC) has announced the first UTIC Challenge. The inaugural challenge calls on academic institutions to propose innovative workforce development strategies in the undersea technology sector/field.

The challenge is open to teams from academic institutions located in Australia, the United Kingdom, and the United States and is designed to promote continued collaboration among the three nations participating in the AUKUS agreement.

In 2021, the AUKUS agreement established a tri-lateral security pact between Australia, the United Kingdom, and the United States. The agreement promotes information and technology sharing and fosters integration of related undersea technology science and technology, industrial bases, and supply chains.

"The partnership between Australia, the United Kingdom, and the United States is an opportunity to share both physical resources and intellectual capital to improve security and trilateral ties. Maintaining long-term growth and innovation within AUKUS will require developing the future workforce. Industry and academia will need to partner to build a solid foundation for the next generation of innovators and manufacturers," stated U.S. Senator Jack Reed, Chairman of the Senate Armed Services Committee.

Participating teams will choose one of two categories for their response to the inaugural challenge. Based on their choice, teams will submit a position paper outlining their approach and strategy. The two categories are:

Strengthening the training environment for current/future

technologists who *develop critical undersea technology*.

Strengthening the training environment for manufacturing professionals who *build and support undersea technology applications.*

UTIC will choose at least one winning team per category. Each winning team will receive a $15,000 award to be used for related scholarships or similar academic program investments, and their submission will be published and recognized on underseatech.org.

"UTIC looks forward to collaborating with academic innovators to foster sustainable growth in the undersea technology workforce. AUKUS countries continually cultivate forward thinking, creative maritime defense professionals, and the goal of the UTIC Challenge is to expand upon this tradition," said Molly Donohue Magee, UTIC executive director.

Timing for the challenge is:

Launch and Expressions of Interest – September 2023

Questions and Answers/ Submissions – October – December 2023

Judging – December 2023 – January 2024

Winner Notification – February – March 2024

For more information about the UTIC Challenge program, please visit **Underseatech.org/challenge**, or contact UTIC at **undersea@underseatech.org**.

USS Milwaukee (LCS 5) Decommissions

Release from Littoral Combat Ship Squadron Two

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11 September 2023

NAVAL STATION MAYPORT (Sept. 8, 2023) – Freedom-variant littoral combat ship (LCS) USS Milwaukee (LCS 5) was decommissioned in Mayport, Fla., September 8.

As an operational unit, Milwaukee and its crew played an important role in the defense of our nation and maritime freedom. Milwaukee and its Sailors were key to determine the operational success and deployment capabilities of today's LCS platform.

During the ceremony guest speaker, Vice Adm. Dirk Debbink (USN, Ret), former chairman of Milwaukee's commissioning committee wished the crew of Milwaukee fair winds and following seas as they bid farewell to their ship.

"We are all very proud of the way this ship served our Navy and our nation since that cold day in November 2015." said Vice Adm. Dirk Debbink (USN, Ret), former chairman of Milwaukee's commissioning committee. "She was the first true serial production ship of the Freedom Class, having incorporated literally hundreds of changes, lessons learned from Freedom and Fort Worth."

Milwaukee and its Sailors contributed a tremendous amount of work and time to ensure success of the LCS program during the ship's time in naval service. Milwaukee completed two successful deployments in April 2022 and June 2023. The ship

deployed to U.S. Fourth Fleet and integrated with the embarked US Coast Guard Law Enforcement Detachment (LEDET), other US warships, Department of Defense, Department of Justice, Department of Homeland Security, and SOUTHCOM/JIATF-S. During their second deployment, Milwaukee and her embarked LEDETs, seized an estimated $30 million in suspected cocaine and three detainees during interdictions as sea, preventing 954kgs of cocaine from entering the United States. She also transported six detainees and case packages on behalf of USCGC BEAR in support of the counter-narcotic/interdiction mission. While deployed, Milwaukee provided maritime security presence enabling the free flow of commerce in key corridors of trade.

“Throughout the life of the ship, the Sailors that sailed Milwaukee led the way in training and operations that led to fleet improvements and culminated with operational success that supported national security objectives and demonstrated U.S. commitment to our allies.” said Cmdr. Jason Knox, Milwaukee’s commanding officer. “Not only can her Sailors be proud of their distinctive accomplishments, but the City of Milwaukee, Wisconsin can be proud of their ship, too.”

Milwaukee was designed by Lockheed Martin and constructed by Marinette Marine Corporation (Fincantieri) Marinette, Wisconsin, Milwaukee was commissioned November 21, 2015, in Lake Michigan at Milwaukee’s Veteran’s Park. Mrs. Sylvia Panetta, wife of former Secretary of Defense Leon Panetta, served as the ship’s sponsor.

USS Milwaukee (LCS 5) is the fifth United States Navy Warship named after the city of Milwaukee, Wisconsin. The ship represents the proud people of the Milwaukee community. Upon decommissioning, Milwaukee’s Sailors will receive follow-on orders to new assignments.

LCS are fast, agile, mission-focused platforms designed to operate in near-shore environments, winning against 21st-

century coastal threats. LCS are versatile and are capable to support a broad spectrum of fleet missions and operate alongside regional navies and coast guards while supporting forward presence, maritime security, sea control, and deterrence missions around the globe.

For more news from Commander, Littoral Combat Ship Squadron Two, visit https://www.surflant.usff.navy.mil/lcsron2/ or follow on Facebook at https://www.facebook.com/comlcsron2/

A Day to Remember

This is the anniversary of the 9/11 terrorist attacks on America, and on the world.

Once again, it is a day to reflect and remember. In fact, we who experienced the events of that day in any way must remember and share, lest we not forget. If you don't know about what happened that day, then you must become educated, and made aware of the events of that day in New York, Washington and Somerset County, Pennsylvania. It was an attack driven by hate, and an attack on all of us.

There is a saying that you die three times: when you take your last breath; when they cover your grave after your funeral; and when your name is uttered for the last time.

This is what I remember, and what I choose to reflect upon every year on this day. You will indulge me, I hope, because it is necessary for me to share this with others and share it every year on this day for as long as I can do so. It is the least I can do for a shipmate.

So, join me in saying his name: Michael Noeth.

*** Linseed oil:

Some things have an evocative smell.

When I was in command of the Naval Media Center in Washington, D.C., the executive officer of a ship based at Pearl Harbor – USS *Russell* (DDG 59) – called my staff at *All Hands* magazine in our Publishing Department. The XO had a Sailor aboard the ship who wanted to be a draftsman.

The "undesignated seamen" or SNs on a ship usually work in the deck force, chipping paint and handling lines. As they see what professional opportunities are available on board their ship, they can "strike" for a rating, like Radioman or Quartermaster. A "Striker Board" will convene and review the needs of the ship, and the desires of the individual. If the Sailor is squared away, has done a good job with the deck force and the ship needs a Quartermaster (QM), for example, he or she can strike for that rating, and becomes a QMSN.

Seaman Michael Noeth wanted to be a Draftsman. The DM rating was one of the smallest ratings in the Navy. There were very few of them compared to Gunner's Mates or Machinist's Mates, and certainly none aboard a surface combatant. In fact, today the rating has been disestablished and the functions combined into the Mass Communications Specialist (MC) rating.

In this case, the executive officer wanted to do something good for his Sailor. And this was extraordinary, because USS *Russell* was about to depart on deployment. In spite of the fact that the ship was about to be on cruise for six months, the XO called us and asked if his Sailor could come and work with us to learn the DM rating so he would be prepared to take the DM test for Third Class Petty Officer. If he passed, he could become a DM3. If not, he could return to the ship and eventually strike for another rating. For our part of the deal, we had to cover his travel expenses. We said yes.

There are never enough Sailors in the Deck Force, especially

on deployment, but the XO wanted to help a Sailor. So, SN Michael Noeth came to work for us in the Publishing Department at the Naval Media Center in Washington, D.C.

He was placed under the expert tutelage of our Draftsman First Class (DM1) Rhea Mackenzie. Seaman Noeth quickly made himself at home in a back corner of the *All Hands* magazine production spaces. And it was here he set up his easels, canvasses a and paints. When I would come by – which was often, because I was always wandering around Building 168 to see all of the interesting stories and projects our people were working on – I could smell the linseed oil he used for his brushes long before I reached his work area. He would have various canvasses and illustrations in various stages of completion posted around his desk, as well as examples of artwork he admired or wanted to emulate.

As one of the 450 men and women of the Naval Media Center, he learned his trade from an experienced draftsman, created artistic content for *All Hands* magazine, and became a well-liked and contributing member of the command. At our Halloween party, he came in second place in our costume contest. He was a dead ringer "Alex" from Clockwork Orange, and was topped only by an even more convincing Cruella Deville from 101 Dalmatians.

Whenever I got near his work area, I would be greeted by the smell of his linseed oil, and I knew I would be in for some kind of surprise. Seaman Noeth painted the cover for several issues of All Hands magazine (such as the one with a cut-out porthole that opened to an ocean panorama. To see him tackle these assignments was a joy, probably because he was enjoying his work, and appreciative of the opportunity. On my visits, I would see the many versions and sketches he was working on, and I could see it all come together with the finished product.

He took the advancement exam and passed it. As his six-month

temporary assignment came to an end, his command allowed him to transfer to my command on a permanent basis as they did not have any billets for a draftsman, and we did. Soon, he moved on to other Navy assignments as a Draftsman, all because his ship wanted to give him a chance to realize his dream, and my command wanted to help him get there. We felt good about helping him attain his goal. But most of all, because he was a Sailor who deserved it.

He did, indeed, become a talented Navy illustrator and draftsman. He served aboard amphibious assault ship USS *Wasp* (LHD 1), and was later assigned to the Navy Command Center where he skillfully created briefings and presentations for Navy leadership. He was doing just that on September 11, 2001, when terrorists forced an airliner to crash into that building.

We must not forget. So, I choose to remember a bright, ambitious, creative young striker today, and whenever I smell linseed oil.

We will continue to speak his name.

-30-

Please also see:

https://allhands.navy.mil/Stories/Display-Story/Article/1839561/we-will-never-forget/

https://www.washingtonpost.com/wp-srv/metro/specials/attacked/victims/v_358.html

https://pentagonmemorial.org/explore/biographies/dm2-michael-noeth-usn

UMS SKELDAR and Ultra Maritime unveil UAS based anti-submarine warfare solution at DSEI 2023

Release from UMS SKELDR

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Monday 11th September 12:00 BST: UMS SKELDAR and Ultra Maritime are unveiling their jointly developed anti-submarine warfare (ASW) solution at DSEI 2023. The solution, a Rotary Wing UAS providing an ASW sonobuoy dispensing capability, is based on the SKELDAR V-200 Uncrewed Aircraft System (UAS) and was developed as part of a contract under the Canadian Department of National Defence's (DND) Innovation for Defence Excellence and Security (IDEaS) program.

This innovative development allows the SKELDAR V-200 to be used to deploy sonobuoys for the purpose of tracking potentially hostile submarines operating in the open ocean or close to coastal areas that could pose a threat to the Royal Canadian Navy (RCN) or other forces.

“Until now, unmanned rotorcraft in the SKELDAR V-200’s weight class have been limited in their ability to identify hostile submersibles due to the lack of a sonobuoy dispensing capability,” says Richard Hjelmberg, Vice President of Business Development at UMS SKELDAR. “Only manned helicopters or larger fixed-wing unmanned aircraft with access to airfields could previously deploy sonobuoys. As a result, there has been a lack of a rapid ship-based responder that can support recognition efforts using passive sonobuoys, which is necessary for complementing ASW operations,” he explains.

Clifton Flint, Manager Global Business Development Sonobuoy Systems for Ultra Maritime, explains: “At Ultra, new technologies are being continuously assessed to find ways to counter the danger posed by hostile submarines. The gap in the available technologies led us to enter this program to create a viable alternative. This program has proven that deploying sonobuoys from Rotary Wing UAS with a compact logistical footprint is a practical and effective solution, adding another resource to the ASW toolbox for the benefit of the warfighter”.

Hjelmberg concludes: “We express our deep gratitude to Ultra Maritime for their invaluable collaboration and support during the development of this project. We are thrilled to showcase this groundbreaking solution at the DSEI event. The remarkable ability to respond swiftly, coupled with reducing the reliance on extensive crewed or unmanned aircraft, could potentially revolutionize how underwater autonomous systems enhance ASW operations.”

The solution is on display at UMS SKELDAR’s DSEI stand in Hall 5 on stand H5-343. To book a briefing slot with the UMS SKELDAR and Ultra Maritime teams at DSEI, contact Andy Parker (andy@kredoconsulting.com) or Isabel Pedreira (isabel@kredoconsulting.com).

Naval Special Warfare Interoperates with USS John P. Murtha in Bering Sea

Release from Naval Special Warfare Command

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08 September 2023

From Lt.j.g. Martin Carey, Naval Special Warfare Command

BERING SEA – East Coast based Naval Special Warfare Operators (SEALs) seamlessly integrated with USS John P. Murtha (LPD 26) during Operation Polar Dagger, in the Alaskan Arctic region, demonstrating special operations forces capability to operate

in austere locations to defend critical infrastructure and strengthen interoperability in the region.

Operation Polar Dagger demonstrates the United States' continued commitment to maintain mission readiness in various environments and to preserve capacity for follow-on operations. The integration of SEALs with Murtha, a San Antonio-class amphibious transport dock ship, underscored the flexibility and adaptability of the U.S. military in responding to the evolving strategic environment.

"Integrating U.S. Navy SEALs with the USS John P. Murtha during Operation Polar Dagger further prepares our forces to operate effectively in the extreme environment of the high-north – while contributing to our national security objectives," said Naval Special Warfare Group 2 Commodore Capt. Bill Gallagher. "Naval Special Warfare's ability to operate with fleet assets provides combatant commanders greater flexibility in deploying forces to counter emerging challenges in the region."

The Murtha's advanced capabilities and cutting-edge technology played a pivotal role in the successful deployment of SEALs and combat craft assault boats. Equipped with state-of-the-art command and control systems, the vessel offers unparalleled flexibility in orchestrating amphibious operations. Its well deck and specialized equipment facilitate swift and seamless launch and recovery of NSW assets, enabling precision missions even in challenging environments like the Arctic. This integration not only showcases the synergy between modern fleet assets and elite special forces but also underscores the U.S. Navy's commitment to maintaining a technologically advanced and adaptable fleet.

"Amphibious transport dock ships, such as ours, have many unique capabilities that make them ideal platforms to support special operations forces," said Capt. Doug Langenberg, commanding officer of USS John P. Murtha. "The amphibious

Navy’s participation in Operation Polar Dagger in the High North allows us to test new capabilities and advance response options, giving our joint force an asymmetric advantage over our competitors in a maritime environment.”

During the operation, the SEALs deployed from the well deck of the Murtha in combatant craft assault boats in the Bering Sea, navigated to a remote island, conducted an over-the-beach patrol, and exfiltrated via helicopter. The joint operation underscored the strategic importance of the Arctic region, while also highlighting the United States’ commitment to employing a multi-faceted approach to homeland defense.
Naval Special Warfare Group TWO produces, supports, and deploys the world’s premier maritime special operations forces to conduct full-spectrum operations and integrated deterrence in support of U.S. national objectives. For more information, visit https://www.nsw.navy.mil/

Navy Deploys Automated Energy Assessment Tools to the Fleet

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(SEA 05) manages the engineering and scientific expertise, knowledge and technical authority necessary to design, build, maintain, repair, modernize, certify and dispose of the Navy's ships, aircraft carriers, submarines and associated combat and weapons systems.

USS Shiloh departs Yokosuka, Japan after 17 years of Forward-Deployed Service

Release from U.S. Seventh Fleet Public Affairs

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By Petty Officer 2nd Class Askia Collins

YOKOSUKA, Japan – The Ticonderoga-class guided missile-cruiser USS Shiloh (CG 67) departed Yokosuka, Japan, on Sept. 5 to transit to its new homeport of Pearl Harbor, Hawaii, as part of a planned rotation of forces in the Pacific.

Shiloh arrived on station at Yokosuka Naval Base in August 2006 to fulfill the obligations of the U.S.-Japanese ballistic missile defense program and to support operations within the U.S. 7th Fleet area of operations (AOO).

“For nearly two decades, USS Shiloh provided our Forward-Deployed Naval Forces the agility and firepower to support our carrier operations, protect sea lanes, deter aggression, and reassure allies and partners across the Indo-Pacific,” said Capt. Adam Cheatham, commanding officer of Shiloh. “We’ve built long-lasting personal and professional relationships here in Japan that will stay with us forever. Shiloh’s contributions were significant, reinforcing valuable connections over shared visions of a free and open Indo-Pacific.

“It’s sad to be leaving this place that means so much to us, but we believe USS Shiloh made a difference during her time forward-deployed to Yokosuka, and we are proud of that,” he continued. “On behalf of the crew, I want to offer my deep gratitude to the people of Japan and this community for their friendship over the years. It will never be forgotten.”

In addition to serving in the 7th Fleet AOO, Shiloh deployed to the 5th Fleet AOO in support of operations Allies Refuge and Freedom Sentinel in 2021.

U.S. 7th Fleet exercises operational control of its units through designated Task Forces or Task Groups. These groups are organized along domain and functional lines. Shiloh is

assigned to Commander, Task Force (CTF) 70, the theater strike warfare commander and theater air and missile defense commander.

CTF 70 is forward-deployed to the U.S. 7th Fleet area of operations in support of a free and open Indo-Pacific. U.S. 7th Fleet is the largest forward-deployed fleet in the world, and with the help of and network of alliances and partners from 35 other maritime nations, the U.S. Navy has operated in the Indo-Pacific region for more than 70 years; providing credible, ready forces to help preserve peace and prevent conflict.