

NEDU Saturation Dive Team Joins DPAA Recovery Mission



[Release from Naval Sea Systems Command](#)

July 26, 2023

By NAVSEA Office of Corporate Communication

A team of divers from the Naval Sea Systems Command (NAVSEA) Navy Experimental Diving Unit (NEDU) supported a Defense POW/MIA Accounting Agency (DPAA) mission off the coast of Papua New Guinea as part of a recovery mission for service members lost in World War II.

The team of approximately 15 divers from NEDU's Saturation Detachment (NSD), supplemented by two additional Navy divers

from Undersea Rescue Command, joined the DPAA team in their work to recover evidence and remains from the wreckage of a B-24 bomber named "Heaven Can Wait."

"Our mission objective was to make the fullest possible accounting of 11 U.S. Army Air Force service members lost on March 11, 1944, when their B-24 was shot down by anti-aircraft fire off Awar Point, Papua New Guinea, while on a bombing run as part of WWII Allied operations in the Pacific," said Army Capt. Weston Iannone, DPAA mission commander.

Planning for the mission began in 2018 as a discussion with DPAA to explain NEDU's saturation diving capability and how it could contribute to their organization.

"That simple conversation set in motion what became this mission, and the NEDU team began working with DPAA underwater planners to develop a scope of work, timeline, and budget for the 'Heaven Can Wait' recovery," said Navy Capt. Sal Suarez, NAVSEA Supervisor of Salvage and Diving (00C) and Director of Ocean Engineering. "Previously, the water depth and size of this wreck site precluded it from being excavated in any major capacity with traditional surface supplied diving."

Mission plans were temporarily delayed by unforeseen circumstances including the COVID-19 pandemic and the Category 5 Hurricane Michael, which devastated NEDU and the surrounding Panama City community.

"In early 2022 NEDU reinitiated planning, and in June 2022 we finalized the scheme of maneuver to be executed in February 2023," Suarez said. "In November 2022 NEDU began deploying our Saturation Fly-away Dive System (SATFADS) to Singapore from Panama City, Florida, with personnel deploying in January and February 2023."

The SATFADS is a fly-away capable saturation diving system based at NEDU that is designed to accommodate six divers under pressures down to the equivalent of 1,000 feet of seawater for

up to 30 days. The system has a dive bell that is designed to mate with the Dry Deck Chamber (DDC), where the divers live, and transport the divers from the DDC over the side of the ship to their work site on the sea floor. NEDU's saturation fly-away diving system (SATFADS) enables the U.S. Navy to maintain its saturation diving proficiency and future development of equipment and procedures.

"SATFADS, and saturation diving, brings the ability to put a 'human in the loop' for complex deep diving operations that cannot be accomplished effectively by traditional surface supplied mixed-gas diving, or when a remote operated vehicle (ROV) cannot accomplish a necessary task," said Cmdr. Dustin Cunningham, NEDU Commanding Officer. "Saturation diving also provides the capability to work at depth for longer periods more safely, with little to no risk of decompression sickness, oxygen toxicity, or hypothermia."

While all of the divers at NEDU already have extensive diving experience and mechanical aptitude to operate and fix their own equipment on site in remote locations, this mission required approximately 1,200 additional man-hours of specialized training.

"All divers who were going to perform dives and underwater work on this mission went through a two-month training program at NEDU," Cunningham said. "This included diving equipment familiarization; maintenance training; watch supervisor training to control the Launch and Recovery System for deploying the dive bell; simulated dives leaving the bell, or what is referred to as 'locking out;' and simulated seafloor work with hydraulic cutting tools, rigging gear and dredging equipment."

The well-trained team and state-of-the-art equipment enabled NSD to use new techniques during the deployment while also reaching a number of milestone achievements. New techniques included conducting underwater crane and lifting operations on

a large magnitude and performing complex hydraulic cutting operations of the aircraft wreckage on the sea floor.

“In addition to being the longest dives the NEDU Saturation Detachment had ever done, the two dives conducted were the longest working dives that anyone in the Navy has accomplished in the last 20 years,” Suarez said. “This operation became the longest working saturation mission in the last 20 years, completing a total of 37 diving days, accumulating over 367 hours of working ‘bottom time,’ 5,304 total man hours under pressure, and 102 diver excursions, making it the longest consecutive working saturation dive on a U.S. Navy diving platform in history. The amount of recovered evidence also exceeded any terrestrial or underwater mission ever performed for DPAA.”

While the technical achievements of the operation are many, for the divers on the assignment, their experiences focused on their role in supporting DPAA’s mission to provide the fullest possible accounting for missing personnel to their families and the nation.

“It was the most honored I have ever been in my career to get to do this type of mission and hopefully bring the families some sense of closure about their loved ones,” said Navy Diver 1st Class Nathan Fisher, NEDU diver.

The divers from the mission described feeling a sense of brotherhood and connection with the crew of “Heaven Can Wait” that motivated their mission.

“The nature of our job at NEDU is inherently dangerous, so when I think about these guys who gave the ultimate sacrifice while knowingly going into danger, I think we owe it to their legacy to bring them home if possible,” said Navy Diver Chief Nicholas Lee, NEDU diver.

For Master Chief Master Diver Bryan McCurley, NSD Assistant Officer in Charge and Master Diver, it was rewarding to see

his team of divers come together for the effort.

“I got to see the whole team benefit as they worked on this selfless effort in a difficult environment with high temperatures and long work days that did not end with their dives.”

The mission for NEDU concluded with participation in two repatriation ceremonies, one in Papua New Guinea and a second ceremony in Singapore. The focus of these ceremonies is repatriating possible remains found during the mission, while also acknowledging the support of foreign national and local governments in the mission execution. Now the material evidence recovered will return to DPAA labs for analysis.

“NEDU and the Saturation Detachment were indispensable in this pursuit,” Iannone said. “Their efforts also proved the legitimacy of this mission’s groundbreaking concept: recovering evidence from depths DPAA never has before. This blazes the trail for numerous future opportunities where unaccounted for service members were previously considered unrecoverable due to the water depth at their last known location.”

Fairbanks Morse Defense Teams with Marand for Global Expansion



[Release from Fairbanks Morse Defense](#)

Collaboration positions defense contractors to support the sale, design and manufacturing of ships in Australia

BELOIT, Wis. – July 26, 2023 – Fairbanks Morse Defense (FMD), a portfolio company of Arcline Investment Management (Arcline), is teaming with Marand Precision Engineering (Marand) to expand its best-in-class marine technologies, OEM products, and service solutions to marine defense customers in Australia. Under the terms of the long-term agreement with FMD, Marand will manufacture and service components, as well as provide integrated solutions for FMD's global customer base.

"Our collaboration with Marand positions us to support the sale, design, and manufacture of specialized components for the Royal Australian Navy's future programs while also giving Marand access to our highly trained field service technicians and service centers," said FMD CEO George Whittier. "All our

customers benefit from this arrangement.”

Fairbanks Morse Defense has over 80 years of working with the US Navy on their nuclear projects, and this partnership will allow the Australian market to take advantage of FMD’s expertise and experience for their own new nuclear submarine programs.

“This collaboration combines the expertise of two highly respected defense contractors, giving our customers worldwide access to an even broader range of manufacturing and engineering solutions,” said Stuart Lindley, Future Business and Strategy for Marand Defence. “We’re looking forward to working with Fairbanks Morse Defense and expanding our ability to serve customers globally.”

Based in Victoria, Australia, Marand has established itself as a global provider of precision-engineered solutions for the defense industry.

HII COMPLETES INSTALLATION OF USS JOHN C. STENNIS (CVN 74) MAIN MAST



[Release from HII](#)

NEWPORT NEWS, Va., July 26, 2023 (GLOBE NEWSWIRE) – HII’s (NYSE: HII) Newport News Shipbuilding (NNS) division has completed a significant milestone in the refueling and complex overhaul (RCOH) of the aircraft carrier *USS John C. Stennis* (CVN 74).

NNS shipbuilders and *USS John C. Stennis* sailors held a mast-stepping ceremony Wednesday, an ancient maritime custom of placing a coin underneath the ship’s mast to bring good fortune. A time capsule containing photos, a piece of the old mast, several coins and other artifacts was attached to the interior of the main mast.

“It’s always great making significant progress and checking off major accomplishments during this RCOH period – today is yet another triumph by this team,” said Capt. J. Patrick Thompson III, the ship’s commanding officer. “This mast stepping allows us to acknowledge our past as we move into the future. Today we place a number of items in our time capsule to weld to the mast – to honor this moment in history, and

more importantly to honor the workers and *Stennis* crew members helping us prepare the ship for another 25 years.”

The ceremony followed a major milestone this spring when the shipyard installed the ship’s new main mast, which raises the carrier’s distinctive profile 123 feet above the flight deck. This marks the first RCOH during which the mast was installed all in one section using a new 315-ton crane HII invested in to support the RCOH program.

Photos and video accompanying this release are available at:
<https://hii.com/news/uss-john-c-stennis-mast-stepping-rcoh-new-port-news-shipbuilding>

“When the mast lands on the carrier, it represents one of the most visible construction milestones in the overhaul,” said Rob Check, NNS vice president, in-service aircraft carrier programs. “Our highly skilled shipbuilders are working with our Navy partners, our suppliers and numerous contractors to recapitalize this ship and deliver her back to the Navy for another 25 years of service.”

The RCOH process is performed only once during the ship’s 50-year lifetime and involves upgrades to nearly every space and system on the ship. Tanks, the hull, shafting, propellers, rudders, piping, ventilation, electrical, combat and aviation support systems are repaired, upgraded and modernized. Work also includes defueling and refueling the ship’s two nuclear reactors, and repairs, maintenance and upgrades to the propulsion plant.

After the RCOH, USS *John C. Stennis* will be the most modern and technologically advanced *Nimitz*-class aircraft carrier in the fleet and will continue to be a vital part of the nation’s defense. The RCOH represents 35% of all maintenance and modernization in an aircraft carrier’s service life.

NNS is the only shipyard with the skilled workforce and facilities equipped for this project. USS *John C. Stennis* is

the seventh *Nimitz*-class carrier to undergo RCOH.

Fleet Forces Commander Caudle: Navy Is Flexing Proficiency in Operational Level of War



ARLINGTON, Va. – The Navy's ability to plan and execute war at the operational level in a joint environment is one factor being tested in an upcoming large-scale exercise, with fleet commander staffs and their fleets set to be stressed in various scenarios. The Navy is leveraging the operational

planning expertise of the Marine Corps officers integrated in its staffs.

Admiral Daryl Caudle, commander, U.S. Fleet Forces Command, speaking July 24 to reporters during a briefing on the upcoming Large-Scale Exercise 2023, was asked by Seapower to address the Navy's proficiency in the operational level of war, the lack of which was years ago a noted weakness.

"Our ships are fantastically engineered and built, they've got all the kit," Caudle said. "We embark on those, lean forward, and can sustain in operations ... so the ability for the Navy to think about how we actually plan and utilize those forces was somewhat dampened maybe by the fact that our ability to conduct warfare with those ships was so good. So, we found ourselves in a place where we needed to improve our ability to plan.

"We are – in a very prescribed and repeated manner – sending more of our Navy leaders to planning school," the admiral said. "We're building naval planners. We're getting them in position of fleet command staffs, combatant command staffs, to actually exercise that level of Navy planning required to conduct this global warfare more effectively.

"We integrate with the Marine Corps who are excellent at this, and we bring our Marine partners into our planning cells," he said. "Our future planning cells at all of our MOCs [Maritime Operations Centers] is part of that. Our future operations – where talk about that three-to-six-month time frame – where Marine Corps officers really bring a lot of knowledge and capability to Navy staffs. We're completely integrated there. Our targeting cells are completely integrated. The things that the Marines have a lot of expertise in this that the Navy is still learning how to do at that level. It's been a great success story."

Over the last two decades the Navy has established Maritime

Operations Centers to support fleet staffs and other commanders in planning and executing operations.

Caudle described the MOCs as “really a maritime operational concept ... that informs the commander’s decision cycle. When you hear the word ‘MOC,’ what should really come to your mind is a battle rhythm. We can scale that level of battle rhythm to the conflict that it needs to scale to. So, we’re going to test the different echelons of scale during Large-Scale Exercise 23 to enable a global battle rhythm between three fleet commanders, exercising that decision cycle... So, that’s part of this as well, testing out how that operational concept works.”

Large-Scale Exercise 2023, scheduled for Aug. 9 through Aug. 18, is a global exercise that will involve 22 time zones, six combatant commanders, seven fleets, nine MOCs, six carrier strike groups (four virtually in Live Virtual Constructive (LVC)), three amphibious ready groups (two in LVC), 25 ships and submarines (plus another 50+ LVC), and 25,000 Sailors and Marines.

JCREW Counter IED Program Achieves Full Operational Capability



[Release from Naval Sea Systems Command](#)

By Program Executive Office Unmanned and Small Combatants
Public Affairs

WASHINGTON – The Program Executive Office for Unmanned and Small Combatants (PEO USC) announced that the Joint Counter Radio-Controlled Improvised Explosive Device (RCIED) Electronic Warfare (JCREW) Increment One Block One (I1B1) program has achieved full operational capability ahead of schedule.

The I1B1 is a family of systems sharing common hardware and software, delivering protection against RCIEDs. The systems include three capabilities: mounted, dismounted, and fixed sites that provide critical support to warfighters.

The mounted systems provide protection from RCIEDs for mobile ground vehicles. The dismounted systems, also called “Manpack” systems, are carried by warfighters to provide protection from RCIEDs. The fixed sites systems provide protection from RCIEDs for temporary, semi-permanent, and permanent facilities and infrastructure. This includes compounds, airfields, buildings, and guard posts.

“The I1B1 program achieving full operational capability shows our commitment to the warfighter, who can now fully employ this technology in multiple domains to counter threats from RCIEDs,” said Capt. Jon Haase, Expeditionary Missions program manager.

The JCREW I1B1 program includes a full government-owned technical data package, open architecture hardware, upgradable software and firmware, and comes with an integrated test mechanism that verifies readiness to operate without the need for external test equipment.

With the JCREW I1B1 achieving FOC, the Navy’s inventory requirements have been met. Fleet operators are trained to employ and maintain the system. A supply support infrastructure is in place, including a government-owned-and-operated depot for repair.

JCREW I1B1 is currently employed by the U.S. Navy, Air Force, and partner countries Australia and New Zealand.

PEO USC designs, develops, builds, maintains, and modernizes the Navy’s unmanned maritime systems; mine warfare systems; special warfare systems; expeditionary warfare systems; and small surface combatants.

HII is Awarded Contract for Aircraft Carrier Maintenance in San Diego



[Release from HII](#)

NEWPORT NEWS, Va., July 24, 2023 (GLOBE NEWSWIRE) – HII (NYSE: HII) announced today that its Newport News Shipbuilding (NNS) division has been awarded a contract from the U.S. Navy to support maintenance of nuclear-powered aircraft carriers in San Diego. The indefinite delivery, indefinite quantity (IDIQ), cost-plus incentive and award contract has a potential value of \$528.4 million over five years, if all options are exercised.

The contract covers maintenance, repair and modernization efforts for *Nimitz*– and *Gerald R. Ford*-class aircraft carriers home-ported in and visiting the San Diego area. It will support emergent work, continuous maintenance availabilities,

as well as Chief of Naval Operations (CNO) scheduled availabilities.

“We are honored to continue our longstanding tradition of providing world-class service to our U.S. Navy aircraft carriers in San Diego,” said Thomasina Wright, NNS vice president of fleet support programs. “For more than two decades, we’ve earned the Navy’s trust to carry out this important task, and we look forward to continuing that legacy with the highest quality, on-time and on-budget work.”

NNS is the nation’s sole designer, builder and refueler of nuclear-powered aircraft carriers.

A photo accompanying this release is available at: <https://hii.com/news/hii-newport-news-shipbuilding-san-diego-2023/>.

BAE Systems to deliver next-generation digital Identification Friend or Foe interrogator for the U.S. Navy



[Release from BAE Systems](#)

Modernized design provides advanced capabilities to support mission success

GREENLAWN, N.Y. – July 25, 2023 – BAE Systems has received a \$15 million contract from the U.S. Navy to deliver its next-generation digital interrogator for maritime vessels. The interrogator will have advanced capabilities—providing time-critical insights that reduce friendly fire incidents and support mission success in hostile environments.

BAE Systems' modernized AN/UPX-50(C) Digital Interrogator will provide a common modular design and open system architecture. Its design enables the rapid integration of new technology within the existing footprint through software updates instead of hardware configuration.

"The flexibility of our design provides high performance without changes to existing fleet infrastructure—getting critical system updates to the warfighter faster," said Donna Linke-Klein, director of Tactical Systems at BAE Systems. "This investment will accommodate IFF technology growth for several decades to best equip the U.S. Navy in the evolving battlespace."

The AN/UPX-50(C) Digital Interrogator will serve the U.S. Navy fleet. It delivers high-performance, multi-function [Identification Friend or Foe \(IFF\) solutions](#) for air defense,

weapon systems, air traffic control, and range instrumentation. Used for Mark XIIIB IFF processing, including Mode 5 and Mode S, it provides secure and encrypted data exchange. It also includes a third receive channel for passive acquisition of Mode 5 Level 2 and Automatic Dependent Surveillance–Broadcast In, providing enhanced situational awareness for warfighters.

With more than 80 years of IFF experience, BAE Systems has delivered over 16,000 transponders, 1,500 interrogators, and 6,000 combined interrogator transponder systems for use on new and existing platforms, including unmanned aerial vehicles, ships, and rotary- and fixed-wing aircraft.

Work on the upgraded AN/UPX-50(C) Digital IFF Interrogator will be performed at BAE Systems' state-of-the-art facility in Greenlawn, New York.

President Biden Announces Intent to Nominate Key Roles Within the U.S. Military



Admiral Lisa Franchetti has been nominated to become the next Chief of Naval Operations.

Release from The White House

WASHINGTON – Today, President Joe Biden announced his intent to nominate the following four individuals for key roles within the U.S. military. Each are highly decorated naval officers with extensive operational experience. They will help ensure that the U.S. Military, and in particular the U.S. Navy, remain the most powerful and capable forces in the world at this critical moment.

Nominee for Chief of Naval Operations: Adm. Lisa Franchetti
Adm. Lisa Franchetti currently serves as the Vice Chief of Naval Operations. She is a surface warfare officer with extensive operational and policy experience. She previously

served as the Director for Strategy, Plans, and Policy for the Joint Chiefs of Staff, and as commander of the U.S. Sixth Fleet. She has also served as commander of U.S. Naval Forces Korea, commander of Carrier Strike Group 9, and commander of Carrier Strike Group 15. She received her commission in 1985 through the Naval Reserve Officer Training Corps Program at Northwestern University, where she received a Bachelor of Science in Journalism. She also attended the Naval War College and holds a master's degree in organizational management from the University of Phoenix. If confirmed, Admiral Franchetti will be the first woman to serve as Chief of Naval Operations and on the Joint Chiefs of Staff.

Nominee for Vice Chief of Naval Operations: Vice Adm. James Kilby

Vice Adm. James Kilby currently serves as the Deputy Commander of U.S. Fleet Forces Command, which trains, equips, certifies, and provides combat-ready Navy forces to Combatant Commands around the world. Prior to that, he served as Deputy Chief of Naval Operations for Warfighting Requirements and Capabilities, N-9, Office of the Chief of Naval Operations. His first flag assignment was standing up Naval Surface and Mine Warfighting Development Center and he also served as commander of the Carl Vinson Strike Group. He is a 1986 graduate of the U.S. Naval Academy.

Nominee for Commander of Indo-Pacific Command: Adm. Samuel Paparo

Adm. Samuel Paparo has extensive experience serving in the Indo-Pacific region, and currently serves as the commander of the U.S. Pacific Fleet, the world's largest fleet command in a priority region for the United States. He is a U.S. naval aviator and has flown more than 6,000 hours, with 1,100 carrier landings. He previously served as commander of U.S. Naval Forces Central Command/U.S. 5th Fleet/Combined Maritime Forces. He graduated from Villanova University and was commissioned in 1987. He earned a Master of Arts in

International Studies from Old Dominion University and a Master of Science in Systems Analysis from the Naval Postgraduate School. He is also a graduate of the Air Command and Staff College, Air War College, Naval War College, and the Joint and Combined Warfighting School.

Nominee for Commander of Pacific Fleet: Vice Adm. Stephen “Web” Koehler

Vice Adm. Stephen T. “Web” Koehler currently serves as the Director for Strategy, Plans, and Policy for the Joint Chiefs of Staff. A naval aviator, he previously served as the Commander of the U.S. Third Fleet, Director of Fleet Training at U.S. Fleet Forces Command, Deputy Commander of U.S. Pacific Fleet, and Director for Operations at U.S. Indo-Pacific Command. Koehler is a 1986 graduate of the University of Colorado at Boulder where he received a Bachelor of Science in Physics and was commissioned through the Naval Reserve Officer Training Corps Program. He holds a master’s degree in National Security and Strategic Studies from the Naval War College and is a graduate of the Joint Staff College and the Navy Nuclear Power Program.

HII is Awarded Naval Surface Warfare Center’s Integrated Training Systems Contract



[Release from HII](#)

MCLEAN, Va. (July 19, 2023) – HII’s (NYSE: HII) Mission Technologies division has been awarded a \$41 million contract to provide integrated training systems installation and sustainment (ITSIS) for the U.S. Navy.

The task order was awarded under the Naval Sea Systems Command’s (NAVSEA) SeaPort Next Generation contract to support the Naval Surface Warfare Center Dahlgren Division Dam Neck Activity (NSWCDD DNA) and has a one-year base period plus one six-month extension.

The work expands upon HII’s existing support of training systems to the customer.

“HII is excited to continue our partnership with NAVSEA and deliver shipboard and shore-site integrated training system hardware and software installation and life-cycle sustainment services,” said Ryan Norris, president of Mission Technologies’ Fleet Sustainment business group. “We have built a strong team with extensive experience installing,

configuring, maintaining, modernizing and securing Navy networks, tactical systems and C6ISR systems. We look forward to supporting the systems that are critical to training naval warfighters and improving fleet readiness.”

With more than 30 years of experience delivering shipboard and shore-based installation and sustainment services to the U.S. Navy, HII’s team will provide hardware and software upgrades, system maintenance, training system integration, curriculum development and fleet training, cybersecurity, lab support, integrated logistics support, configuration management and life-cycle sustainment of integrated training systems.

FUTURE USS CANBERRA (LCS 30) RECEIVES NATIONAL, GRASS- ROOTS SUPPORT FROM COMMISSIONING COMMITTEE



230419-N-NT811-1004 SAN DIEGO (April 19, 2023) The Independence-variant littoral combat ship USS Canberra (LCS 30) departs San Diego Harbor for a routine underway off the California Coast. Littoral Combat Ships are fast, optimally manned, mission-tailored surface combatants that operate in near-shore and open-ocean environments, winning against 21st-century coastal threats. LCS integrates with joint, combined, manned and unmanned teams to support forward presence, maritime security, sea control and deterrence missions around the globe. (U.S. Navy photo by Mass Communication Specialist 1st Class Mark D. Faram)

SYDNEY – The Navy’s Independence-variant Littoral Combat Ship, the future USS Canberra (LCS 30), will be commissioned, July 22 at the Royal Australian Naval Base Garden Island, in Sydney Harbor – a rare commissioning abroad for the U.S. Navy. Behind the scenes, an all-civilian committee of Navy League members have worked for months to support the ship and its crew ahead of this historic event that both celebrates and exemplifies the strong relationship between the two nations. “We have begun another important in the relationship between these two

great nations. The new USS Canberra (LCS 30) demonstrates the strong alliance between the United States and Australia,” said Ward Cook, Commissioning Committee Chairman in Kansas City.

Quoting Alfred Thayer Mahan who said, “navies are instruments of international relations,” Commissioning Committee member Patricia Du Mont in Fort Lauderdale, Florida underscored the importance of the relationship, stating, “As the first U.S. Navy international ship commissioning, the commissioning of USS Canberra (LCS 30) in Sydney, Australia, exemplifies people-to-people diplomacy.”

The [Navy League of the United States](#), a nonprofit organization headquartered in Arlington, Virginia whose mission is to advocate, educate, and support the sea services, is routinely involved in the commissioning process of U.S. Navy ships. President and CEO of the Hampton Roads, Virginia Navy League Council, Maryellen Baldwin explained that her council has commissioned 28 ships to date and stated, “Navy League-provided ship enhancements add character and context to a warship, which exerts its presence through port visits and other peacetime pursuits [while also] improving quality of life for those aboard.”

The USS Canberra Commissioning Committee, made up of eleven individuals from across the United States, have extensive experience bringing new ships to life. With more than 50 combined ship commissioning between them, these individuals came together 20 weeks ago to support the crew and families of the future USS Canberra (LCS 30).

When the Navy receives delivery of a ship from the contractor, the ship is only given the bare essentials to conduct business at sea. The civilian Commissioning Committee raises funds to support the crew’s additional needs while on board the ship. There are important morale items that need to be purchased for the crew to use during their down time on board, such as media like books and TVs, and gym equipment This critical support

for the ship and her crew are an important part of any ship commissioning effort, but this unique international commissioning this some both challenges and great opportunities.

“Working with on the commissioning of the USS Canberra has been the most challenging yet rewarding experience. Dealing with the women and men from around the globe to not only make all the events leading up to the commissioning happen, but being able to support the crew and their families in many ways will always make this a memorable experience for me,” said Commissioning Committee member Ronald Spence in the Rocky Mountain region, who has worked on multiple commissioning committees.

It will be up to the ship’s crew, its sponsor, the commissioning committee, and the City of Canberra to strengthen the relationship between the ship and its namesake for the life of the ship. The ship’s sponsor is Australian Senator, the Honourable Marise Payne, the former Australian Minister of Foreign Affairs. The commissioning ceremony will be highlighted by a time-honored Navy tradition when Ms. Payne will give the first order to “man our ship and bring her to life!”

Built by [Austal USA](#), LCS 30 will be the twenty sixth littoral combat ship to enter the fleet and the fifteenth of the Independence variant. Former Austal employee and Commissioning Committee member Jenny Beam Klein of Mobile, Alabama said, “it was an honor to witness the construction of future USS Canberra (LCS 30) for the past five years here in Mobile, Alabama.” She discussed the importance of the relationship with Austal, stating, “It has been a privilege to be part of the LCS 30 Commissioning Committee under the leadership of Mr. Ward Cook and Mr. Ernie Conner and we are thrilled to watch her join the U.S. Navy fleet this weekend on the other side of the world. This ship and ceremony are creating stronger ties between our Gulf Coast shipbuilding community, the Navy and

Australia. Congratulations to the Officers and the Crew!"

Austal is also hosting watch party for the event at their facility in San Diego to, "keep the families involved," said Commissioning Committee member CW04 David Miller, USN (Ret.) of Kansas City, Missouri. "What an honor to be part of this challenging, but highly rewarding event, planning and conducting the commissioning of a ship in Sydney," he said.

This will be the first US Navy ship in an allied port, and the second US Navy Combat ship named after Australian's capitol city. Independence-variant LCS pride themselves on being fast, optimally manned, mission-tailored surface combatants that operate in near-shore and open-ocean environments, winning against 21st-century coastal threats. LCS integrates with joint, combined, manned and unmanned teams to support forward-presence, maritime security, sea control, and deterrence missions around the globe.

USS CANBERRA (LCS 30) will be homeported in San Diego, California. The ceremony will be live streamed at: <http://www.dvidshub.net/webcast/32033>. The link will become active approximately five minutes prior to the event (Friday, July 21st 8:55 p.m. EST). Please contact Editor-in-Chief of [Seapower](#) magazine, Ann Tropea with questions: atropea@navyleague.org

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