US Navy awards BOLLINGER SHIPYARDS contract to build sixth berthing barge



Caption: Berthing Barge APL 69 was one of five APL 67-class barges built by VT Halter Marine, acquired last year by Bollinger Shipyards, which will build the sixth of the class. (U.S. Navy photo)

Release from Bollinger Shipyards

LOCKPORT, La., - (April 11, 2023) - Bollinger Shipyards ("Bollinger") today announced that the U.S. Navy has awarded the Lockport-based shipbuilder the detailed design and construction contract for the sixth Auxiliary Personnel Lighter-Small (APL(S)) 67 Class berthing and messing barge. Construction will take place at Bollinger Mississippi Shipbuilding in Pascagoula, Mississippi and is anticipated to begin in the second quarter of 2023.

"We are honored to be entrusted by the U.S. Navy to build the sixth APL berthing barge," said Ben Bordelon, President and CEO of Bollinger Shipyards. "This contract is a testament to the hard work and dedication of our team at Bollinger, and our commitment to delivering high-quality, reliable vessels that meet the Navy's rigorous standards. We look forward to continuing to grow our partnership with the Navy and delivering this critical asset to support our national defense."

The previous five APLs were built by VT Halter Marine, which Bollinger acquired in late 2022. Halter received the initial contract in 2018. APLs are used by the Navy to house crewmembers when ships are in port for availabilities and Inter-Deployment Training Cycles. The barges are mobile and can be towed to new bases or shipyards to support changing fleet requirements and also offer potential use for humanitarian missions and other temporary assignments.

APLs are 269 feet long, 69 feet wide and have a draft of 7 feet. Each vessel is equipped with offices, classrooms, washrooms, laundry facilities, medical treatment areas, a barber shop and fitness center. With mess seating for 224 enlisted personnel and 28 officers, each meal is served via five 20-minute shifts to allow food service for 1,130 personnel (three meals per day). The vessels are fitted with mixed gender berthing spaces for 74 officers and 537 enlisted personnel, for a total of 611 people.

Rite-Solutions Receives Next-Generation Attack Submarine Navy Contract



Release from Rite-Solutions

Middletown, RI (April 10, 2023) – Rite-Solutions has been awarded a new contract by the Naval Undersea Warfare Center Division Newport (NUWCDIVNPT) with a potential value of \$850,000 over the next two years.

The company will support the development, configuration, and delivery of a user-friendly interface software called the SSN(X) Sail Model Tool. The tool will enable sailors to

evaluate current and future submarine sensors and antennas. The tool will allow proper assessment of the impacts of various submarine sail configurations with respect to overall submarine capability and vulnerability.

Laura Deady, Rite-Solutions Sr. Vice President says, "Rite-Solutions is grateful for the opportunity to support NUWC Code 34 in developing the SSN(X) Sail Model Tool. Rite's greatest asset is the expertise of our workforce, which allows proficiency in our technical capabilities."

The contract will be performed in Newport, RI and areas where the Navy has indicated a significant need.

"We are proud to be part of the next generation of attack submarines for the Navy," adds Dennis McLaughlin, Rite-Solutions President, and CEO. "It's an honor to be recognized as an innovative company and to be invited to work on cuttingedge technology that will help keep our Navy #1 in the world for decades to come."

SAIC Awarded \$102M Contract to Support U.S. Navy Torpedo Production



JOINT BASE PEARL HARBOR-HICKAM (June 2, 2021) Sailors assigned to the Los Angeles-class fast-attack submarine USS Columbia (SSN 771) load a Mark 48 advanced capability torpedo for Exercise Agile Dagger 2021 (AD21). AD21 is a training exercise, with one-third of the Pacific Submarine Force getting underway, to assess warfighting readiness and build capacity for the joint force. (U.S. Navy photo by Mass Communication Specialist 1st Class Michael B. Zingaro) Release from SAIC

Contract expands support of MK 48 production

Reston, Va., April 10, 2023 – Science Applications International Corp. (NYSE: <u>SAIC</u>) has been awarded a \$102.5 million contract by the U.S. Navy to continue supporting the MK 48 Mod 7 Heavyweight Torpedo program. This is a firm-fixedprice and cost-plus-fixed fee modification to a previously awarded <u>\$1.1 billion torpedo production contract</u>.

"SAIC has a long history of supporting the U.S. Navy, notably our work providing the dominant undersea weapons it requires," said Bob Genter, president of Defense and Civilian Sector at SAIC. "We are honored by the Navy's confidence in SAIC, and proud to expand our support of the MK 48 program."

Under the new contract option, SAIC will produce, assemble, test and deliver the U.S. Navy's MK 48 Mod 7 Torpedo Afterbody Tailcones (AB/TC) and MK29 Mod 0 Warshot Fuel Tanks to the U.S. Navy and foreign partners through implemented Foreign Military Sales (FMS) programs.

Currently, SAIC also provides all necessary facilities, resources and management to meet the contract's integration, production, test and delivery requirements.

To learn more about SAIC's work with the Department of Defense, visit www.saic.com/defense.

HII is Awarded Contract Modification for Columbia-Class Ballistic Missile Submarines



Release from HII

NEWPORT NEWS, Va., April 11, 2023 (GLOBE NEWSWIRE) – HII (NYSE: HII) announced today that its Newport News Shipbuilding division has been awarded a \$567.6 million subcontract modification from General Dynamics Electric Boat to provide long-lead-time material and advance construction activities for *Columbia*-class ballistic missile submarines.

HII is currently under contract for construction of submarine modules for Build I, the first two submarines in the class: *District of Columbia* (SSBN 826) and *Wisconsin* (SSBN 827). The advance procurement funds from this subcontract modification, awarded April 4, will allow NNS to purchase major components and commodity material and to begin advance construction on Build II, the next five submarines in the class.

"This contract modification underscores the critical manufacturing work our shipbuilders do for the U.S. Navy, as major contributors to the *Columbia*-class," said Brandi Smith, NNS vice president for *Columbia*-class construction. "When delivered to the fleet, these submarines and their crews will protect peace and freedom around the world, in service of the nation. Our shipbuilders understand the responsibility, commitment and discipline required of them each day, and take great pride in supporting this mission."

A photo accompanying this release is available at: https://hii.com/news/hii-contract-columbia-class-ballistic-missile-submarine-april-2023/.

The Navy has designated the *Columbia* class its top acquisition priority. Ultimately, the *Columbia* class will replace the fleet of *Ohio*-class ballistic missile submarines, and take over the role of the nation's sea-based strategic deterrent, providing the most survivable leg of the nation's strategic triad.

NNS is a major shipbuilding partner in the *Columbia*-class program, constructing and delivering six module sections per submarine under contract to General Dynamics Electric Boat.

NAVAIR Sees AI as Future of Air Wing



NATIONAL HARBOR, Md. – In a well-attended presentation by Naval Air Systems Command (NAVAIR) on April 3 at Sea-Air-Space 2023, RDML Stephen Tedford, program executive officer for Unmanned Aviation and Strike Weapons (PEO (U&W)) explained the need for trust in autonomous systems while providing an overview of the Navy's unmanned aircraft, weapons, and target systems.

"If we have trust in autonomy, we can then make the move to truly artificial intelligence and in the future of the air wing," Tedford said.

He encouraged a real-world perspective when thinking about autonomous systems, remarking that, "I know many of you here that are in suits now are retired military. Many of you […] flew jets. At some point all of you were up and trying to find the tanker late at night, trying to get on the back side of the hose to get home. We learned that lesson over Afghanistan."

"How can you make in-flight refueling autonomous possible?"

Tedford queried. "What if a pilot just has to get close enough and then let the system take over for itself. And make it more reliable, make it consistent and make it easier," he continued.

Open architecture may be the key.

"We always want open architecture systems," Tedford said. "We need them for flexibility in our systems. Just like applications on your phone that you can add and get rid of. We need to be able to do that with our mission systems in the unmanned environment as well."

Tedford also focused on the people behind the tech and stressed that autonomous systems and artificial intelligence don't operate in a bubble. Fundamentally, an unmanned system is still a human system.

"We know that unmanned really isn't actually unmanned," said Tedford. "There's a huge support staff that's involved in getting an aircraft in the air and conducting the mission. What we're talking about [...] having direct connectivity between our unmanned platforms and a manned platforms where the unmanned becomes an extension of the manned mission."

Combatting Climate Change

Captured by SD 1078 in the Atlantic Ocean during Hurricane Fiona, Sept. 22, 2022. (Video: NOAA and Saildrone) Excerpted from the upcoming article in the May 2023 issue of Seapower Magazine

As climate change increasingly affects weather patterns over the Atlantic Ocean and Gulf of Mexico, tracking hurricanes and monitoring their intensity has become more critical than ever.

The National Oceanic and Atmospheric Administration (NOAA) reports that between 1980 and 2021, hurricanes caused 6,697 deaths and over \$1.1 trillion in damages. Hurricanes' massive waves and roaring winds can also have catastrophic effects on ships at sea, making accurate forecasting a must for naval operations.

While new technology has steadily improved hurricane-tracking forecasts since the 1990s, predicting how rapidly a tropical storm or hurricane may intensify has been more problematic. To understand storm intensity, scientists measure heat and momentum, collecting data on the exchange of energy between the ocean and atmosphere. But in order to do this in the most accurate way, scientists need data from inside the storm itself.

That's where uncrewed systems come in. "With uncrewed systems, we can either do what we're already doing, but do it more productively and efficiently, or we can go get data we just couldn't get before," said NOAA Corps Captain William Mowitt, director of NOAA's Uncrewed Systems Operations Center.

You can read the full article about how the U.S. Navy, NOAA, and private partners are using uncrewed systems and new technologies to forecast hurricanes in the May issue of Seapower Magazine.

Vicky Uhland is a Colorado-based writer and editor who also covers the Navy League's annual Sea-Air-Space conference.

Navy's Frigate Program Pushing Hard for 2026 Delivery of USS Constellation



Captain Kevin Smith responds to workforce pipeline question from Ann Tropea, Editor-in-Chief at Seapower. Photo Credit: Dan Goodrich

NATIONAL HARBOR, Md. —The Navy is pressing full bore to ensure that its new guided-missile frigate joins the fleet on time, the ship's program manager said.

"We're pushing hard with our industry partners to deliver that ship in 2026," said Captain Kevin Smith, program manager, Constellation Class Frigate, speaking to an audience at the Navy League's Sea-Air-Space Expo in National Harbor. "A lot of hard work has gone into the design, the production readiness, and now we're actually building it up in Marinette, Wisconsin."

A frigate, in modern terminology, is "primarily an escort for high value units that don't have their own self-defense," Smith said. "It's also to help offset some of the work of the large surface combatants like the cruisers and destroyers. It is a primary anti-submarine warfare platform, just like the FFG 7 [the Perry class frigates which have been decommissioned]."

"I am very happy with the performance we're seeing thus far," Smith said. "Obviously, we did change to a different variable to sonar a few years ago. ... The performance is astounding. ... Its integration with the [SQQ]-89 [antisubmarine warfare system] is going to be huge for the United States Navy and will be welcomed by the fleet."

Smith also said the Aegis Baseline 10 combat system and the Enterprise Air Search Radar will give the new ship "a lot of capability."

Fincantieri Partnership

The future USS Constellation (FFG 62) is one of three frigates under contract to Fincantieri's Marinette Marine shipyard, the others being FFGs 63 and 64, under a 10-ship contract, including options. Smith said construction of FFG 62 will start soon and he expects the option for FFG 64 to be awarded this year as part of a four-ship buy.

The Navy worked with Fincantieri to design an advanced construction pilot, "to really exercise all of the capital improvements, all of their workflow processes, all of their instructions, all the way through the value stream … from materials planning and getting the work orders to the workforce, making sure all those are understood."

The frigate's Aegis Combat System and SPY-6 Enterprise Air Search Radar are being integrated at the Lockheed Martin test lab in Moorestown, New Jersey, and at Wallops Island, Virginia. The propulsion plant and machinery control systems will be tested at a land-based test site in Philadelphia.

Need for Skilled Workforce

Smith said the Navy is working closely with Marinette Marine in strengthening the company's supply chain and develop and retain its skilled work force "to make sure we have a good strong industrial base workforce to build these frigates for the next decade and decades to come. We need that as part of our industrial base risk reduction."

The program manager also discussed the challenges of recruiting a skilled work force, in response to a question from Seapower.

"How do you build a community that people want to live and grow and raise families and be shipbuilders?" he asked rhetorically. "We have people on our staff that have experience in that. The other part is working with Marinette on how we can really build the workforce. There's training, there's investments on how they can get people to come work and stay and then be retained."

"Some shipbuilding people come out of high school ... and they stay there a year, maybe two," Smith said. "But if they don't make it past two years, they're not going to stay. So how do we get people to stay for longer than a year or two? And how do we how do we really get them excited about shipbuilding?"

"You may read about some of the things Colombia [the Columbiaclass ballistic-missile submarine program] is doing," continued Smith. "We're looking at doing the same exact thing ... to think about Wisconsin ... There's other jobs out there that maybe are better ... but we're working on a lot of those things with the company and kind of coaching them with some of this funding we got from Congress. The big message here is I would predict that this company is going to be around for a long time and we need to get into the shipbuilding business long term as far as a prime and then we'll be able to count on them for decades."

Navy's Newest Carrier to Deploy in May, Program Official Says



Caption: Captain Kevin Smith responds to workforce pipeline question from Ann Tropea, Editor-in-Chief at Seapower. NATIONAL HARBOR, Md. —The Navy is pressing full bore to ensure that its new guided-missile frigate joins the fleet on time, the ship's program manager said.

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CMS Panelists Envision Future American Sea Power



L to R – Admiral James Foggo (Ret.) Dr. William LaPlante, Admiral Christopher Grady, USN, General Eric Smith, USMC and James Geurts discuss issues relating to Reestablishing American Seapower at the CMS breakfast.

During the Center for Maritime Strategy (CMS) Breakfast on Tuesday morning, eggs and pastries provided food for the body, while four leaders from the maritime security community provided food for thought.

The breakfast panel, "Reestablishing American Seapower," offered a front-row view of how the U.S. military is addressing new threats from adversaries and foreign regimes.

"We face far more challenges today than I have ever seen in my

40 of years of active service," said moderator Admiral James Foggo, USN (Ret.), dean, Center for Maritime Strategy, Navy League of the United States. He asked each panelist to explain how their teams are addressing those challenges.

William LaPlante, PhD, under secretary of defense for acquisition and sustainment, said what really matters is, "production, production, production. Everything depends on it."

LaPlante said Navy production is defined as ship construction and other weapons development. He said since the start of fiscal year 2022, the Navy has delivered 14 battle ships, and there are plans to build seven more ships this year and as many as 17 in the following 12 months.

"But we have to do more procurement, more production, and the Navy is going to lead the way," he said.

Capital Acquisition is Key

The magic bullet is figuring out how to acquire capital, and LaPlante said the Office of Strategic Capital (OSC) is instrumental in that. "But if we're trying to attract capital, investors want to see a return on investment," he said. "We need to do a better job explaining that there are production and sustainability possibilities, not just prototypes."

Admiral Christopher Grady, USN, vice chairman, Joint Chiefs of Staff, discussed his role as head of the Joint Requirements Oversight Council (JROC). He said four transformations are taking place in the JROC:

- Building on the work of predecessors who established more of a top-down culture.
- Breaking out of system-oriented stovepipes and getting into consolidation management.
- Transitioning to Intelligence Advanced Research Projects

Activity (IARPA) process acquisition review. "It helps us go faster," Grady said.

• Keeping a scorecard for what the JROC does.

General Eric Smith, assistant commandant of the U.S. Marine Corps, detailed how the force is pivoting from several decades of land fighting in the Middle East and transforming for the future of combat.

Training and Retaining the Force

"The threat is getting more assertive, more challenging," he said. "If you want to be ready for the next fight and not the last fight, you have to move."

Smith said when people talk about force design, they focus on how it affects quantifiable things. "But there's more than that. It's about a force that's mature, experienced and that you can retain," he said.

"We're doing better at training," Smith said, noting that basic infantry training has gone from eight weeks to 14 weeks, with more of an emphasis on teams rather than individuals. In terms of retention, "we hit our recruiting numbers last year and will hit them this year," he said.

Currently, the Marine Corps is working on organic mobility, which Smith said "provides opportunity to get where you need to go and cuts down on risk."

Industry Partnerships

James Geurts, former assistant secretary of the Navy for research, development and acquisition; distinguished fellow for Business Executives for National Security, closed the panel session with a discussion of how the Navy is working with private industry. The key is to transition to network thinking on the industrial base – "what I call the future industrial network," he said. "The industrial base is not going to carry us for the next 30, 40 years." The future industrial network is more dynamic and diverse, including international partners, venture-backed startups, traditional contractors and the tech base, he said.

Geurts also touched on capability, which he defined as a combination of equipment and training tactics supported by logistics. "Too much in the industrial base focuses only on equipment," he said. On the industry side, Geurts said it's key to think about networking, to reverse the urge to vertically integrate everything, and to concentrate on how to apply new technologies and innovation to more than just equipment.

U.S. Navy Embraces Diversity Initiatives

The seal of the United States contains just three words: E Pluribus Unum, or Out of Many, One. But achieving that unity has been an ongoing challenge in the military.

During the Tuesday morning session, "Towards a Culture of Unity," a diverse panel of soldiers engaged in what moderator Admiral John Richardson, USN (Ret.) called a "very practical, authentic discussion" on how to foster more diversity, equity, inclusion and accessibility (DEIA) in the Navy.

Richardson launched the discussion with a question he's been asked numerous times — is the Navy weaker because it's spending too much time on "woke" topics like diversity and environmentalism? "It's sometimes posed as a choice between diversity and strength, or taking care of the planet and strength," he said. "But rather than approach this as a choice, a much better way to approach it as "yes, and ..." We can do both. Just like operations and safety – the teams best at operations are best at safety. Unity through diversity enhances your strength as a force."

But this doesn't happen on its own, Richardson said. It takes positive encouragement and a daily commitment.

RADM Sinclair Harris, USN (Ret.), president emeritus, National Naval Officers Association (NNOA), agreed.

"Our Constitution says "a more perfect union. That takes work," he said. "But Constitutionally, this whole discussion of DEI and A is what you signed up for when you took that oath."

Transforming Roles

Harris said the most important transformation during his time in the Navy was the elevation of the role of women in the service.

"My first four ships were all boy," he said. "We got a whole of a lot smarter when we started to elevate women on our platforms. They've raised the bar."

Harris, who is Black, said four things have been important in his career: role models, mentors, coaches and advocates. "Make sure they don't all just look like you," he advised.

LCDR Rolando Machado Jr., vice president, Association of Naval Services Officers (ANSO), said it took him a while to understand that a person can serve in all four of these roles at the same time.

"When you meet someone, figure out what role they can play in your life and what role you can play in their life," he said. "It's going from a place of 'what can I get?' to 'what I give also brings something back to me.'"

Machado said it's important to look within the Navy's ranks and acknowledge the stories of diversity in the past. He told the story of Dorie Miller, a Navy cook third class who was killed in action during the attack on Pearl Harbor. Miller, who helped several sailors who were wounded and shot down four to six Japanese planes using an anti-aircraft machine gun for which he had no training, was the first African American to be awarded the Navy Cross.

As a Black man, mess attendant was one of the only options Miller had in the Navy at that time. "Can you imagine if the Navy had trained him how to be a gunner, medic, or commanding officer, what type of impact he could have had?" Machado asked. "It's powerful to think about our past, but also important to recognize the present."

Deckplate Unity

Lieutenant Andrea Howard, navigator PCU New Jersey (SSN 796), provided context of what it takes to transfer the ideal of a more perfect union to the reality on the deckplate. As one of the first women deployed on a submarine, she's been part of the evolution over the last decade.

Howard compared DEIA to a patchwork quilt. Like pieces of a quilt, soldiers should be encouraged to keep their own identity while unifying as a whole.

Howard said there are three steps to creating that patchwork quilt:

- Cultural forging, which is most effective when sailors are leading the charge.
- Representation, which shows there's a future for others like you in this community.

 Allyship, in which people from the majority – especially those in the chain of command – provide a safe and welcoming space for those in the minority.

Captain Emily Bassett, president, Sea Services Leadership Association (SSLA) and founder and moderator of the webinar Lean on Navy, said she was in a Boston University ROTC class when the Navy first welcomed women into the nuclear propulsion program.

Bassett, who commanded the USS Manchester (LCS 14), said she's always been in the first class of women throughout her Navy career. "In a lot of ways I felt different and not part of the team," she said. But after a commander told her to focus on her strengths rather than her differences, she started to feel like she belonged.

Bassett encouraged all soldiers to join an organization like SSLA, ANSO or NNOA, where they can talk about challenges they face and learn how to be part of the conversation around solutions.