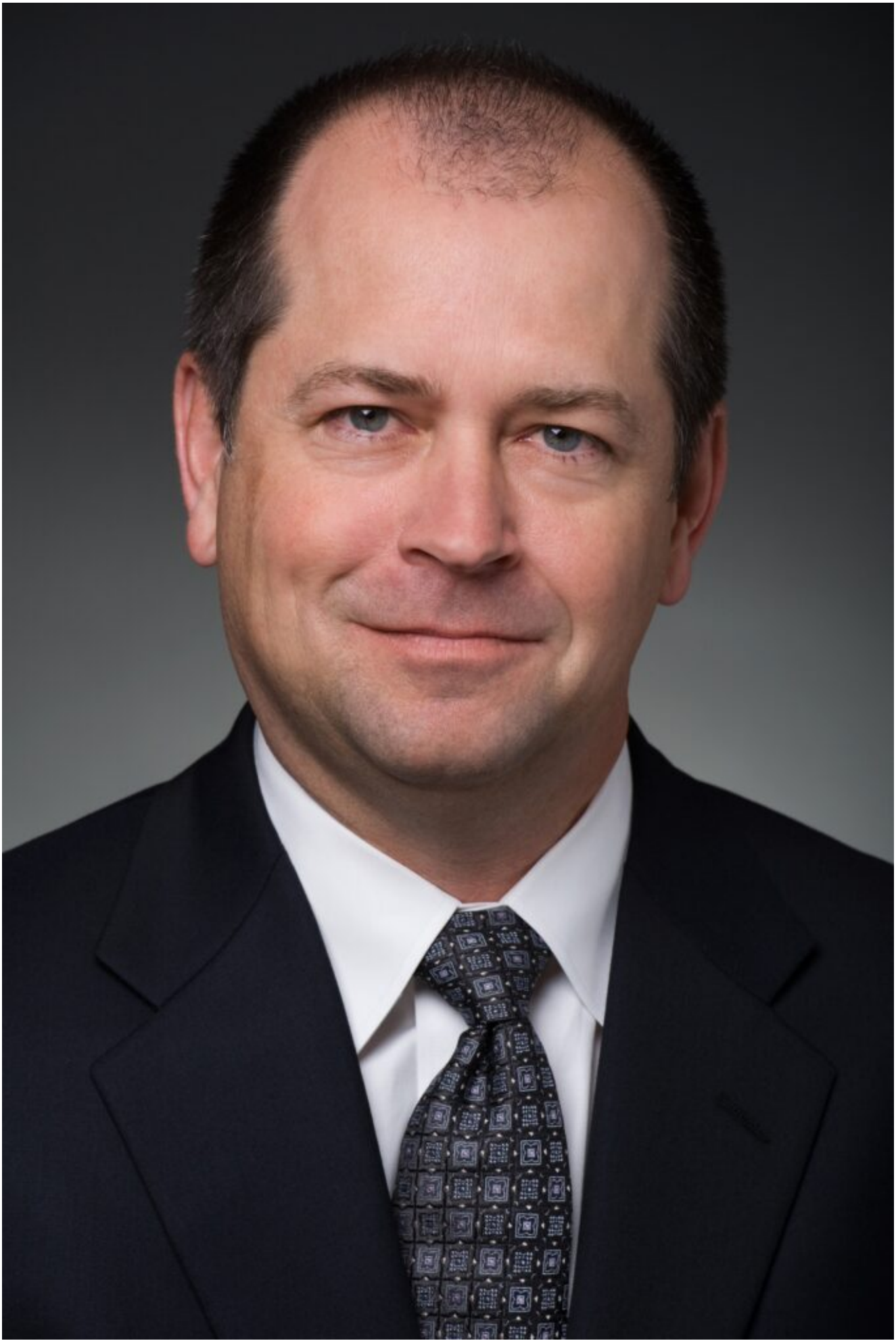
HII Names Chris Kastner President and CEO



HII’s Christopher Kastner, who will become president and CEO on March 1. *HUNTINGTON INGALLS INDUSTRIES*

NEWPORT NEWS, Va. – Huntington Ingalls Industries announced Jan. 27 its board of directors elected Chief Operating Officer Chris Kastner to become HII president and chief executive officer, consistent with the company’s succession plan. The board also elected President and CEO Mike Petters to become executive vice chairman of the board for a transition period. Both changes are effective March 1.

Petters and Kastner, who has acted over the past decade as chief financial officer, head of corporate strategy and divisional financial officer, are credited with nurturing the company’s current $48 billion shipbuilding backlog. The pair also steered its recent technology-oriented acquisitions to strengthen and broaden the capabilities HII delivers to customers.

“We’ve spent the past 11 years building a company for the 21st century,” said Petters, who took the helm of HII when Northrop Grumman spun off its shipbuilding business in 2011, after leading in various capacities for 24 years within HII’s shipbuilding divisions. “HII is now that company, with a leadership team and portfolio to serve our nation’s critical national security needs. I am proud of the work we have done together and excited to watch the company fulfill its promise. I have complete confidence in Chris and the senior leadership team in this next chapter.”

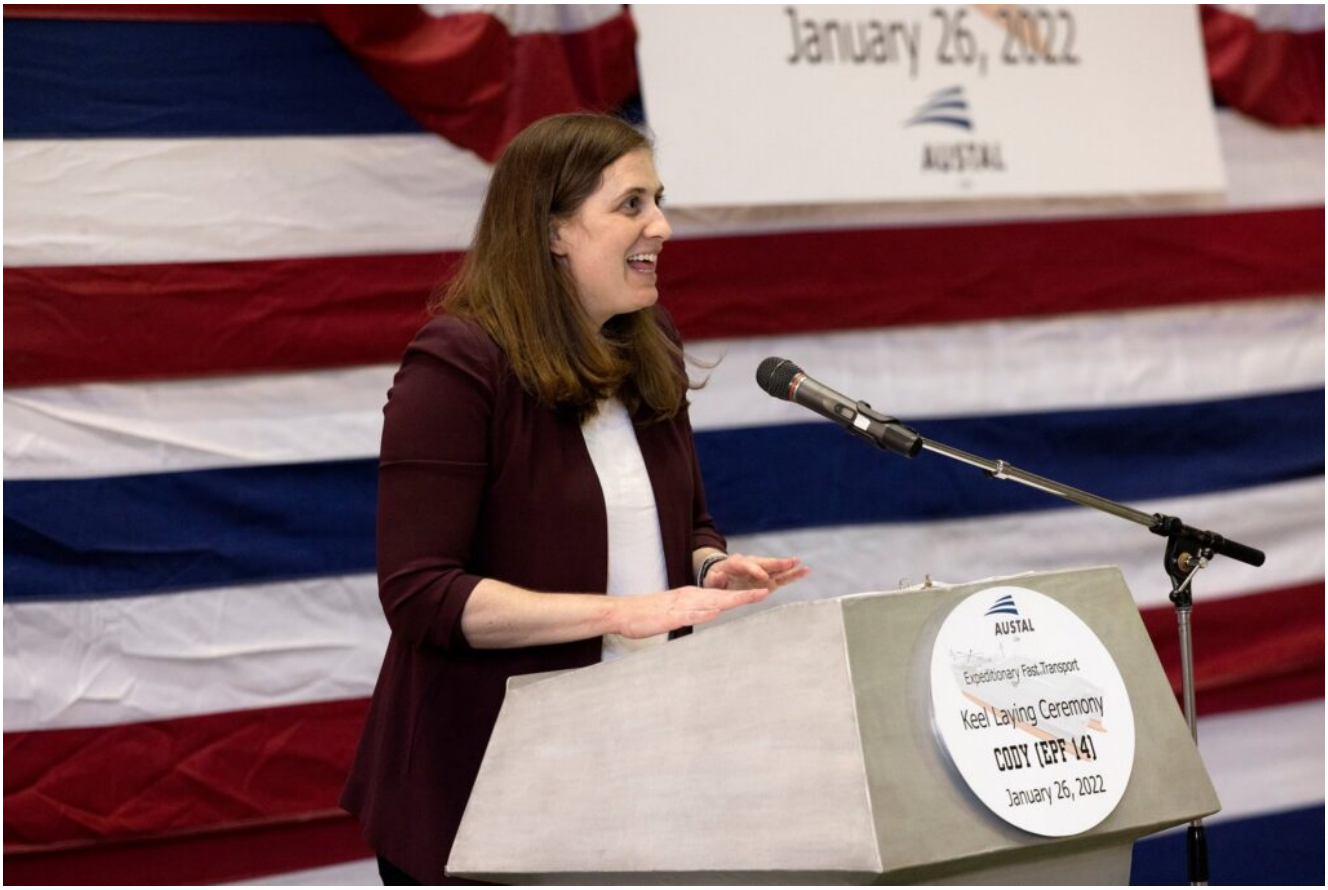
Starting March 1, Petters will support the leadership transition as executive vice chairman and will remain an HII employee through 2022, during which time he will continue to represent HII. Succeeding Petters as CEO, Kastner brings extensive leadership and program management experience. Kastner was promoted to his current COO position in February 2021, after serving as HII’s executive vice president and chief financial officer since March 2016. Kastner also served

as vice president and CFO for HII's Ingalls Shipbuilding division based in Pascagoula, Mississippi. Prior to HII's spin-off from Northrop Grumman in 2011, he held increasingly responsible positions on the B-2, Joint STARS and Global Hawk programs, and served as corporate director of strategic transactions. His selection to succeed Petters is part of HII's multi-year succession planning process.

"Given HII's support for national security, the company takes business continuity extremely seriously," said Kirk Donald, chairman of the board of HII. "We are grateful to Mike for his immeasurable contribution to the nation, and for what is now a supremely responsible leadership hand-off. The entire board joins me in congratulating Chris as he takes the helm of HII. The company's workforce and customers can be confident that HII's work will carry on with the same great sense of mission and service to our customers and our country."

In addition to overseeing HII's growth during his leadership tenure, Petters has also become a leading voice in the business community on matters of ethics, pre-K education and workforce development. Petters will also continue to serve as chairman of the board of governors of the Aerospace Industry Association, an advocacy organization on behalf of aerospace and defense companies.

Austal USA Celebrates Keel Laying for Navy's Future Flight II EPF Cody



Averil Spencer, sponsor of the future USNS Cody, speaks at the keel laying ceremony. *AUSTAL USA*

MOBILE, Ala. – Austal USA celebrated the Jan. 26 keel laying of the future USNS Cody (EPF 14) at its ship manufacturing facility in in Mobile, Alabama, the company said in a release.

Cody is a Spearhead-class expeditionary fast transport (EPF), one of 15 the Navy has contracted Austal to build. The ship is the first U.S. Navy ship named for the city of Cody in Wyoming.

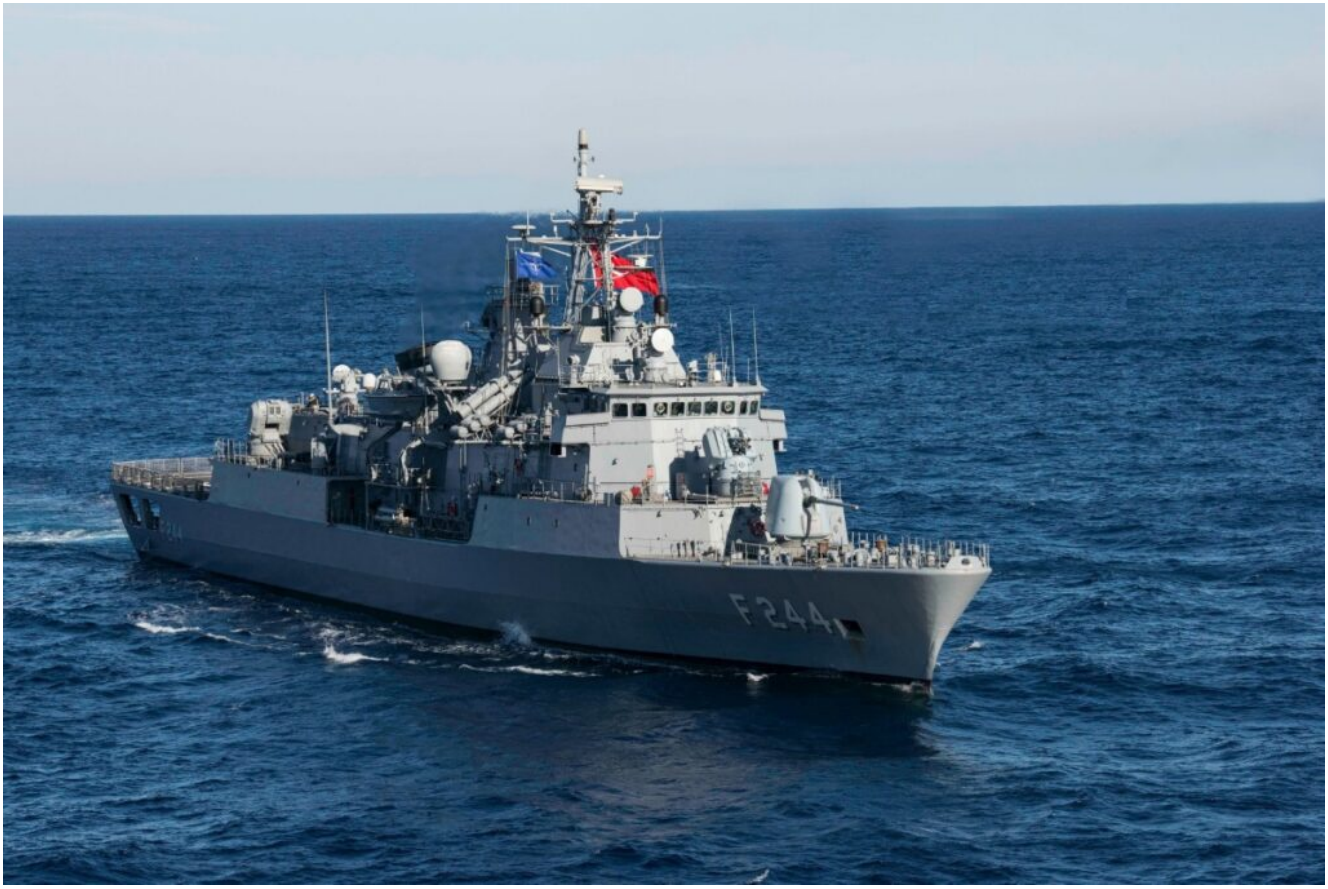
A keel laying ceremony is the formal recognition of the start of a ship's construction. At Austal USA, the keel laying symbolically recognizes module erection in final assembly and the ceremonial beginning of a ship.

The ship's sponsor is Averil Spencer, founder and executive director of Launch gURLs, a nonprofit that aims to close the gender gap in economic opportunities through entrepreneurship programming for adolescent girls globally. In honor of the

U.S. Navy ship keel laying tradition, Spencer welded her initials onto a metal plate that will be installed in the ship. She was assisted by Austal USA A-class welder Amy Cunningham.

T-EPFs 14 and 15 will be built as Flight II variants. The Flight II Variant is an adaptive, modular package that can better host an embarked unit or be set up as a Role 2E medical facility, capable of performing primary surgery, resuscitative trauma surgery, critical care, oxygen generation, blood operations, laboratory functions, and associated ancillary services. The Flight II variant also incorporates an 11-meter workboat for mission use.

Turkish frigate serving as flagship for NATO Operation Sea Guardian in Mediterranean



The Turkish frigate TCG Barbaros is serving as flagship for NATO's Operation Sea Guardian focused patrol. *NATO ALLIED MARITIME COMMAND*

MEDITERRANEAN SEA – NATO is continuing its Operation Sea Guardian with its first focused patrol for 2022.

Turkish frigate TCG Barbaros is currently deployed to the Eastern Mediterranean Sea and is serving as flagship for NATO's current OSG focused patrol.

According to a statement from NATO Allied Maritime Command, Barbaros's three-week deployment is the first of six Operation Sea Guardina-focused operations scheduled this year and will run until Feb. 12, 2022.

"This focused patrol incorporates maritime patrol aircraft from Greece, Poland and Turkey in addition to submarines from Greece and Turkey in support of the flagship," the statement said. "Simultaneously, Standing NATO Maritime Group 2 comprised of the flagship ITS Margottini, ESPS Blas de Lezo and TCG Goksu will be deployed in the Eastern Mediterranean

Sea, contributing NATO's maritime situational awareness efforts."

According to MARCOM, Operation Sea Guardian is a non-Article 5, "collaborative, year-round maritime security operation designed to maintain maritime situational awareness, deter and counter terrorism activity and build capacity and interoperability among NATO Allies and partners."

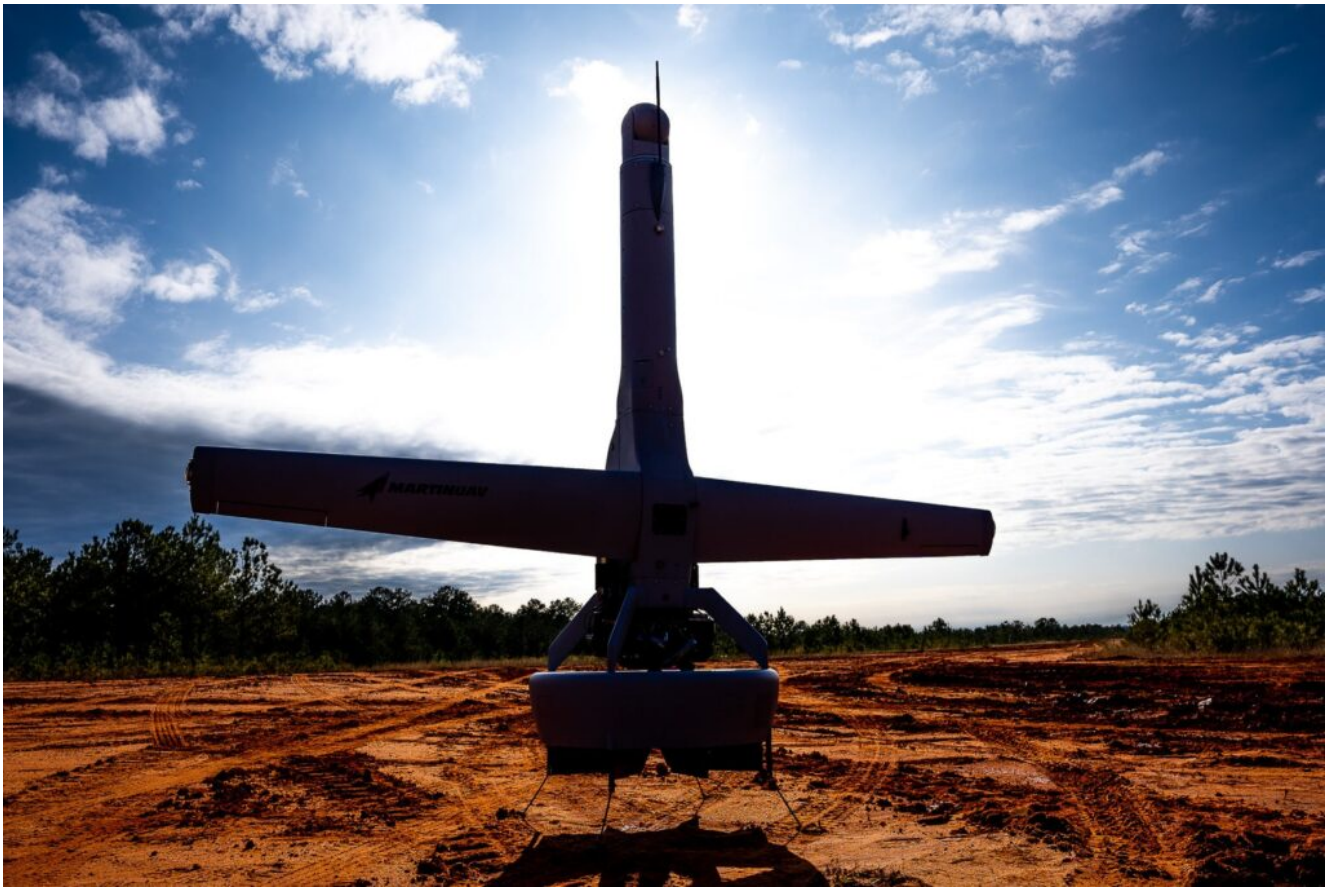
Aimed at working with Mediterranean stakeholders and partners, the operation has been conducting focused patrols at specific areas of interest in the Mediterranean Sea. Operation patrols commenced in 2016 to "maintain an accurate picture of the maritime environment and contribute to the safety and security in the region."

NATO's website states that "Operation Sea Guardian is a flexible operation that can potentially cover the full range of NATO's maritime security operation tasks. At present, it is operating in the Mediterranean and is conducting three MSO tasks: maritime security capacity building and support to maritime situational awareness and to maritime counter-terrorism."

As needed, Operation Sea Guardian can also be directed to uphold freedom of navigation, conduct maritime interdiction, fight the proliferation of weapons of mass destruction and protect critical infrastructure.

"I cannot think of a better example that speaks to the relevance of inter-agency cooperation than Operation Sea Guardian," said Allied MARCOM's commander, Royal Navy Vice Adm. Keith Blount, speaking at the NATO Maritime Security Conference last year at Souda Bay, Crete. "Our obligation to ensure maritime security in the Mediterranean requires a multitude of actions, in collaboration with our allies and partners, and represents the full spectrum of capabilities that we possess."

Canadian Coast Guard Conducts Sea Trials of V-BAT UAS



A V-BAT vertical takeoff and landing unmanned vehicle. *MARTIN UAV*

OTTAWA, Ontario – Kongsberg Geospatial has successfully conducted sea trials of the Shield AI V-BAT unmanned aerial system on behalf of the Canadian Coast Guard, operating from a small cargo vessel far offshore in international waters, Kongsberg announced Jan. 25.

The Canadian Coast Guard is conducting trials of the long-endurance, vertical takeoff and landing UAS surveillance system for possible deployment on Canadian Coast Guard Vessels under a project funded by Defence Research and Development Canada. The Shield AI V-BAT aircraft was selected due to its

unique ability to combine VTOL from the small confines aboard ship with the long endurance of a fixed-wing aircraft while carrying multiple sensors.

Kongsberg Geospatial teamed with Shield AI to deploy the V-BAT VTOL UAS for a three-day sea trial in international waters in the Gulf of Mexico. The trials tested the capability of the aircraft to provide rapid launch and recovery, long endurance, and confined space takeoff and landing from a moving vessel in a variety of weather conditions, during the day and night. In addition to tracking and identifying other ships at long ranges, the flights conducted a variety of simulated missions designed to emulate real-world situations where the Canadian Coast Guard would use the drones. These included locating and tracking dye patches that simulated wreckage or oil spills and locating life preservers in choppy seas and in a variety of weather conditions.

The V-BAT operators used Kongsberg Geospatial's IRIS UxS software to safely pilot the aircraft at long ranges from the launch vessel. The IRIS software provides a comprehensive situational awareness picture of the operational airspace, data from a variety of sensors and data feeds and shows the location of other aircraft and surface ships, as well as the launch vessel and the "ownship," or drone being operated.

Sensor data feeds from the cameras and sensors carried by the UAS were ingested, at real-time, into the Kongsberg Geospatial Modular ISR Data Analysis and Storage system. The MIDAS system records video and other data from the UAS, and serves as a "mission intelligence coordinator" to view current and historical sensor feeds of the UAS within a temporal and geospatial context to increase sensor utilization effectiveness.

"While the sea conditions were perhaps a little rougher than expected, they were ideal for testing the launch and recovery

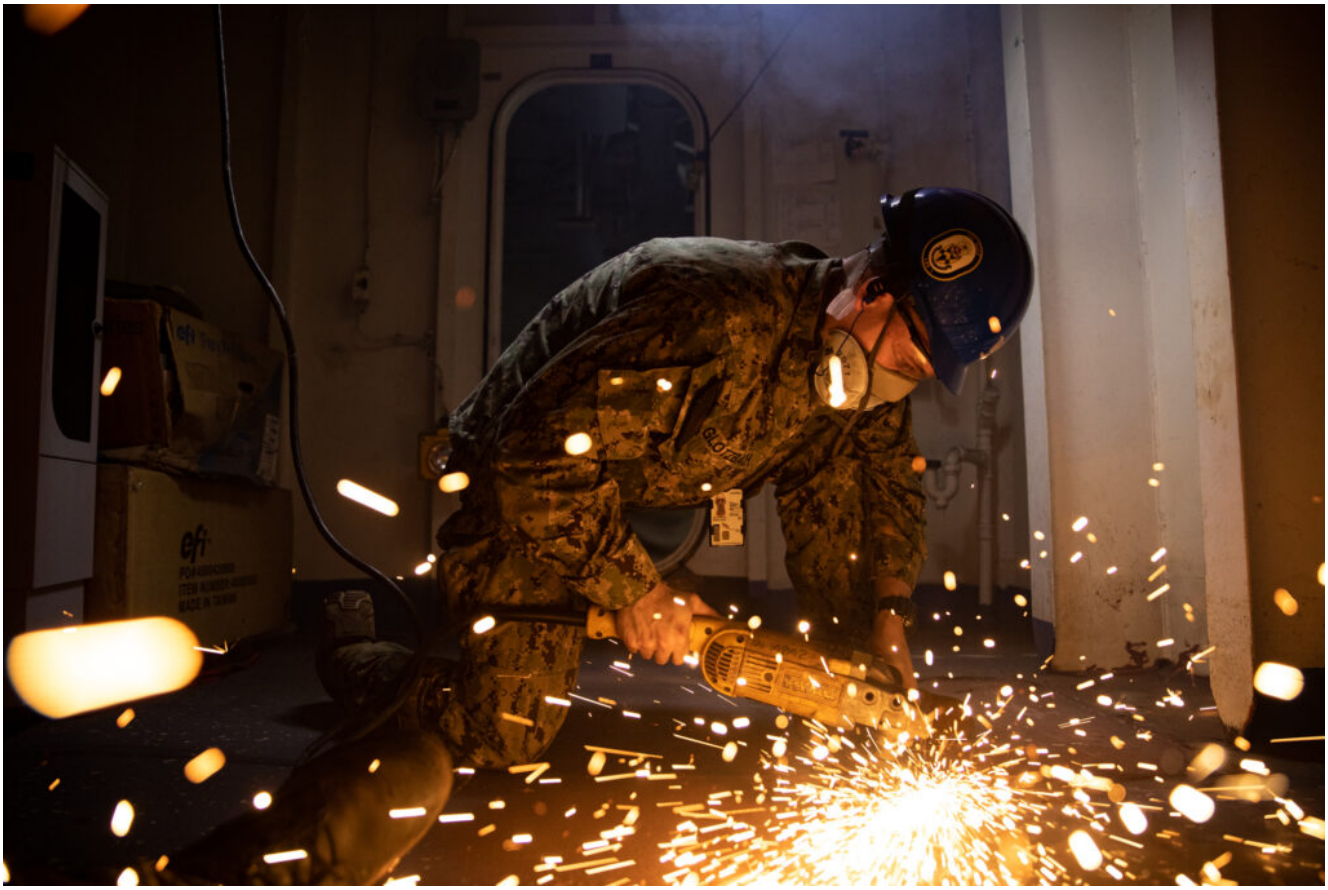
capabilities of the V-BAT from a small ship under the kind of conditions you might expect during real operations," said Rex Hayes, a retired U.S. Navy and Coast Guard officer and the director of Unmanned Systems at Kongsberg Geospatial. "We were also very pleased with the performance of IRIS and the MIDAS system when handling integrated sensor data feeds from extended missions."

Trials like these are important to the continued health of the industry, according to Brandon Tseng, Shield AI's cofounder and former U.S. Navy SEAL. "We love supporting our allies. It will take strong partnerships – technological, military, and economic – to maintain stability during challenging times. Sharing tech like the V-BAT strengthens strategic relationships and contributes to global stability. Our recent engagement with the Canadian Coast Guard and Kongsberg exemplifies our commitment to ensuring our allies have the cutting-edge technology and products they need."

This series of endurance trials is the second set of flight trials of the Shield AI V-BAT conducted by the Canadian Coast Guard. The first series of flight trials were conducted at a UAS test range in Oklahoma last year to establish flight characteristics of the aircraft. The V-BAT was developed by Martin UAV, which was acquired by Shield AI last year. Kongsberg Geospatial is a subsidiary of Kongsberg Defence & Aerospace.

Navy Ship Construction,

Repair Hampered by Lack of Suppliers, Skilled Workers



Mass Communication Specialist 3rd Class David Glotzbach grinds deck braces aboard the amphibious assault ship USS Wasp (LHD 1), July 22, 2021. Wasp was in a dry-dock selected restricted availability at BAE Shipyards as part of a planned maintenance period. *U.S. NAVY / Mass Communication Specialist 2nd Class Benjamin F. Davella III*

ARLINGTON, Va. – A senior Navy shipbuilding executive said some weaknesses in the ship construction and repair enterprise is hampered nationally by a shrinking supplier base and a lack of skilled workers.

"Material availability is a challenge," said Matt Sermon, executive director of the Program Executive Office – Strategic Submarines, speaking Jan. 13 at the Surface Navy Association's annual symposium in Arlington.

A former nuclear-trained surface warfare officer, Sermon said

for new construction of ships, schedule and quality of material is an issue, calling material among the top issues driving schedules affecting ship repair availabilities and new construction progress.

Sermon said the end of the Cold War and the resulting so-called “peace dividend” in the early 1990s through the current era meant the number of suppliers for the submarine industrial base declined from 17,000 to 5,000, with submarine construction at a rate of less than one per year. He noted an analogous decline for surface ship construction, with the slow rate of destroyer construction and the completion of cruiser and frigate construction programs.

Globalization of industrial production also reduced the capacity of the U.S. industrial base, he said. Unlike two build-ups in response to large demand in the past, the current great power competition with the rise of China and Russia is trying to respond in the face of significant loss of commercial industrial base available to turn to defense production.

Regarding the strategic competition, Sermon said, “we weren’t on the front end of it and we’re dealing with that now.”

His list of fragile market sectors includes castings, forgings, fittings, valves, mechanical and electrical equipment.

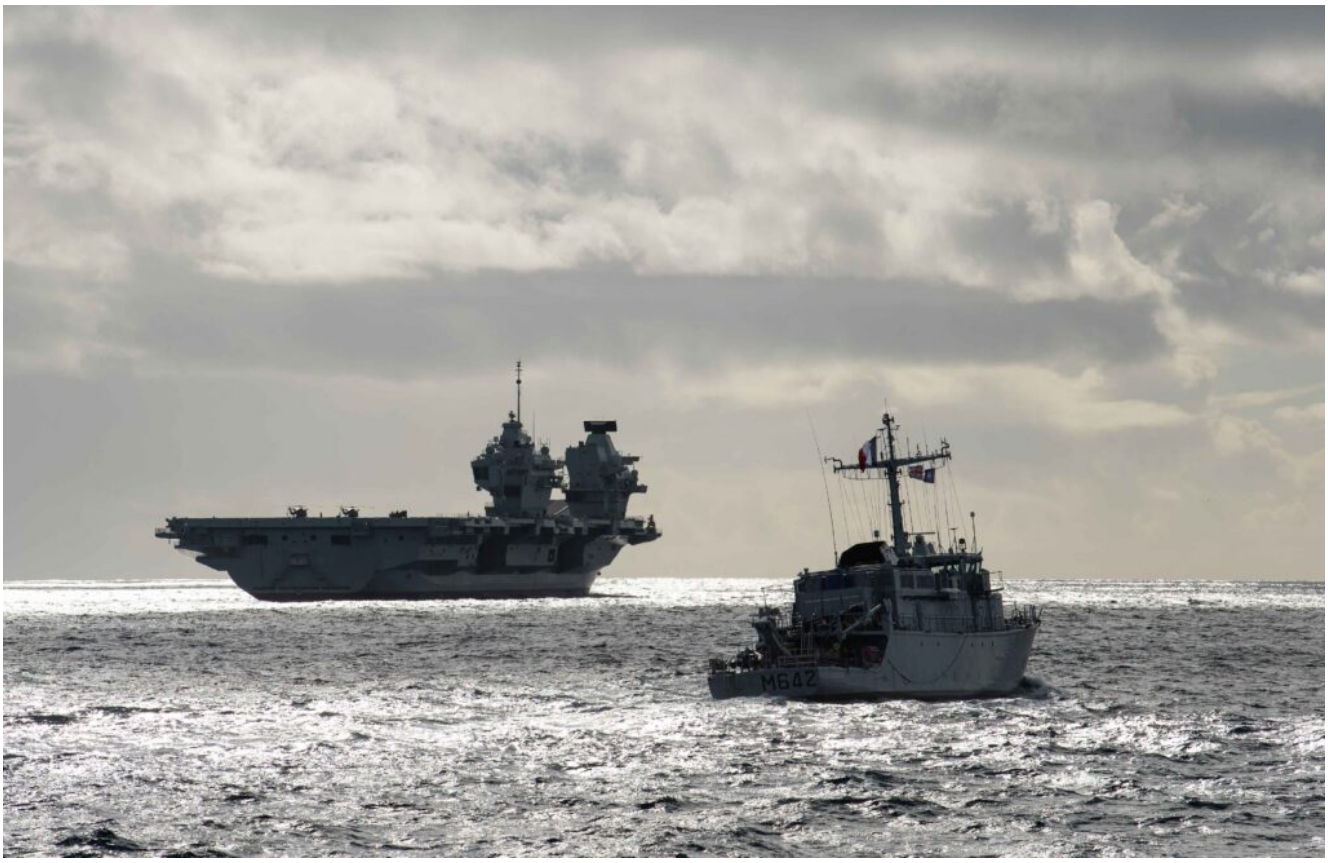
Sermon also said, “we’re a little slow to adapt on technology when it comes to manufacturing,” including additive manufacturing, robotics and automation and non-destructive testing technology.

He also said some requirements need “some updating and some rethinking, and some innovation,” but the use of data analytics and artificial intelligence is helping address delays and shortages

Sermon stressed the United States no longer has the “high-skilled technical-trade workforce underlying foundation,” a condition he attributed to the service economy and the emphasis on a college education for young people.

Throughout the shipbuilding and repair sectors there is a pressing need for more workers with the right skills, including welders, fitters, machinists, and electricians, he said, although industry partnering with technical training schools to train new workers is helping the situation.

UK Royal Navy takes NATO Response Force Helm, with Carrier as Flagship



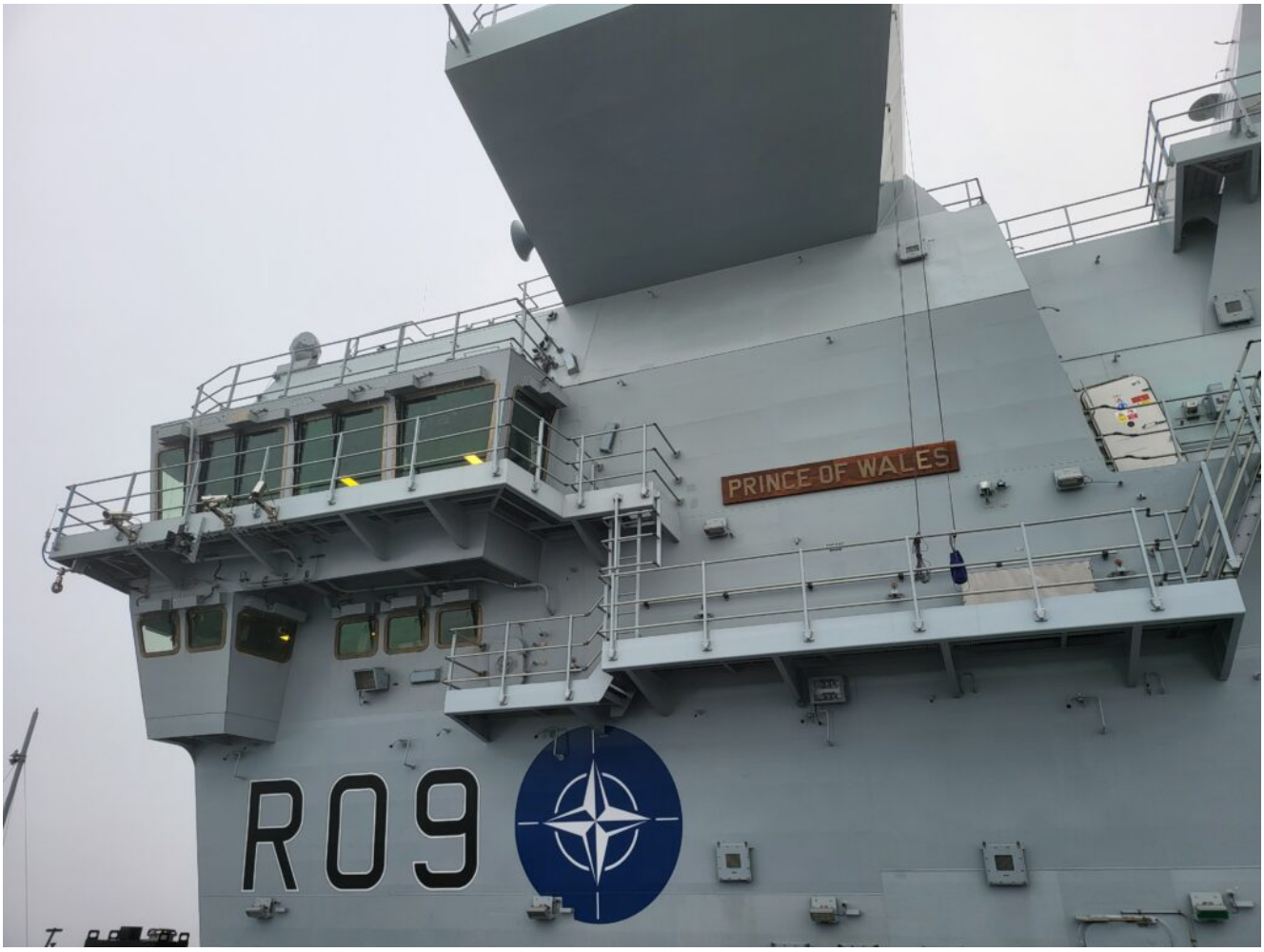
The UK Royal Navy aircraft carrier HMS Prince of Wales is pictured at sea, working with NATO task groups, during the alliance's Dynamic Mariner exercise off the United Kingdom in late September 2021. The exercise was part of the certification process for the U.K. taking command of the NATO Response Force (Maritime) for 2022. *NATO MARITIME COMMAND*
The UK Royal Navy has taken command of the NATO Response Force (Maritime) task force, with a transfer-of-command ceremony held onboard the U.K. aircraft carrier HMS Prince of Wales at HM Naval Base Portsmouth, U.K. on Jan. 11.

NRF-M command rotates annually and the U.K. has handed over from the French navy. Under Rear Adm. Michael Utley, commander, U.K. Strike Force and NATO high-readiness maritime force commander, the U.K. will have the helm for 2022, with Prince of Wales as flagship in the role of afloat command platform.

In the ceremony onboard the carrier, the ship's commanding officer, Capt. Steve Higham said as Prince of Wales begins its service life, it was "entirely fitting that we start that journey as a NATO aircraft carrier." During 2022, Prince of Wales will lead maritime task groups across the Euro-Atlantic theatre, including in the Arctic and the Mediterranean. The carrier will also remain at very high readiness to respond as required to contingency operations.

Sister carrier HMS Queen Elizabeth deployed to the Indo-Pacific during its own inaugural deployment, between May and December 2021.

"If [that] deployment was a manifestation of our Prime Minister's 'Global Britain' vision, then Prince of Wales' year as a NATO command platform is a clear statement of intent by our government of the U.K.'s equally important and steadfast commitment to NATO," Higham said. The U.K. is resolute and enduring in its commitment to security, stability, and peace in the Euro-Atlantic theater, he added.



Prince of Wales is pictured carrying the NATO roundel. The carrier will operate as flagship and afloat command platform for NRF-M. *LEE WILLETT*

Integrating U.K. carrier strike capability with NATO, the carrier and its multinational battle staff will work with ships, aircraft, submarines and drones from allies and partners, the CO said.

In a media briefing onboard Prince of Wales prior to the ceremony, Higham said, in the context of challenges posed by potential adversaries, “the great advantage for us is that we will be working with partners and allies from across the NATO alliance, and that strength in depth is what gives us the real edge.”

The carrier will embark airwing and other capabilities as required for specific operations.

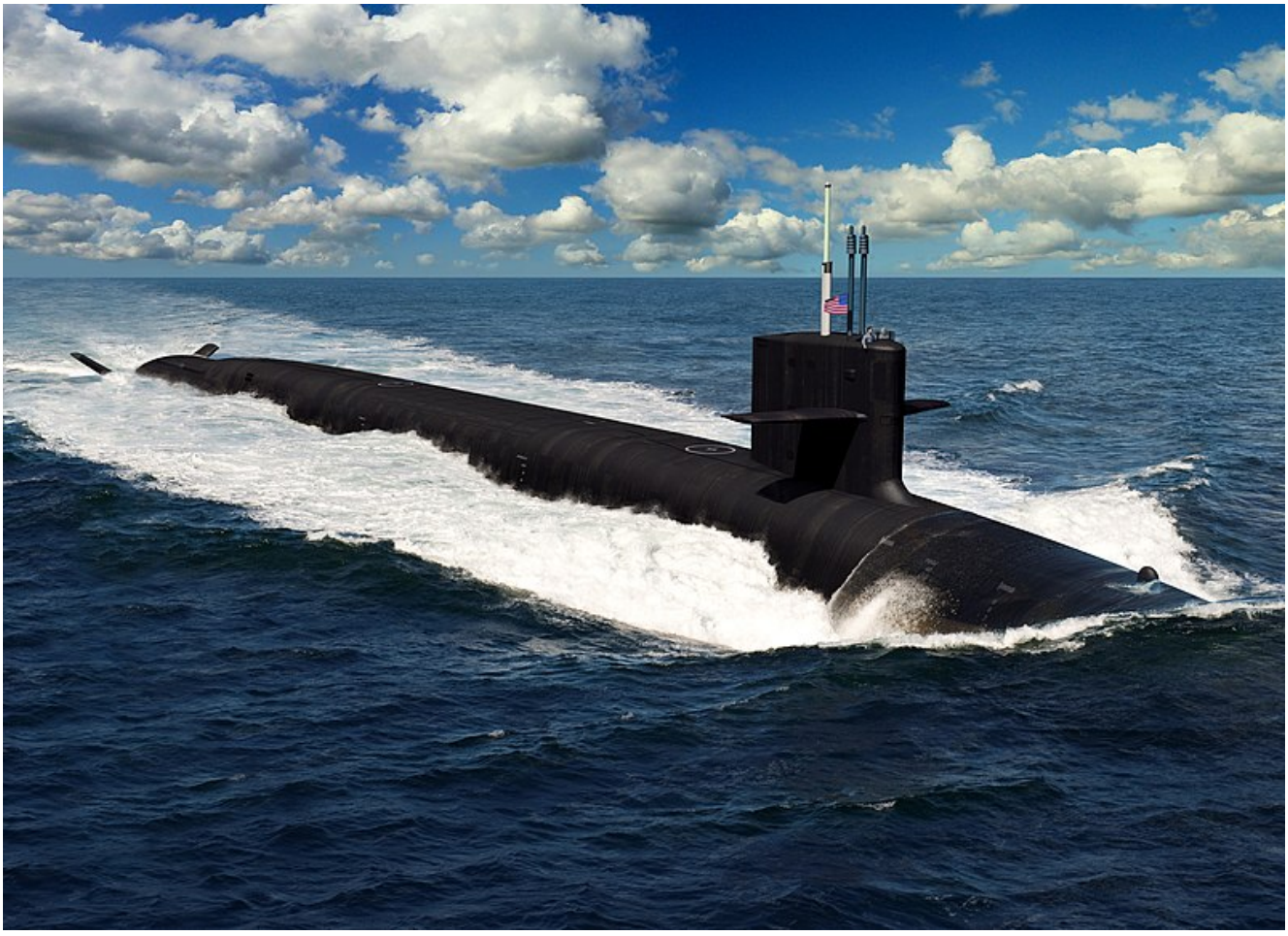
“My job as the CO of Prince of Wales, as the flag captain, is

to make sure this deck is ready to receive helicopters, aircraft and drones from across the NATO alliance, and be ready to work alongside ships and submarines from our partners and allies," he said. The job of a command platform is to be flexible and ready to respond, he added.

Higham noted that the ship had received an uplift in command-and-control capability to enable interoperability with NATO partners.

The 65,000-ton carrier was commissioned in December 2019, was declared fully operational on Sept. 30, 2021, and spent much of 2021 in operational generation for the very-high-readiness role as Naval Response Force -Maritime flagship.

Bollinger to Build Pontoon Launcher for General Dynamics Electric Boat



An artist’s rendering of the future U.S. Navy Columbia-class ballistic missile submarines. *U.S. NAVY*

LOCKPORT, La. – Bollinger Shipyards LLC will construct a new pontoon launcher for General Dynamics Electric Boat to support the construction and launching of the United States’ Columbia-class ballistic-missile submarines (SSBNs), which will replace the aging Ohio-class of SSBNs and is a top strategic defense priority for the United States.

“Bollinger Shipyards is excited to expand our ongoing relationship with Electric Boat and to continue to support the capitalization and infrastructure improvements that Electric Boat has undertaken in reshaping and modernizing its Groton shipyard,” said Bollinger Shipyards President and CEO Ben Bordelon. “We’re honored to have been selected to build this pontoon launcher with the quality craftsmanship of the hardworking men and women of Bollinger Shipyard and we continue to be laser-focused and committed to being a leader in pushing our industry forward and ensuring that the U.S.

Industrial Base is fully self-sufficient.”

“Electric Boat continues to expand and upgrade its infrastructure to support construction of the Columbia class, the nation’s top strategic defense priority,” said Joe Drake, vice president, Real Estate and Facilities, General Dynamics Electric Boat. “Our partnership with Bollinger is an important part of that strategy.”

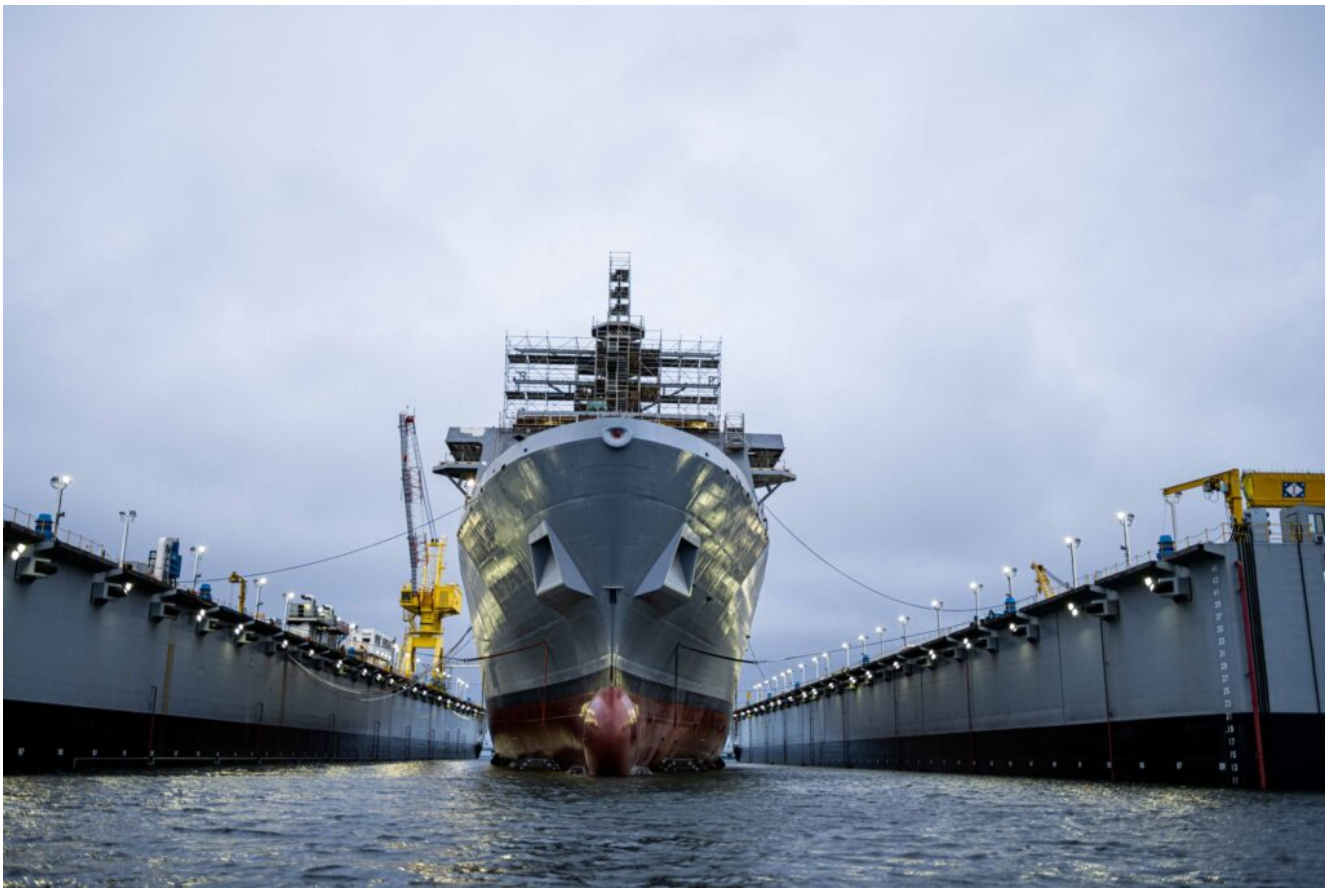
The concept and contract design for the 496-foot-by-95 foot pontoon launcher was performed by the Bristol Harbor Group in Rhode Island. The detail design engineering will be performed at the Bollinger facility in Lockport, Louisiana. The launcher is scheduled to be delivered to Electric Boat’s Groton, Connecticut, shipyard in 2024.

Electric Boat is the prime contractor on the design and build of the of the Columbia-class SSBN.

This is Bollinger Shipyards’ third contract awarded with Electric Boat. In late 2019, Bollinger Shipyards was selected to construct the ocean transport barge for Electric Boat, which was delivered in 2021 and in late 2020, Bollinger was selected to construct a floating dry dock, all of which support the construction and maintenance of the Columbia-class SSBN.

HII Launches Amphibious Transport Dock Richard M.

McCool Jr.



Huntington Ingalls Industries launched amphibious transport dock ship Richard M. McCool Jr. on Jan. 7. *HUNTINGTON INGALLS INDUSTRIES*

PASCAGOULA, Miss. – Huntington Ingalls Industries' Ingalls Shipbuilding division announced Jan. 7 the successful launch of amphibious transport dock Richard M. McCool Jr. (LPD 29).

Richard M. McCool Jr., the 13th LPD in the San Antonio class of amphibious assault force ships, will support U.S. amphibious assault, special operations and expeditionary warfare missions through the first half of the 21st century.

"The LPD class ships, like all of our programs, are critically important to U.S. national security," said Kari Wilkinson, president of HII's Ingalls Shipbuilding division. "In addition, thousands of Americans, from engineers to electricians, have worked on LPD 29 over the years. Ingalls Shipbuilding is proud to build them and even more proud of the

talented people that make up our shipbuilding team.”

With the assistance of tugs, Richard M. McCool Jr. came off the floating dry dock Wednesday morning, after first being translated via Ingalls’ rail car system. The dock was moved away from the pier and then ballasted to float off the ship.

Launching Richard M. McCool Jr. is the first of a series of significant milestone events in bringing the ship to life, and eventual delivery to the U.S. Navy which is planned for later next year.

Ingalls Shipbuilding is building the entire San Antonio class of ships, the newest addition to the Navy’s 21st century amphibious assault force. The 684-foot-long, 105-foot-wide ships that displace 25,000 tons are used to embark and land Marines, their equipment and supplies ashore via air cushion or conventional landing craft and amphibious assault vehicles, augmented by helicopters or vertical takeoff and landing aircraft such as the MV-22 Osprey.

Leonardo DRS Taps Cari Ossenfort as VP/GM for its Naval Electronics Business

Cari Ossenfort, Leonardo DRS' new senior vice president and general manager of Naval Electronics. *LEONARDO DRS*

ARLINGTON, Va. – Leonardo DRS Inc. has named Cari Ossenfort as the senior vice president and general manager of the company's Naval Electronics business unit, responsible for the business by leading operations, programs, business strategy and future growth opportunities, the company announced Jan. 6.

Ossenfort brings more than 20 years of experience in engineering, operations and leadership in the defense and commercial industries, including working on a range of programs for U.S. military and government agencies.

Most recently, she was the Leonardo DRS corporate vice president of operational excellence and quality, responsible for the creation, evolution, growth and strategy for that program. In her time in the role, Ossenfort successfully developed and executed company-wide performance improvement initiatives across eight business units and the corporate office by addressing operational inefficiencies and driving standardization throughout the more than 6,500-person employee base.

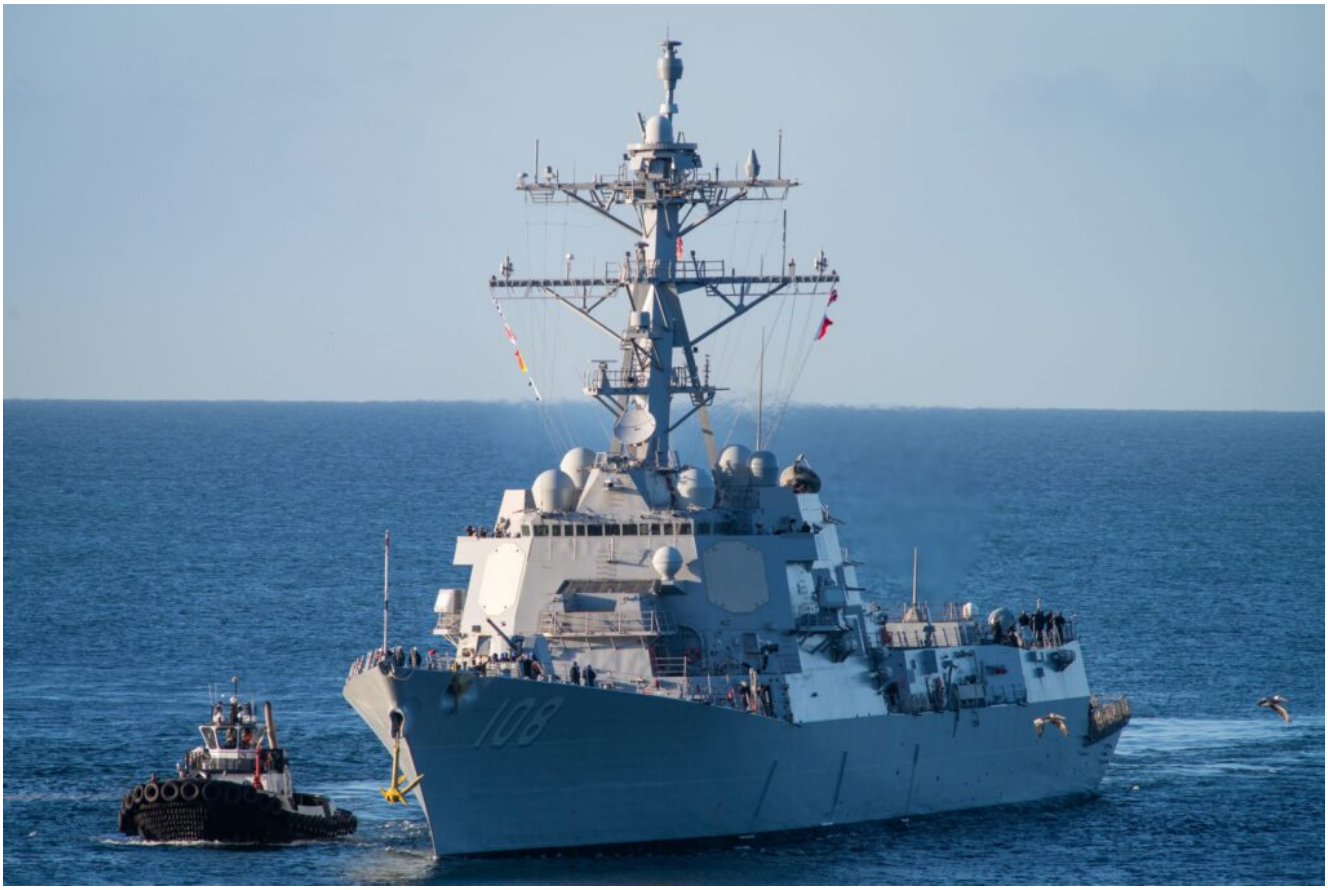
“We are excited to have someone of Cari’s caliber lead our Naval Electronics business,” said Bill Lynn, CEO of Leonardo DRS. “Her experience, foresight and leadership qualities will help chart a clear path forward to grow the business and support our important U.S. Navy customer in existing and future programs.”

Before her role leading the Leonardo DRS operational excellence program, she was the vice president and general manager for the L3 Infrared Products group leading the infrared focal plane business in Dallas, Texas.

Ossenfort is a trained engineer and has held multiple senior engineering, operations, and management roles in previous positions at Leonardo DRS, Raytheon, Texas Instruments and Avery Dennison. She received her engineering degree and master’s in business administration from Auburn University.

The Leonardo DRS Naval Electronic business is a leader in naval computing infrastructure, network and data distribution and middleware enterprise services, as well as world-class advanced manufacturing and support capabilities of critical importance to the U.S. Navy and other military branches.

Aegis Going Through Substantial Digital Transformation, Lockheed Martin Says



USS Wayne E. Meyer (DDG 108) arrives recently at Naval Surface Warfare Center, Port Hueneme Division with the help of a tug boat. The ship's namesake is the late Rear Adm. Wayne Meyer, widely recognized as the Father of the Aegis Weapon System, considered a cornerstone of the military service. *U.S. NAVY / Photo by Eric Parsons*

ARLINGTON, Va. — The Aegis Combat System is going through substantial digital transformation as its processing speed is increased and more sensors and weapons are integrated with it, a Lockheed Martin official said.

The Aegis Combat System's "relevance to the fleet has never been greater," said Jon Rambeau, Lockheed Martin's vice president and general manager for Integrated Warfare Systems and Sensors, in an interview with *Seapower*.

Rambeau, who formerly worked with the company's Acoustic Rapid Capability Insertion programs to periodically and rapidly upgrade U.S. Navy submarine sensor capabilities through software refreshes, is now continuing the same concept with Aegis.

The company is implementing automated test capabilities for Aegis. Rambeau cited the implementation of those on Baseline 10 version as “the most comprehensive evolution of Aegis we’ve ever undertaken. … So, we we’ve automated about 20,000 of our software test procedures as part of our Baseline 10 efforts to try to improve our efficiency and speed of capability to the fleet.”

He said the company is “working to implement model-based engineering processes across the board with the goal of getting the same quality product we’ve always delivered but getting that to the fleet much more rapidly. So, we’re focused on speed of capability to make sure we’re keeping the fleet relevant.”

In a broader perspective, Rambeau said the company is working to focus its culture on creating an environment where government, small business and academia can integrate efforts with the company to work seamlessly across the Aegis enterprise. He credited the work of the Forge, a Navy software development “ecosystem” activity designed to field advanced capability more rapidly, and said the company is working to be positioned to receive the capabilities developed by the Forge “and make sure we’re bring the systems engineering rigor and the collaboration to support the responsible integration of those capabilities into the Aegis baseline.”

Rambeau also said the company is working to keep Aegis relevant by integrating future hard-kill and soft-kill capabilities, including that of reducing the cost per kill of systems to defeat ballistic and hypersonic missiles. He cited the company’s HELIOS laser weapon system, which is the first laser weapon system integrated with Aegis and is going through its first installation on the Arleigh Burke-class guided missile destroyer USS Preble.