



AMPHIBIOUS WARSHIP
INDUSTRIAL BASE COALITION

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Contact: Madeline Skahill

Tel: 202-585-2021

Email: mskahill@amphibiouswarship.org

Large and Small Companies from Across the Country Celebrate the U.S. Navy's Newest Amphibious Warship

Companies in 44 states built parts and products to build USS *John P. Murtha* (LPD 26), the U.S. Navy's newest *San Antonio*-class amphibious warship which will be commissioned in Philadelphia, Pennsylvania on Saturday, October 8.

"The commissioning of the amphibious warship USS *John P. Murtha* (LPD 26) is a proud moment for the men and women of the more than 1,400 companies whose hard work and skills helped build this great ship," stated Brian Schires, Vice President of Naval Marine Programs, Rolls-Royce North America Inc. Rolls-Royce Marine North America built the propellers aboard USS *John P. Murtha* (LPD 26).

U. S. Navy amphibious warships like USS *John P. Murtha* (LPD 26) are often called the "[Swiss Army Knife](#)" of U.S. Navy combat ships because of the numerous, varied and unique capabilities they carry. The Navy-Marine Corps team requires, and the nation demands, the operational flexibility of amphibious warships to respond to crises around the world.

"I think the nation often overlooks the valuable technological skills and expertise of our workers and engineers required to build these massive and complex ships for the country's defense," Schires added.

Companies large and small from across the country provided steel, electronics, valves, pipes and hundreds of other parts to the production of USS *John P. Murtha* (LPD 26).

"The team of employees at Fairbanks Morse Engine is honored to have the opportunity to contribute to this successful ship in partnership with Ingalls Shipbuilding," said Marvin Riley, Fairbanks Morse President. Located in Beloit, Wisconsin, Fairbanks Morse built four Colt-Pielstick PC2.5 16 cylinder Main Propulsion Diesel Engines installed onboard USS *John P. Murtha* (LPD 26). Fairbanks Morse's diesel engines are durable enough to withstand the toughest of conditions.

"As with all ship programs, Global/SFC Valve is always honored to manufacture and supply critical material for the powerful LPD-class amphibious warships," says Bob Kirst, president and CEO of Global/SFV Valve Corporation. "All of our team members take great pride when our equipment leaves our plant and is installed onboard U.S. Navy ships, and we were especially honored when our material is installed on the honorable USS *John P. Murtha*."

Global/SFC Valve, located in Somerset, Pennsylvania, manufactures and supplies critical material for amphibious warships, including U.S. Navy standard valves and underway replenishment system equipment. Global/SFC Valve is one of the main suppliers of amphibious warship material in Congressman John Murtha's district. Kirst adds "John Murtha was a dynamic leader to our country and

PA-12, and we were proud to have shared his affection for his district. He raised the bar for residents and manufacturers combined.”

“With over 150 employees, it is imperative the large gap in construction schedules of amphibious warships minimizes. In order to maintain steady production at CLIMAX, our company is hopeful amphibious warships will continue to be built on a regular schedule,” says Kevin Vincent, Major Account Manager of Climax Portable Machining and Welding Systems. CLIMAX of Newberg, Oregon, is the world’s premier supplier of portable machining and welding equipment. CLIMAX provided the portable machinery equipment Ingalls Shipbuilding utilized in the construction of USS *John P. Murtha* (LPD 26).

CPV Manufacturing, located in Kennett Square, Pennsylvania, supplied the high pressure valves and fittings for USS *John P. Murtha* (LPD 26). David London, Vice President of Sales for CPV Manufacturing states “While the employees of CPV Manufacturing were proud to have contributed the highest quality materials for USS *John P. Murtha*, our employees are already preparing for the next amphibious warship project to come our way.” London adds “As the door of one amphibious warship project closes, we are hopeful for another to open in order to maintain a steady drumbeat of our production line at CPV Manufacturing.”

Currently, there are only 30 amphibious warships in the U.S. Navy – eight ships below the stated U.S. Marine Corps minimum requirement – and almost a third of these are unavailable due to much-needed maintenance. Therefore, to ensure future amphibious requirements are sustained, it is critical to maintain the hot production line between the building of amphibious warships - particularly between the currently under-construction LPD 28 and the first of the next generation of amphibious warships, LX(R).

“Approving construction of the next generation of amphibious warships will strengthen the industrial base by leveraging the many advantages offered by a hot production line and supply chain,” says Schires. “These advantages include acquisition and life cycle cost savings through production learning; batch-buying of material; mitigation of nonrecurring costs; and reuse of logistics support, training, maintenance, and outfitting products.”

The United States increasingly relies on the Marine Corps to quickly respond to global threats and crises. Since October 2011, Navy-Marine Corps teams aboard amphibious warships have been utilized more than 80 times. The continued building of new amphibious warships will both strengthen the industrial base and address the current amphibious warship shortage the United States Marine Corps requires.

To read more on USS *John P. Murtha* (LPD 26) and its various capabilities, please visit the commissioning website: <http://www.ussjohnpmurthacommissioning.org/the-ship.html>

To learn more about amphibious warships, please visit: <http://www.amphibiouswarship.com>