

JOINT DINNER MEETING
SNAME SD-5 PANEL AND
INTERNATIONAL HYDROFOIL SOCIETY

Thursday, 22 September 2011
Army Navy Country Club, Arlington, VA

5:30 to 6:30 Cash Bar - 6:30 to 7:30 Dinner - 7:30 to 8:30 Program

**Deli Buffet: Hot Soup; Mix of Breads & Rolls; Sliced Beef, Ham & Turkey;
Cheeses; Pasta, Potato & Green Salads; Brownies & Cookies; Coffee & Tea**

Price: \$25.00

To pay by credit card, by 16 September, go to www.foils.org/meeting.htm

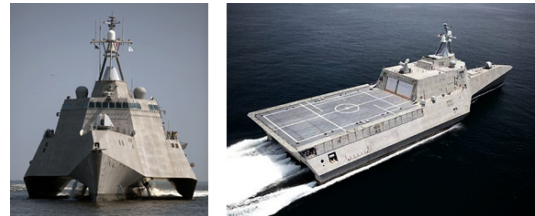
Make reservations by noon Friday, 16 September 2011
with Allen Ford at allenford@verizon.net or Bill Hockberger at w.hockberger@verizon.net

Please honor reservations. No-shows may be requested to cover costs incurred.

Note: *Ongoing construction at ANCC may limit parking space.*
Please arrive on time or a little early to avoid possible inconvenience.

USS Independence, LCS 2
Development, Construction, Operation

Mike Webster
Chief Naval Architect, Austal USA



One of the most unique and significant combatant ships in acquisition anywhere is Austal USA's aluminum trimaran Littoral Combat Ship. This ship is mainly designed to combat such asymmetric threats as mines, quiet diesel submarines and fast surface craft, primarily in the littorals, but it is fully capable of open-ocean operation. The trimaran hullform provides advantages in hydrodynamics and in payload capacity and arrangement and is a radical change from prior warship configurations. Delivery of LCS 2 *USS Independence* to the US Navy in December 2009 marked the culmination of nearly ten years of development by Austal. Eleven more LCS trimarans are under contract, with the second ship planned for delivery in 2012.

Mike Webster has been Austal USA's Chief Naval Architect for the past eight years. His responsibilities there have included developing the detail designs and production information for the LCS trimaran and JHSV catamaran. For four years prior to that he worked at Kvaerner Philadelphia, developing build strategies for the Matson 2600 and 2500 teu container ships and early planning for their 46,000 dwt product tankers. He had previously been the Disney Cruise Line's lead steel inspector at Fincantieri in Italy during construction of *Disney Magic* and *Disney Wonder*, preceded by five years at Ingalls Shipbuilding as lead naval architect for launchings, sea trials and drydockings of CG 47, DDG 51 and LHD 1 class ships. Mike studied naval architecture and marine engineering at Webb Institute of Naval Architecture and the University of Michigan.