USS Kansas City (LCS 22)

General Characteristics:

Awarded: December 29, 2010
Keel laid: November 15, 2017
Launched: October 19, 2018
Commissioned: June 20, 2020
Builder: Austal USA, Mobile, Ala.
Propulsion system: 2 LM2500 gas turbine engines, 2 diesel engines, 4 waterjets
Length: 418 feet (127.5 meters)
Beam: 104 feet (31.5 meters)
Draft: 13 feet (4 meters)
Displacement: Approx. 3,104 tons fully load
Speed: 47 knots
Armament: 1 Mk-110 57mm gun, 1 SeaRAM CIWS
Aircraft: 2 MH-60 helicopters
Homeport: San Diego, Calif.
Crew: 8 officers, 32 enlisted

CDR Brian Bungay

COMMANDING OFFICER, USS KANSAS CITY (LCS 22)

A native of Modesto, California, raised in Australia, Philippines and Japan, Cmdr. Brian Bungay was commissioned through the NROTC program and graduated from the University of Southern California in 2004 with a Bachelor of Science in Kinesiology and a Bachelor of Arts in History. He holds a Master of Arts in Human Resources Management from Webster University.

At sea, he served as gunnery officer and training officer aboard USS Milius (DDG 69); auxiliaries division officer aboard USS Ronald Reagan (CVN 76); combat systems officer aboard USS Taylor (FFG 50); and combat systems officer with Amphibious Squadron One (CPR 1). He most recently served as executive officer and commanding officer aboard USS Jackson (LCS 6) Blue Crew.

Ashore, he served at Navy Recruiting Command as the legislative affairs and enlistment incentives division head; combat systems officer at Afloat Training Group San Diego; and on the Littoral Combat Ship implementation team at Naval Surface Force, U.S. Pacific Fleet Command. He also completed a one-year tour in Iraq assigned to United States Forces Iraq (USFI) – J35 future operations.

His current assignment is commanding officer, USS Kansas City (LCS 22).

CDR Joseph Abrutz

EXECUTIVE OFFICER, USS KANSAS CITY (LCS 22)

A native of Cameron, Missouri, Cmdr. Joseph Abrutz graduated from the United States Naval Academy in 2006 with a Bachelor of Science degree in Economics.

At sea, Abrutz served aboard USS Comstock (LSD 45) as Communications Officer and Electronic Key Management System (EKMS) Manager; USS Jarrett (FFG 33) as Damage Control Assistant and the Board of Inspection and Survey Coordinator; USS Ross (DDG 71) as Chief Engineer; and Destroyer Squadron Fifteen as Future Operations Officer. He has completed numerous deployments to the Western Pacific, Eastern Pacific, Indian Ocean, Arabian Gulf and Mediterranean Sea.

Ashore, he served at Combined Task Force (CTF) Shore Battle Space as an action officer while assigned to U.S. Naval Forces Central Command (NAVCENT) in Bahrain; the United States Naval Academy as Seamanship and Navigation Instructor; and Afloat Training Group Mayport as Deputy Director for Engineering and Director for Combat Systems.

His current assignment is executive officer, USS Kansas City (LCS 22).

Abrutz is a graduate of Loyola University Maryland, holding a Master of Business Administration degree with a concentration in International Business.

His personal awards include the Navy and Marine Corps Commendation Medal (six awards), Navy and Marine Corps Achievement Medal and various campaign, service, and unit awards.

CMDCS (AW) Krystal A. Williams

COMMAND SENIOR CHIEF, USS KANSAS CITY (LCS 22)

CMDCS Krystal Williams is a native of Titusville, FL. She enlisted in the Navy after graduating from Daleville High School in 2003. After completion of Recruit Training at RTC Great Lakes, IL, she reported to NATTC Pensacola, FL for Aviation Electronics Technician "I" Level "A" School.

Williams's sea tours consist of FRCSE "VP Operational Detachment" serving as Avionics "I" Level Technician and deploying with VP-45, VP-4 as the Avionics Branch Leading Petty Officer and Quality Assurance Leading Petty Officer, and HSM-46 serving as the Maintenance Department Leading Chief Petty Officer, Quality Assurance Supervisor and Maintenance Control Supervisor.

Williams's shore duties consist of RADAR and Communications Instructor and Course Curriculum Model Manager at Center for Naval Aviation Technical Training Unit, Jacksonville, FL, and Leading Chief Petty Officer for AV/ARM Division at HSM-40, Mayport, FL.

Command Senior Chief Krystal A. Williams is currently assigned to USS KANSAS CITY (LCS 22) in San Diego, CA.

Williams was selected for the Command Senior Enlisted Leader (CSEL) program as a Command Senior Chief (CMDCS) in February of 2022.

Williams's holds a Master's of Arts Degree in Human Resources Management, is a graduate of the Navy's Senior Enlisted Academy, (Class 224), and the Command Leadership CMC/COB Course (Class 22100).

Williams's decorations include the Navy and Marine Corps Commendation Medal (two awards), Navy and Marine Corps Achievement Medal (six awards), along with numerous service and campaign awards.

LCS Overview:

The Littoral Combat Ship (LCS) is a fast, agile, mission-focused platform designed to operate in near-shore environments, winning against 21st-century coastal threats. The LCS is capable of supporting forward presence, maritime security, sea control, and deterrence.

The Littoral Combat Ship (LCS) is a class of Small Surface Combatants armed with capabilities focused on defeating global challenges in the littorals. LCS is designed to provide joint force access in the littorals. LCS can operate independently or in high-threat environments as part of a networked battle force that includes larger, multi-mission surface combatants.

The LCS class consists of two variants, the Freedom variant and the Independence variant, designed and built by two industry teams. The Freedom variant team is led by Lockheed Martin (for the odd-numbered hulls, e.g. LCS 1). It is a steel monohull design constructed by Lockheed Martin in the Fincantieri Marinette Marine Corporation's shipyard in Marinette, Wisconsin. The Independence variant is an aluminum trimaran design originally built by an industry team led by General Dynamics Bath Iron Works for LCS 2 and LCS 4. Currently, Independence variant LCS (LCS 6 and subsequent even-numbered hulls) are constructed by Austal USA in the company's Mobile, Alabama shipyard.

LCSs are assigned by variant to Atlantic and Pacific Fleets in order to enhance alignment of sustainment activities. As of June 2021, the ships are divided into two squadrons: Littoral Combat Ship Squadron 1 (LCSRON ONE) in San Diego and Littoral Combat Ship Squadron 2 (LCSRON TWO) in Mayport, Florida. The Freedom variant is based in Mayport, while the Independence variant is homeported in San Diego. Both variants can execute the primary warfare mission of surface warfare. Other mission modules are in testing. As of June 2021, most crews are manned with Blue and Gold rotational crew model, allowing increased forward deployed presence. There are also training ships that remain available to support readiness generation needs of off-hull crews.

USS Freedom (LCS 1), USS Fort Worth (LCS 3) and USS Coronado (LCS 4) are single-crewed and assigned to support technical and tactical capability development, in addition to Numbered Fleet Commander needs.

Shore Support to Minimal Manning

Under the LCS sustainment concept, aspects of many legacy shipboard functions such as logistics, maintenance, and training are conducted by outside organizations, thus removing these functions from the ship's crew in order to supplement the minimal manning model. The enabler of LCS distance support is the Maintenance Support Team (MST). MSTs coordinate with the Regional Maintenance Center (RMCs), Mission Package Support Facility (MPSF), and supply enterprise for all LCS maintenance and logistics issues. The staffs of the LCS Squadron

(LCSRON), LCS Training Facility (LTF) and Surface Ship Type Commander (TYCOM) Afloat Training Group (ATG) provide training and certification functions.

There are two primary facilities designed to support LCS. The LCS Support Facility (LSF), has offices for the LCSRON staff, off-ship crews, and pre-commissioning crews. The LTF houses key training equipment for qualification and certification of crews and detachments. The MPSF provides sustainment and depot maintenance support for mission modules. In concert with LCSRON commodore, these organizational elements fully support the ships and mission modules at home and deployed.

Maintenance

Unlike most surface ships, LCS utilizes a combination of ship's force and contracted personnel to conduct preventative maintenance due to the LCS minimal manning model. The LCS sustainment strategy calls for monthly, five-day, preventative maintenance availabilities (PMAVs) and quarterly, 14- day, continuous maintenance availabilities (CMAVs) as part of the ship's operational schedule. Deployed LCSs largely execute maintenance at Forward Operating Sites (FOS), which have embedded maintenance support facilities/personnel. Additionally, the ships have the capability to conduct maintenance at Remote Operating Sites (ROS). These locations do not have embedded support facilities/personnel, therefore, fly away teams meet the ship at these locations for planned and corrective maintenance.

Crewing

LCS utilizes a Blue/Gold crew model where the crews rotate on/off the ship every four to five months. This model allows for individual Sailor training/school attendance, team trainer completion, Sailor advanced qualification completion, and crew leave. Due to the demanding nature of the minimal manning model, crews complete sustainment and basic phase training evolutions at the LTF. The LCS fleet is divided into six divisions (three per coast) comprised of four ships of the same variant - including one as a dedicated training ship that is manned by a traditional, single crew vice rotating crews. The training ship in each division remains in the United States and operates in local areas to certify the six Blue/Gold crews that will operate the three deployed LCSs of each division. Each division will have a single warfare focus. The Blue/Gold crew rotation and single warfare focus provides more forward presence with a better blend of ownership, stability, and increased training for each crew.

Training

A key enabler of LCS rotational crewing is the LCS shore-based training and certification capability, which represents a significant advancement in the surface force approach to qualification of individual watchstanders and teams. Crew training is based on a virtual ship-centric concept, accomplished through a combination of classroom instruction, vendor training, shore-based trainers and sophisticated virtual reality training systems. This ensures LCS ships deploy with fully qualified sailors, a ship Key Performance Parameter, without hindering their ability to be adequately trained. It also, ensures that time spent aboard LCS is time operating LCS.

Current Ship Status
Initiated in February 2002, the LCS program represents a reduction in time to acquire, design, and build ships in comparison to any previous ship class. A total of 35 LCS have been awarded to date: 23 ships have been commissioned (LCS 1-20, 22, 24, 26); three are pre-delivery; five additional LCS are under various stages of construction and four are in the pre-construction phase. FY 2019 was the final year programmed for LCS seaframes.