

FOR IMMEDIATE RELEASE

Contact:
Drew Walker
AGY
1.803.643.1120
Drew.Walker@agy.com

S-2 Glass® Roving Specified for First Littoral Combat Ship
Lockheed Martin Design Includes HJ1 Armor System

AIKEN, S.C., March 28, 2006 – The US Navy’s first Littoral Combat Ship (LCS) will have HJ1 composite armor made with S-2 Glass® roving from AGY.

The USS Freedom, already under construction at Marinette Marine in Marinette, Wis., will be the first US ship to carry the LCS class designation. The 378-foot LCS was designed by Lockheed Martin Corp., and is one of two Lockheed Martin ships funded by Congress for the development of the LCS class.

A competing design by General Dynamics will be used for the construction of two LCS ships. General Dynamics designers have not yet committed to an armor system.

The two dramatically different LCS seaframes are both intended for littoral or coastal missions, focusing on high-speed maneuverability, agility and sprint speed. Designed to operate quickly in a shallow-water environments such as bays and inlets, the LCS class is capable of 45 knots and can operate in water less than 20 feet deep.

Secretary of the Navy, Gordon England, has described the new ship as "a small, fast, maneuverable and relatively inexpensive member of the DD(X) family of ships."

The USS Freedom is expected to be delivered to the Navy before the end of this year and the other three developmental ships will be completed during the next two to three years. The US Navy has plans to build a total of 60 LCS class ships during the next 10 years.

The LCS ship is the second major naval program for S-2 Glass and HJ1 armor. Landing Helicopter Deck (LHD) class vessels built by Northrop Grumman also use the HJ1 armor system. The 844-foot-long LHD ships are the largest amphibious assault vessels in the world and include a 600-bed hospital. The ships can launch an assault using a combination of helicopters and vertical- or short-takeoff and landing aircraft, as well as amphibious vehicles.

- more -

S-2 Glass® Roving Specified for Littoral Combat Ship – Page 2

For both LCS and LHD class ships, protective armor must resist the sophisticated threats posed by today's enhanced weaponry. In the past, getting more protection meant using more metal and incurring a serious weight penalty. Consequently, naval engineers turned to spall liners made with lightweight fiber composites.

Deckhouse armor for LHD ships two through eight was manufactured using prepreg and molding technology licensed by AGY. The resin for the prepreg is a phenolic, chosen for its tendency to ablate instead of burn, allowing the armor to also act as an effective fire and flame barrier. The reinforcing fabric is woven from *S-2 Glass* roving, which has an exceptionally high energy-absorbing capability. This patented combination is termed the HJ1 Composite Armor System.

The HJ1 system has been used with great success in a number of military and commercial armor applications. Among the best known applications are the Humvee used by the US Army, and the CAV-100 composite armored vehicle used in peacekeeping missions throughout Europe. In addition to its ability to stop of projectiles, the HJ1 armor system is known for excellent flame, smoke and toxicity performance.

The HJ1 system is now available from more than 20 licensed sources in North America, Europe and Asia. A complete listing of current AGY partners in the HJ1 armor system can be found on the AGY website at www.agy.com.

AGY is a leading global producer of fiberglass yarns and high strength fiberglass reinforcements used in a wide variety of composites applications. Headquartered in Aiken, S.C. (USA), AGY has a European office in Lyon, France, and manufacturing facilities in Aiken, S.C., and Huntingdon, Pa. Additional information may be found at the company's website, www.agy.com, or by email at info@agy.com.

###