USNS Robert E. Peary and NAVELSG Join Forces to Carry Out Proof-of-Concept Testing



By LaShawn Sykes, Military Sealift Command

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NORFOLK, Va. – Military Sealift Command's (MSC) Lewis and Clark-class dry cargo ship USNS Robert E. Peary (T-AKE 5) and the Navy Expeditionary Logistics Support Group (NAVELSG), in January, joined forces to successfully conduct 1,456 cargo and ordnance transfer lifts, with the Navy's newest and most advanced aircraft carrier USS Gerald R. Ford (CVN 78). The Net Explosive Weight (NEW) of the combined transfers was more than a thousand tons.

Through collaboration and coordination between MSC and NAVELSG, a Proof of Concept (POC) idea formed, with the primary objective to integrate 10 NAVELSG Sailors with 116 MSC Civil Service Mariners (CIVMARS) aboard Robert E. Peary in order to support a critical mission afloat ordnance operation

with CVN 78 in the Atlantic Ocean.

Leaders from both MSC and NAVELSG expressed great enthusiasm for the opportunity to forge a partnership that extends into the future, said MSC's CLF Fleet Sustainment Division Director Rick Adside. "This partnership addresses critical manning shortfalls of CIVMARs onboard MSC Combat Logistics Force (CLF) ships, while providing opportunities for NAVESLG to enhance its existing Tactics, Techniques, and Procedures (TTP) in support of CLF fleet sustainment mission sets."

Although NAVELSG Sailors have long supported MSC cargo operations ashore, this level of integration, marked a significant milestone that promises both professional and operational benefits for both MSC and NAVELSG, Adside said. "MSC gains the ability to better account for in-transit ordnance, while NAVELSG acquires additional proficiency equivalent to MSC's Cargo Afloat Rig Teams (CART), augmenting their existing AMMO/QUAL Certification program. This POC is also noteworthy because it contributes to a more seamless integration experience for both CIVMAR and NAVELSG personnel."

The success of this proof-of-concept testing will serve as a springboard for future partnering opportunities between NAVELSG and MSC, Adside said.

Robert E. Peary's shipmaster Capt. Andrew Lindey deemed the proof of concept testing a huge success. "I know this because when I asked the deck leadership if they would like to have the Sailors onboard for future ordnance events there was a resounding YES! This was a great educational opportunity for the Sailors and a huge manpower help for the ship."

Ten NAVELSG Sailors Augment Robert E. Peary's Cargo Team

Forty MSC CIVMARs from Robert E. Peary's cargo team and 10

NAVELSG Sailors, assigned temporarily to the vessel to help strengthen the cargo team's capability, worked around the clock for 72 hours, in January, in order to complete the afloat ordnance operations with USS Gerald R. Ford, Lindey said.

"Both U.S. Navy Sailors and MSC CIVMARs worked hand-in-hand the entire download. The Sailors from Navy Cargo Handling Battalion (NCHB) One had great attitudes and actively looked for ways to help! Without the Sailors from NAVELSG, it would have taken longer for the CIVMARs to get the job done."

Before joining Robert E. Peary's cargo team, the 10 NAVELSG Sailors first received specialized training from the ship's crew. In accordance with MSC's Safety Management System, the Sailors trained in several critical areas: cargo weapons elevator operations, ordnance banding, ordnance blocking and bracing, and ordnance accounting and sentencing. Upon completion of their training and while the ship was enroute to the rendezvous position of the aircraft carrier, Robert E. Peary was tasked to refuel two Navy ships: USS McFaul (DDG 74) and USS Thomas Hudner (DDG 116). These two events, executed by the CIVMARs, gave the Sailors a front row seat on how to conduct underway replenishments at sea, properly and safely, Lindey said.

REP - CVN Cargo and Ordnance Transfer Lifts

The transfer lifts between Robert E. Peary and Gerald R. Ford took place over three days in January, with more than 1,299 ordnance and 157 cargo transfer lifts completed. The transfer details are as follows:

Day 1: 403 Vertical Replenishments
Day 2: 418 Vertical Replenishments
Day 2: 216 Connected Replenishments
Day 3: 262 Vertical Replenishments - ordnance

Day 3: 157 Vertical Replenishments - cargo

"I am always proud of the Robert E. Peary crew because I know they put their hearts into their work, but I am even more proud of how they took the Navy Sailors into their team and made them apart of the crew."

CLF ships and MSC

Robert E. Peary is one of 14 fleet ordnance and dry cargo ships that are part of MSC's Combat Logistics Force (CLF) inventory. CLFs are the supply lines to U.S. Navy ships while at sea. CLF ships provide virtually everything Navy ships need including fuel, food, fleet ordnance, dry cargo, spare parts, mail, and other supplies.

CLF ships enable the Navy fleet to remain at sea and combat ready for extended periods. In addition to U.S. Navy ships, CLF ships also resupply international partners and allies operating in both the Atlantic and Pacific Oceans.

"In peacetime or conflict, amidst the ever-changing landscape of global affairs, America's Navy remains a successful and highly impactful global force. When called upon, it swiftly responds to and supports world events. Military Sealift Command (MSC) plays a vital role in providing essential sustainment to warships, enabling the fleet to meet its mission objectives, including the safe handling and execution of transitional ordnance from deploying and redeploying ships," Adside said. Coast Guard Cutter Willow crew returns to homeport after 32-day patrol in Caribbean Sea



Feb. 13, 2024

CHARLESTON, S.C. – The Coast Guard Cutter Willow (WLB 202) crew returned to their homeport in Charleston, Saturday, after a 32-day patrol throughout the Caribbean Sea.

The Willow crew serviced 37 aids to navigation in Puerto Rico and the US Virgin Islands.

Working alongside the Coast Guard Research and Development (R&D) Center, the Willow crew installed a prototype buoy to

replace Bahia de San Juan Lighted Buoy 2, which has historically been reported off station or missing due to the significant weather it encounters. Mariners utilize buoys to identify the best water for their vessels transiting into San Juan Harbor. The Sealite Trident 2600 buoy hull is a lightweight, non-ferrous hull made of recyclable plastic material. This plastic hull has been tested for heavy weather by the R&D Center and was moored in Bahia de San Juan, Jan. 16, 2024. The deployment of a prototype buoy is part of ongoing Coast Guard-wide field research into the next generation of aids to navigation (ATON) and mooring designs to support future decisions on the most cost-efficient ATON buoy inventory.

Additionally, Willow crew members worked with Aids to Navigation Team (ANT) Puerto Rico and Coast Guard Regional Dive Locker East to recover two wayward buoy hulls and one sunken buoy hull. Two wayward buoy hulls were in areas too shallow for Willow to operate in, so smaller craft from ANT Puerto Rico and divers from the Regional Dive locker were able to recover the two buoys from critical marine areas and complete an at-sea delivery to Willow. Removing these buoys is important as it eliminates hazards of navigation, prevents deterioration of the marine environment, and allows for the refurbishment and recapitalization of the buoy.

"We always look forward to our deployments to Puerto Rico and the U.S. Virgin Islands to ensure the proper maintenance of the maritime transportation system," said Cmdr. Erin Chlum, Willow's commanding officer. "The positive relationships we have with the local Coast Guard units and the pilot associations throughout the region allow us to address any concerns or discrepancies as soon as possible."

Willow conducted a port call in Frederiksted, St. Croix, U.S. Virgin Islands, where the crew offered public tours and brought in more than 300 visitors, educating the community on the Coast Guard's role in maintaining the maritime transportation system and search and rescue. Willow crew members also participated in a beach cleanup on the island, helping to remove 50 pounds of trash.

"The officers and crew of Coast Guard Cutter Willow greatly appreciate the warm welcome and hospitality we received on the beautiful island of St. Croix," said Chlum. "I would like to thank everyone who came to the public tours of the cutter at the Frederiksted Pier. It was an amazing opportunity to hear directly from the people we serve when conducting our primary mission of maintaining the buoys of the U.S. Virgin Islands."

Willow is a 225-foot Juniper class sea-going buoy tender. The tender crew is responsible for servicing 246 aids to navigation in South Carolina, Georgia, and throughout the Caribbean, including Cuba, Haiti, Puerto Rico, and the U.S. Virgin Islands. The Willow crew conducts law enforcement, search and rescue, and marine environmental protection missions.

U.S. Marines Deliver Emergency Relief to Mindanao



By III MEF Communications

CAMP COURTNEY, OKINAWA, Japan — At the request of the Government of the Philippines, U.S. Marines from III Marine Expeditionary Force will support the U.S. Agency for International Development by providing foreign humanitarian assistance to the ongoing disaster relief mission in Mindanao, Republic of the Philippines, Feb. 12, 2024.

Marines from Marine Aircraft Group 12, 1st Marine Aircraft Wing, will deliver requested supplies to the Armed Forces of the Philippines for distribution using KC-130J Hercules aircraft.

"Support to our Allies and partners, and their people in a time of need, is a non-negotiable," said U.S. Marine Corps Lt. Gen. Roger Turner, the III MEF commanding general. "Working in direct coordination with the U.S. Agency for International Development and the Government of the Philippines, we stand ready to support those who need urgent assistance." The Marine Corps Air Station Iwakuni-based aircraft group will deliver meals for distribution by the Armed Forced of the Philippines in Mindanao. The meals will provide temporary relief while the Republic of the Philippines works to restore essential services.

The forward presence and ready posture of III MEF assets in the region facilitate rapid and effective response to crisis, demonstrating the U.S's commitment to Allies and partners during times of need.

Due to the nature of the disaster, additional details will be provided once operationally feasible.

Coast Guard Cutter Dependable returns home after 59-day patrol in the Florida Straits and Windward Passage



Feb. 10, 2024

Coast Guard Cutter Dependable returns home after 59-day patrol in the Florida Straits and Windward Passage

VIRGINIA BEACH, Va. — The crew of Coast Guard Cutter Dependable (WMEC 626) returned to their home port in Virginia Beach, Saturday, following a 59-day maritime safety and security patrol in the Florida Straits and Windward Passage.

Dependable and crew members deployed in support of Homeland Security Task Force-Southeast (HSTF-SE) and Operation Vigilant Sentry (OVS) while patrolling in the Coast Guard Seventh District's area of operations. Dependable's crew conducted illegal migration deterrence and interdiction operations while collaborating with other Coast Guard and interagency assets across the region to protect life at sea and secure U.S. maritime borders.

While underway in the Florida Straits and Windward Passage, Dependable worked with additional law enforcement entities, including U.S. Customs and Border Protection and the Haitian Coast Guard Commission, to detect, deter, and intercept unsafe and illegal migrant ventures bound for the United States. During the patrol, Dependable located and deterred four unlawful voyages with approximately 100 migrants on board. In addition, Dependable's crew rescued 33 people aboard a 25-foot vessel in distress 6 miles off Haiti's coast during heavy seas. Crew members conducted the search and rescue mission in 8-to-12-foot seas and winds gusting to 46 mph, saving all on board.

"Over the last two months, the crew of the Dependable have executed all assigned missions with dedication, skill, and initiative," said Cmdr. Kristopher Ensley, commanding officer of Dependable. "Most notably, there are 33 people still alive today because of our crew and the way they courageously braved 12-foot seas, 40-knot winds, and limited visibility to execute this critical rescue. I could not be more proud of this team; they have truly lived up to our ship's motto: 'Count on Us!'"

Established in 2003, HSTF-SE is the Department of Homeland Security-led interagency task force charged with directing operational and tactical planning, command and control, and functions as a standing organization to deter, mitigate, and respond to maritime mass migration in the Caribbean Sea and Florida Straits.

OVS is the 2004 DHS plan that provides the structure for deploying joint air and surface assets and personnel to respond to irregular maritime migration in the Caribbean corridor of the United States. Its primary objectives are to protect life at sea while deterring and dissuading mass maritime migration alongside our federal, state, and local partners.

Dependable is a 210-foot, Reliance-class medium endurance cutter with a crew of 76. Since commissioning in 1968, Dependable has executed counterdrug and migrant interdiction operations, enforced federal fishery laws, and conducted search and rescue missions in support of Coast Guard operations throughout the Western Hemisphere.

For information on how to join the U.S. Coast Guard, visit <u>www.GoCoastGuard.com</u> to learn more about active duty and reserve, officer and enlisted opportunities. Information on how to apply to the U.S. Coast Guard Academy can be found <u>here</u>.

BAE Systems to enhance U.S. Navy's MQ-25A UAS with nextgeneration vehicle management system computer



Increased computing power delivers advanced performance for unmanned aerial refueler ENDICOTT, N.Y. – Feb. 12, 2024 – BAE Systems has been selected by Boeing to upgrade and modernize the <u>vehicle management</u> <u>system computer</u> (VMSC) for the U.S. Navy's MQ-25 unmanned aerial refueling system. The technology refresh will increase computing power and address obsolescence issues, providing the unmanned aerial tanker with an integrated solution that improves aircraft performance and allows for future capability growth.

BAE Systems' next-generation VMSC controls all flight surfaces and performs overall vehicle management duties for the autonomous MQ-25. The MQ-25 is the Navy's first operational carrier-based unmanned aircraft and is designed to provide a much-needed aerial refueling capability. It also aims to relieve the refueling mission workload for F/A-18 aircraft, allowing them to take on other key mission roles, increasing the fleet's capacity.

"BAE Systems is a leader in flight-critical systems and solutions," said Corin Beck, senior director of Military Aircraft Systems for Controls and Avionics Solutions at BAE Systems. "Our upgraded VMSC for the MQ-25 will deliver advanced functionality—enabling this platform to execute today and tomorrow's critical missions, while also reducing the amount of hardware required on the aircraft through consolidation into this computer."

The cost-effective VMSC upgrade will use quad-core processors to increase computing power while optimizing size, weight, and power footprint on the aircraft. The multi-core processor selected for the MQ-25 VMSC has recently completed qualification on another U.S. military platform thereby reducing cost, schedule, and integration risk for this program.

This highly efficient and integrated system will deliver more capability by replacing multiple other onboard computers, improving aircraft reliability and reducing total lifecycle cost of ownership for the Navy. The new VMSC also provides growth capability to support future missions of the MQ-25, such as intelligence, surveillance and reconnaissance (ISR) technologies, and lays the foundation for all future carrierbased unmanned systems by pioneering the cutting-edge mannedunmanned teaming (MUM-T) operational concept.

BAE Systems also provides the Identification Friend or Foe (IFF) System for the aircraft.

The company has more than 40 years of experience developing and integrating flight control technology for military and commercial platforms. Work on the VMSC occurs at BAE Systems' state-of-the-art engineering and manufacturing facility in Endicott, New York.

RTX's Pratt & Whitney business completes key design review on Next-Generation Adaptive Propulsion offering



Release from RTX

Milestone moves program closer to detailed design review

EAST HARTFORD, Conn., (Feb. 12, 2024) – Pratt & Whitney, an RTX business, has completed a critical assessment of its Next-Generation Adaptive Propulsion (NGAP) offering with the U.S. Air Force, moving the program closer to completing its detailed design review. The team is now working towards ground testing of its NGAP prototype, referred to as XA103, which is expected to occur in the late 2020s.

"We are embracing digital transformation with NGAP and changing the customer experience through the entire development process in order to rapidly and efficiently deliver these advanced adaptive engines," said Jill Albertelli, president of Pratt & Whitney's Military Engines business. "This technology is critical to maintaining air superiority, which is why Pratt & Whitney has made significant investments in research and development and advanced manufacturing. Continued government funding for sixthgeneration propulsion development must remain a high priority to support critical platform milestones and warfighter readiness."

The engine will enhance performance that is key to enabling future air dominance capabilities, which are needed to ensure the U.S. Air Force achieves air superiority and deters pacing challenges.

NGAP technologies will provide advanced survivability, fuel efficiency, and robust power and thermal management. These are necessary to enable the required range, weapon and sensor capability, and persistence future air dominance platforms will require to meet evolving operational needs.

CNO Visits Naval Surface Warfare Center Indian Head

INDIAN HEAD, Md. (Feb. 9, 2024) – Chief of Naval Operations Adm. Lisa Franchetti visited Naval Surface Warfare Center Indian Head Division (NSWC IHD), Feb. 9.

Franchetti's visit provided her the opportunity to see firsthand how NSWC IHD, the Navy's Arsenal, is foundational to the munitions industrial base and is gearing up to meet increased demand by partnering with the commercial industry.

"Indian Head is a critical part of our foundation, and I'm grateful for the work you do here," said Franchetti. "I can tell that you're focused on warfighting and that's what matters — delivering lethality and decisive combat power."

During the visit, CNO heard how NSWC IHD is built for production, engineering, research development, test and evaluation, and how that has resulted in significant capability development.

She also recognized and spoke with Sailors and civilians who work to bring cutting-edge technology to the Navy, including the newest underwater explosive in 40 years, enhancing the lethality of mines, torpedoes and novel missile engagements.

Franchetti received a brief on NSWC IHD's energetics comprehensive modernization plan (ECMP) and how it is changing their business model with a focus on investments in improved safety and readiness, renovation and expansion, and state of the art modernization to optimize production tenfold.

During the brief, Mr. Ashley Johnson, NSWC IHD Technical Director, explained how NSWC IHD is a thought leader for the Department of Defense in this arena, executing public, private partnerships with the commercial industrial base to minimize capacity gaps and meet munitions demands.

"We need more players on the field, ready players, and that means munitions," Franchetti said. "As we implement the ECMP and expand our munitions base we need to continue to tap into all of our resources across the joint force, with our industrial base, and our international partners."

Franchetti concluded her visit by touring the warhead production floor, meeting the workforce and hearing directly from them about the mix, cast, cure operations from the beginning with inert preparation through the assembly, test and pack-out. She also heard how ECMP's infrastructure investment makes the facilities much more reliable and increases readiness levels, unlocking latent capacity.

This was Franchetti's first visit to NSWC Indian Head as Chief of Naval Operations.

Secretary Austin Announces USMC Nominations

WASHINGTON [] Secretary of Defense Lloyd J. Austin III announced Feb. 8 that the president has made the following nominations:

Marine Corps Col. Nick I. Brown for appointment to the grade of brigadier general. Brown is currently serving as branch head, Manpower Management Officer Assignments, Manpower and Reserve Affairs, Headquarters Marine Corps, Quantico, Virginia.

Marine Corps Col. Shannon M. Brown for appointment to the grade of brigadier general. Brown is currently serving as director, U.S. Senate Congressional Liaison, Office of Legislative Affairs, Headquarters, U.S. Marine Corps, Washington, D.C.

Marine Corps Col. Tamara L. Campbell for appointment to the grade of brigadier general. Campbell is currently serving as program manager, Advanced Tactical Aircraft Protection Systems Program, Naval Air Systems Command, Patuxent River, Maryland.

Marine Corps Col. James W. Lively for appointment to the grade of brigadier general. Lively is currently serving as director, Expeditionary Warfare School, Marine Corps University, Quantico, Virginia.

Marine Corps Col. Samuel L. Meyer for appointment to the grade of brigadier general. Meyer is currently serving as chief of staff, I Marine Expeditionary Force, Camp Pendleton, California. Marine Corps Col. Michael R. Nakonieczny for appointment to the grade of brigadier general. Nakonieczny is currently serving as military secretary to the commandant of the Marine Corps, Pentagon, Washington, D.C.

Marine Corps Col. Ralph J. Rizzo Jr. for appointment to the grade of brigadier general. Rizzo is currently serving as deputy commander, Marine Corps Installations-East, Camp Lejeune, North Carolina.

Marine Corps Col. Douglas C. Sanders for appointment to the grade of brigadier general. Sanders is currently serving as branch head, Assault Support Division, Deputy Commandant for Aviation, Headquarters, U.S. Marine Corps, Pentagon, Washington D.C.

Marine Corps Col. Matthew W. Tracy for appointment to the grade of brigadier general. Tracy is currently serving as plans officer, Plans, Policies, and Operations, Headquarters, U.S. Marine Corps, Pentagon, Washington, D.C.

3rd MAW Identifies Marines Killed in CH-53E Mishap











MARINE CORPS AIR STATION MIRAMAR, Calif. - (February 9, 2024) The five deceased Marines from the CH-53E helicopter mishap on February 6, 2024, have been identified. All were assigned to Marine Heavy Helicopter Squadron 361, Marine Aircraft Group 16, 3rd Marine Aircraft Wing and were based at Marine Corps Air Station Miramar, California. The identities of the Marines are below.

Lance Cpl. Donovan Davis, 21, of Olathe, Kansas, a CH-53E helicopter crew chief.

Sgt. Alec Langen, 23, of Chandler, Arizona, a CH-53E helicopter crew chief.

Capt. Benjamin Moulton, 27, of Emmett, Idaho, a CH-53E helicopter pilot.

Capt. Jack Casey, 26, of Dover, New Hampshire, a CH-53E helicopter pilot.

Capt. Miguel Nava, 28, of Traverse City, Michigan, a CH-53E helicopter pilot.

Additional information on the deceased:

Donovan Davis enlisted in the Marine Corps on September 3, 2019, and was promoted to the rank of Lance Corporal on January 1, 2024. His decorations include the Global War on Terrorism Service Medal, National Defense Service Medal, and a Sea Service Deployment Ribbon.

Alec Langen enlisted in the Marine Corps on September 14, 2017, and was promoted to the rank of Sergeant on October 1, 2022. His decorations include the Navy and Marine Corps Achievement Medal, Good Conduct Medal, Global War on Terrorism Service Medal, National Defense Service Medal, and two Sea Service Deployment Ribbons.

Benjamin Moulton commissioned in the Marine Corps on March 29, 2019, and was promoted to the rank of Captain on August 1, 2023. His decorations include the National Defense Service Medal.

Jack Casey commissioned in the Marine Corps on May 16, 2019, and was promoted to the rank of Captain on September 1, 2023. His decorations include the National Defense Service Medal.

Miguel Nava commissioned in the Marine Corps on May 26, 2017, and was promoted to the rank of Captain on November 1, 2021. His decorations include the Global War on Terrorism Service Medal, National Defense Service Medal and Sea Service Deployment Ribbon.

"We have been confronted with a tragedy that is every service family's worst fear," said Lt. Col. Nicholas J. Harvey, commanding officer of HMH-361. "Our top priority now is supporting the families of our fallen heroes, and we ask for your respect and understanding as they grieve. The Flying Tigers family stands strong and includes the friends and community who have supported our squadron during this challenging time. We will get through this together."

At the time of the mishap, the CH-53E and crew were conducting routine flight training. The mishap is currently under investigation.

Out of respect for the friends and family of the deceased and the Marines and Sailors of HMH-361, please direct all questions to the 3rd MAW Communication Strategy and Operations office at <u>3rdmawmedia@usmc.mil</u>.

USS McCampbell to Forward Deploy to Japan, Replace USS

Antietam



The Arleigh Burke-class guided-missile destroyer USS McCampbell (DDG 85) transits through the South China Sea. McCampbell is underway conducting operations in the Indo-Pacific region while assigned to Destroyer Squadron (DESRON) 15, the Navy's largest forward-deployed DESRON and the U.S. 7th Fleet's principal surface force. U.S. Navy | Naval Air Crewman 2nd Class Jack Ryan

From U.S. Naval Forces Japan and Naval Surface Force Public Affairs

The U.S. Navy announced that USS McCampbell (DDG 85) will forward deploy to Yokosuka, Japan. McCampbell will replace USS Antietam (CG 54), which will depart Yokosuka, Japan, and move to Pearl Harbor, Hawaii, as part of a scheduled rotation of forces in the Pacific. Upon arrival in Yokosuka, McCampbell will join Commander, Task Force 71/Destroyer Squadron (DESRON) 15, the Navy's largest DESRON and the U.S. 7th Fleet's principal surface force.

The forward presence of McCampbell enhances the national

security of the United States and improves its ability to protect strategic interests. It will directly support the Defense Strategic Guidance to posture the most capable units forward in the Indo-Pacific Region.

The United States values Japan's contributions to the peace, security and stability of the Indo-Pacific and its long-term commitment and hospitality in hosting U.S. forces forward deployed there. These forces, along with their counterparts in the Japan Self-Defense Forces, make up the core capabilities needed by the alliance to meet our common strategic objectives.

The security environment in the Indo-Pacific requires that the U.S. Navy station the most capable ships forward. This postureenables rapid response times for maritime and joint forces, and brings our most capable ships with the greatest amount of striking power and operational capability to bear.

Maintaining a forward-deployed naval forces capability with the most advanced ships supports the United States' commitment to the defense of Japan and the security and stability of the vital Indo-Pacific region.