USS The Sullivans Completes Historic Deployment

The Arleigh Burke-class guided missile destroyer USS The Sullivans (DDG 68) returns from a seven-month world deployment with the HMS Queen Elizabeth Carrier Strike Group, Nov. 24. *U.S. NAVY / Mass Communication Specialist 2nd Class Austin G. Collins*

MAYPORT, Fla. – The Arleigh Burke-class guided-missile destroyer USS The Sullivans (DDG 68) returned to Naval Station Mayport, Nov. 24, marking the end of a seven-month world tour deployment to the U.S. 2nd, 5th, 6th and 7th Fleet areas of operations as part of the U.K. Carrier Strike Group 2021 (CSG 21) and Operation Fortis, the U.S. 2nd Fleet said Nov. 24.

CSG 21 was led by aircraft carrier HMS Queen Elizabeth (R08) on her first deployment and was comprised of multi-national forces, including The Sullivans, U.S. Marine Corps Fighter Attack Squadron (VMFA) 211 and The Netherlands frigate HNLMS Evertsen (F805).

U.S. Navy Cmdr. James Diefenderfer Jr., commanding officer of The Sullivans, regards the integrated deployment as a step forward for the long-standing maritime alliance between the United States and the United Kingdom.

“The Sullivans was fortunate to complete a seven-month deployment with a United Kingdom carrier, marking the culmination of a decade-long bilateral carrier coordination effort,” Diefenderfer said. “The Sullivans’ crew proved again and again they have the grit and professionalism it takes to represent the U.S. Navy and the memory of the Sullivan brothers while deployed.”

The crew navigated over 50,000 nautical miles through four U.S. fleets, transiting the Strait of Gibraltar, Suez Canal, Bab-el Mandeb, Strait of Malacca and across the equator. The Sullivans also conducted 29 underway replenishments and 18 sea and anchor details during port visits to Portsmouth, England; Gaeta, Italy; Limassol, Cyprus; Guam; Yokosuka, Japan; Souda Bay, Greece; Toulon, France; and Rota, Spain.

The Sullivans, the only U.S. surface ship in CSG 21, supported U.S. 2nd, 5th, 6th and 7th Fleet commanders across 20 warfare areas ranging from surface to ballistic missile and air defense.

While operating with CSG 21 in Operation Fortis, The Sullivans was tasked to escort HMS Queen Elizabeth around the world, providing multi-threat defense. Operation Fortis was executed in six phases across four different areas of operations, demonstrating interoperability with more than 15 different

allied and partner nations. The Sullivans also provided layered defense and command and control for the entire carrier strike group in support of air defense missions to ensure stability and security across the globe.

“USS The Sullivans has been an integral part of the U.K. CSG for over a year,” said Royal Navy Cmdr. Steven Moorhouse, commander, CSG 21. “It was a pleasure working with The Sullivans, and I thank each and every member of the ship’s company for their loyalty, professionalism and great humour along our journey. The ship’s motto says it all: ‘We stick together.’”

CSG 21 spent nearly half of the seven-month deployment in the U.S 6th Fleet area of operations, participating in four major multinational exercises, including Steadfast Defender and Strike Warrior 2021.

After departing U.S. 6th Fleet, CSG 21 transited to the Indian Ocean where they participated in the Indian Navy Exercise Konkan. The crew trained to aggressively advance surface, anti-submarine and anti-air warfare tactics while strengthening interoperability with their foreign partners.

The strike group then entered U.S. 7th Fleet and began a string of exercises in the Indo-Pacific, demonstrating seamless interoperability with allies and partners. Exercise Noble Union, conducted in the Pacific Ocean, fully integrated CSG 21 and Expeditionary Strike Group (ESG) 7 and marked the beginning of a three-month tactical training with the Japanese Maritime Self-Defense Force (JMSDF). The strike group also trained with Republic of Korea’s Surface Forces on communication, search and rescue, replenishment capabilities, and cross-deck aviation evolutions.

CSG 21 met the Ronald Reagan Carrier Strike Group (CSG 5), the Carl Vinson Carrier Strike Group (CSG 1) and the JMSDF Carrier

Strike Group to conduct quad carrier operations. Squadrons from different air wings operated in concert with the 17-ship force, representing six participating nations and demonstrating a commitment to a free and open Indo-Pacific.

After concluding operations in U.S. 7th Fleet, The Sullivans and CSG 21 re-entered the Indian Ocean to participate in the Maritime Partnership Exercise in the Bay of Bengal with Australia, India, Japan and CSG 1.

The Sullivans detached from CSG 21 in the Indian Ocean and sailed independently through U.S. 5th Fleet, after a farewell visit from Cdre. Moorhouse and U.S. Marine Corps Brig. Gen. Simon Doran, U.S. Senior National Representative to the United Kingdom's CSG.

The Sullivans participated in one final exercise with the Tunisian Navy in the Mediterranean Sea, the first time conducting high-level integrated operations together.

"The crew worked extremely hard over the last year and a half preparing for and executing a deployment as dynamic as this one," Diefenderfer said. "I am grateful for the love and sacrifice that the Sailors and their families displayed through a global pandemic leading into a deployment. The crew came together to accomplish every operational tasking as a team."

Austal Contracts with SSAB

for Steel for Navy T-ATS Construction

An artist's conception of a Towing, Salvage and Rescue ship. *AUSTAL USA*

Mobile, Ala. – Following Austal USA's award from the U.S. Navy to build steel-hulled Towing, Salvage and Rescue ships (T-ATS), Austal USA has contracted with local Alabama steel provider SSAB to provide steel for the new Navy ships, Austal said Nov. 29. The supplier partnership directly supports hundreds of jobs in the greater Mobile area from both Austal and SSAB.

Austal will source various strength and sized steel plating from SSAB capable of being cut, shaped, welded and fitted, resulting in the construction of valuable support ships and potential combat ships for our U.S. military.

"SSAB not only provides us with quality steel, but also great flexibility due to its location adjacent to us here in Mobile, Alabama," Austal USA President Rusty Murdaugh said. "The

ability to work quickly and in-person with them on current and future steel requirements by the U.S. Navy and Coast Guard is an asset to Austal that will support our business and economic growth in our community.”

“Austal USA is a respected and valued partner to SSAB Americas,” SSAB Americas Senior Vice President and Chief Commercial Officer Jeff Moskaluk said. “Our participation in such an important and vital project, that will strengthen both the economic and national security of our country, makes this partnership even more meaningful. We are proud to work closely with Austal USA and demonstrate the service, quality and value that is delivered from an interconnected and local supply chain here in Alabama.”

Austal USA broke ground on a new steel manufacturing line in March 2020 to meet the steel-ship demand signal of the U.S. government. The new line will be operational in April with Austal poised to start construction on the recently award U.S. Navy T-ATS program. Austal’s state-of-the-art steel production line will support future steel programs for the U.S. Navy and U.S. Coast Guard.

USCGC Hamilton Returns Home after 72-day Patrol, Drug Offload

Two Coast Guard Cutter Hamilton(WMSL 753) small boats repatriates Haitian migrants on the Eastern Pacific Ocean, Sept. 18. The Cutter Hamilton repatriated 199 migrants during its 72-day patrol. *U.S. COAST GUARD*

CHARLESTON, S.C. – The Legend-class national security cutter USCGC Hamilton (WMSL 753) crew returned home Nov. 24 to Charleston after completing a 72-day patrol throughout the Eastern Pacific Ocean, the Coast Guard 7th District said in a release.

The crew offloaded 26,250 pounds (11,907 kilograms) of cocaine and 3,700 pounds of marijuana worth $504 million Monday at Port Everglades.

Hamilton's crew interdicted five drug-laden vessels while patrolling the Eastern Pacific Ocean. Hamilton's law enforcement team detained all 14 suspects, stopped 199 Haitian migrants, and rescued two people.

Hamilton's crew, along with an aviation detachment from the Coast Guard's Helicopter Interdiction Tactical Squadron,

began the deployment in early September anticipating a counter-narcotics patrol in the Eastern Pacific Ocean.

With changes in the Haitian political climate, Hamilton's crew transitioned to alien migration interdiction operations in the Windward Pass. Hamilton's crew focused on dangerous maritime migration voyages, then interdicting 199 Haitian migrants. They also managed tactical control of seven U.S. Coast Guard cutters, which reduced Haitian migration by 93% with no loss of life.

"We are thrilled to be back in the low country in time for the holidays. The past 72 days have taken us from deterring illegal migration off Haiti to combatting drug trafficking organizations in the Eastern Pacific," said Capt. Matthew Brown, commanding officer of Hamilton. "Every day brought new challenges but also new opportunities for this crew to come together and solve complex problems. The product of their hard work was the successful deterrence of unsafe migrant ventures from the claw of Haiti and the seizure of nearly 12 tons of illegal drugs destined for North America."

Hamilton is one of three 418-foot national security cutters homeported in Charleston under U.S. Coast Guard Atlantic Area Command with two more anticipated by 2025. With its robust command, control, communication, computers, intelligence, surveillance, and reconnaissance equipment, they are the most technologically advanced ship in the U.S. Coast Guard's fleet. These crews regularly work cooperatively under U.S. Coast Guard Pacific Area, district commanders and combatant commands.

NSCs are a worldwide deployable asset that supports the Department of Homeland Security, Department of Defense and national objectives through drug interdiction, migrant interdiction, national defense, SAR, fisheries enforcement and national intelligence collection.

U.S. Coast Guard Atlantic Area command, based in Portsmouth, Virginia, oversees all U.S. Coast Guard operations east of the Rocky Mountains to the Arabian Gulf. Also, they allocate ships to deploy to the Caribbean and Eastern Pacific to combat transnational organized crime and illicit maritime activity.

Coast Guard Rescues 27 Migrants Stranded on Monito Island, Puerto Rico

The Coast Guard Cutter Dauntless rescues 27 stranded migrants from Monito Island, Puerto Rico Nov. 27, 2021. The rescued

migrants, 25 Haitian and two others of undetermined nationality, reportedly were traveling with 10 other Haitian migrants, who were also rescued by the cutter Dauntless from a disabled migrant vessel near Monito Island Nov. 24, 2021. *U.S. COAST GUARD*

SAN JUAN, Puerto Rico – The Coast Guard Cutter Dauntless rescued 27 migrants Nov. 27 after the migrants abandoned a disabled vessel Wednesday and ended up stranded on Monito Island, Puerto Rico, the Coast Guard 7th District said in a release.

The rescued migrants, 25 Haitian and two others of undetermined nationality, reportedly were traveling with 10 other Haitian migrants who were rescued by the Coast Guard Cutter Dauntless Wednesday from a disabled makeshift vessel near Monito Island.

Coast Guard rescue crews ended the search for possible migrants in the water Friday afternoon, after confirming the migrants who abandoned the disabled vessel had safely reached Monito Island.

“This case was a very close call, and I commend the efforts of our partner agencies and all Coast Guard units and personnel who helped save 37 lives from a disabled migrant vessel and from the harsh and dangerous environment of Monito Island, preventing what could have been a major loss of life,” said Cmdr. Beau Powers, Sector San Juan chief of response. “To anyone considering taking part in one of these voyages we urge them to not take to the sea, you are putting your life and the life of others at risk. If caught, you are also risking prosecution for migrating illegally to the United States. Migrants, who are interdicted at sea and not prosecuted, will be returned to the country they departed from.”

During search efforts Thursday, the crew of a Coast Guard MH-60T Jayhawk helicopter from Air Station Borinquen observed there were more than 20 people stranded on Monito Island.

The crew of the cutter Dauntless combined efforts with a Coast Guard HC-144 Ocean Sentry aircraft, U.S. Border Patrol agents and a Puerto Rico Police Joint Forces of Rapid Action marine unit Friday to deliver food, water and a hand-held radio to the stranded migrants. Shortly thereafter, the crew of the cutter Dauntless established successful radio communications with the migrants on Monito Island who confirmed, along with statements received from survivors of the disabled migrant vessel, that all the passengers from the illegal voyage were accounted for and safe.

The following morning, the Dauntless crew used the cutter's Over the Horizon boats to rescue the stranded migrants from Monito Island, while a Coast Guard helicopter flew rescue support on scene. During the rescue, the Coast Guard boat crews recovered several migrants from the water who jumped from the bottom of the cliff, including a pregnant woman.

Once aboard a Coast Guard cutter, all migrants receive food, water, shelter and basic medical attention. Throughout rescue efforts, Coast Guard crewmembers were equipped with personal protective equipment to minimize potential exposure to any possible case of COVID-19.

The 27 rescued migrants were transported to Mayaguez, Puerto Rico, where they were received by awaiting Border Patrol Agents and Emergency Medical Service personnel.

The Coast Guard Cutter Dauntless is a 210-foot medium-endurance cutter homeported in Pensacola, Florida.

Coast Guard Crews Interdict 4 Smugglers, Seize $12M in Cocaine

Station San Juan boat crews offloaded approximately 400 kilograms in seized cocaine and transferred custody of four suspected smugglers to federal agents Nov. 24, following the interdiction of a go-fast vessel near Dorado, Puerto Rico. *U.S. COAST GUARD / Ricardo Castrodad*

SAN JUAN, Puerto Rico – A Station San Juan boat crew offloaded approximately 400 kilograms in seized cocaine and transferred custody of four suspected smugglers to federal agents Nov. 24, following the interdiction of a go-fast vessel near Dorado, Puerto Rico, the Coast Guard 7th District said in a release.

The apprehended smugglers are Dominican Republic nationals who

are facing federal prosecution in Puerto Rico on drug smuggling criminal charges of Conspiracy to Possess with Intent to Distribute a Controlled Substance Aboard a Vessel Subject to the Jurisdiction of the United States. The charges carry a minimum sentence of 10 years imprisonment and a maximum sentence of imprisonment for life. The Transnational Organized Crime Special Assistant U.S. Attorney Jordan Martin from the U.S. Attorney's Office for the District of Puerto Rico is leading the prosecution for this case. The seized cocaine has an estimated wholesale value of approximately $12 million.

During a routine patrol of Puerto Rico's northern coast, the aircrew of a Customs and Border Protection multirole enforcement aircraft detected a suspicious go-fast vessel, approximately 24 nautical miles north of Dorado, Puerto Rico.

Coast Guard watchstanders at Sector San Juan directed the launch of a Station San Juan 33-foot Special Purpose Craft–Law Enforcement to interdict the suspect vessel. Once on scene and while in pursuit, the Coast Guard crew compelled the go-fast vessel to stop. Following the interdiction, the Coast Guard crew seized 16 bales of cocaine and apprehended the four suspected smugglers.

"This successful interdiction is a result of the professionalism, close coordination and swift response displayed by the Coast Guard and Customs and Border Protection surface, air, and watchstander crews involved in this case," said Cmdr. Beau Powers, Sector San Juan chief of response. "These professionals respond and work daily to maximize our interagency capabilities and resources to stop drug smuggling vessels at sea. Together, along with the rest of our local and federal law enforcement partners, we seek to safeguard the nation's maritime border and protect the people of Puerto Rico from this threat."

Indian Navy Commissions New Warships

INS Vela is commission in Mumbai Nov. 25. *INDIAN NAVY*

MUMBAI — India commissioned its newest surface combatant, the 7400-ton guided missile destroyer INS Visakhapatnam (D61), Nov. 21, and its newest submarine, INS Vela (S24), Nov. 25, both in Mumbai.

Visakhapatnam is the lead ship in a class of four stealth guided-missile destroyers under Project 15B. The second ship is scheduled for commissioning in 2023, followed by the third and fourth ships in 2025.

The Visakhapatnam was designed by the Indian navy's Directorate of Naval Design and constructed by Mazagon Dock Ltd. in Mumbai using indigenously sourced steel.

Vela, a 1,700-ton Scorpene-class air independent propulsion

diesel submarine, was also built by Magazon Dock Ltd. in collaboration with the Naval Group in France. It is the fourth in a series of the six Scorpene-class submarines being constructed in India for the Indian navy. The navy operates or is building both attack and ballistic missile submarines.

While many navies are building frigates, the number of navies acquiring destroyers is relatively small.

The DDGs represent an evolutionary development for the Indian navy, starting with the 6,200-ton, three-ship Project 15 Delhi class and the three ships of the 7,400-ton Project 15A Kolkata class.

The Delhi-class was influenced by Russian weapons and combat systems, whereas the newer ships feature western and indigenous systems. The Kolkata class added the supersonic BrahMos anti-ship and land-attack missile. The P15B ships are about the same size as the P15As, but with more advanced systems from Russian, western and indigenous sources. They also have a reduced radar cross section. According to India's Ministry of Defence, the overall indigenous content of the project is about 75%.

"Today, as INS Visakhapatnam manufactured by MDSL is successfully commissioned, there is no doubt that in the coming times, we will be shipbuilding not only for our own needs, but also for the needs of the entire world. I'm confident that INS Visakhapatnam will live up to her name and strengthen our maritime security," Minister of Defence Rajnath Singh said at the commissioning ceremony.

The defense minister said the Indian navy has an important role to keep the oceans open, safe and secure. "Challenges such as piracy, terrorism, illegal smuggling of arms and narcotics, human trafficking, illegal fishing and damage to the environment are equally responsible for affecting the maritime domain. Therefore, the role of the Indian navy

becomes very important in the entire Indo-Pacific region," Singh said.

MQ-25 Conducts Ground Testing at Chambers Field

The U.S. Navy and Boeing conducted ground testing of the MQ-25 Stingray at Chambers Field onboard Naval Station Norfolk, Virginia. The MQ-25 Stingray is an unmanned aerial refueling aircraft. *U.S. NAVY / Mass Communication Specialist 2nd Class Sam Jenkins*

NORFOLK, Va. – The U.S. Navy and Boeing are completing ground tests of the MQ-25 Stingray test asset at Chambers Field onboard Naval Station Norfolk, Virginia, the Navy said Nov. 22.

“The Stingray is the future of naval aviation. It is the first aircraft carrier-based unmanned air vehicle,” said Rear Adm. John Meier, Commander, Naval Air Force Atlantic. “The ground testing is another step toward the teaming of manned and unmanned aircraft platforms. Integrating platforms like the MQ-25 into the air wing will increase their lethality and reach.”

The MQ-25 Stingray introduces unmanned aerial refueling and intelligence, surveillance and reconnaissance capabilities to the air wing that will extend the range, operational capacity and lethality of the Carrier Air Wing and Carrier Strike Group.

“What we are doing today is deck handling,” said Rick Schramm, the technical lead engineer material review board. “We have a system installed on the airplane that allows the aircraft to be engines up, power running and taxing by controllers on the deck.”

Schramm described that they are using painted lines to section areas of the flight deck to test how the MQ-25 would be able to maneuver on board an aircraft carrier.

The MQ-25 is the first move toward the Navy’s strategic vision of unified, interoperable networks and systems architecture. It is paving the way for future unmanned systems to be introduced to the air wing and aircraft carrier environment.

Chief Aviation Machinist Mate Michael Solle said the capabilities of the MQ-25 will allow the F/A-18 to return to its primary mission set as well as extend its strike range and enhance maneuverability.

The Boeing-owned MQ-25 recently completed its first aerial refueling of an F-35C Lightning II aircraft, marking the third refueling flight evolution for the test aircraft as a whole. Once operational, MQ-25 will refuel every receiver-capable carrier-based aircraft.

The MQ-25 is intended to be one of the Navy's fastest major defense acquisition programs to reach initial operational capability.

ONR Chief Unveils New Vision to Reimagine Naval Power

Rear Adm. Lorin Selby, chief of naval research, delivers remarks at the HACKtheMACHINE Unmanned competition in Alexandria, Virginia, Nov. 17. HACKtheMACHINE Unmanned is the first in a series of public-facing technology challenges aimed at accelerating discovery and teambuilding between the DoN, industry and academia for the creation of groundbreaking unmanned and autonomous systems. *U.S. NAVY / Michael Walls*

ARLINGTON, Va. – Declaring "Our time to innovate is now," Chief of Naval Research (CNR) Rear Adm. Lorin C. Selby last

week introduced a new vision for future naval power, one based on faster development of unmanned, autonomous systems, vibrant partnerships with industry and academia and reimagined naval formations.

“I think this decade, the 2020s, will have special significance for our nation and our role in leading the world,” Selby told a nationwide audience during the HACKtheMACHINE Unmanned event. “What can we do today that can deliver measurable results in two years, that leads to deployed capabilities at scale in five years, to fully realize that reimagined future?”

Small, Agile, Many

A critical important component of future naval success, he said, is incorporating advanced cyberphysical technologies found in the “small, the agile, and the many” – small unmanned, autonomous platforms that have the agility to be built and adapted quickly, in large numbers, and at far lower costs compared to larger platforms. These unmanned air, surface and subsurface vehicles will carry an array of sensors and modern payloads, and perform multiple missions.

“The small, the agile and the many have the strong potential to define the future in a world where the large and the complex are either too expensive to generate in mass, or potentially too vulnerable to put at risk,” he said.

“We are talking about how to iterate at scale and at speed. How to take things that meet operational needs and making them part of the force structure, deploying them in novel naval formations” that will “confuse and confound the tasks our adversaries must consider.”

One of the advantages of the small, agile and many platforms in this new formation is that Selby believes they can be built relatively inexpensively compared to existing force structure. This makes them more attritable in high-end conflict – in

other words, if they are shot down or otherwise put out of action, American forces will have dozens, even thousands, of backups in place. Having large numbers of advanced but inexpensive platforms in the fleet to counter an adversary's expensive platforms could play an important role in deterring aggressive actions.

Selby gave his remarks during a keynote address at the HACKtheMACHINE Unmanned competition, held virtually Nov. 16-19. This event, which is expanding to multiple cities across the country, is a public-facing technology challenge aimed at accelerating discovery and team building between the Department of the Navy, industry and academia.

The ultimate goal of such events, Selby said, is to create new ways of doing business for autonomous and software-based systems. Comparing this moment in history to the dawn of the industrial revolution, when technological advances drove massive change, he noted that today, "data is the new oil, and software is the new steel."

Sponsored by ONR, in conjunction with Program Executive Office (PEO) C41, PEO Integrated Warfare Systems, PEO Unmanned and Small Combatants, the Navy's Cybersecurity Office (PMW-130) and industry partners like Fathom5 and Booz Allen Hamilton, HACKtheMACHINE Unmanned is one of the ways ONR is working to support the Navy's 2021 Unmanned Task Force and integrate unmanned and autonomous technology at scale.

A Strategic Hedge

Selby emphasized the importance of America's current naval force structure needing a "strategic hedge." He noted that in World War II, the Navy was primarily invested in battleships as the nucleus of combat power for any future conflict. However, the Navy and the nation had a "hedge" investment in aircraft carrier and submarine force structure. Ultimately the hedge proved crucial to victory – far different from the

beginning of the war, when battleships were seen by many as the key.

The small, the agile and the many represent a viable hedge to support the large and the complex platforms that comprise the backbone of today's force structure. Rapid development of unmanned, autonomous systems provides the technological drive to create a hedge option for the 21st century Navy and Marine Corps. Developing this strategic hedge at ONR is one of many ways the organization helps the Navy and Marine Corps adapt to potential futures.

Finally, the CNR stressed the importance of moving from the current requirements-driven acquisition process – a successful process for large platforms, but one not rooted in speed – to a "problem-driven" process, where the Naval Research Enterprise asks operators and commanders what problems they are facing, and rapidly creates solutions to solve their problems.

That approach has already begun. ONR provided dozens of unmanned platforms and sensors used in last April's Integrated Battle Problem 2021, which focused on a PACFLEET battle problem. In 2022, those efforts will continue, including partnering with SOUTHCOM to deliver new tools for drug interdiction efforts.

Navy and Port of Hueneme Help Relieve U.S. Supply-Chain

Congestion

The U.S. Navy in partnership with the Oxnard Harbor District is providing resources onboard Port Hueneme in direct support of decreasing port congestion in Los Angeles County and reducing the national supply-chain shortage, Nov. 22, 2021. *U.S. NAVY*

PORT HUENEME, Calif. – The U.S. Navy in partnership with the Oxnard Harbor District (OHD) is providing resources onboard Port Hueneme in direct support of decreasing port congestion in Los Angeles County and reducing the national supply-chain shortage, Nov. 22, 2021.

A standing Joint Use Agreement (JUA) with Naval Base Ventura County and OHD, allows the Navy to support commercial supply chain logistics when activated.

“Naval Base Ventura County recently welcomed a large cargo vessel,” said Daniel J. Herrera, assistant program director for port operations, NBVC. “Ports of America already off-loaded a large number of 40-foot containers into lot 22

onboard Port Hueneme, which is merchandise expected to have direct impact with helping to support holiday supply demands.”

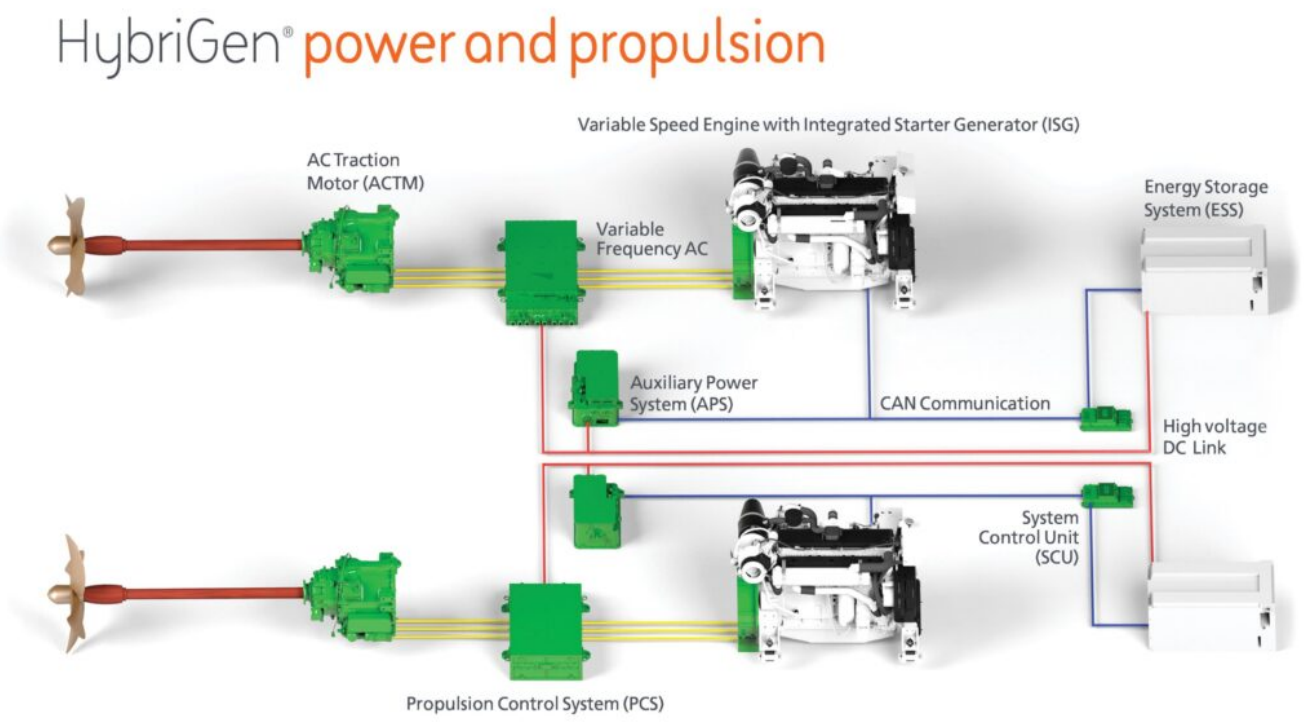
The Department of the Navy entered into a JUA in 2002 with the OHD, replacing the 1994 memorandum of understanding, authorizing commercial use of Wharf 3 onboard NBVC, including approximately 21 acres of contiguous land, buildings 546 and 548, and if available, up to an additional 10 acres of industrial land located outside of the Wharf 3 area.

Jason Hodge, President of the OHD which owns the Port of Hueneme, said commercial business at the port has increased significantly over the past year and when it comes to moving cargo, the Port’s flexible “can do” attitude is similar to the Navy Seabees’ “Can Do” motto of completing a task no matter the condition or situation.

“The port appreciates the partnership with NBVC and locating additional space to accommodate excess holiday shipments coming through the port,” Hodge said. “We are delighted to come together to meet the challenge of providing a solution to help keep essential goods moving. Our long-standing history of partnership continues with this call-to-action to address the national supply chain challenge.”

The JUA was activated in November as a resource to help reduce the shipping congestion affecting Los Angeles County’s major ports and contributing to the national supply crisis. Vessels would arrive into the port to unload a portion of their containers before continuing on to Los Angeles County or chose to unload all their containers at the Port of Hueneme to avoid the backlog of ships farther south.

BAE Systems Launches Next-Gen Power and Propulsion System to Help Operators Reach Zero Emissions



BAE SYSTEMS

ENDICOTT, N.Y. – Nov. 23, 2021 – BAE Systems, a leader in electric propulsion, has launched its next-generation power and propulsion system for the marine market. The HybriGen Power and Propulsion system is a flexible solution to help operators reach zero emissions – improving electrical efficiency and vessel range, increasing propulsion power, and simplifying installation.

The HybriGen Power and Propulsion system uses smaller and lighter components for vessels, building on the company's 25 years of experience in electric propulsion systems. Its modular accessory power system and modular power control system allow for a scalable, tailor-made solution to fit the

specific power and propulsion requirements of a range of vessels, from sailboats and tugs to passenger ferries.

“Our investment in this next-generation technology will provide marine operators with cutting-edge capabilities to create clean transportation,” said Steve Trichka, vice president and general manager of Power & Propulsion Solutions at BAE Systems. “Using a modular design, we can customize our solution to meet the exact needs of each customer, simplifying the installation and improving system reliability. The increased propulsion power and electrical efficiency mean our customers can now accelerate their journey to zero emissions.”

BAE Systems’ electric propulsion technology supports low and zero emission applications with proven controls and components that are available in multiple system configurations.

BAE Systems has more than 14,000 power and propulsion systems in markets around the globe. Each year, those systems contribute to a cleaner world by saving more than 30 million gallons of fuel and eliminating 335,000 tons of carbon dioxide each year – the equivalent of taking 59,000 cars off the road or planting 4.5 million trees.

Work on the HybriGen Power and Propulsion System will be conducted at the company’s facility in Endicott, New York.