

U.S., Iraq, Kuwait Conduct Third Joint Patrol in Arabian Gulf



ARABIAN GULF (June 6, 2023) Mine countermeasures ship USS Gladiator (MCM 11), Iraq patrol boat P-312 and Kuwait missile-attack craft Failaka (P3715) sail together in the Arabian Gulf, June 6, 2023. **(Photo by Cpl. Jensen Guillory)**

[Release from U.S. Naval Forces Central Command Public Affairs](#)

By U.S. Naval Forces Central Command Public Affairs | June 09, 2023

MANAMA, Bahrain – Maritime forces from Iraq, Kuwait and the United States completed a joint patrol in the Arabian Gulf, June 6, marking the third time in less than a year the three

nations sailed together to promote regional maritime security.

U.S. Navy mine countermeasures ship USS Gladiator (MCM 11) operated with patrol boat P-312 from Iraq as well as Kuwait's missile-attack craft Failaka (P3715). The three nations previously conducted similar exercises in the Arabian Gulf in December and August last year.

Gladiator is a mine countermeasures ship designed to clear mines from vital waterways. The ship is forward-deployed to Bahrain where U.S. 5th Fleet is headquartered.

The U.S. 5th Fleet operating area includes 21 countries, the Arabian Gulf, Gulf of Oman, Red Sea, parts of the Indian Ocean and three critical choke points at the Strait of Hormuz, Bab al-Mandeb and Suez Canal.

FLEET BATTLE PROBLEM 2023-1 COMMENCES; FOCUSES ON INTEGRATED MARITIME CAPABILITIES WITH U.S. NAVY AND U.S. MARINE CORPS

[Release from U.S. Fleet Forces Command](#)

[By U.S. Fleet Forces Command And U.S. Marine Forces Command
Public Affairs](#)

09 June 2023

NORFOLK, Va. – U.S. Fleet Forces Command and U.S. Marine Forces Command will conduct Fleet Battle Problem 2023 (FBP 23-1) June 9-13 on land and off the coast of Camp Lejeune, North Carolina and the Virginia Capes to further develop integrated maritime capabilities with the II Marine Expeditionary Force and U.S. 2nd Fleet.

FBPs occur multiple times a year to practice and assess new warfighting concepts that culminate in large and complex events, such as Large Scale Exercise (LSE). FBP 23-1 will focus on integrated naval capabilities, distributed logistics, and capabilities in support of Expeditionary Advanced Base Operations (EABO).

“Across the spectrum of the Navy’s operational level of war learning continuum, Fleet Battle Problems employ real-world equipment and conditions to create challenging and realistic environments designed to enable our Navy and Marine Corps team to assess innovative capabilities and explore new operational concepts,” said Adm. Daryl Caudle, commander, U.S. Fleet Forces Command. “These Battle Problem events are an investment toward developing an integrated maritime force ready to keep pace with the latest technologies, innovative tactics, and warfighting concepts needed to overmatch our adversaries.”

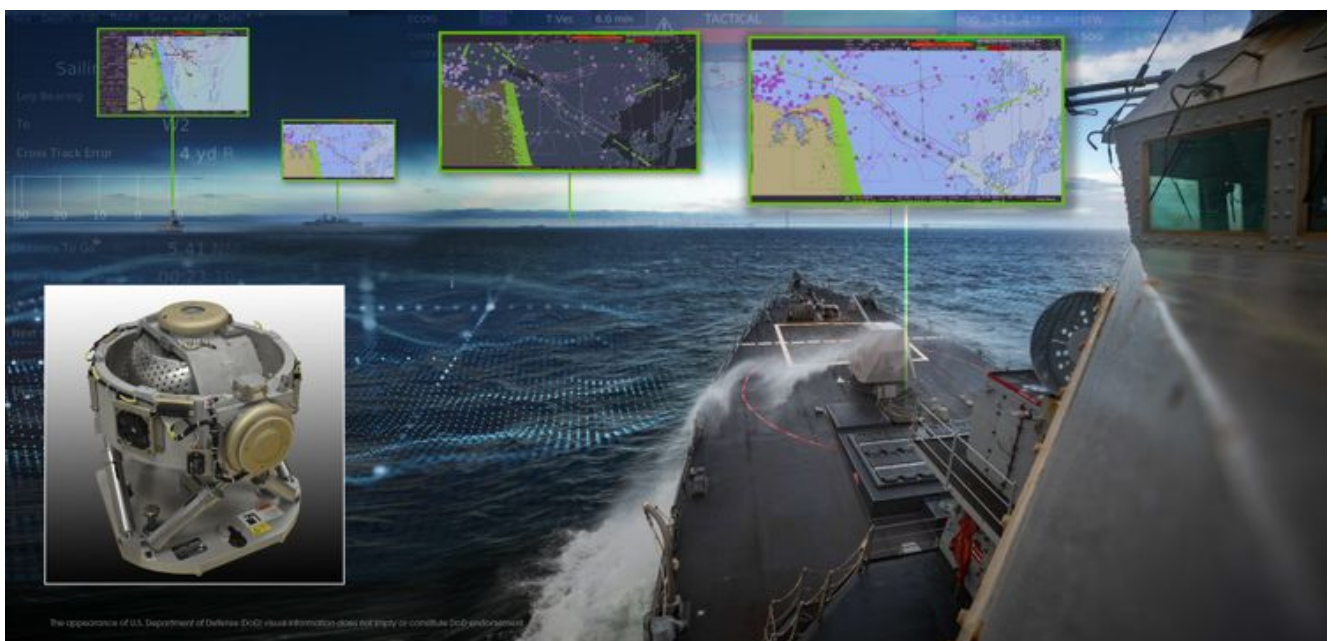
FBP 23-1 allows the Navy and Marine Corps to maintain and improve EABO and Littoral Operations in a Contested Environment (LOCE). Both LOCE and EABO contribute to naval operating concepts, such as Distributed Maritime Operations (DMO), that place a growing emphasis on Navy-Marine Corps integration.

“The Navy-Marine Corps team continues to innovate and adapt to current and potential threats,” said Lt. Gen. Brian Cavanaugh, the commanding general of Marine Forces Command. “Working

together in events like Fleet Battle Problem strengthens our warfighting team, builds on our integration and simply makes us a better Naval force ready to answer our Nation's call."

Events like Fleet Battle Problem 23-1 improve how the Navy and Marine Corps work together to form a strong and cohesive Maritime Force capable of projecting American power from sea to shore at home and around the world.

Northrop Grumman to Produce New Maritime Navigation Sensor for U.S. Navy



The Northrop Grumman-built AN/WSN-12 Inertial Sensor Module provides accurate positioning data with or without GPS for Navy ships and submarines. (Photo Credit: U.S. Navy)

[Release from Northrop Grumman](#)

CHARLOTTESVILLE, Va. – June 8, 2023 – The U.S. Navy awarded Northrop Grumman Corporation (NYSE: NOC) a production contract for the new AN/WSN-12 Inertial Sensor Module (ISM). Northrop Grumman's AN/WSN-12 ISM is a next-generation sensor that significantly improves maritime navigation in Global Positioning System (GPS) denied environments for surface ships and submarines.

"The new AN/WSN-12 Inertial Navigator System will deliver more precision and performance for the warfighter while occupying the same footprint as its predecessor." said Todd Leavitt, vice president, naval and oceanic systems, Northrop Grumman. "This allows upgrades to be made on existing systems where space is at a premium."

The new AN/WSN-12 ISM is a key component of the U.S. Navy's AN/WSN-12 Inertial Navigator System (INS), upgrading the Northrop Grumman built AN/WSN-7 INS. The WSN-7 is on nearly every ship in the U.S. Navy and has been the program of record for more than two decades. Surface ships and submarines rely heavily on the positioning data provided by GPS for navigation, for safety at sea and to fire weapons. The AN/WSN-12 ISM provides highly accurate positioning data with or without GPS, a key component to establishing [Assured Position, Navigation, and Timing \(A-PNT\)](#) maritime solutions. The first ISM will be fielded later this year.

\$119.1 Billion, 407K+ Jobs

Supported by the New England Defense Cluster



[Release from SENEDIA](#)

SENEDIA Releases Economic Impact Report

Details the Economic Strength and Growth in the Region

MIDDLETOWN, RI – SENEDIA, the alliance for Defense tech, talent, and innovation, [today released a new report](#) that highlights the importance of the New England Defense Cluster to U.S. economic growth. The term “Defense Cluster” encompasses all defense-related activities including both the private Defense Industry (defense contractors) and the Military Defense Infrastructure, which includes civilian employees working for the Department of Defense (DoD), active-duty military personnel (Army, Navy, Marine Corps, Air Force, Space Force), and U.S. Coast Guard and National Guard personnel.

In addition to state-level impacts for all six New England states, the report provides a comprehensive look at the New England region’s impact. In 2022, the cluster accounted for \$119.1 billion in economic output, representing 9.2 percent of the region’s GDP. It also accounted for 407,523 jobs, generating more than \$40 billion in income for households.

“The Defense Cluster is an engine of innovation nationwide, and especially here in New England, where billions of dollars in economic activity are generated and hundreds of thousands

of military and civilian employees have high-wage, high-tech, high-demand careers,” said Molly Donohue Magee, SENEDIA executive director. “A robust Defense Cluster is essential to national security and this report demonstrates that it is equally critical for our economy.”

New England’s Defense contracts are growing at a faster rate than the national average, making it a major contributor to the U.S. defense industry and regional economy. The cluster significantly impacts job creation, income, and output across every New England state, and has a strong multiplier effect and economic linkages with other sectors in the region.

“From small, advanced manufacturing businesses and start-up tech companies to major defense contractors and military installations, the Defense Cluster represents tremendous opportunities for the workforce and for our economy,” said Senate Armed Services Committee Chairman Jack Reed (D-RI). “Across New England, we are developing new technologies and capabilities, modernizing our military, building next-gen submarines, and driving broader economic growth today and for the future.”

High-level findings from the report are summarized [on the SENEDIA website](#), with a full version and state-level highlights available for download.

“Today’s report provides a timely, comprehensive look at the power and potential of the Defense Cluster and we look forward to seeing how policymakers, employers, and military leaders can make use of this important information,” said Magee.

To learn more and to download the report, [visit the SENEDIA website](#).

KONGSBERG receives new Naval Strike Missile order for the U.S. Navy



[Release from Kongsberg](#)

We have received an order from Raytheon Missiles & Defense for Naval Strike Missiles to the US Navy Over-The-Horizon Weapon System (OTH WS) program worth MNOK 1 345.

Raytheon is prime contractor to the US Navy.

The order is related to the OTH WS framework agreement announced 31 May 2018. We have signed orders for MNOK 3 110 under this framework agreement.

“This is the largest Naval Strike Missiles-order from US Navy so far. This generates jobs and demand for increased production capacity, both for us and our suppliers. As announced at our CMD in June 2022, we have started a significant investment in a new missile production facility that will be finished in June next year,” says Eirik Lie, President of Kongsberg Defence & Aerospace.

NSM

The NSM provides superior operational performance and high survivability against all enemy defence systems.

High resolution imaging infrared seeker provides ATR and precise hitpoint for each ship class. Thrust to weight ratio above 1 and high-g programmable endgame maneuvers provide unsurpassed defence penetration capabilities.

Over-The-Horizon Weapon System

The Over-The-Horizon Weapon System is a long-range, surface-to-surface missile employed by either the Littoral Combat Ship or the planned guided-missile frigate, intended to engage maritime targets both inside and beyond the firing unit's radar horizon.

The OTH-WS is a stand-alone system consisting of an operator interface console, naval strike missile, and a missile launching system, requiring minimal integration into the host platform.

The OTH-WS receives targeting data via tactical communications from combatant platforms or airborne sensors and requires no guidance after launch.

US Navy awards launch and recovery system contract for fourth Ford-class aircraft carrier



An F/A-18F Super Hornet from Strike Fighter Squadron (VFA) 213 launches off of the flight deck of the first-in-class aircraft carrier USS Gerald R. Ford (CVN 78) using the Electromagnetic Aircraft Launching System (EMALS), March 10, 2023. As the first-in-class ship of Ford-class aircraft carriers, CVN 78 represents a generational leap in the U.S. Navy's capacity to project power on a global scale.

[Release from Naval Air Systems Command](#)

Published: June 8, 2023

NAVAL AIR SYSTEMS COMMAND, PATUXENT RIVER, Md.—The U.S. Navy awarded General Atomics a \$1.204-billion contract modification June 12 to build the Electromagnetic Aircraft Launch System (EMALS) and Advanced Arresting Gear (AAG) for the future USS Doris Miller (CVN 81).

The contract includes AAG and EMALS production, shipset deliveries, engineering change orders, production incorporation of obsolescence mitigations, program support, installation, and certification support for CVN 81 through 2032.

Capt. Mike Kline, program manager for the Aircraft Launch and Recovery Equipment Program Office (PMA-251) said the contract award is an important evolution in the future of launch and recovery for U.S. Naval warfare.

“As the fourth Ford-class aircraft carrier to enter the fleet, CVN 81 can lean on CVN 78’s experience, and the lessons learned while advancing EMALS and AAG for the next generation of Sailors,” he said.

EMALS and AAG certification on USS John F. Kennedy (CVN 79) is currently underway, and system production on USS Enterprise (CVN 80) is near completion. Production work for EMALS and AAG on the CVN 81 will begin immediately, with support planned through 2032.

CNO: ‘We Need to be in the Way’



TAIWAN STRAIT (June 3, 2023) The Arleigh Burke-class guided-missile developer destroyer USS Chung-Hoon (DDG 93) observes PLA(N) LUYANG III DDG 132 (PRC LY 132) execute maneuvers in an unsafe manner while conducting a routine south to north Taiwan Strait transit alongside the Halifax-class frigate HMCS Montral (FFG 336), June 3. USS Chung-Hoon is on a routine deployment to U.S. 7th Fleet and is assigned to Commander, Task Force (CTF 71)/Destroyer Squadron (DESRON) 15. CTF 71/DESRON 15 is the largest forward-deployed DESRON and the U.S. 7th Fleet's principal surface force. (U.S. Navy photo by Mass Communication Specialist 1st Class Andre T. Richard)

ARLINGTON. Va. – The U.S. Navy needs a non-provocative but purposeful presence in the seas around China to deter challenges to international rules and the security interests of the United States, the chief of naval operations said.

CNO Admiral Michael Gilday, speaking June 7 to an audience at the Brookings Institution, a Washington think tank, remarked on the recent incidents in the South China Sea and Taiwan Strait, particularly the unsafe maneuvers of the PLAN(N)

destroyer Luyang III last week in the vicinity of the U.S. Navy destroyer USS Chung-Hoon and Canadian frigate HMCS Montreal.

"We're handling that, I think, very well, very professionally," Gilday said.

"I am encouraged by the most recent turn in dialogue by senior leaders with the toning down of, I would say, militaristic tone," the CNO said. "I think that's been helpful. We need to continue to operate out there, and we need to continue to operate forward. We need to assure allies and partners. At the same time, we need to deter anybody, any nation that tends to challenge those international rules, challenge the security interests of not only the United States but our allies and partners and put our economic interests in jeopardy.

"So, I think we need to be out there, and we need to be in the way," the admiral said. We can't just be milling about. It has to be purposeful, and it has to be non-provocative. Let me just underscore that."

Gilday said he was concerned about the "lack of transparency" of the Chinese military and "their intentions with respect on how they intend to use their navy to reach President Xi's goals are concerning with respect on military expansion."

Gilday also noted the positive contribution of the Chinese PLAN Navy in anti-piracy operations in recent years off the coast of East Africa.

"They have been good partners with combating piracy, thwarting it, and keeping those sea lanes open for all," he said. "That should be a model for the behavior that we should expect from the PRC. I would encourage more of those types of collaborative operations at sea that benefit all of us."

Gilday noted that "mil-to-mil [military-to-military] relationships are intended to be a shock absorber. No matter

the political climate, those mil-to-mil relationships have to be steady, predictable, and they have to be very measured.”

Also speaking in the seminar was Peter Levesque, president of CMA CGN shipping company and of American President Lines, who remarked on the tensions in the South China Sea.

“The major challenge for us is, obviously, what happens in the South China Sea,” Levesque said. “Five trillion dollars of goods flow through the South China Sea every year. It’s a major shipping lane, obviously, for CMA and for the other carriers. We’re worried about what everybody’s worried about, that two planes go bump in the night, or two ships go bump in the night accidentally and spiral into something bigger, and all of a sudden, we can’t use those trade lanes or insurance companies won’t insure our ships to go through those trade lanes.

“It’s a real concern, and I don’t think we fully comprehend how big of an impact that would be not only to the global supply chain but the U.S. supply chain in particular if tensions get to the point where that’s an unusable space,” he said.

Coast Guard holds special status ceremony for Cutter Bayberry



[Release from Coast Guard 5th District](#)

June 7, 2023

PORTSMOUTH, Va. – The Coast Guard held a special status ceremony at Station Oak Island, N.C. Wednesday morning to signify the beginning of it being decommissioned after 69 years of active Coast Guard service.

The Bayberry was built by Reliable Welding Works in Olympia, WA, and spent its first 17 years in the San Francisco area, with a three year stay in Rio Vista CA, before returning to Seattle in 1971. When it returned to Washington, it was retrofitted with a 60-foot barge for operations and was the only one of its kind. The cutter also became a primary deployer of the Vessel of Opportunity Skimming System, an oil spill recovery system. The Bayberry's operations in Seattle spanned from 1971 until 2009 when it was relocated to Oak Island.

The Bayberry's recent accomplishments include post-hurricane Dorian operations, where the crew led a waterways reconstitution mission, completed a complex voyage correcting 40 aids to navigation discrepancies, enabling the rapid resumption of ferry service, and facilitating the delivery of emergency supplies to 700 residents stranded on Ocracoke Island. In 2021, when extensive shoaling suddenly compromised Oregon Inlet Channel and no other capable asset was available to respond, the cutter led a 400-mile mission to the Outer Banks to retrieve and relocate five buoys that dangerously misled mariners, significantly enhancing the safety of this busy waterway, preserving search and rescue capabilities, and sustaining the local economy.

Marine Corps Systems Command Begins Fielding Cutting-edge Ultra Light Tactical Vehicle



[Release from Marine Corps Systems Command](#)

June 6, 2023

MARINE CORPS BASE QUANTICO, Va. – Marine Corps Systems Command has begun fielding the new Ultra Light Tactical Vehicle, or ULTV, reaching initial operational capability and marking a significant milestone in the Corps' Force Design 2030 modernization efforts. This state-of-the-art tactical vehicle is set to enhance infantry, reconnaissance, and logistics mobility and sustainability, providing the modern warfighter with an advanced, lightweight solution tailored for operations in an anti-access/area denial environment.

"Fielding the ULTV serves as a signal that the Corps is keeping in stride with the ambitious roadmap laid out in Force Design 2030," said Col. John Gutierrez, portfolio manager for

Logistics Combat Element Systems. “This new capability will ultimately help forge a more agile and resilient Corps—one which is empowered to overcome the evolving complexities of modern warfare.”

Fielding operations will proceed in conjunction with the First Marine Expeditionary Force, based at Camp Pendleton, California. The first ULTVs have already arrived at I MEF, with 1st Battalion, 5th Marines receiving the initial vehicle set. An ongoing, structured roll-out will continue throughout the MEF, culminating in August, followed by additional fielding events across the Marine Corps.

The ULTV, a modular, off-road utility vehicle, is currently replacing the Utility Task Vehicle, or UTV, which has reached the end of its lifecycle. With its ability to be rapidly configured, the ULTV supports diverse infantry needs, ranging from logistical support and casualty evacuation to command and control and electronic warfare missions. Furthermore, the ULTV can be internally transported in the MV-22 and CH-53E/K, further facilitating rapid deployment.

“The ULTV is more than just a tactical vehicle; it enhances our capabilities across the board, ensuring the success of our mission and the safety of our Marines,” said Program Manager for Light Tactical Vehicles Jennifer Moore. “The ability to rapidly configure the ULTV to suit diverse mission needs— from logistical support to electronic warfare— enhances our capabilities in previously unimagined ways.”

GA-ASI SEAGUARDIAN® SUPPORTS NORTHERN EDGE 2023



[Release from General Atomics](#)

Flights Featured ESM, COMINT, Detect and Avoid, AIS, and Link 16 Capabilities

SAN DIEGO – 07 June 2023 – As part of a U.S. Navy contract, an MQ-9B SeaGuardian® Unmanned Aircraft System from General Atomics Aeronautical Systems, Inc. (GA-ASI) supported the NORTHERN EDGE 2023 (NE23) exercise May 8-19, 2023. The training exercise, which took place in the Gulf of Alaska, was one of a series of U.S. Indo-Pacific Command (IPACOM) exercises that prepares joint forces to respond to crises in the Asia Pacific region.

GA-ASI's SeaGuardian is a maritime derivative of the MQ-9B SkyGuardian® and remains the first UAS that offers multi-domain Intelligence, Surveillance, Reconnaissance and Targeting (ISR&T) and has an internal payload suite that can prosecute

surface and subsurface targets in support of Fleet Operations.

During NE23, SeaGuardian provided real-time Maritime ISR&T data feeds to the various IPACOM operations centers including Pacific Fleet, Pacific Air Forces, Joint Base Elmendorf-Richardson Joint Exercise Control Group (JECG) and various exercise and real-world watch floors. Real-time sensor data – including Signals Intelligence (SIGINT), radar, and full-motion video – was Processed, Exploited and Disseminated (PED) by operators via Minotaur Mission System. The Minotaur system was developed by the Johns Hopkins University Applied Physics Laboratory. It links sensors, SIGINT, cameras, radar and communications equipment into a single, automated system that allows operators to more efficiently identify, track and target simultaneously with other users for expedited dynamic tasking. This classified data was transmitted to the Joint Fires Network using new DoD technologies allowing for the smart routing of communications between widely distributed communications nodes.

In addition, SeaGuardian showcased an array of operational payloads, including Electronic Support Measures (ESM), Radar Moving Target Indication (MTI) and Inverse Synthetic-Aperture Radar (ISAR), Communication Intelligence (COMINT), Automatic Identification System (AIS), high-definition Electro-Optical/Infra-Red (EO/IR) imaging system and Link 16.

The [ESM](#) payload on SeaGuardian was supplied by Sierra Nevada Corporation and the [COMINT](#) payload was made by L3Harris Technologies. The aircraft featured the [SeaVue](#) Multi-role radar from Raytheon Technologies. GA-ASI's Link 16 solution leveraged the L3Harris Small Tactical Terminal (STT) [KOR-24A](#) radio and Ultra Electronics Air Defense Systems Integrator ([ADSI](#)) host software ran on the Parry Labs [Stellar Relay](#) Common Compute Module.

The GA-ASI-developed Detect and Avoid (DAA) system was also

installed in SeaGuardian and received a limited certification from NAVAIR. This enabled SeaGuardian to perform beyond visual line-of-sight (BVLOS) operations within the exercise airspace.

SeaGuardian's multi-domain capabilities allows it to flex from mission to mission and pass real-time sensor data directly to the fleet through Link 16 and satellite feeds to the shore-based command and intelligence centers. During NE23, the MQ-9B effectively passed ISR&T information to various surface and air units, and a litany of other U.S. and foreign units taking part in the exercise.

In addition to its contributions to the exercise, the SeaGuardian self-deployed from GA-ASI's Desert Horizons flight operations facility in El Mirage, Calif., to Joint Base Elmendorf-Richardson, Alaska, covering over 2,000 nautical miles in a single flight and demonstrated SeaGuardian's unrivalled expeditionary attributes. The aircraft self-deployed back to El Mirage following the exercise. All flights were flown from a forward deployed Mission Command Element comprised of a Certified Ground Control Station and Mission Intelligence Station located Naval Air Station Whidbey Island, Washington, exercising UAS Expeditionary Concept of Operations (CONOPS) in support of Exercise objectives.