

Austal USA Launches 15th EPF, USNS Point Loma



MOBILE, Ala. – Austal USA launched USNS Point Loma (EPF 15) at the company's state-of-the-art ship building facility in Mobile, Ala. today. The U.S. Navy's 15th Expeditionary Fast Transport (EPF), christened in the beginning of August, is now docked pier side for final outfitting and system activation in preparation for sea trials later this year.

During the launch process, self-propelled modular transporters (SPMT) lifted the ship almost three feet and moved it approximately 400 feet onto a deck barge moored adjacent to the final assembly bay. The barge moved the ship downriver to Austal USA's West Campus repair yard where the ship was placed in a floating dry dock. The EPF was submerged in the dry dock enabling it to float for the first time, and it was returned

back upriver to Austal USA's new construction facility.

"The continued success of this launch process is a testament to the value of teamwork and applying lessons-learned to everything we do," stated Austal USA Vice President of New Construction Programs, Dave Growden. "Our test and activation, crane and rigging, and safety teams work methodically alongside our Navy partners and key vendors such as Berard Transportation and E.N. Bisso & Son tug services. These partnerships allow us to continually examine our process, identify opportunities for improvement, and more effectively achieve these major ship milestones."

Production efforts on EPF 15 will shift to final outfitting and system activation to support USNS Point Loma getting underway for sea trials.

Navy Honors Capt. Thomas G. Kelley at Keel Plate Signing



The U.S. Navy celebrated the keel plate signing ceremony for the future USS Thomas G. Kelley (DDG 140) at General Dynamics Bath Iron Works (BIW) on Aug. 30. During the ceremony, Marc Cote, a senior welder from General Dynamics BIW, welded the ship's namesake, Capt. Kelley's signature onto the keel plate which will be used in the future during the keel laying

ceremony. Capt. Kelley, a Medal of Honor recipient for his heroism during the Vietnam War. (U.S. Navy photo)

By Team Ships Public Affairs, Aug.30, 2024

The U.S. Navy celebrated the keel plate signing for one of the Navy's future Arleigh Burke-class Flight III destroyers at an event hosted at General Dynamics Bath Iron Works (BIW) on Aug. 30.

The ceremony was held in honor of Capt. Thomas G. Kelley, a Medal of Honor recipient for his heroism during the Vietnam War and the namesake of the future USS Thomas G. Kelley (DDG 140).

During the ceremony, Marc Cote, a senior welder from General Dynamics BIW, welded Capt. Kelley's signature onto the keel plate which will be used in the future during the keel laying ceremony.

"What an honor! I am truly grateful and humbled that Secretary Del Toro chose me to be the namesake of DDG 140. To have the ship built in my backyard makes it more special and is a testament to the work skills of New England men and women. I am so proud of the capability this destroyer will eventually bring to the fleet"

Flight III destroyers feature the AN/SPY-6(V)1 Air and Missile Defense Radar and incorporate upgrades to the electrical power and cooling capacity plus additional associated changes to provide greatly enhanced warfighting capability to the fleet.

PEO Ships, one of the Department of Defense's largest acquisition organizations, is responsible for executing the development and procurement of all destroyers, amphibious ships and craft, auxiliary ships, special mission ships, sealift ships and support ships.

Keel Laid for Future USS William Charette



During a keel laying ceremony for the future USS William Charente on Aug. 29, a welder from General Dynamic Bath Iron Works etches the initials of the keel honorees into the keel plate. The initials are of the ship namesake's children, Margaret Ann Charette Henderson, Kati Charette Donovan, Laura Charette Bennett, Michael R. Charette, and the late William A. Charette. The namesake's daughters are the ship's co-sponsors. (U.S. Navy photo)

By Team Ships Strategic Operations, Aug. 29, 2024

Bath, Maine – The keel for the future USS William Charette (DDG 130), an Arleigh Burke-class guided-missile destroyer, was laid during a ceremony on Aug. 29 at General Dynamic Bath Iron Works (BIW).

The ship is named in honor of Master Chief Hospital Corpsman William R. Charette, a veteran who was awarded the Medal of Honor for his heroic acts during the Korean War, while assigned to Company F, 2nd Battalion, 7th Marines, 1st Marine Division in Panmunjom Corridor (DMZ), Korea.

Rear Adm. Darin K. Via, Surgeon General of the Navy and Chief, Bureau of Medicine and Surgery (BUMED), presided over the ceremony on behalf of the Secretary of the Navy Carlos Del Toro.

“All of us in Navy Medicine are immensely proud to have a warship named after one of our own. We understand that it is one of the greatest honors you can receive in the Navy. The future USS William Charette will not only be a symbol of American strength but also a testament to the courage and dedication of Navy corpsmen,” said Rear Adm. Darin Via. “To have a ship named after a Navy corpsman is to hold to the maxim of ‘Corpsman Up!’ and embodies the ethos of courage, fidelity, and service before self.”

A keel laying ceremony represents the joining together of the ship’s modular components at the land level. During the ceremony, the keel is authenticated when the welder etches the initials of the keel honorees into the keel plate. The authentication was confirmed by Via, on behalf of the namesake’s children, Margaret Ann Charette Henderson, Kati Charette Donovan, Laura Charette Bennett, Michael R. Charette, and the late William A. Charette. The namesake’s daughters are the ship’s co-sponsors. BUMED Force Master Chief Patrick Paul (PaP) Mangaran, director of the Hospital Corps and leader of the Navy Medicine’s enlisted force, also read a statement on behalf of the Charette family.

“The future USS William Charette will be a welcomed addition to the fleet and another player on the field to provide the Navy with the most advanced warfighting capability” said Capt. Seth Miller, DDG 51 Class program manager, Program Executive

Office (PEO) Ships. "This ship honors the legacy of the late William Charette and his heroism during the Korean War. We are honored to have his daughters as sponsors and for the entire family to celebrate this significant milestone."

A DDG 51 Flight III destroyer features the AN/SPY-6(V)1 Air and Missile Defense Radar and incorporates upgrades to the electrical power and cooling capacity plus additional associated changes to provide greatly enhanced warfighting capability to the fleet. The future destroyers Harvey C. Barnum Jr. (DDG 124), Louis H. Wilson Jr. (DDG 126), Patrick Gallagher (DDG 127), Quentin Walsh (DDG 132), John E. Kilmer (DDG 134), and Richard G. Lugar (DDG 136) are also under construction at BIW.

PEO Ships, one of the Department of Defense's largest acquisition organizations, is responsible for executing the development and procurement of all destroyers, amphibious ships and craft, auxiliary ships, special mission ships, sealift ships and support ships.

Sept 3 U.S. Central Command Update

SEAPOWERS

The Official Publication of the Navy League of the United States

From U.S. Central Command, Sept. 3, 2024

TAMPA, Fla – In the past 24 hours, U.S. Central Command (USCENTCOM) forces successfully destroyed an Iranian-backed Houthi missile system in a Houthi-controlled area of Yemen.

It was determined this system presented an imminent threat to U.S. and coalition forces, and merchant vessels in the region. This action was taken to protect freedom of navigation and make international waters safer and more secure for U.S., coalition, and merchant vessels.

**Senior Navy Leader Visits
Indo-Pacific for AUKUS,**

Strengthens Interoperability from Under Secretary of the Navy Public Affairs



PERTH, Australia (Sept. 2, 2024) – USS Emory S. Land (AS 39) Sailors brief the Acting Under Secretary of the Navy Tom Mancinelli (front right) aboard the ship about their job, Sept. 2, during the Submarine Tendered Maintenance Period (STMP) in Perth, Australia. Mancinelli traveled to Australia to observe the AUKUS STMP and affirm and advance the strong alliance between Australia and the U.S. for an enduring resilient, free and open Indo-Pacific. (U.S. Navy photo by Capt. Courtney Hillson)

From SECNAV Public Affairs, Sept. 4, 2024

PERTH, Australia – Acting Under Secretary of the Navy Tom Mancinelli traveled to Perth, Australia, Sept. 1-3, to meet with partner navies, government officials, and military leaders to discuss their shared commitment to maintaining a

free and open Indo-Pacific.

Mancinelli observed the Submarine Tendered Maintenance Period (STMP) and engaged with Royal Australian and U.S. Navy Sailors supporting this Australia, United Kingdom, United States (AUKUS) milestone.

“AUKUS is a partnership to defend a free and open Indo-Pacific and defend our shared interests,” the acting Under Secretary said. “The United States is committed to its success as we take on the challenges of the 21st century together.”

Throughout the trip, he discussed the trilateral AUKUS partnership and held several engagements to communicate the Department of the Navy’s commitment to advancing interoperability, innovation, and maritime security.

The acting Under Secretary of the Navy met with senior defense leaders, Royal Australian Navy (RAN) leaders, and government leaders during his travel to Western Australia, to include Australian Prime Minister Anthony Albanese, Deputy Prime Minister and the Minister of Defence Richard Marles, Minister for Defence Industry and Capability Development Pat Conroy, Premier of Western Australia Roger Cook, Western Australia Minister for Defence Paul Papalia, Minister for Resources and Northern Australia Madeleine King, British High Commissioner Vicki Treadell, RAN Chief of Navy Vice Adm. Mark Hammond, and Director General Australian Submarine Agency Vice Adm. Jonathan Mead.

Leaders exchanged views on the importance of maritime security and spoke about AUKUS Optimal Pathway accomplishments, the significance of maintaining strong navies, as well as their shared commitment to ensure a stable, peaceful, and prosperous Indo-Pacific region, complementing the existing regional security architecture.

“There is no substitute for presence. We are supporting this generational opportunity that will increase our maritime

capabilities and interoperability, while also helping Australia develop and operate its own sovereign, conventionally armed, nuclear-powered submarines,” Mancinelli emphasized.

“The Submarine Tendered Maintenance Period, a hallmark of AUKUS Pillar I for 2024, is a proud step forward in our shared journey,” said Mancinelli. “It represents one of the tangible ways in which our navies are sharing our talents and resources.”

At HMAS Stirling, the future home to Submarine Rotational Force – West, which is helping to shape Australia’s future fleet of conventionally armed, nuclear-powered submarines, he visited commands and thanked personnel.

The acting Under Secretary toured the USS Hawaii (SSN 776) alongside Albanese and Marles. On board he spoke with Australian and U.S. Navy Sailors working together and conducting maintenance on the submarine.

Separately, Mancinelli met with Fleet Support Unit Sailors and visited the submarine tender ship USS Emory S. Land (AS 39) to talk with Sailors and meet defense and RAN leaders.

USS Emory S. Land Sailors are supporting maintenance activities aboard the Hawaii. This is the first time Australians have participated in a U.S. submarine maintenance period in Australia. Additionally, more than 30 Australian personnel who participated in a knowledge exchange period that began in January 2024 aboard Emory S. Land are executing the majority of planned maintenance work with U.S. support and oversight.

“I am excited to see progress firsthand, and I look forward to seeing an even closer partnership with the Australian Navy and British Navy in the future as we work together to preserve a free and open Indo-Pacific.”

Mancinelli then toured the Henderson Shipyard and Hoffman Engineering, an Australian firm that supplies parts for Australia's Collins class submarines.

"We're making historic investments in our own defense industrial base capabilities and standing shoulder to shoulder with two countries that share our values and our commitment to peace and security," he noted.

Lastly, he visited a Perth-based think tank and engaged in dialogue with defense and national security experts about AUKUS. He also discussed the strategic importance of the enduring Alliance between Australia and the U.S. and the ways in which our navies are working together to uphold the rules-based order.

The U.S. and Australian navies share a mutual interest in maintaining freedom of navigation and open sea lanes for trade and commerce. They conduct frequent cooperative deployments, and regularly operate together during flagship theater exercises such as Pacific Partnership, Rim of the Pacific (RIMPAC), and the Australian-led Kakadu.

This trip marked Mancinelli's first international trip as the acting Under Secretary of the Navy and his first visit to Perth, Australia.

**Austal USA Starts
Construction of Coast Guard**

Offshore Patrol Cutter



Representatives of Austal USA and U.S. Coast Guard gathered to celebrate the start of construction on the future USCGC Pickering. (Photo from Austal USA)

From Austal USA, Aug. 29, 2024

MOBILE, Ala. – Austal USA celebrated the start of construction on the first U.S. Coast Guard Heritage-class Offshore Patrol Cutter (OPC) to be built at the company’s Mobile, Ala. ship manufacturing facility today. Pickering (WSMM 919) is the first OPC being built under a contract that includes up to 11 cutters and has a potential value of \$3.3 billion.

Austal USA was honored to have Coast Guard Rear Admiral Michael Campbell as a key speaker at today’s event. The OPC program will recapitalize the Coast Guard’s aging medium endurance cutters and provide a capability bridge between the service’s national security cutters, which operate in the open ocean, and the fast response cutters which operate closer to

shore.

“Austal USA is excited to begin construction on the first of these high priority cutters for the U.S. Coast Guard,” commented Dave Growden, vice president of new construction programs. “This contract exemplifies the flexibility of our workforce and importance of our steel panel line to Austal USA’s future success. Our multi-talented shipbuilders are well prepared to demonstrate their capability to produce the same high-quality steel ship as they have been producing for our aluminum programs.”

The 360-foot OPC will support the national security strategy for maintaining the nation’s economic, social, environmental and military security mission areas. The OPC will typically conduct its primary missions beyond 12 nautical miles from shore and will be employed anywhere the national interests require the Coast Guard’s unique blend of authorities and capabilities.

OPCs meet the service’s long-term need for cutters capable of deploying independently or as part of task groups to conduct law enforcement, search and rescue, homeland security and defense missions.

OPC will provide the majority of the Coast Guard’s offshore presence conducting a variety of missions including law enforcement, drug and migrant interdiction, and search and rescue. With a range of 10,200 nautical miles at 14 knots and a 60-day endurance period, each OPC will be capable of deploying independently or as part of task groups, serving as a mobile command and control platform for surge operations such as hurricane response, mass migration incidents and other events. The cutters will also support Arctic objectives by helping regulate and protect emerging commerce and energy exploration in Alaska.

Through continual capital investments, over \$500 million to

date, Austal USA has expanded its capability and capacity to enable concurrent production of aluminum and steel ships. The company recently broke ground on a new assembly building which will provide 192,000 square feet of new covered manufacturing space. The building will consist of three bays, two of which will be sized specifically to erect the OPC.

USS Laboon Returns Home from Combat Deployment



Photo By [Chief Petty Officer Matthew Jackson](#) | 240901-N-MJ491-1023 NORFOLK, Va. (September 1, 2024) Arleigh Burke-class guided missile destroyer USS Laboon (DDG 58), is guided by a tugboat during its return to homeport. Laboon, assigned to Dwight D. Eisenhower Carrier Strike Group (IKE CSG), returned to its homeport on Naval Station Norfolk on September

1 following a deployment to the U.S. 5th and 6th Fleet areas of operations. (U.S. Navy photo by Chief Mass Communication Specialist Matthew N. Jackson)

From U.S. Fleet Forces Command, Sept. 1, 2024

NORFOLK, Virginia – The Arleigh Burke-class guided-missile destroyer USS Laboon (DDG 58) returned to Naval Station Norfolk, Virginia, from an independent deployment to the U.S. 2nd, 5th, and 6th fleet areas of operation, Sept. 1.

Laboon deployed for 279 days to the Arabian Gulf, Red Sea, Gulf of Oman, Gulf of Aden, Arabian Sea and the Mediterranean Sea providing deterrence and defense to U.S. partners.

Rear Adm. Kavon Hakimzadeh, commander, Carrier Strike Group (CSG) 2, was on the pier to welcome home the crew of Laboon.

“We are honored to welcome back the men and women of USS Laboon who have proven their proficiency and resolve throughout a demanding deployment,” said Hakimzadeh. “From safeguarding critical maritime routes to deterring threats in volatile regions, Laboon’s crew has exemplified the very best of our Navy’s tradition of excellence. We are deeply proud of what they have accomplished, and we thank each Sailor and their families for their unwavering dedication to our nation’s security.”

While independently deployed, Laboon participated in the multi-national Operation Prosperity Guardian to protect international shipping lanes in the Red Sea, the Bab al-Mandeb, and Gulf of Aden. In support of freedom of navigation, Laboon and her crew countered multiple attacks carried out by Iranian-backed Houthi terrorists in the Red Sea.

“It has been a challenging nine month deployment to hostile waters, but this team demonstrated time and again just how capable our warships are and that we have the best trained

most professional warfighters in the world ready to bring the fight to any enemy," said Cmdr. Eric Blomberg, Laboon's commanding officer.

Chief Petty Officer Rickey Gisclair attributes Laboon's success to training and teamwork.

"This deployment really embodied why we train so hard and every Sailor stepping up to fulfill their role in a challenging environment," said Gisclair.

While on deployment, a refrain heard frequently onboard was: "If we have to fight; we fight and we win!" Laboon is named for Pittsburgh, Pa. native John Francis Laboon who left to serve his country as a U.S. Naval officer. After attending Carnegie Technical Institute (now Carnegie Mellon University), he was commissioned at the Naval Academy and served as the communications officer, gunnery and torpedo officer and executive officer on USS Peto (SS 265), a Gato-class submarine in World War II. During a Western Pacific patrol, while under intense enemy fire, he rescued a downed pilot from heavily-mined waters and was awarded the Silver Star. Shortly after the war, he left the Navy only to be called back to duty as a Chaplain to become Father John Francis Laboon or "Father Jake."

During their 5th Fleet operations, Laboon upheld the tradition of Father Jake, rescuing three mariners in distress in the Gulf of Aden who had been stranded adrift at sea for ten days.

U.S. 5th Fleet area of operations encompasses about 2.5 million square miles of water area and includes the Arabian Gulf, Gulf of Oman, Red Sea and parts of the Indian Ocean. The expanse comprises of 20 countries and includes three critical choke points at the Strait of Hormuz, the Suez Canal and the Bab al-Mandeb.

NAVEUR-NAVAF, headquartered in Naples, Italy, operates U.S. naval forces in the U.S. European Command (USEUCOM) and U.S. Africa Command (USAFRICOM) areas of responsibility. U.S. Sixth Fleet is permanently assigned to NAVEUR-NAVAF, and employs maritime forces through the full spectrum of joint and naval operations.

U.S. 2nd Fleet, reestablished in 2018 in response to the changing global security environment, develops and employs maritime forces ready to fight across multiple domains in the Atlantic and Arctic to ensure access, deter aggression, and defend U.S., allied, and partner interests.

U.S. Fleet Forces Command (USFFC) is responsible for manning, training, equipping and employing more than 125 ships, 1,000 aircraft, and 103,000 active duty service members and government employees, and providing combat-ready forces forward to numbered fleets and combatant commanders around the globe in support of U.S. national interests. USFFC also serves as the Navy's Service Component Commander to both U.S. Northern Command and U.S. Strategic Command, and providing naval forces in support of joint missions as Commander, Naval Forces Northern Command (NAVNORTH) and Commander, Naval Forces Strategic Command (NAVSTRAT). USFFC is the Strategic Command Joint Force Maritime Component Commander (JFMCC STRAT), and executes Task Force Atlantic in coordination with U.S. Naval Forces Europe.

For any inquiries, contact usffc_nflt_pa@us.navy.mil. For more news from USFFC, visit www.usff.navy.mil and for more information visit www.facebook.com/usfleetforces or www.twitter.com/usfleetforces.

Hughes and Boost Mobile Demonstrate Automated, Multi-Transport Network Management for Resiliency at the Tactical Edge

From Hughes Network Systems, Aug. 27, 2024

Standalone 5G Network with enterprise management and control ensure Primary Alternate Contingency Emergency (PACE) planning for warfighter communications

GERMANTOWN, Md., Aug, 27, 2024 –[Hughes Network Systems](#) and [Boost Mobile](#), EchoStar (Nasdaq: SATS) companies, successfully demonstrated optimized, multi-transport network management for the U.S. Navy. The demonstration, which took place earlier this year, tested remote network orchestration, wide area network (WAN) resiliency, and secure Radio Access Network (RAN) sharing between standalone Private 5G networks operating at the U.S. Navy Air Station, Whidbey Island, Washington, and a base in Hawaii.

Hughes collaborated with Boost Mobile, both of which are part of the EchoStar family of companies. Boost Mobile's innovative Open-RAN-based 5G networking technologies for US-wide public network deployment experience provided a rich heritage for the standalone, secure 5G networks on each base. In addition, Hughes implemented its intelligent network orchestration capabilities, Smart Network Edge (SNE) mission-planning technology, and Network Management System (NMS). Together, these technologies maintained communications in contested and

congested environments.

“The combined team successfully demonstrated a flexible and resilient mission network that dynamically switched communications paths to ensure uninterrupted situational awareness,” said Dr. Rajeev Gopal, vice president of Advanced Programs for the Defense Division at Hughes. “We are ready to implement smart network orchestration and secure Private 5G networks, for the U.S. Department of Defense to ensure that users have critical command and control information when they need it most, even in disrupted, occasionally disconnected, and low-bandwidth conditions.”

The network supported Automated PACE planning, leveraging the powerful Hughes NMS and SNE technologies that dynamically utilize multiple transport paths to deliver situational awareness. These advanced automation techniques optimize capacity, QoS, and various time/space-based resource commitments to speed up changes and access to SATCOM resources. With command-in-the-loop, the Hughes technology can process new service requests in less than 5 seconds to accommodate new threats in the theatre and automatically distribute information across paths orchestrated by Hughes SNE. The NMS and SNE are critical enablers for state-of-the-art resilient communications utilizing multiple diverse transports, including GEO, MEO, LEO, and 5G systems.

The demonstration confirmed that the EchoStar Private 5G ORAN network can maintain secure connectivity for devices and applications when users travel outside the naval base. This capability supports a concept of operations where a device running on the Whidbey Island NAS 5G network can travel to another location and still securely access applications that reside at Whidbey Island. The Navy can use this secure internet access for missions requiring a user to relocate from one base to another.

Coast Guard Cutter Escanaba Completes 46-day Counter-Drug Patrol in Eastern Pacific Ocean



The crew of Coast Guard Cutter Escanaba poses for a group photo on the cutter's flight deck during a contraband offload, Aug. 23, 2024, alongside select personnel from Coast Guard Cutters Spencer (WMEC 905), Legare (WMEC 912), Coast Guard Helicopter Interdiction Tactical Squadron, Pacific Area Tactical Law Enforcement Team, and Coast Guard Atlantic Area Command while moored to the pier in Fort Lauderdale, Florida. Escanaba conducted a 46-day counter-drug patrol in the Eastern Pacific Ocean. (U.S. Coast Guard photo by Petty Officer 2nd Class Brandon Hillard)

From U.S. Coast Guard Atlantic Area, Aug. 29, 2024

PORTSMOUTH, Va. – The crew of the Coast Guard Cutter Escanaba (WMEC 907) returned home to Portsmouth, Wednesday, following a 46-day counter-drug patrol in the Eastern Pacific Ocean.

While deployed, crew members supported the Coast Guard Eleventh District, headquartered in Alameda, California, and Joint Interagency Task Force – South, headquartered in Key West, Florida.

During the patrol, Escanaba's crew disrupted illegal narcotics smuggling, interdicting 3,408 pounds of cocaine and 4,418 pounds of marijuana valued at nearly \$50 million during two separate interdictions. The drugs were offloaded in Port Everglades, Florida on Aug. 23. Additional information about Escanaba's drug offload, including photos and video, can be found [here](#).

Escanaba's drug seizures contributed directly to furthering Coast Guard objectives to combat transnational criminal organizations and enhance regional stability and security.

While at sea, Escanaba's crew was assisted by members of Helicopter Interdiction Tactical Squadron (HITRON), based in Jacksonville, Florida and members of Tactical Law Enforcement Team (TACLET) Pacific – Law Enforcement Detachment (LEDET) 107, based in San Diego, California.

HITRON crew members delivered air support for the use of force and enhanced long-range detection capabilities while deployed aboard Escanaba. The TACLET Pacific LEDET supplied skilled boarding personnel critical for mission execution and served as a force multiplier for other law enforcement activities.

“The crew of Escanaba and our shipmates from HITRON and TACLET are to be commended for executing a demanding mission with professionalism and precision,” said Cmdr. Jared Silverman, commanding officer of Escanaba. “In concert with the Coast

Guard's partner agencies and with support from Joint Interagency Task Force – South, the accomplishments of Escanaba serve as a reminder of how vital this mission is.”

Escanaba is a 270-foot, Famous-class medium-endurance cutter homeported in Portsmouth, Virginia. The cutter's primary duties are counter-narcotics operations, migrant interdiction, living marine resources protection, and search and rescue in support of U.S. Coast Guard operations throughout the Western Hemisphere.

For information on how to join the U.S. Coast Guard, visit [GoCoastGuard.com](https://www.go CoastGuard.com) to learn about active duty, reserve, officer, and enlisted opportunities. Information on how to apply to the U.S. Coast Guard Academy can be found [here](#).

Aug. 30-Sept. 2 U.S. Central Command Update

From U.S. Central Command

Sept. 2, 2024

Houthis attack two crude oil tankers

TAMPA, Fla. – On the morning of Sep. 2, the Iranian-backed Houthis attacked two crude oil tankers, the Panama flagged/owned, Greek operated MV BLUE LAGOON I and the Saudi flagged, owned, and operated MV AMJAD, with two ballistic missiles and a one-way attack uncrewed aerial system, hitting both vessels. Both vessels are laden with crude oil. The MV AMJAD is carrying approximately two million barrels of oil, almost twice the amount onboard the Greek-owned MV DELTA

SOUNION, which the Houthis attacked on Aug. 21. Currently, salvage efforts are underway in the Southern Red Sea for the disabled MV DELTA SOUNION, which is still on fire and threatens the possibility of a major environmental disaster.

These reckless acts of terrorism by the Houthis continue to destabilize regional and global commerce, as well as put the lives of civilian mariners and maritime ecosystems at risk.

U.S. Central Command will continue to work with international partners and allies to protect commerce and mitigate potential impacts to the environment despite the irresponsible and careless actions of the Iranian-backed Houthis.

Sept. 2, 2024

TAMPA, Fla. – In the past 24 hours, U.S. Central Command (USCENTCOM) forces successfully destroyed two missile systems in a Houthi-controlled area of Yemen.

It was determined these systems presented an imminent threat to U.S. and coalition forces, and merchant vessels in the region. These actions were taken to protect freedom of navigation and make international waters safer and more secure for U.S., coalition, and merchant vessels.

Aug. 31, 2024

TAMPA, Fla. – In the past 24 hours, U.S. Central Command (USCENTCOM) forces successfully destroyed one Iranian-backed Houthi uncrewed aerial vehicle (UAV) and one uncrewed surface vessel (USV) in Houthi-controlled areas of Yemen.

It was determined these systems presented a clear and imminent threat to U.S. and coalition forces, and merchant vessels in the region. This action was taken to protect freedom of navigation and make international waters safer and more secure

for U.S., coalition, and merchant vessels.

Aug. 30, 2024

TAMPA, Fla. – In the past 24 hours, U.S. Central Command (USCENTCOM) forces successfully destroyed two Iranian-backed Houthi uncrewed aerial vehicles in a Houthi-controlled area of Yemen.

It was determined these UAVs presented a clear and imminent threat to U.S. and coalition forces, and merchant vessels in the region. These actions were taken to protect freedom of navigation and make international waters safer and more secure.