

Norfolk-based E-2D Advanced Hawkeye Crashes, Two Injured, One Fatality



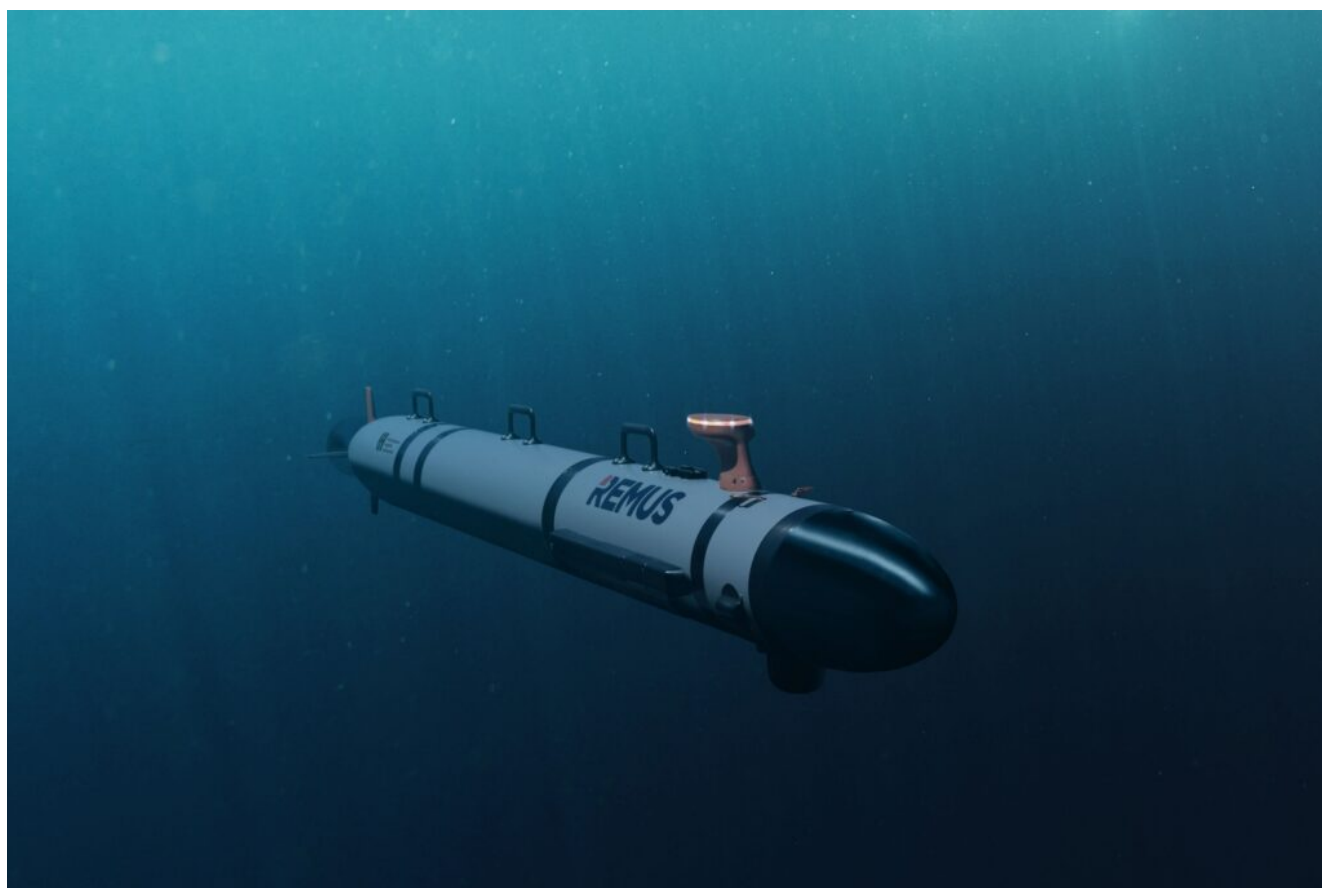
E-2D Advanced Hawkeye aircraft conduct a test flight near St. Augustine, Florida. *U.S. NAVY*

NORFOLK, Va. — A Navy E-2D Advanced Hawkeye assigned to an East Coast Airborne Command and Control Squadron (VAW) crashed in the vicinity of Wallops Island and Chincoteague, Virginia, March 30, the commander of Naval Air Force Atlantic public affairs said in a release. One crew member has died and two have been injured.

The E-2D crashed at approximately 7:30 p.m. Two crew members were rescued by Maryland State Police and transported to Wallops Island for follow-on medical treatment for non-life-threatening injuries. The names of injured crewmembers will not be released due to privacy concerns.

Unfortunately, the third crew member was found deceased in the aircraft. The Worcester County Fire Department Dive Team supported the search and recovery of the deceased. The name of the crew member killed will not be released at this time, pending primary next of kin notification.

HII's REMUS 300 Selected as Navy's Next-Generation Small UUV



HII's REMUS 300 unmanned underwater vehicle, selected as the U.S. Navy's next-generation small UUV program of record. *HII* MCLEAN, Va. – HII announced March 30 its advanced unmanned underwater vehicle, REMUS 300, was selected as U.S. Navy's

next generation small UUV program of record. REMUS 300 technology was designed to advance distributed maritime operations by conducting critical underwater missions.

The initial phase of the program includes the production and testing of REMUS 300 UUVs over the next year.

“HII is proud of our longstanding partnership with the U.S. Navy and now, to lead in this important direction on behalf of our customer,” said Chris Kastner, president and CEO of HII. “This program demonstrates the value of our investment in autonomous and unmanned systems, and our customer familiarity. We are confident that these technologies will both support the Navy mission and enhance effectiveness for the all-domain force.”

The vehicle incorporates advanced modularity and open architecture into a compact, man-portable design.

“REMUS UUVs have been extending the capabilities of the warfighter since they were first used in combat during Operation Iraqi Freedom in 2003,” said Duane Fotheringham, president of the unmanned systems business group in HII’s Mission Technologies division. “We’ve been enhancing, maturing and refining this technology since then, and are pleased the REMUS 300 meets needs for the Navy’s next generation UUV program.”

The SUUV program, also called Lionfish, is the next-generation Mk18 Mod 1 Swordfish program, which also utilizes HII’s REMUS technology. The selection follows a two-year rapid prototyping effort involving multiple user evaluations and spiral developments to refine the REMUS 300 design. The acquisition was facilitated by the Department of Defense’s Defense Innovation Unit and their commercial solutions opening process via the other transaction authority.

Coast Guard Cutter Tampa Returns to Homeport following 70-day Patrol



The USCGC Tampa tows the fishing vessel Jenna Lee, being towed east of Cape Cod, Feb. 6. *U.S. COAST GUARD / Seaman Ryan Lloyd* PORTSMOUTH, Va. – The crew of the U.S. Coast Guard Cutter Tampa returned to their homeport in Portsmouth, Virginia, March 26, after a 70-day patrol in the North Atlantic Ocean, the Coast Guard Atlantic Area said March 29.

Throughout the patrol, Tampa's crew conducted search and rescue, law enforcement and living marine resources missions. The Tampa boarded 26 vessels to ensure that commercial vessels were adhering to mandates regarding catch size, catch amount,

gear type and catch area. In addition, boarding teams found eight violations while inspecting the vessel's safety equipment for compliance and recommended one vessel to return to port to correct safety of life at sea regulation compliance violations.

Tampa's crew focused on mainly on scallop, sole, cod, haddock, redfish, pollock and lobster populations off of the New England coast. The mission includes ensuring the country's protected marine species are provided the protection necessary to help their populations recover to healthy and sustainable levels.

"Our crew performed admirably in trying sea-going conditions, often facing extreme weather and frigid temperatures. Their perseverance to effect mission execution was truly inspiring. We cherished the opportunity to operate in New England, working with our partners to enforce regulations that sustain fish and shellfish stocks for future generations, while keeping fishing vessel crews safe," said Cmdr. Sky Holm, commanding officer of Tampa.

Coast Guard Cutter Tampa is a 270-foot Famous-class medium-endurance cutter homeported in Portsmouth, Virginia. The crew routinely deploys in support of counter-drug, migrant interdiction, fisheries enforcement, search and rescue and homeland security missions in support of U.S. Coast Guard operations throughout the Western Hemisphere.

New National Defense Strategy

Delivered to President



An F/A-18E Super Hornet, attached to the “Blue Blasters” of Strike Fighter Squadron (VFA) 34, launches from the flight deck the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75), Mar. 25. *U.S. NAVY / Mass Communication Specialist 3rd Class Tate Cardinal*

ARLINGTON, Va. – The Department of Defense delivered the new 2022 National Defense Strategy to the president March 28, the department said.

The NDS is classified, but DoD released a fact sheet to inform readers until an unclassified version is released.

“For the first time, the department conducted its strategic reviews in a fully integrated way – incorporating the Nuclear Posture Review and Missile Defense Review in the NDS – ensuring tight linkages between our strategy and our resources,” the fact sheet says. The unclassified NDS will be forthcoming.

Consistent with the president's Interim National Security Strategic Guidance, the classified NDS sets out how the Department of Defense will contribute to advancing and safeguarding vital U.S. national interests. The defense priorities are:

1. Defending the homeland, paced to the growing multi-domain threat posed by China
2. Deterring strategic attacks against the United States, allies and partners
3. Deterring aggression, while being prepared to prevail in conflict when necessary, prioritizing the challenge of China in the Indo-Pacific, then the Russia challenge in Europe
4. Building a resilient joint force and defense ecosystem.

"The department will act urgently to sustain and strengthen deterrence, with the People's Republic of China [PRC] as our most consequential strategic competitor and the pacing challenge for the department.

"Russia poses acute threats, as illustrated by its brutal and unprovoked invasion of Ukraine. We will collaborate with our NATO allies and partners to reinforce robust deterrence in the face of Russian aggression.

"The department will remain capable of managing other persistent threats, including those from North Korea, Iran, and violent extremist organizations.

"Changes in global climate and other dangerous transboundary threats, including pandemics, are transforming the context in which the department operates. We will adapt to these challenges, which increasingly place pressure on the joint force and the systems that support it.

"Recognizing growing kinetic and non-kinetic threats to the

United States' homeland from our strategic competitors, the department will take necessary actions to increase resilience – our ability to withstand, fight through, and recover quickly from disruption.

“Mutually beneficial alliances and partnerships are an enduring strength for the United States, and are critical to achieving our objectives, as the unified response to Russia's further invasion of Ukraine has demonstrated. Answering this ‘call to action,’ the department will incorporate ally and partner perspectives, competencies, and advantages at every stage of defense planning.

“The Department will advance our goals through three primary ways: integrated deterrence, campaigning, and actions that build enduring advantages.

- Integrated deterrence entails developing and combining our strengths to maximum effect, by working seamlessly across warfighting domains, theaters, the spectrum of conflict, other instruments of U.S. national power and our unmatched network of alliances and partnerships. Integrated deterrence is enabled by combat-credible forces, backstopped by a safe, secure, and effective nuclear deterrent.
- Campaigning will strengthen deterrence and enable us to gain advantages against the full range of competitors' coercive actions. The United States will operate forces, synchronize broader department efforts, and align department activities with other instruments of national power, to undermine acute forms of competitor coercion, complicate competitors' military preparations and develop our own warfighting capabilities together with allies and partners.
- Building enduring advantages for the future joint force involves undertaking reforms to accelerate force development, getting the technology we need more

quickly, and making investments in the extraordinary people of the Department, who remain our most valuable resource.

“The department will develop, design, and manage our forces – linking our operational concepts and capabilities to achieve strategic objectives. This requires a joint force that is lethal, resilient, sustainable, survivable, agile, and responsive.”

HII Christens Flight III Destroyer Jack H. Lucas



HII christened the pre-commissioning unit Jack H. Lucas on March 26. *HII*

PASCAGOULA, Miss. – HII christened pre-commissioning unit Jack H. Lucas (DDG 125) on March 26 at the company’s Ingalls Shipbuilding division, the company said in a release.

Jack H. Lucas, a longtime resident of Hattiesburg,

Mississippi, was the youngest Marine and youngest service member in World War II awarded the Medal of Honor. During a close firefight with Japanese soldiers, Lucas saved the lives of three Marines when he unhesitatingly placed himself on two grenades.

“Jack H. Lucas made a selfless decision to choose others and country over self,” Ingalls Shipbuilding President Kari Wilkinson said. “Our Ingalls shipbuilders have a deep appreciation and respect for what sailors and Marines do on behalf of our nation. We are proud to support them and to provide them this remarkable ship, our first Flight III destroyer.”

Chief of Naval Operations, Adm. Mike Gilday, was the keynote speaker.

“Jack H. Lucas is not only the most capable and sophisticated surface combatant ever built by man, but it also represents the bridge from the past to the future, as we bring a new radar, the Aegis Baseline 10, and a new electric plant onto an already highly capable platform,” Gilday said. “Such an evolution would be impossible without the shipbuilders of Huntington Ingalls Industries and the Pascagoula community. Flight III represents the dedication and commitment of our Sailors and civilians – the skill and innovation of our shipyards and industry partners – and the commitment of the American people to keep the seas free and open for all.”

“You have built the finest destroyer in the world,” Gilday said.

Jack H. Lucas is cosponsored by Ruby Lucas, widow of the ship’s namesake, and Catherine B. Reynolds, chairman and CEO of the Catherine B. Reynolds Foundation. Together, the two sponsors officially christened the ship and made remarks during the ceremony.

“May the Jack H. Lucas be indestructible, just like he was,”

Ruby Lucas said. “This first of its kind ship is advanced in integrity, courage and commitment to serve our great country. Jack never ran from a fight, and I’m certain that all aboard his namesake will represent Jack with honor. Just as I feel his spirit with me, be assured that he will be with all of you all the time.”

U.S. Sen. Roger Wicker and U.S. Rep. Steven Palazzo, both of Mississippi, delivered remarks. Other speakers included Meredith Berger, performing the duties of undersecretary of the Navy, and Maj. Gen. Jason Bohm, commanding general, Marine Corps Recruiting Command.

U.S. Coast Guard Decommissions Three Cutters in Bahrain



USCGC Monomoy (WPB 1326), USCGC Maui (WPB 1304), and USCGC Wrangell (WPB 1332) sit pierside in the U.S. 5th Fleet Area of Operations. *U.S. COAST GUARD*

NAVAL SUPPORT ACTIVITY BAHRAIN – The U.S. Coast Guard decommissioned three Island-class patrol boats, March 22, in a ceremony at Naval Support Activity Bahrain, U.S. 5th Fleet Public Affairs said in a release.

Rear Adm. Keith Smith, deputy commander of U.S. Coast Guard Atlantic Area, attended the ceremony and commemorated 102 years of combined active service by USCGC Maui (WPB 1304), Monomoy (WPB 1326), and Wrangell (WPB 1332).

“For nearly two decades, these cutters and the Coast Guardsmen that crewed them have worked closely with our [U.S. Naval Forces Central Command] partners and served as the heart of Coast Guard operations in the Middle East,” said Smith.

Maui was originally homeported in Miami and conducted counter-narcotics and other law enforcement activities near United States for 18 years.

Monomoy was previously homeported in Woods Hole, Massachusetts. The ship helped secure New York City's harbor immediately following terrorist attacks in the United States on Sept. 11, 2001.

In 2004, Maui and Monomoy arrived in the U.S. 5th Fleet region where they have remained for the next 18 years in support of U.S. 5th Fleet maritime security operations.

Previously homeported in Portland, Maine, Wrangell conducted counter-narcotics and maritime patrol operations along the East Coast of the United States before deploying to the Middle East in 2003.

Navy to Christen Guided-Missile Destroyer Jack H. Lucas



The future Jack H. Lucas (DDG 125), an Arleigh Burke-class guided missile destroyer (Flight III configuration) successfully launched at Huntington Ingalls Industries, Ingalls Shipbuilding division, June 4, 2021. *HUNTINGTON*

INGALLS INDUSTRIES

ARLINGTON, Va. – The U.S. Navy will christen the future USS Jack H. Lucas (DDG 125), the first Flight III Arleigh Burke-class guided-missile destroyer, during a 10 a.m. CDT ceremony on Saturday, March 26, in Pascagoula, Mississippi, the Defense Department announced.

Jacklyn Harold “Jack” Lucas, the ship’s namesake, served as a U.S. Marine during World War II and was awarded the Medal of Honor at the age of 17, making him the youngest recipient. Private First Class Lucas received the award during the Iwo Jima campaign when he hurled himself on two grenades to absorb the explosion with his own body and protect his fellow Marines. Surviving the blast, Lucas lived until June 5, 2008, when he died from cancer. The future USS Jack H. Lucas (DDG 125) is the first combat warship to bear his name.

Chief of Naval Operations Adm. Michael Gilday will deliver the christening ceremony’s principal address. Mississippi’s Sen. Roger Wicker and Rep. Steven Palazzo will attend, along with Meredith Berger, performing the duties of the undersecretary of the Navy; Maj. Gen. Jason Bohm, commanding general, Marine Corps Recruiting Command; and Kari Wilkinson, president of Ingalls Shipbuilding will also provide remarks. In Navy tradition, the ship’s sponsors, Ruby Lucas and Catherine B. Reynolds, will christen the ship by breaking a bottle of sparkling wine across the bow.

“The future USS Jack H. Lucas will serve as a constant reminder of the immense impact actions taken by any one Sailor or Marine can truly have,” said Navy Secretary Carlos Del Toro. “Private First Class Lucas is a national hero and this ship and crew will honor his legacy for decades to come.”

The ship will be the 73rd Arleigh Burke-class destroyer and is one of 20 ships currently under contract for the DDG 51 program. The Flight III upgrade is centered on the AN/SPY-6(V)1 Air and Missile Defense Radar, which enables

Flight III ships to perform anti-air warfare and ballistic missile defense simultaneously. The Flight III baseline begins with DDGs 125-126 and continues with DDG 128 and follow-on ships. The future USS Jack H. Lucas will be 509.5 feet long and 59 feet wide, with a displacement of 9,496 tons. The ship will homeport in San Diego.

HII Authenticates Keel of Guided Missile Destroyer Ted Stevens (DDG 128)

PASCAGOULA, Miss. – Huntington Ingalls Industries' Ingalls Shipbuilding division authenticated the keel of the Arleigh Burke-class guided missile destroyer Ted Stevens (DDG 128), the company announced March 25.

The ship's name honors former U.S. Senator Ted Stevens, who served as a pilot in World War II and later as a senator representing Alaska. At the time he left office in 2009, he was the longest serving Republican U.S. senator in history.

"With this ship we honor Sen. Stevens' exemplary service to our nation," said Kari Wilkinson, president of the Ingalls Shipbuilding division. She was joined at the ceremony by the senator's wife of 29 years, Catherine Stevens, his eldest daughter, Sue Stevens Covich, and his granddaughter, Laura Sexton, who represented his youngest daughter, Lily Stevens-Becker, who could not attend. "Each one of these women has a unique connection to our ship's namesake," Wilkinson said, "and we are grateful that each of them accepted the important responsibility of sponsor. Ingalls shipbuilders welcome them as part of our extended family and we will work steadfastly

together to build the legacy of this public servant.”

Closing out the tradition of a keel authentication ceremony, the ship’s sponsors joined Ingalls welder Henry Johnson to weld their initials onto a steel plate, signifying the keel of DDG 128 as being “truly and fairly laid.” The plate will remain affixed to the ship throughout its lifetime.

Ted Stevens is the 76th Arleigh Burke-class ship ceremonially laid and the second Flight III destroyer to be constructed at Ingalls Shipbuilding. The Flight III upgrade incorporates a number of design modifications that collectively provide significantly enhanced capability.

Bollinger Delivers the Future USCGC Pablo Valent



The U.S. Coast Guard Cutter Pablo Valent, delivered to the Coast Guard on March 17. *BOLLINGER SHIPYARDS*

LOCKPORT, La. – Bollinger Shipyards LLC delivered the U.S. Coast Guard Cutter Pablo Valent to the service in Key West on March 17, the company said in a release.

This is the 174th vessel Bollinger has delivered to the U.S. Coast Guard over a 35-year period and the 48th fast response cutter delivered under the current program.

“The early delivery of the USCGC Pablo Valent is another win in Bollinger’s nearly four-decade partnership supporting the men and women of the United States Coast Guard,” said Bollinger president and CEO Ben Bordelon. “We are incredibly proud that the FRC platform is a model program for government acquisition and has surpassed all historical quality benchmarks for vessels of this type and complexity. The results are in the detail and the continued early delivery of truly extraordinary Coast Guard cutters that will serve our

nation for decades to come.”

The USCGC Pablo Valent is the first of three FRCs to be homeported in St. Petersburg, Florida. Sector St. Petersburg has become one of the Coast Guard’s largest commands, with an area of responsibility encompassing over 400 nautical miles of coastline along Florida’s west coast and the third largest U.S. port for domestic trade. The sector has responsibility for five primary operational missions: search and rescue; marine safety; maritime law enforcement; ports, waterways and coastal security; and living marine resources.

This week, President Joe Biden signed the Consolidated Appropriations Act for fiscal 2022, which included \$130 million for two additional FRCs, continuing the program beyond its 64-vessel program of record. This is the second time Congress has added FRCs beyond the original 58 vessel program of record.

Each FRC is named for an enlisted Coast Guard hero who distinguished themselves in the line of duty. The Florida Keys Hurricane of September 1919 was one of the worst in Texas history, heavily damaging the Brazos Life-Saving Station and leveling the Coast Guard Station at nearby Aransas. Seventy-seven-ton schooner Cape Horn had been fishing far out in the Gulf as the storm descended on the schooner and its crew of eight, capsizing the vessel and flooding the hold. The men clung to the flooded hulk as the strong hurricane pushed it toward the Texas coast.

The Brazos Station lookout spotted the Cape Horn and took immediate action. The crew launched the surfboat in some of the worst sea conditions ever experienced in the area. Although the men were skilled surfmen, the boat shipped seas constantly as waves boarded the vessel from the stern. Pablo Valent and the rest of the crew held the boat steady and safely landed with all 15 occupants. For their valiant efforts, Valent and the rest of the Brazos crew received the

Silver Life-Saving Medal. Valent went on to have a successful career in the Coast Guard, taking command of the Brazos Station (a.k.a. Port Isabel Coast Guard Station) in 1935, becoming the first Hispanic American in the service to do so. Valent retired after 28 years of service in the Coast Guard.

Israeli Air Force Leader Takes Flight in CH-53K



Brig. Gen. Eyal Grinboim, Israeli air force chief of staff, along with his staff, discuss the capabilities of the CH-53K prior to flying on the aircraft. *U.S. NAVY*

PATUXENT RIVER, Md. – Israeli air force Chief of Staff Brig. Gen. Eyal Grinboim visited Naval Air Station Patuxent River in February for a program update and flight on the CH-53K heavy lift helicopter, Naval Air Systems Command said March 23.

Grinboim and his staff met with Maj. Gen. Gregory Masiello,

program executive officer for air anti-submarine warfare, assault and special mission programs. Masiello and Col. Jack Perrin, program manager, Heavy Lift Program Office (PMA-261), gave the IAF group an overview of the CH-53K program and a status update on current tests and production.

The visit included an opportunity to co-pilot the aircraft. U.S. Marine Corps Lt. Col. Luke Frank, pilot and officer in charge of CH-53K detachment for Marine Operational Test and Evaluation Squadron 1, provided pre-flight safety instructions before leading the group in a flight. The flight demonstrated the power and capabilities of the CH-53K aircraft.

Grinboim's visit to the program office was the first since Israel's decision last year to purchase the CH-53K. The IAF signed a letter of offer and acceptance on Dec. 30, 2021, with the U.S. government. The agreement is for purchase of 12 CH-53K aircraft with first deliveries planned in 2025.

As the long-range logistic support backbone for the U.S. Marine Corps, the CH-53K will support Israeli special operations programs first, as well as provide the Israeli Defense Forces with a platform that has the speed, safety and gross weight capability to support all of its missions, including troop and cargo transport, and search and rescue.

The CH-53K program is on track to achieve Initial Operational Capability in 2022. VMX-1 completed all initial operational test and evaluation scheduled events, including a real-world, non-test event recovering a 14,000-pound downed Navy H-60 from a 12,000 feet high zone in the mountains of Northern California. The CH-53K will transport Marines, heavy equipment and supplies during ship-to-shore movement in support of amphibious assault and subsequent operations ashore.