# USCGC Hamilton Conducts Exercises with Ukraine

Ukrainian navy Island-class patrol boat Starobilsk (P 241) and the Ukrainian Sea Border vessel Kuropiatnikov (BG 50) maneuver in front of USCGC Hamilton (WMSL 753) after conducting communication, passing, and maneuvering exercises in the Black Sea, May 9, 2021. Hamilton is on a routine deployment in the U.S. 6th Fleet area of operations in support of U.S. national interests and security in Europe and Africa. *U.S. COAST GUARD / Petty Officer 3rd Class Sydney Phoenix*

BLACK SEA — The Legend-class national security cutter USCGC Hamilton (WMSL 753) conducted a series of operational exercises with Ukraine, May 9, 2021, in the Black Sea, the Coast Guard Atlantic Area said in a May 9 release.

Hamilton conducted maritime law enforcement, search and rescue, and ship handling operations with the Ukrainian navy vessel Island-class patrol boat Starobilsk (P 241). These operations were designed to increase interoperability as a part of a regional effort to bolster maritime partnerships with NATO partners.

“Hamilton was honored to conduct at-sea operations with the Ukrainian navy,” said Capt. Timothy Cronin, commanding officer of Hamilton. “Because we have shared interests, these events promote our strong partnership in ensuring safe and lawful activity in the Black Sea.”

The U.S. Coast Guard has a long and enduring partnership with regional maritime forces, particularly in strengthening maritime forces in Georgia and Ukraine. Hamilton conducted at sea engagements with the Georgian coast guard and a port visit in Batumi, Georgia, last week.

“This was a great opportunity to interact and share best practices with the Ukrainian navy,” said Petty Officer 2nd Class Jason Dunsavage, Hamilton crew member. “Both of our crews take pride in being professional mariners, and today, we proved that. We look forward to doing it again.”

Hamilton is the first U.S. Coast Guard cutter to visit the Black Sea since 2008. The last U.S. Coast Guard cutter to visit the Black Sea, USCGC Dallas (WHEC 716), sailed to the Black Sea twice, in 2008 and 1995.

Hamilton is the fourth national security cutter and is the fifth cutter named for the father of the U.S. Coast Guard: Alexander Hamilton, the first Secretary of the Treasury and advocate for the creation of the U.S. Revenue Cutter Service.

The U.S. Coast Guard is conducting a routine deployment in the U.S. 6th Fleet area of operations, working alongside NATO Allies and partners, building maritime domain awareness, and sharing best practices with partner nation navies and coast guards.

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# Rolls-Royce to Supply MTU Generator Sets for U.S. Navy Frigate Program

An artist’s rendering of the Constellation-class frigate. The

new small surface combatant will have multi-mission capability to conduct air warfare, anti-submarine warfare, surface warfare, electronic warfare, and information operations. *U.S. NAVY*

RESTON, Va. – Rolls-Royce has been selected to supply its MTU naval generator sets for phase one of the U.S. Navy's Constellation (FFG 62)- class frigate program, previously known as the FFG(X) program. Rolls-Royce has received a contract for the first shipset to provide four MTU naval generator sets, each rated at 3000 kWe at 1800 rpm.

The Navy Constellation-class frigate is a multi-mission warship designed for operation in littoral and blue water environments to conduct air, anti-submarine, surface and electronic warfare, in addition to information operations. The generator sets are based on the MTU 20V 4000 M53B engine and provide a total power output of 12 MW for propulsion and on-board power supply.

"We're very proud that Fincantieri Marinette Marine has placed its trust in our mtu naval generator sets for this important program," said Adam Wood, director, Government Sales North America at Rolls-Royce business unit Power Systems. "We have a legacy of strong support for our partners in both the U.S. Navy and the U.S. Coast Guard, and we are honored to be selected for FFG 62. There is no doubt that our systems will perform to the high expectations and unique demands of the U.S. Navy Constellation class."

The flexible design engineering of the frigate's CODLAG propulsion system will allow for energy-efficient diesel power generation for propulsion at normal cruising speeds with extended range, while enhancing anti-submarine capability in its extremely quiet diesel-electric configuration. When completed, the lead ship will be nearly 500 feet long, accommodate up to 200 Sailors and be capable of sustained speeds of more than 26 knots.

Fincantieri Marinette Marine of Marinette, Wisconsin, was awarded the build contract for the project, which includes the design and construction of the lead ship and the option to build up to 10 ships in total for phase one. A potential planned second phase would include another 10 ships.

Construction on the first ship is expected to begin later this year.

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# IRGCN FIAC Conduct Unsafe Maneuvers near U.S. Ships in Strait of Hormuz

Two Iranian Islamic Revolutionary Guard Corps Navy fast in-shore attack craft, a type of speedboat armed with machine guns, conducted unsafe and unprofessional maneuvers while operating in close proximity to U.S. naval vessels transiting the Strait of Hormuz, May 10, 2021. U.S. forces exercised lawful defensive measure after the vessels ignored repeated verbal and acoustic warning and closed toward USCGC Maui at a high speed and close distance with weapons uncovered and manned. *U.S. NAVY*

BAHRAIN – On May 10, 2021, Iranian Islamic Revolutionary Guard Corps Navy (IRGCN) fast in-shore attack craft (FIAC), a type of speedboat armed with machine guns, conducted unsafe and unprofessional maneuvers and failed to exercise due regard for the safety of U.S. forces as required under international law while operating in close proximity to U.S. naval vessels transiting the Strait of Hormuz, the U.S. 5th Fleet said in a release.

A group of 13 IRGCN FIAC made a high-speed approach on the

U.S. Navy guided-missile cruiser USS Monterey (CG 61), patrol coastal ships USS Thunderbolt (PC 12), USS Hurricane (PC 3) and USS Squall (PC 7), Coast Guard patrol boats USCGC Wrangell (WPB 1332) and USCGC Maui (WPB 1304), and the guided-missile submarine USS Georgia (SSGN 729).

The U.S. naval vessels were exercising transit passage in the Strait of Hormuz in accordance with customary international law. The U.S. naval vessels were escorting Georgia, as the submarine was transiting on the surface.

Two of the 13 IRGCN vessels broke away from the larger group, transited to the opposite side of the U.S. formation and approached Maui and Squall from behind at a high rate of speed (in excess of 32 knots) with their weapons uncovered and manned. The remaining 11 FIAC maintained position which places the formation of the U.S. ships in between the two IRGCN groups.

To de-escalate the situation and ensure the safety of all ships and personnel, U.S. crews issued multiple warnings to both groups of IRCGN vessels. Maui and Squalls' warning to the group of two included repeated bridge-to-bridge verbal warnings, five acoustic device warnings, and five short blasts of the ship's horn, the internationally recognized danger signal outlined in the International Regulations for Preventing Collisions at Sea (COLREGs).

After the two IRGCN vessels failed to respond to repeated warnings and closed within 300 yards, Maui exercised lawful de-escalatory measures by firing warning shots. The two IRGCN vessels again failed to respond to warnings and closed to within 150 yards of Maui, at which time Maui fired additional warning shots.

After U.S. naval ships repeated verbal and acoustic warning, sounded five blasts of the ship's horn, and fired warning shots, the two FIAC altered course and increased their

distance from the U.S. forces.

During the interaction, the IRGCN vessels came within 150 yards of Maui at high speed, an unnecessarily close range that put the ships and their crews in immediate danger.

The two IRGCN vessels maneuvered in an unsafe and unprofessional manner and failed to exercise due regard for the safety of U.S. forces as required under international law. Their actions, coupled with the actions of the larger group of FIAC, increased the risk of miscalculation and collision and were not in accordance with the internationally recognized COLREGS' "rules of the road" or internationally recognized maritime customs.

The U.S. crews operated with distinct professionalism and superior seamanship.

"As professional mariners, we expect the IRGCN to operate with due regard for the safety of all vessels as required by international law," the release said. "Our Navy will continue to fly, sail and operate anywhere international law allows while promoting the rules-based international order throughout the region. In support of international norms, the U.S. is not an aggressor; our naval forces remain postured in a non-provocative manner that exemplifies professionalism, incentives adherence to international law and customs, and persuades others to emulate our actions. Our forces are trained, however, to conduct effective defensive measures when necessary."

# Fourth New Harbor Tug Delivered to the U.S. Navy

Yard Tug 811, the Navy's fourth YT 808-class harbor tugboats, has launched at Dakota Creek Industries. *U.S. NAVY*

ANACORTES, WASHINGTON – Yard Tug (YT) 811 was successfully launched at Dakota Creek Industries (DCI), May 8, the Navy's Program Executive Office – Ships said in a release.

YT 811 is the Navy's fourth of six YT 808-class harbor tugboats ordered in July 2018 under contract with DCI. Acceptance trials for YT 811 are planned for late summer followed by delivery to Naval Base Kitsap, Bremerton Annex, Washington.

YT 808 is the lead craft of the six tugs on the Navy's contract awarded in July 2018 to replace legacy single-screw YTB tugs built between 1964 and 1975. YT 808 is the first Navy vessel constructed to meet EPA Tier 4 marine diesel engine emission standards.

The vessels are designed after the Navy's existing YT 802 Valiant-class tugs and are built to commercial American Bureau of Shipping standards. The 90-foot x 38-foot tugs have a top speed of approximately 12.5 knots and a bollard pull of approximately 43 long tons allowing them to effectively perform towing and ship-handling duties for carriers, surface ships, submarines and barges.

The tugs are outfitted with a hydraulic hawser winch and staple on the forward deck for towing, and an "H" bitt installed on the aft deck with an adjacent hydraulic capstan for tightening lines. Similar to the previous 802 Class, the new YT 808 Class tugs have an improved articulating hydraulic brow installed aft of the deckhouse to allow personnel transfers to and from alongside ships or submarines. A

selective catalytic reduction system uses Diesel Exhaust Fluid to clean the exhaust for compliance with EPA Tier 4 marine diesel emissions requirements.

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# Sense-and-Avoid Capability Will Enable MQ-4C Triton to Operate in Shared Airspace

An MQ-4C Triton autonomous, unmanned aircraft. *NORTHROP GRUMMAN*

SAN DIEGO – Northrop Grumman Corp. has been contracted by the U.S. Navy to prototype and reduce the risk of integrating sense and avoid (SAA) capabilities into the high-altitude, long-endurance MQ-4C Triton autonomous system, the company said in a May 10 release. This capability will allow the Triton to safely operate in shared airspace with manned aircraft.

“Sense and avoid will help ensure our customers can safely operate Triton out of almost any airfield or airport in the world, in full compliance with current and emerging aviation regulations around the globe,” said Doug Shaffer, vice president and program manager, Triton programs, Northrop Grumman. “Incorporating SAA capability will add tremendous flexibility to the Triton system and how the U.S. Navy, Royal Australian Air Force and potential future customers seamlessly integrate Triton into their concepts of operation.”

A key partner in the development of SAA is Aviation Communications & Surveillance Systems (ACSS) LLC, a joint venture of L3Harris and Thales.

“As a leader in integrated Traffic Collision Avoidance Systems and Automatic Dependent Surveillance-Broadcast systems, we are actively driving innovation in operational efficiency and airspace safety for the emerging unmanned aircraft platforms,” said Steve Alwin, ACSS president and vice president of engineering. “Our sense and avoid solutions enable active collision avoidance, empowering them to operate safely in commercial airspace.”

Northrop Grumman and ACSS have been collaborating closely with Naval Air Systems Command for more than five years in the development and evaluation of SAA technology, and have worked together to contribute to the development of SAA-related industry standards.

Sense and avoid is a focus of the next developmental increment of the MQ-4C system, and a critical element of the cooperative development program requirements defined between the U.S. Navy and Royal Australian Air Force.

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# Cutter Legare Returns Home after 50-Day Counter-Narcotics Deployment

Coast Guard Cutter Legare (WMEC 912) patrols in the Caribbean in April 2021. The cutter was deployed in support of Operation Unified Resolve/Martillo under the tactical control of Joint Interagency Task Force South (JIATF-S) and the Seventh Coast Guard District. *U.S. COAST GUARD*

PORTSMOUTH, Va. — The crew of the Coast Guard Cutter Legare (WMEC 912) returned to its homeport at Coast Guard Base

Portsmouth, Virginia, after a seven week counter-narcotic patrol in the Central Caribbean on May 7, the Coast Guard 5th District said in a release.

The crew of the Legare was deployed in support of Operation Unified Resolve/Martillo under the tactical control of Joint Interagency Task Force South (JIATF-S) and the Seventh Coast Guard District.

The Legare crew patrolled over 8,000 nautical miles throughout the Central Caribbean where they worked in conjunction with Customs and Border Patrol, the Drug Enforcement Administration, the U.S. Navy, and other partner agencies.

While on patrol, the Legare provided surface support to Coast Guard MH-60T Jayhawk helicopters that were forward-deployed to Air Station Borinquen, which specialize in airborne interdiction tactics. With the combined efforts of JIATF-S and allied nation assets, the Legare disrupted over $23.5 million dollars in contraband while patrolling known smuggling routes south of the Dominican Republic.

“Once again the crew of Legare successfully overcame the dual challenges of the COVID-19 pandemic and operating a 30-year-old ship to complete our operational and unit objectives with resounding mission success,” said Cmdr. Malcolm Belt, commanding officer of the Legare. “I am especially appreciative of Legare’s family and friends ashore who support our crew while they continue to deal with COVID-19. In many ways, their lives at home right now are more difficult than ours at sea.”

Prior to arriving in the Caribbean, the Legare successfully completed the 2021 Cutter Mid-Cycle Training Availability (CMTA) with Afloat Training Organization – Mayport in Florida. CMTA is a demanding week-long training period designed to evaluate onboard training teams and the crew’s response to emergency scenarios that may occur while on patrol.

The Legare is a 270-foot medium-endurance cutter homeported in Portsmouth.

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# USS Monterey Seizes Illicit Weapons in the North Arabian Sea

The guided-missile cruiser USS Monterey (CG 61) seized an illicit shipment of weapons from a stateless dhow in international waters of the North Arabian Sea on May 6-7, 2021. *U.S. NAVY*

BAHRAIN – The guided-missile cruiser USS Monterey (CG 61) seized an illicit shipment of weapons from a stateless dhow in international waters of the North Arabian Sea on May 6-7, 2021, U.S. 5th Fleet Public Affairs said in a May 8 release.

USS Monterey and its embarked U.S. Coast Guard Advanced Interdiction Team (AIT) discovered the illicit cargo during a routine flag verification boarding conducted in international water in accordance with customary international law.

The cache of weapons included dozens of advanced Russian-made anti-tank guided missiles, thousands of Chinese Type 56 assault rifles, and hundreds of PKM machine guns, sniper rifles and rocket-propelled grenades launchers.  Other weapon components included advanced optical sights.

The original source and intended destination of the materiel is currently under investigation. The materiel is in U.S. custody awaiting final disposition. Assessment of the findings will be an interagency effort.

Monterey provided more than 36 hours of over watch and security for its boarding teams and the interdicted vessel throughout the two-day operation.

After all illicit cargo was removed, the dhow was assessed for seaworthiness, and after questioning, its crew was provided food and water before being released.

The U.S. Navy conducts routine patrols in the region to ensure the free flow of commerce for legitimate traffic, disrupt the transport of illicit cargo that often funds terrorism and unlawful activity, and safeguard the rules-based international order.

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# Navy to Commission Expeditionary Mobile Base USS Miguel Keith

Sailors aboard Combatant Craft Assault boats conduct small boat operations with the Expeditionary Sea Base USS Hershel "Woody" Williams (ESB 4) as part of U.S. Special Operations Forces (SOF) interoperability training with the ship in the Mediterranean Sea, Aug. 27, 2020. The Navy will commission its newest ESB, the future USS Miguel Keith (ESB 5) on May 8. *U.S. NAVY / Mass Communication Specialist Seaman Apprentice Conner Foy*

The Navy will commission its newest expeditionary mobile base, the future USS Miguel Keith (ESB 5), during a 10:00 a.m. PST ceremony Saturday, May 8, at Naval Air Station North Island, Coronado, California, the Defense Department announced in a May 7 release.

Due to public health and safety concerns related to the novel coronavirus (COVID-19) pandemic, the commissioning ceremony is private with a limited audience.

Adm. Craig Faller, commander, U.S. Southern Command, will deliver the commissioning ceremony's principal remarks. Mrs. Eliadora Delores Keith, Lance Cpl. Miguel Keith's mother, is the ship's sponsor. The ceremony will be highlighted by a time-honored Navy tradition when Eliadora Keith gives the order to "man our ship and bring her to life!"

Capt. Troy A. Fendrick, a native of Tempe, Arizona, is the ship's commanding officer and leads a crew of roughly 100 military officers and crew, alongside 44 Military Sealift Civil Service Mariners. The ship is 785 feet in length, has a beam of 164 feet, and a navigational draft of approximately 39 feet.

The ship, named in honor of Marine Corps Vietnam veteran and Medal of Honor recipient Lance Cpl. Miguel Keith, was built in San Diego by General Dynamics NASSCO and was delivered to the Navy on Nov. 15, 2019.

USS Miguel Keith is the third Expeditionary Sea Base (ESB). ESB was previously known as Afloat Forward Staging Base. These vessels are highly flexible platforms that provide logistics movement from sea to shore supporting a broad range of military operations. The ESB is designed around four core capabilities: aviation facilities, berthing, equipment staging area, and command and control.

USS Miguel Keith will be part of the Forward Deployed Naval Force operating from Saipan.

The event will be livestreamed for the general public and media to view. Livestream transmission will begin at 9:50 a.m. PST at: https://allhands.navy.mil/Live-Stream for those unable to attend.

# Navy Completes F/A-18, AARGM-ER Flight with Separation Test Vehicle

An F/A-18 flies with an Advanced Anti-Radiation Guided Missile – Extended Range (AARGM-ER) during a captive carry flight test at Patuxent River Air Station in Maryland. The Navy is integrating AARGM-ER on the F/A-18E/F and EA-18G, and will be compatible for integration of the F-35. *U.S. NAVY*

PATUXENT RIVER, Md. – The U.S. Navy completed an Advanced Anti-Radiation Guided Missile – Extended Range (AARGM-ER) captive carry flight on an F/A-18 Super Hornet April 22 at Patuxent River in support of the first live fire event this spring, the Naval Air Systems Command said in a May 7 release.

This flight marked the first time the AARGM-ER weapon demonstrated it could communicate with the F/A-18 E/F aircraft. The Separation Test Vehicle (STV) used its hardware and software to facilitate the controlled free flight.

“Data collected from this testing will support expansion of flight testing with AARGM-ER to the full performance envelope of F/A-18 Super Hornet,” said Capt. Mitch Commerford, program manager for Direct and Time Sensitive Strike program office (PMA-242). “This flight represents a significant step in the AARGM-ER engineering and manufacturing development phase.”

During the test, the F/A-18 Super Hornet conducted a series of aerial maneuvers in order to evaluate compatibility of the AARGM-ER with the F/A-18 Super Hornet. The test points completed during this flight test event substantiated F/A-18

carriage compatibility.

AARGM-ER is being integrated on the F/A-18E/F and EA-18G and will be compatible for integration of the F-35. By leveraging the U.S. Navy's AARGM program that's in full-rate production, the AARGM-ER, with a new rocket motor and warhead, will provide advanced capability to detect and engage enemy air defense systems.

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# Paparo Takes Helm as U.S. Pacific Fleet Commander

Adm. Samuel J. Paparo assumed command of the U.S. Pacific Fleet, May 5. *U.S. NAVY*

PEARL HARBOR, Hawaii – Adm. Samuel J. Paparo assumed command of the U.S. Pacific Fleet, May 5, the fleet's public affairs office said in a May 6 release. He relieved Adm. John C. Aquilino, who became the 26th commander of U.S. Indo-Pacific Command at Camp H.M. Smith in Halawa in a ceremony at Joint Base Pearl Harbor-Hickam's Kilo Pier, April 30.

Paparo, a native of Morton, Pennsylvania, comes to the historic Pearl Harbor headquarters from Manama, Bahrain, as Aquilino did in May 2018. Both commanded U.S. Naval Forces Central Command, U.S. 5th Fleet and Combined Maritime Forces immediately before arriving in Hawaii.

"I am honored and humbled to follow and serve in the footsteps and on the shoulders of giants in this critically important region accounting for 60% of world trade and 52% of the world's population in 36 countries and an area spanning 14 time zones," said Paparo. "The U.S. remains committed to a

free and open Indo-Pacific that can only be achieved by the teamwork of like-minded partners, all working with a common commitment to upholding international law and the rules-based, international order."

Paparo is the 37th commander since the fleet's Pearl Harbor headquarters was established in February 1941. He is a graduate of the Navy Fighter Weapons School (TOPGUN) and has flown the F-14 Tomcat, F-15 Eagles and F-A-18 Hornet, among other aircraft. His full bio is available at https://www.cpf.navy.mil/leaders/samuel-paparo.

U.S. Pacific Fleet is the world's largest fleet command with an area of responsibility that encompasses 100 million square miles, nearly half the Earth's surface, from Antarctica to the Arctic Circle and from the West Coast of the United States into the Indian Ocean. The U.S. Pacific Fleet consists of approximately 200 ships/submarines, nearly 1,200 aircraft, and more than 130,000 Sailors and civilians.