

# Miss. Delegation Requests Administration Restore Second Destroyer to Budget



Sen. Roger Wicker, R-Mississippi, right, talks to former Under Secretary of Defense (Comptroller) / Chief Financial Officer David L. Norquist in 2019. *DOD / Lisa Ferdinando*

WASHINGTON – U.S. senators and House members representing Mississippi sent President Joseph Biden a letter opposing his recent budget request for the U.S. Navy, which would reduce the number of ships in the fleet and cut a destroyer from the Navy’s procurement plan for Fiscal Year 2022.

The letter was spearheaded by Republican Sens. Roger Wicker and Cindy Hyde-Smith and signed by House Reps. Bennie Thompson, Steven Palazzo, Trent Kelly and Michael Guest. Thompson is a Democrat and the other signers are Republicans.

“We were deeply troubled by the shipbuilding portion of the Navy’s recently released budget request for Fiscal Year 2022, which reduced the number of planned ships from 12 to just eight. This sends the exact wrong message to our global competitors – particularly China, which now boasts the world’s largest Navy fleet and is continuing to build modern warships at a breakneck pace,” the members wrote.

In 2018, the Navy embarked on a five-year contract to procure a minimum of 10 Arleigh Burke-class DDG 51 Flight III destroyers, which are built in Pascagoula, Mississippi, and Bath, Maine. The president’s budget request would procure only one destroyer, down from the planned rate of two. The lawmakers emphasized this would have adverse consequences to both the shipbuilding industry and its thousands of employees.

“There is simply no shortcut to building the naval fleet that America needs. We urge you to intervene by restoring a second destroyer to the budget request and prioritizing reaching a 355-ship fleet,” the lawmakers concluded.

Read the full letter [here](#).

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## U.S. and French Navy Chiefs Meet to Discuss Maritime Security



Chief of Naval Operations (CNO) Adm. Mike Gilday, shown here visiting Naval Air Station Jacksonville and Naval Station Mayport in 2019. *U.S. NAVY / Chief Mass Communication Specialist Nick Brown*

TOULON, France – U.S. Navy Chief of Naval Operations Adm. Mike Gilday met with Chief of the French Navy Adm. Pierre Vandier June 4, in Toulon, France, to discuss ways to advance high-end interoperability between both navies as well their recently released naval strategies (CNO’s Navigation Plan and Adm. Vandier’s Mercator: Acceleration 2021), the CNO’s public affairs office said in a June 4 release.

“France is our oldest ally, and I am encouraged that the bond of friendship forged between our navies centuries ago continues to grow stronger today with Adm. Vandier at the helm,” said Gilday. “Our maritime forces operate jointly across the globe, including the Indo-Pacific and Middle East, and together, we are where it matters, when it matters.”

French and U.S. Naval forces have participated in a number

of exercises and operations together since April, including Steadfast Defender, Jeanne D'Arc (ARC) 21, La Perouse and Dual Carrier operations in 5th Fleet.

“The French navy remains firmly committed to deepening interoperability with our U.S. allies,” said Vandier. “Over the past 20 years, we have seen significant growth in this area, and I look forward to continuing that trajectory in the face of common challenges. To do so, we must work together to ensure our people, processes and technology are able to operate side-by-side, now and in the future.”

During the discussion, Gilday also thanked Vandier for the Charles de Gaulle Strike Group assuming command of U.S. Naval Forces Central Command's Task Force 50 this past spring.

This was Gilday's first visit to France as CNO.

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## **CNO Visits Denmark to Discuss Maritime Security, Continued Cooperation**



Chief of Naval Operations Adm. Mike Gilday travelled to Denmark to meet with his Navy counterpart as well as other senior Danish leadership to discuss areas for continued mutual cooperation, June 2. *U.S. NAVY*

COPENHAGEN – Chief of Naval Operations (CNO) Adm. Mike Gilday travelled to Denmark June 2 to meet with his Navy counterpart as well as other senior Danish leadership to discuss areas for continued mutual cooperation, the Navy said in a release.

During his visit, Gilday met with the Danish Minister of Defence, Trine Bramsen, Permanent Secretary of State for Defence, Morten Bæk, Chief of the Royal Danish Navy Rear Adm. Torben Mikkelsen, and Joint Arctic Commander RADM Martin La Cour-Andersen, among others.

“Denmark is a key maritime partner and I am grateful that our navy-to-navy relationship has expanded the past several years,” said Gilday. “This visit was an important opportunity for us to build upon our solid foundation, discuss ways to strengthen our navies’ partnership, particularly in the area of maritime domain awareness, as well as reinforce our commitment to the region and the NATO alliance.”

The U.S. Navy and the Royal Danish Navy routinely operate together throughout the globe, specifically in anti-submarine warfare and integrated air and missile defense (IAMD). Royal Danish Navy Air Defense Frigate HDMS Iver Huitfeldt (F361) is one of fifteen ships from ten countries participating in the on-going Exercise At-Sea Demo/Formidable Shield 2021. This is the first time that a Danish air defense frigate has participated in this exercise.

“The United States Navy is one of our closest maritime partners, and there is a strong working relationship and friendship between our navies,” said Mikkelsen. “Throughout the years the US-Danish naval cooperation has grown stronger and stronger, and I am sure that we can continue to widen our cooperation in the future to the benefit of both our navies and the NATO alliance.”

This trip marked the second time Gilday has met with Mikkelsen, and his first visit to Denmark as CNO.

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# Naval Station Everett Future Homeport for New Constellation Class Frigates



Naval Station Everett was designated as the Navy's future homeport for the initial ships of the next generation of guided missile frigates, a new and improved class of small surface combatant ships. *U.S. NAVY*

EVERETT, Wash. – Naval Station Everett was designated as the Navy's future homeport for the initial ships of the next generation of guided missile frigates, a new and improved class of small surface combatant ships, the commander, Naval Surface Force, U.S. Pacific Fleet said in a June 2 release.

As an important homeport for Navy ships, Naval Station Everett will continue to support the fleet, its service members, and their families.

Everett will serve as the homeport for 12 Constellation-class Frigates, with a future Navy homeport decision planned for the following ships. The Navy's homeporting plan will ensure forces are optimally postured to support national security.

The new Constellation-class frigates will be built with improved capability to support the National Defense Strategy goal of achieving a resilient and agile force more quickly and affordably.

This new class of frigate are designed to be agile, multi-mission warships, capable of operations in both blue-water and littoral environments, within a strike group or independently, to provide increased combat-credible forward presence.

Specifically, Constellation-class frigates will include an

Enterprise Air Surveillance Radar, Baseline Ten Aegis Combat System, Mk41 Vertical Launch System, enhanced C4ISR capabilities, Mk110 57mm Gun, countermeasures, and added design flexibility for future growth.

Last year the Navy awarded a contract to build the first new frigate, the USS Constellation (FFG 62), scheduled to be delivered in 2026.

The previous Oliver Hazard Perry-class frigates entered service between 1977 and 1989. They were decommissioned between 1994 and 2015. The last Everett homeported frigate, USS Rodney M. Davis, was decommissioned in 2015.

The Navy's Surface Force is the preeminent means available for our nation to protect its interests and sustain its prosperity around the globe. The Navy remains focused on building and deploying combat ready, battle-minded teams capable of carrying out their missions today and tomorrow, at home and abroad. Constellation-class frigates will help us do that and enable us to maintain our advantage at sea.

As a shore installation, Naval Station Everett supports the fleet so that active and reserve military are ready to operate in the interest of national defense. The Navy plans to increase capabilities across the enterprise. For shore installations, that includes improvements that offer greater capacity for support to a growing number of Navy ships in the fleet.

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# Cutter Resolute Returns Home from 41-day Deployment



A Coast Guard Cutter Resolute small boat crew transports two rescued Cuban migrants, about 16 miles south of Key West, Florida, May 27, 2021. During a routine patrol, the Resolute bridge team spotted multiple people in the water and alerted Coast Guard Sector Key West watchstanders. *U.S. COAST GUARD*  
ST. PETERSBURG, Fla. – The USCGC Resolute (WMEC 620) and crew returned home to St. Petersburg Tuesday, after a 41-day Central Caribbean patrol, the Coast Guard 7th District said in a June 2 release.

The Resolute crew patrolled the coast of Haiti in support of Operation Southeast Watch. The team focused efforts on known transit zones and served as a presence to discourage hazardous migration voyages.

Watchstanders received an urgent radio call from a cargo vessel on May 13, reporting it collided with a wooden sailboat approximately two miles from Isla de la Tortue. The small boat sank, leaving two people in the water. The Resolute and its small boat crews, along with an Air Station Clearwater MH-60 Jayhawk aircrew forward-deployed in Great Inagua, conducted search patterns. The small boat crew located the men in the water clinging to foam fishing buoys. After a medical check, both survivors were determined to be in good health and were returned safely to port.

On May 28, the Resolute crew interdicted two Cuban migrants on a makeshift raft, 15 miles south of Key West.

During the routine patrol, May 27, the bridge team spotted multiple Cuban migrants in the water, about 16 miles south of Key West. The team alerted Coast Guard Sector Key West watchstanders. Response efforts resulted in eight people

rescued, and two people recovered deceased. An extensive search operation began for 10 people reportedly still missing. Search and rescue efforts continued for two days before the search suspended.

On May 27, the Resolute crew interdicted two suspected smugglers and 25 Cuban migrants, 60 miles south of Key West.

Among multiple events, the Resolute crew completed emergency drills and training. The Damage Control Olympics is a unique and active way to train crewmembers on proper damage control procedures. At the same time, the Navigation Seamanship Olympics achieve the same goal of creating an interactive learning environment but focus on rescue and assistance and small boat operations. These training evolutions enhance technical skills while building camaraderie and ensuring technical proficiencies are maintained.

The Resolute, a 210-foot Reliance-class cutter with a crew of 72, was commissioned on Dec. 8, 1966.

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# **First Newly Appointed Senior Military Acquisition Advisors Report to ASN RDA**



Capt. Stephen H. Murray, shown here in 2017 addressing the Corona, California, Chamber of Commerce, is one of two new Senior Military Acquisition Advisors. *U.S. NAVY / Greg Vojtko*  
WASHINGTON – The Department of the Navy’s first Senate-confirmed Senior Military Acquisition Advisors (SMAA) joined the assistant secretary of the Navy for Research, Development

and Acquisition (ASN RDA) staff this month, the Navy said in a June 2 release.

This program established in the National Defense Authorization Act of 2018 is designed for senior officers within the acquisition community to provide strategic, technical, and programmatic advice to their Service Acquisition Executive with the option of serving as adjunct professors at Defense Acquisition University.

U.S. Navy Capt. Stephen Murray and U.S. Marine Corps Col. Dave Burton were selected by a panel of flag and general officers to provide senior level acquisition expertise to ASN RDA.

“Both of these officers are very successful acquisition professionals,” said Vice Adm. Mike Moran, principal military deputy ASN RDA. “Their selection as the Department of the Navy’s first SMAAs speaks not only to their superb careers, but the tremendous value they will bring to the Department of the Navy for many more years.”

Murray will assume a key leadership role as a military deputy on the recently established Deputy ASN Sustainment staff. He will be responsible for long term surface ship/submarine maintenance planning, industrial base coordination, and shipyard improvements for fleet readiness. Murray will also assume a lead role on the new Sustainment System Working Group (SSWG), established to address systemic readiness issues across the naval enterprise. Murray has extensive fleet and acquisition experience, and just completed a very successful tour as a major program manager for Surface Ship Readiness and Maintenance.

Burton will assume a key leadership role as the military deputy on the Department of the Navy’s new Project Overmatch Organization, which supports Navy and Marine Corps Distributed Maritime Operations and integration with the Joint All-Domain

Command and Control (JADC2) program. He will be responsible for integrating current Marine Corps and Navy networks and services to enable a future common operational architecture. Burton's decades of operational and acquisition experience uniquely qualify him for this role along with his very successful tour as a major program manager for Intelligence Systems.

The assistant secretary of the Navy for research, development and acquisition serves as the Navy Service Acquisition Executive. ASN RDA has authority, responsibility and accountability for all acquisition functions and programs, and for enforcement of Under Secretary of Defense for Acquisition and Sustainment procedures. The assistant secretary represents the Department of the Navy to USD (A&S) and to Congress on all matters relating to acquisition policy and programs.

The assistant secretary establishes policies and procedures and manages the Navy's research, development and acquisition activities in accordance with DoD 5000 Series Directives. The assistant secretary serves as program (milestone) decision authority on ACAT IC programs and recommends decisions on ACAT ID programs.

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## **Coast Guard Repatriates 46 Migrants from 4 Interdictions to Cuba**



Coast Guard Cutter Resolute small boat crew rescues eight people from the water approximately 16 miles south of Key

West, Florida, May 27, 2021. The survivors currently remain aboard a Coast Guard cutter where they will receive food, water and basic medical attention. *U.S. COAST GUARD*

MIAMI – The Coast Guard Cutter Kathleen Moore crew repatriated 46 Cuban migrants to Cuba, Monday, from four interdictions, the Coast Guard 7th District said in a May 31 release.

In the first interdiction, the Cutter Kathleen Moore's crew located a migrant vessel and notified Sector Key West watchstanders, May 21, approximately 45 miles north of Bahia Honda, Cuba.

In the second interdiction, the Coast Guard Cutter Resolute's crew spotted and rescued migrants from the water, May 21, approximately 16 miles south of Key West. Cutter Resolute's crew transferred the migrants to Cutter Kathleen Moore.

In the third interdiction, a Coast Guard Air Station Miami HC-144 Ocean Sentry aircrew spotted a rustic vessel and notified Sector Key West watchstanders, May 21, approximately 23 miles south of Key West. The Cutter Resolute arrived on scene and embarked the migrants with no medical concerns reported. Cutter Resolute's crew transferred the migrants to Cutter Kathleen Moore.

In the fourth interdiction, Coast Guard District Seven watchstanders received a report from a good Samaritan of a rustic vessel, May 21, approximately 69 miles south of the Marquesas. Cutter Kathleen Moore arrived on scene and safely embarked the migrants.

"The Florida Straits can be very dangerous," said Capt. Adam Chamie, commander of Sector Key West. "The weather can change quickly. Even if the water is warm, the sea can be unforgiving, particularly in unseaworthy rafts. Please don't take to the sea."

Since Oct. 1, 2020, Coast Guard crews have interdicted 323

Cubans, compared to:

5,396 Cuban migrants in Fiscal Year 2016

1,468 Cuban migrants in Fiscal Year 2017

259 Cuban migrants in Fiscal Year 2018

313 Cuban migrants in Fiscal Year 2019

49 Cuban migrants in Fiscal Year 2020.

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

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## **Navy Tests New Hypersonic Rocket Motor**



A 2020 photo of a successfully tested hypersonic glide body in a flight experiment executed by the U.S. Navy and U.S. Army from the Pacific Missile Range Facility, Kauai, Hawaii. U.S. ARMY

WASHINGTON – Navy Strategic Systems Programs (SSP) successfully conducted a test of the First Stage Solid Rocket Motor (SRM) on May 27 in Promontory, Utah, as part of the development of the Navy's Conventional Prompt Strike (CPS) offensive hypersonic strike capability and the Army's Long Range Hypersonic Weapon (LRHW), the Navy said in a release.

This was the initial live fire test of the first stage SRM and

is a vital step in the development of a Navy-designed common hypersonic missile that will be fielded by both the Navy and Army.

The first stage SRM will be part of a new missile booster for the services, and will be combined with a Common Hypersonic Glide Body (CHGB) to create the common hypersonic missile. Each service will use the common hypersonic missile, while developing individual weapon systems and launchers tailored for launch from sea or land. This successful SRM test represents a critical milestone leading up to the next Navy and Army joint flight test, which will take place in the first quarter of fiscal year 2022, and ultimately the fielding of the CPS and LRHW weapon systems.

The Department of Defense successfully tested the CHGB on March 20, 2020. The services are working closely with government national laboratories and industry to continue development and production of the CHGB. The Navy is the lead designer, and the Army leads production.

Information gathered from this and future tests will further inform the services offensive hypersonic technology development. The Department of Defense is working in collaboration with industry, government national laboratories and academia to field hypersonic warfighting capability in the early-to mid-2020s.

Hypersonic weapons, capable of flying at speeds greater than five times the speed of sound (Mach 5), are highly maneuverable and operate at varying altitudes. In a matter of minutes, Navy and Army warfighters can defeat high-value targets hundreds or even thousands of miles away. Delivering hypersonic weapons is one of the DoD's highest priorities.

The common hypersonic missile design for sea and land-based applications provides economies of scale for future production

and relies upon a growing U.S. hypersonics industrial base.

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## Cutter Active Returns From Counter-Drug Patrol, \$106M in Cocaine Seized



Members with the Coast Guard Pacific Tactical Law Enforcement Team board a suspected drug smuggling vessel in the Eastern Pacific Ocean, May 5, 2021. The drugs, worth an estimated \$220 million, were seized in international waters of the Eastern Pacific Ocean during April and May. U.S. COAST GUARD

PORT ANGELES, Wash. – The crew of the Coast Guard Cutter Active (WMEC 618) returned to their homeport May 27 in Port Angeles after a 58-day counter-drug patrol in the Eastern Pacific Ocean, the Coast Guard Pacific Area said in a May 28 release.

The 55-year-old cutter and crew patrolled international waters off the coasts of Central America and Mexico in support of the Coast Guard and partner agencies' maritime illicit drug interdiction missions.

The Active intercepted two vessels suspected of smuggling illicit narcotics. Active's crew seized approximately 5,650 pounds of cocaine worth an estimated \$106.8 million from the combined interdictions. One of the two smuggling vessels, which are designed to evade detection, was a low-profile vessel. Low-profile vessels ride low in the water and are often painted blue to camouflage with the ocean, which make them more difficult to track. The contraband and suspects were

transferred to the custody of federal law enforcement agencies for prosecution.

Active's crew [offloaded approximately 11,500 pounds of seized cocaine](#) in San Diego on May 19, representing four suspected drug smuggling vessel interdictions made by crews aboard the Active, the Coast Guard Cutters Steadfast (WMEC 623) and Tahoma (WMEC 908).

The cutter also conducted two search-and-rescue missions during their deployment. Active's crew rescued four fishermen from a stranded fishing vessel and towed the disabled vessel until another Coast Guard cutter completed the search-and-rescue case. The second case Active responded to was a distress call for a jet skier injured in the water. Active's health services technician provided first aid to the person and stabilized the injured jet skier for further transfer by Coast Guard Station San Diego to waiting emergency medical services personnel.

Active was accompanied by an MH-65 Dolphin helicopter from Coast Guard Air Station San Francisco and personnel from the Helicopter Interdiction Tactical Squadron (HITRON) from Jacksonville, Florida. The helicopter and HITRON aircrews are capable of utilizing airborne use of force including disabling fire on the engines of non-compliant vessels suspected of carrying contraband. Additionally, Active's crew was supplemented by four Pacific Tactical Law Enforcement Team (PAC-TACLET) members from San Diego. PAC-TACLET's specialization in law enforcement and knowledge of the Law of the Sea enhanced Active's ability to identify, interdict, and process suspected drug smugglers.

"This patrol was another superb example of teamwork across the interagency," said Cmdr. James M. O'Mara IV, Active's commanding officer. "Beyond our lifelines, interagency and partner nations shared information to develop cases, while

U.S. Navy, Customs and Coast Guard aircraft detected targets of interest. Active's crew leaned forward, operated aggressively and executed their missions with distinction."

This patrol marked O'Mara's last patrol as commanding officer of the Active. Assuming command in January of 2019, O'Mara sailed over 55,000 miles throughout his nearly two and a half year tenure as Active's commanding officer. O'Mara was relieved by Cmdr. Brian J. Tesson on May 24 during a change of command ceremony aboard the cutter in the San Francisco Bay while transiting home. O'Mara will be reporting to Pacific Area Cutter Forces in June. Tesson reports to the Active from the Coast Guard Civil Engineering Unit Oakland where he served as the executive office.

Commissioned in 1966, Active is a 210-foot Reliance-class medium-endurance cutter homeported in Port Angeles and routinely deploys in support of counter-drug, migrant interdiction, fisheries, and search-and-rescue and homeland security missions.

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## Future LCS Savannah Completes Successful Acceptance Trials



USS Independence, a sister ship of the future USS Savannah (LCS 28), which successfully concluded acceptance trials in the Gulf of Mexico on May 14. *U.S. NAVY / Naval Air Crewman 2nd Class Nicholas Kontodiakos*

MOBILE, Ala. – The future USS Savannah (LCS 28) successfully concluded acceptance trials in the Gulf of Mexico May 14 after a series of in-port and underway demonstrations, the Program

Executive Office Unmanned and Small Combatants Public Affairs said in a May 26 release.

“I continue to be impressed with the outstanding results achieved by the Navy and industry team during acceptance trials for LCS ships. The future USS Savannah set the bar even higher and exceeded expectations. Our warfighting capabilities continue to evolve, and each LCS that meets this milestone further demonstrates progressive improvements in tactical performance and mission readiness,” said LCS program manager Capt. Mike Taylor.

The Navy conducted comprehensive tests of the Independence-variant littoral combat ship’s systems during the trials, spanning multiple functional areas including main propulsion, auxiliaries and electrical systems. LCS 28 also performed a full-power demonstration, steering and quick reversal, anchor drop test and combat system detect-to-engage sequence. Acceptance trials are the last significant milestone before delivery of the ship to the Navy, which is planned for late June.

Following delivery and commissioning, Savannah will sail to California to be homeported in San Diego with sister ships USS Independence (LCS 2), USS Coronado (LCS 4), USS Jackson (LCS 6), USS Montgomery (LCS 8), USS Gabrielle Giffords (LCS 10), USS Omaha (LCS 12), USS Manchester (LCS 14), USS Tulsa (LCS 16), USS Charleston (LCS 18), USS Cincinnati (LCS 20), USS Kansas City (LCS 22), USS Oakland (LCS 24) and USS Mobile (LCS 26).

Four additional Independence-variant ships are under construction at Austal USA in Mobile. Final assembly is underway on Canberra (LCS 30) and Santa Barbara (LCS 32). Austal is fabricating modules for Augusta (LCS 34), and initial fabrication for Kingsville (LCS 36) has begun. The future USS Pierre (LCS 38) will begin fabrication later this year.

LCS is a highly maneuverable, lethal and adaptable warship designed to support focused mine countermeasures, anti-submarine and surface warfare missions. The Independence-variant LCS integrates new technology and capability to affordably support current and future mission, ranging from deep water to the littorals.

LCS is now the Navy's second-largest surface ship class in production, behind the DDG 51 Arleigh Burke-class destroyer program. In 2019, three LCSs were delivered to the fleet, four were delivered in 2020, and four will again deliver in 2021 – a shipbuilding delivery pace not seen since the 1990s.