

Martin UAV Selected to Prototype U.S. Navy Unmanned Aerial System



Martin UAV's V-BAT unmanned aircraft, selected by the U.S. Navy to meet threats in austere operating environments. *MARTIN UAV*

PLANO, Texas – The Navy selected Martin UAV's V-BAT for a VTOL UAS prototyping and development effort in order to fulfill new technological requirements driven by the changing nature of threats in austere operating environments, Martin UAV said in an April 28 release.

Martin UAV was one of 13 respondents to the Navy's Mi2 Challenge and was later down selected with L3Harris Technologies to compete in a technology demonstration at the Yuma Proving Grounds in Yuma, Arizona.

The merit-based competition that included technology questionnaires, performance summaries, and in-depth supporting artifacts in accordance with established criteria, sought maximum portability, self-sufficiency and modularity in UAS hardware and payload capabilities without the need for ancillary support equipment.

The V-BAT was selected to meet these requirements as a result of its minimal logistic support requirements and maximum versatility. The system offers vertical takeoff with a single-engine ducted fan, automatic transition to straight and level flight, easily commanded hovers and stares, interchangeable payloads, and an open architecture.

Since its founding in 2015, Martin UAV has always maintained a focus on the true needs of the warfighter and worked to develop the V-BAT to meet those exact needs. Now, as a result

of winning the Mi2 Challenge, Martin UAV has a clear path to continuing those development efforts and deliver a leading edge ISR technology with operator input included.

“Martin UAV’s V-BAT was designed to address the needs of the warfighter in an ever-changing landscape and is now an integral part of reshaping mission requirements and capability offerings to better equip the Navy in future operations,” said Heath Niemi, Martin UAV’s chief development officer and retired U.S. Army colonel.

“Without Martin UAV CEO Ruben Martin’s commitment to innovation, the team’s relentless dedication to superior product development, and the support and expertise of our partner Broadhead Consulting throughout the entire process; offering this unique UAS solution would not have been possible.” Niemi added.

“The awarding of this opportunity does not just benefit Martin and its partners, it truly benefits the warfighter and everyone involved in support of defense mission sets, and we couldn’t be more appreciative of the opportunity,” said Niemi.

U.S. Indo-Pacific Command Holds Change of Command Ceremony



Adm. John Aquilino, left, relieves Adm. Philip Davidson, right, as commander of U.S. Indo-Pacific Command (USINDOPACOM). Aquilino becomes the 26th Commander of

USINDOPACOM, the nation's oldest and largest combatant command. *U.S. NAVY / Mass Communication Specialist 2nd Class Anthony J. Rivera*

PEARL HARBOR, Hawaii – U.S. Indo-Pacific Command (USINDOPACOM) held a change of command ceremony April 30 at Pearl Harbor, Hawaii, where Adm. Philip Davidson relinquished command to Adm. John Aquilino, the Defense Department said in a May 1 release.

Aquilino becomes the 26th Commander of USINDOPACOM, the nation's oldest and largest combatant command. As the USINDOPACOM commander, he is charged with leading more than 380,000 Soldiers, Sailors, Marines, Airmen, Guardians, Coast Guardsmen, and Department of Defense civilians and is responsible for all U.S. military activities in the Indo-Pacific, covering 36 nations, 14 time zones, and more than 50 percent of the world's population.

The Indo-Pacific region is the U.S. Department of Defense's priority theater for U.S. national security. In his remarks, Davidson noted the continued challenges in the region.

"The strategic competition in the Indo-Pacific is not between two nations, it is a contest between liberty – the fundamental idea behind a Free and Open Indo-Pacific – and authoritarianism, and the absence of liberty," said Davidson. "The United States has always demonstrated a willingness to stand up for, to defend, and to put our lives on the line in the name of liberty."

Davidson thanked the service members who have been at the forefront of defending liberty throughout the region, while also recognizing the crucial role our allies and partners have played in maintaining a free and open Indo-Pacific.

"We have spent much of our time at INDOPACOM focused on strengthening our alliances and enhancing our emerging partnerships across the Indo-Pacific region," noted Davidson. "The United States is deeply committed to advancing and

expanding these vital relationships further to help promote our collective peace and prosperity while enhancing security and stability in the Indo-Pacific.”

Secretary of Defense Lloyd J. Austin III, who presided over the ceremony, praised Davidson’s tenure as the USINDOPACOM commander and his more than 38 years of service.

“Admiral Davidson has done the nation a great service with his focus on deterrence in the region and the investments he’s made in our network of allies and partners,” said Austin. “The Indo-Pacific Command is better prepared, better trained, and better equipped today than it ever was.

“You’ve always believed in something bigger than yourself, and you’ve put your life on the line to protect the country you love. It is my honor to thank you for your lifetime of distinguished service,” stated Austin.

Austin said today’s rapidly changing environment is going to demand new thinking and action from the Defense Department to create an integrated deterrent across all realms of potential conflict.

“Throughout American history, deterrence has meant fixing a basic truth within the minds of our potential foes, and that truth is the costs and risks of aggression are out of line with any conceivable benefit,” said Austin. “To make that clear today, we’ll use existing capabilities, and build new ones, and use all of them in networked ways – hand in hand with our allies and partners.”

Austin also addressed the many challenges facing the region and his confidence in Aquilino’s leadership to address those challenges.

“Your new commander knows the stakes, he knows the people, and he knows the challenges,” said Austin. “Admiral Aquilino, you are the right leader at the right time.”

Aquilino, who was previously the U.S. Pacific Fleet commander, acknowledged USINDOPACOM's critical role in providing regional peace and security.

"The Indo-Pacific is the most consequential region for America's future, hosts our greatest security challenge, and remains the priority theater for the United States," said Aquilino. "We will compete to achieve our national interests, cooperate where we can, and confront where we must to ensure we maintain a Free and Open Indo-Pacific."

Aquilino emphasized he will continue to focus on working alongside allies and partners to address collective security issues.

"For more than over 75 years, the U.S. in partnerships with like-minded allies and partners have created an environment where all nations could thrive and prosper," said Aquilino. "I am honored and humbled to take on this important position during a most consequential time."

General Mark A. Milley, the Chairman of the Joint Chiefs of Staff, reflected on the significance of Davidson's service of leading the joint force in the region and passing the title of commander to Aquilino.

"The Indo-Pacific is the globe's crossroads. We the United States of America, and your Joint Force, safeguards the transit of the goods and information that keep the world running," said Milley. "We are a team of teams and this country, as well as the many nations who are represented here today, are thankful for Phil's leadership and look forward to the guiding hand of Adm. Aquilino to bridge the Indo-Pacific into the future."

During the ceremony, Davidson was presented with the Defense Distinguished Service Medal, and Aquilino was presented the Distinguished Service Medal. Their spouses, Tracy Davidson and Laura Aquilino, were both presented the Distinguished Public

Service Award.

U.S. Coast Guard FRCs Visit Partners in Athens, Greece



USCGC Charles Moulthrop (WPC 1141) arrives in Athens, Greece on April 26, 2021. Charles Moulthrop and USCGC Robert Goldman (WPC 1142) are en route to their new homeport in Bahrain in support of the Navy's U.S. 5th Fleet and U.S. Coast Guard Patrol Forces Southwest Asia. While in the U.S. Navy's 6th Fleet area of responsibility, the crews will support engagements with partner countries strengthening relationships and demonstrating our continued commitment to global maritime security and stability. *U.S. COAST GUARD / Petty Officer 1st Class Sydney Niemi*

ATHENS, Greece – The Sentinel-class fast response cutters USCGC Charles Moulthrop (WPC 1141) and USCGC Robert Goldman (WPC 1142) arrived in Athens for a routine logistics visit and key leader engagements, April 29, 2021, the Coast Guard Atlantic area said in an April 30 release.

“A common theme discussed throughout our engagements with the Hellenic Coast Guard, government, and industry leaders is the long-standing history of cooperation between the United States and Greece, particularly in the maritime sector. The exercises and exchanges between our crews and the Hellenic Coast Guard continued this tradition of partnership between both nations,” said Lt. Cmdr. Steve Hulse, commanding officer of Charles Moulthrop.

This port visit marks the cutters' third stop while conducting operations in the U.S. 6th Fleet region en route to their new

homeport of Manama, Bahrain.

“It was a pleasure working alongside our Greek partners, celebrating the 200th anniversary of their independence, and gaining an understanding of the similarities in our services’ missions and responsibilities,” said Lt. Cmdr. Samuel Blase, commanding officer of Robert Goldman.

The Moulthrope and Goldman Athens stop highlights the enduring partnership between the United States and Greece. It also provided exchanges between U.S. Coast Guard members and the Hellenic Coast Guard and Greek ministries before a planned underway exercise. The joint effort enhances the collective ability to respond to any number of maritime threats and challenges and builds familiarization across services.

“I’m very happy to welcome the U.S. Coast Guard fast response cutters Robert Goldman and Charles Moulthrope to the port of Piraeus following their historic transatlantic voyage in support of Operation Trailblazer,” said U.S. Ambassador to Greece Geoffrey R. Pyatt. “For 200 years, the United States and Greece have stood shoulder-to-shoulder to uphold our shared democratic values and promote peace and stability in the region. Maritime ties have been at the heart of that relationship, starting with the relief ships that sailed from New England to Greece in the 1820s and continuing to the global partnership today between the U.S. Coast Guard and Greek shipping.”

The U.S. Coast Guard worked with the Greek navy earlier this year in the Arabian Gulf under U.S. Naval Forces Central Command. The Greek ship HS Hydra joined cutters and patrol boats of the U.S. Coast Guard Patrol Forces Southwest Asia to operate alongside the two NATO partners. The U.S.-Greece relationship dates back more than 200 years, emphasizing democracy, partnership, and shared values.

“The Coast Guard compliments efforts from the Navy and Marine Corps by providing critical security expertise in shallow water environments, specializing in law enforcement missions and techniques,” said Rear Adm. Wayne Baze, director, Maritime Headquarters, U.S. 6th Fleet. “Moulthrope and Goldman’s operations follow the aircraft carrier USS Dwight D. Eisenhower’s (CVN 69) visit to Souda Bay and work with the Hellenic Navy and Air Force. This dedicated, steady partnership demonstrates our shared commitment to security and stability across the entire maritime operations spectrum.”

Moulthrope and Goldman are en route to their new homeport in Bahrain to support the Navy’s U.S. 5th Fleet and U.S. Coast Guard Patrol Forces Southwest Asia. While in the U.S. Navy’s 6th Fleet area of responsibility, the crews will support engagements with partner countries strengthening relationships and demonstrating our continued commitment to global maritime security and stability.

Moulthrope and Goldman are the first two of six Sentinel-class ships headed to U.S. Patrol Forces Southwest Asia (PATFORSWA). Established in 2002 to support Operation Iraqi Freedom, PATFORSWA played a critical role in maritime security and maritime infrastructure protection operations. It is the U.S. Coast Guard’s largest unit outside of the United States.

USCGC Hamilton Conducts Operations with Turkish Navy



Turkish naval members conduct flight procedures in an Agusta

Bell AB 212 helicopter with the USCGC Hamilton (WMSL 753) in the Black Sea, April 30, 2021. Hamilton is on a routine deployment in the U.S. Sixth Fleet area of operations in support of U.S. national interests and security in Europe and Africa. *U.S. COAST GUARD*

BLACK SEA – The Legend-class national security cutter USCGC Hamilton (WMSL 753) conducted a series of maritime exercises with the Turkish navy, April 30, 2021, in the Black Sea, U.S. 6th Fleet Public Affairs said in a release.

Hamilton's crew conducted a passing exercise and cross-platform helicopter operations with the Turkish navy's Yavuz-class frigate TCG Turgutreis (F 241).

During flight operations, helicopters from both nations landed on each other's vessel's flight decks. An Agusta Bell AB 212 helicopter from Turgutreis landed aboard USCGC Hamilton, while a U.S. Coast Guard MH-65 Dolphin helicopter landed on Turgutreis. These maneuvers and operations enhanced both crews' ability to communicate and conduct precise ship handling.

"It was a great honor to work alongside the Turkish navy today. They are professional mariners committed to ensuring safe and secure access to the sea," said Capt. Timothy Cronin, commanding officer of USCGC Hamilton. "We look forward to more interactions like this to reinforce our partnership and shared interests in the maritime environment."

The U.S. Coast Guard has been a consistent partner with European nations, strengthening and enforcing robust maritime governance. 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.

U.S. Ambassador to Turkey David Satterfield welcomed the

exercise. “We are pleased that the U.S. Coast Guard has returned to the Black Sea. Cooperation between U.S. and Turkish forces improves our ability to work together to advance our shared security interests in the region. The United States and Turkey will continue to stand together as NATO Allies,” he said.

Hamilton is the fourth national security cutter and is the fifth named for the father of the U.S. Coast Guard, Alexander Hamilton, the first secretary of the treasury and advocate for creating the U.S. Revenue Cutter Service.

The U.S. Coast Guard remains operational during COVID-19, following all COVID-19 safety precautions and regulations.

Cutter Diligence Returns to Homeport after 59-day Caribbean Sea Patrol



Flight Deck crew on Coast Guard Cutter Diligence conducts helicopter refueling operations in the Windward Passage during a 59-day patrol in the Caribbean Sea. The Diligence patrolled through the Straits of Florida to the Windward Pass between Cuba, the Bahamas, and Haiti alongside interagency and international partners to prevent and respond to dangerous illegal maritime migration and narcotics smuggling. *U.S. COAST GUARD photo by Ensign Ashley Hatfield*

PENSACOLA, Fla. – The crew of Coast Guard Cutter Diligence returned to homeport in Pensacola Thursday after a 59-day Caribbean Sea patrol, the Coast Guard 8th District said in an April 29 release.

The Diligence crew performed search and rescue, counter-drug and alien migrant interdiction operations in support of Coast Guard 7th District.

During the patrol, the crew of Diligence received 14 migrants apprehended by other U.S. law enforcement agencies and orchestrated their successful transfer to Cuban and Bahamian immigration officials for processing. The crew also facilitated the transfer of three suspected drug smugglers apprehended by another Coast Guard cutter to U.S. law enforcement authorities in Puerto Rico and accomplished vital intra-agency training with multiple Coast Guard helicopters, to include landings, a helicopter in-flight refueling evolution and rescue swimmer hoist operations to the flight deck and from the cutter's small boat.

Additionally, the Diligence crew partnered with Bahamian authorities to respond to a report of a capsized vessel near Cay Sal Bank. The crew searched more than 24 hours in conjunction with Bahamian and Cuban assets for seven reported missing persons. The 59-day patrol was also critical in building proficiency through shipboard drills, training, and qualifications to enhance operational readiness and effectiveness.

"The Diligence's crew continued to impress with their steadfast resiliency and professionalism in carrying out this challenging and dynamic patrol, despite difficult weather conditions for the majority of the patrol," said Cmdr. Luke Slivinski, cutter Diligence commanding officer. "The cutter and crew performed admirably and overcame constant mission changes and unexpected challenges with signature ease. I cannot thank Diligence's crew enough for the hard work and sacrifices they made under my tenure the last two years."

The cutter Diligence is a 210-foot medium-endurance cutter homeported in Pensacola with a crew of 78. The cutter's primary missions are counter-drug operations, migrant interdiction, enforcing federal fishery laws, and search and rescue in support of Coast Guard operations throughout the Western Hemisphere.

Curtiss-Wright Selected by SRC to Provide Flight Recorders for T-6 Aircraft



Curtiss-Wright's Defense Solutions division will provide a version of its Fortress flight recorder system to upgrade T-6 Texan II trainer aircraft used by the U.S. Navy and Air Force. *U.S. AIR FORCE / Airman Zoe T. Perkins*

ASHBURN, Va. – April 28, 2021 – Curtiss-Wright's Defense Solutions division, a supplier of rugged avionics solutions, today announced that it was selected by Scientific Research Corp. (SRC) to provide a version of its Fortress flight recorder system to upgrade the T-6 Texan II trainer aircraft used by the U.S. Air Force and Navy, Curtiss-Wright said in an April 28 release.

Under the agreement, Curtiss-Wright is providing SRC with a new variant of the Fortress CVR25, developed for use on military fixed wing and rotorcraft airborne platforms. The Fortress CVR25 combines a CVR, FDR, integrated data acquisition, and an independent power supply in a single lightweight, compact unit. The Fortress recorder's ability to acquire additional data as customer needs evolve has helped further establish Curtiss-Wright as one of the leading suppliers of modern flight data recorders. Under the contract, shipments began in the first quarter of 2021 and are scheduled to continue through the first half of 2023.

"We are very proud to have been selected by Scientific Research Corporation to provide our innovative Fortress cockpit voice recorder and flight data recorder to upgrade the important T-6 Texan II trainer used by the U.S. Air Force and Navy," said Chris Wiltsey, senior vice president and general manager, Defense Solutions. "SRC and Curtiss Wright intend to further explore other flight recorder applications within the DoD where our unique experience can assist in liberating the benefits of modern-day flight recorder technology for the military aircraft market."

Lawmakers Introduce SHIPYARD Act to Support National Defense Infrastructure



A dud aircraft is loaded by a crane to the aircraft carrier USS George H. W. Bush's (CVN 77). GHWB is at Norfolk Naval Shipyard undergoing its Docking Planned Incremental Availability. *U.S. NAVY / Mass Communication Specialist Seaman Bayley McMichael*

WASHINGTON – Several U.S. Senators and Representatives introduced the Supplying Help to Infrastructure in Ports, Yards, and America's Repair Docks (SHIPYARD) Act of 2021, which would provide \$25 billion to make investments needed to optimize, improve, and rebuild shipyard facilities, electrical infrastructure, environmental systems, and the equipment of public and private shipyards in the U.S. that support the U.S. Navy fleet.

Introducing the bill were Sens. Roger Wicker, R-Mississippi; Tim Kaine, D-Virginia; Susan Collins, R-Maine; Angus King, I-Maine; and Jeanne Shaheen, D-New Hampshire, along with Reps. Rob Wittman, R-Virginia, and Mike Gallagher, R-Wisconsin.

The act would designate \$21 billion for the Navy's four public shipyards in Virginia, Maine, Hawaii, and Washington, \$2

billion for major Navy private new construction shipyards, and \$2 billion for Navy private repair shipyards.

“As lawmakers consider ways to improve our nation’s infrastructure, the facilities that support our Navy fleet should be a part of the conversation,” Wicker said. “Congress has already taken the important step of committing to a larger Navy, but our shipyards are having trouble servicing today’s 296-ship fleet and are clearly insufficient to maintain the 355-ship or larger fleet we need to counter China, Russia, and other adversaries. Now is the time to provide our Navy leaders the support they need to grow and preserve our fleet for generations to come.”

“Virginia’s public and private shipyards are crucial to strengthening our national security,” said Kaine. “This legislation would ensure that our sailors, shipbuilders, and ship repairers have the most up-to-date tools, equipment, and facilities to ensure our Navy remains ready to protect our nation.”

“The importance of our naval assets to our national security and global stability has never been greater, which is why it is so critical that our defense industrial base has the capacity to build and maintain a larger fleet,” said Collins. “If we are serious about the United States competing against and deterring China, we have to consider our vital defense infrastructure. For example, the Navy has specifically identified a critical lack of dry dock capacity at our nation’s four public shipyards. I have long advocated for modernization of Portsmouth Naval Shipyard and Bath Iron Works in Maine to help the highly skilled employees continue to successfully carry out their essential missions in modern, streamlined facilities. Our bipartisan legislation would support infrastructure improvements at shipyards across the country to help reduce maintenance backlogs, increase safety and efficiency, and accommodate growth to counter China’s growing naval ambitions. As a member of the Military

Construction Appropriations Subcommittee, I will continue to advocate for infrastructure projects at shipyards to keep our Navy strong.”

“Portsmouth Naval Shipyard and Bath Iron Works play critical roles in both our nation’s national defense and Maine’s economy,” said King. “The contributions of these yards are absolutely essential to the Navy’s ability to operate and create thousands of good-paying jobs across Maine, both on-site and with contractors who provide additional support. As the Navy seeks to grow its fleet to address an array of challenges across the globe, and the associated maintenance requirements continue to expand, it is absolutely essential that we provide these shipyards with the modern tools and technologies they need to meet growing demand. This bipartisan legislation will make much-needed investments in a critical part of our national security infrastructure – including adaptations to prepare for the potential impacts of climate change – ensuring that these storied yards will be able to continue to fulfill their important duties for decades to come.”

“The Portsmouth Naval Shipyard is an economic engine of New Hampshire’s Seacoast region and brings immense pride to our state by bolstering its role in support of our national defense. The oldest, continually operating shipyard in the nation, the stability and security of PNSY and its workers are of critical importance,” said Shaheen. “That’s why I’m glad to partner with Senator Wicker and this bipartisan group of lawmakers on this legislation to make robust federal investments in the facilities, infrastructure and equipment at shipyards across the country, including New Hampshire. Modernizing the structures and capabilities of our shipyards is crucial for both our military readiness and our local economies, which is why I urge members on both sides of the aisle to join us in this effort.”

“At a time when China is commissioning three ships in a single

day, we desperately need to strengthen the American shipbuilding industrial base to expand, support, and service the fleet," said Rep. Gallagher. "The bipartisan, bicameral SHIPYARD Act makes critical investments to better ensure shipyards across the country, such as Marinette Marine, can build the Navy the nation needs."

The legislation would help to address a backlog of modernization, maintenance, and expansion projects the U.S. Navy has identified at public shipyards and provide the Navy flexibility to support capital improvement projects and other investments at yards that are critical to maintaining and growing the fleet. Projects identified by the Secretary of the Navy would include improvements to shipyard infrastructure, construction of new dry docks, and other items to enable these shipyards to keep pace with Navy needs for decades to come.

Among other provisions, the legislation would:

Fully fund the Navy's \$21 billion Shipyard Infrastructure Optimization Program (SIOP) at the nation's four public shipyards in Portsmouth, Virginia, Kittery, Maine, Pearl Harbor, Hawaii, and Bremerton, Washington.

Invest \$2 billion in commercial repair shipyards, subcontractors and suppliers that maintain the U.S. Navy fleet, allowing the Secretary of the Navy to fund key upgrades and infrastructure modernization projects to address current and future maintenance needs.

Invest \$2 billion in commercial new construction shipyards, subcontractors and suppliers that build the U.S. Navy fleet, allowing the Secretary of the Navy to fund key upgrades and infrastructure modernization projects to meet current and future Navy capability and capacity needs.

Provide all funds via the Defense Production Act, removing typical fiscal year constraints on appropriations and increasing flexibility to enable the Secretary of the Navy to

accelerate contract awards.

Click [here](#) to read a white paper on the legislation and [here](#) to read the full legislative text.

SECDEF Announces Navy Flag Nominations

ARLINGTON, Va. – Secretary of Defense Lloyd J. Austin III announced today that the president has made the following nominations:

Capt. Dennis E. Collins has been nominated for appointment to the rank of rear admiral (lower half). Collins is currently serving as officer in charge, Navy Reserve, U.S. Indo-Pacific Command, Detachment 401, Camp H.M. Smith, Hawaii.

Capt. Bradley D. Dunham has been nominated for appointment to the rank of rear admiral (lower half). Dunham is currently serving as chief of staff, Navy Reserve, U.S. Fleet Forces Command, Norfolk, Virginia.

Capt. Mark F. Haigis has been nominated for appointment to the rank of rear admiral (lower half). Haigis is currently serving as commanding officer, Navy Reserve, Naval Leadership and Ethics Center, Newport, Rhode Island.

Capt. Scott W. Ruston has been nominated for appointment to the rank of rear admiral (lower half). Ruston is currently serving as deputy commander, Navy Region Southwest Reserve Component Command, San Diego, California.

Capt. Douglas W. Sasse III has been nominated for appointment to the rank of rear admiral (lower half). Sasse is currently

serving as commanding officer, Navy Reserve, Fourth Fleet, Mayport, Florida.

Capt. Michael J. Schwerin has been nominated for appointment to the rank of rear admiral (lower half). Schwerin is currently serving as commanding officer, Navy Reserve, Officer Training Command, Newport, Rhode Island.

Capt. David R. Storr has been nominated for appointment to the rank of rear admiral (lower half). Storr is currently serving as manager, Navy Reserve, Rapid Research and Development Detachment, Patuxent River, Maryland.

Navy Orders Three SPN-50(V)1 Radars from Saab



SAAB's AN/SPN-50(V)1 radar. *Saab*

STOCKHOLM – Saab has been awarded a second Low-Rate Initial

Production (LRIP) contract for three of its AN/SPN-50(V)1 radar systems for the U.S. Navy's Shipboard Air Traffic Radar program, the company said in an April 28 release. The order value for the LRIP Phase Two contract is \$37.1 million USD, with the first delivery scheduled for 2022. Radar manufacturing, delivery, test, and integration will take place at Saab's Syracuse, New York facilities.

The AN/SPN-50(V)1 radar system, which is one of the U.S. versions of Saab's Sea Giraffe Agile Multi Beam radar, will function as the primary air traffic control surveillance radar for manned and unmanned aviation aboard the Navy's nuclear-powered aircraft carriers and amphibious large decks.

"By leveraging Saab's radar technology already in operational service with the U.S. Navy, the Naval Air Traffic Management Systems Program Office and Saab is addressing shipboard air traffic control capability to ensure readiness and cost-efficiency," said Erik Smith, president and CEO of Saab in the United States.

Delivery of the Navy's advanced air traffic control and landing capability is overseen by the Naval Air Traffic Management Systems Program Office. In cooperation with Saab, they are responsible for the radar system's acquisition, deployment, and through life sustainment while in service within the U.S. Navy fleet.

'Old Tar' Designation Passes to Master Chief Bill Smalts



Fleet Master Chief Bill Smalts. *U.S. NAVY*

The Surface Navy Association's (SNA) "Old Tar" designation, honoring the U.S. Navy Enlisted Surface Warfare Specialist (ESWS) serving on active duty with the earliest qualification date, has passed to Fleet Master Chief Bill Smalts. Smalts is currently assigned as the Fleet Master Chief, Commander,

United States 2nd Fleet, Norfolk, Virginia.

Smalts is now the 14th individual to receive the Old Tar honor having relieved Force Master Chief David B. Carter, who has recently retired.

“This award is a recognition of the leadership, experience and expertise possessed by a knowledgeable mariner. Master Chief Smalts is such a Sailor and has earned the title an ‘Old Tar,” said Vice Adm. Rick Hunt, U.S. Navy (retired), president of SNA. “This award acknowledges our lore, customs and traditions, and honors the most senior of all our active duty Enlisted Surface Warfare Specialists with the ‘Old Tar’ designation.”

Smalts completed his qualification as an E3 aboard the USS L.Y. SPEAR (AS 36) but was not allowed to be pinned until he was a Third Class Petty Officer on Oct. 18, 1990.

The term comes from the days of sail and wooden ships, when Sailors would board enemy ships in battle and engage in hand to hand combat. Since long hair was the fashion of the era, they would often wear it tied in a knot at the base of the neck. Before entering battle, they would dip this knot in tar that would soon harden and protect their necks from blows from behind. Sailors, therefore, became known as “tars,” and an “Old Tar” was clearly one honored and respected for his knowledge, wisdom, and long experience at sea.

The honor is accompanied by a replica of “The Chief” statue that stands at the Senior Enlisted Academy in Newport, Rhode Island, with all the names of the “Old Tars.” In a ceremony held at the awardees’ command, a miniature replica of the statue was presented to CMDCM Smalts to display at his command and will be permanently retained by him upon retirement.

SNA also recognizes the “Old Salt” award to honor the Surface Warfare Officer with the earliest date of receiving the

coveted warfare qualification.