Raytheon's Maritime Surveillance Systems Flight-Tested on GA-ASI SeaGuardian for Japan Coast Guard

General Atomics Aeronautical Systems Inc.'s SeaGuardian remotely piloted aircraft. GA-ASI

SAN DIEGO – Japan's coast guard recently completed successful flight testing of Raytheon Intelligence & Space (RI&S) maritime surveillance technologies onboard a General Atomics Aeronautical Systems Inc. SeaGuardian remotely piloted aircraft, the company said in a Jan. 21 release.

RI&S provided its SeaVue Expanded Mission Capability (XMC) radar and AN/DAS-4 Multi-spectral Targeting System for the tests, which were conducted in the Hachinohe, Aomori Prefecture, Japan, between Oct. 15 and Nov. 10, 2020.

The tests validated the wide-area maritime surveillance systems support for the Japan Coast Guard to carry out missions for search and rescue, disaster response and maritime law enforcement.

“Our advanced intelligence, surveillance and reconnaissance solutions can aid the Japan Coast Guard to perform their duties effectively in alignment with Japan’s maritime security priorities,” said Barbara Borgonovi, vice president of Intelligence, Surveillance and Reconnaissance Systems for RI&S. “Through our partnership with GA-ASI, SeaVue XMC and DAS-4 contribute to SeaGuardian’s critical role to help operators make decisions faster. Our wide-area surveillance technologies have proven track records that can be tailored to any mission in the maritime environment.”

The SeaVue XMC radar provides enhanced wide-area surveillance by identifying targets of interest rapidly and efficiently, such as small maritime vessels. SeaVue MR delivers expanded capabilities including small-target detection at longer ranges and higher altitudes, and a software-defined digital architecture to add new functionality without changing hardware.

The DAS-4 sensor suite offers operators next-generation electro-optical surveillance in high-definition and full-motion video to identify and engage targets with pinpoint accuracy. The flight tests support the Japan coast guard’s policy on strengthening maritime security, which calls for modernized maritime technologies to protect Japan’s sovereignty.

U.S. Coast Guard Commissions 41st Fast Response Cutter

Master Chief Petty Officer Jason M. Vanderhaden, the senior enlisted leader of the Coast Guard, presents Lt. j.g Paul Kang, the official USCGC Charles Moulthrope's (WPC 1141) long glass on Coast Guard Base Portsmouth, Va., Jan. 21, 2021. Each FRC is named for an enlisted Coast Guard hero who distinguished himself or herself in the line of duty. The Moulthrope is one of six fast response cutters destined for the Patrol Forces Southwest Asia (PATFORSWA) mission. U.S. Coast Guard / Petty Officer 1st Class Adam Stanton

PORTSMOUTH, Va.,— The USCGC Charles Moulthrope (WPC 1141), Patrol Forces Southwest Asia's first Sentinel-class fast response cutter, was commissioned into service at Coast Guard Base Portsmouth, Jan. 22, the Coast Guard Atlantic Area said in a release.

Adm. Karl Shultz, commandant, U.S. Coast Guard, presided over the 41st Sentinel-class cutter ceremony. Moulthrope is the

first of six FRCs to be homeported in Manama, Bahrain.

The cutter's sponsor is Mrs. Dawn Schultz, spouse of Adm. Karl Schultz.

The Charles Moulthrope is the first of six FRCs planned for service in Manama, Bahrain. Stationing FRCs in Bahrain supports Patrol Force, South-West Asia (PATFORSWA), the Coast Guard's largest unit outside of the U.S., and its mission to train, organize, equip, support and deploy combat-ready Coast Guard forces in support of Central Command and national security objectives.

PATFORSWA works with Naval Forces Central Command to conduct maritime operations to forward U.S. interests, deter, and counter disruptive countries, defeat violent extremism, and strengthen partner nations' maritime capabilities to secure the maritime environment in the Central Command area of responsibility.

The cutter is named after Seaman Charles Moulthrope, remembered for heroic and selfless service as a member of the Revenue Cutter Service cutter Commodore Perry, en route to patrol Alaska, when he rescued multiple shipmates who ended up in the sea. They had attempted to rescue another crewman who was swept overboard during heavy seas. Moulthrope "grabbed a line and leaped over the side" into the freezing water to save the four men. Not long after, he lost his life in the performance of duties in Unalaska, Alaska, in 1896, when he fell from a mast while trying to free a fouled pennant. This ship will be the first modern Coast Guard cutter named for an enlisted man of the Revenue Cutter Service, bringing recognition to the service and sacrifice of hundreds of sailors who served their country aboard the ships of this precursor of the Coast Guard.

The Coast Guard has ordered 64 FRCs to date. Forty are in service: 12 in Florida, seven in Puerto Rico; four in

California; three each in Hawaii, Texas, and New Jersey, and two each in Alaska, Mississippi, and North Carolina. Two FRCs arrived in their homeport of Apra Harbor, Guam, in 2020, with one more to come.

The Coast Guard took delivery of Charles Moulthrope on Oct. 22, 2020, in Key West. They will transit to Bahrain later this year with their sister ship, the Robert Goldman (WPC 1142), delivered Dec. 22, 2020, and due to be commissioned in February in Key West.

The fast response cutters were designed to patrol coastal regions and are operating in an increasingly expeditionary manner. They feature advanced command, control, communications, computers, intelligence, surveillance, and reconnaissance equipment, and launch and recover standardized small boats from the stern.

USCGC Resolute Completes 42-day Winter Caribbean Patrol

The USCGC Resolute crew (WMEC 620) conducts an at-sea transfer with USCGC Mohawk (WMEC 913) in the Caribbean on Dec. 27, 2020. Resolute returned to St. Petersburg, Florida, on Jan. 14, 2021, following a 42-day patrol in support of Operation Southeast Watch and others. U.S. Coast Guard / Ensign Alexander Cordes

PORTSMOUTH, Va. — The crew of USCGC Resolute (WMEC 620) returned to St. Petersburg, Florida, on Jan. 14, following a 42-day patrol in support of Operation Southeast Watch and others, the Coast Guard Atlantic Area said in a Jan. 21 release.

Resolute traveled over 5,000 miles, rescued and repatriated 110 Haitian migrants and stopped 500 kilograms of contraband.

The crew departed Florida, Dec. 4, 2020, to Windward Pass, patrolling off Haiti's northern coast to deter illegal immigration and promote regional stability. They responded to a report of a dangerously overcrowded and unseaworthy vessel received from a Coast Guard MH-60 Jayhawk helicopter on station off the coast of Haiti. From the air, the Jayhawk crew

described the boat as having approximately 50 to 80 people aboard.

The Jayhawk crew guided Resolute’s small boats to the vessel, and once on the scene, the boarding team embarked on the 40-foot wooden boat and discovered 110 Haitian migrants. Working through the night, the small boat crews safely rescued all 110 migrants, including six children, and ferried them back to the cutter, where they received food, water, and medical attention. All 110 migrants were subsequently repatriated back to Cap Haitian with the Coast Guard liaison officer’s assistance in Haiti and the Haitian coast guard.

Transitioning to the Caribbean Sea, the crew intercepted a northbound vessel, resulting in more than 500 kilograms of contraband. Coast Guard boarding teams detained the suspected smugglers and took positive control of the boat. The contraband, detainees, and vessel were transported to the United States for final case disposition.

Resolute’s crew conducted numerous at-sea transfers of contraband and detainees with other U.S. Coast Guard and Navy surface assets, including cutters William Trump, Raymond Evans, Mohawk, James, Decisive, Richard Etheridge, and the U.S. naval warship USS Comstock (LSD 45). Resolute’s crew worked closely with these units to safely embark and transport suspected smugglers and contraband to the United States, ensuring numerous cases’ timely disposition.

Resolute completed more than 40 shipboard-helicopter evolutions with Coast Guard Air Station Miami’s assistance before returning home. Conducting these flight operations helped Air Station Miami pilots maintain critical flight currencies and allowed Resolute to train new crew and maintain shipboard-helicopter proficiency for future patrols.

Through this patrol, Resolute supported international, multi-

agency operations, including Operation Unified Resolve, Operation Southeast Watch, Operation Caribbean Guard, Enhanced Counternarcotics Operations, Campaign Martillo, and the Caribbean Corridor Strike Force.

“Working for the Coast Guard’s 7th District was a rewarding experience for the crew of Resolute,” said Cmdr. Justin Vanden Heuvel, commanding officer of Resolute. “We stood the watch throughout the holiday season and into the new year, transitioning seamlessly between alien-migration interdiction operations to enforcing counter drug regulations on the high seas.”

“The crew of the Resolute has done a fantastic job during this recent patrol, and their successes illustrate the vital partnerships that are essential in combating transnational criminal organizations that threaten global security and prosperity,” said Rear Adm. Douglas Fears, director of Joint Interagency Task Force (JIATF)-South. “The U.S. Coast Guard and JIATF-South work together every day, as well as with our other U.S. and international partners, to disrupt the flow of illicit drugs that are a major funding source for criminal organizations operating within the Western Hemisphere.”

Resolute homeported in St. Petersburg, is a 210-foot Reliance-class cutter and has a crew of 78. Their motto is Fama Extendere Factis, fame through good deeds.

Navy Names Future Vessel to Honor Muscogee Creek Nation

A graphic illustration of the future Military Sealift Command Navajo-class towing and salvage ship USNS Muscogee Creek Nation (T-ATS 10). U.S. Navy

OKLAHOMA CITY, Okla. – The U.S. Navy will name a future Navajo-class towing, salvage, and rescue ship USNS Muscogee Creek Nation (T-ATS 10) to honor the self-governed Native American tribe located in Okmulgee, Oklahoma, the Navy said in a Jan. 15 release.

Gregory J. Slavonic, performing the duties of the under secretary of the Navy, and an Oklahoma native, announced the name selection during a ceremony at the First Americans Museum in Oklahoma City.

“I am sincerely honored, on behalf of the secretary of the

Navy, to announce that this future naval vessel will carry the proud legacy of the people of the Muscogee Creek Nation and be cemented as part of Navy and Marine Corps history," Slavonic said. "The future towing, salvage, and rescue ship honors the culturally distinct people of the state of Oklahoma and will join the fleet as a symbol of appreciation for the contributions of American Indians and the Muscogee Creek citizens to the defense of our nation."

The Muscogee people are descendants of not just one tribe, but a union of several. Muscogee Creek Nation is the largest of the federally recognized Muscogee tribes, the fourth largest tribe in the U.S. with more than 86,000 citizens – some of whom have or continue to serve across the U.S. armed forces.

This will be the first Navy vessel to carry the name Muscogee Creek Nation.

"Despite a complex and sometimes challenging history with the U.S., no race has answered the call of duty and served more than Native Americans, per capita," said David Hill, principal chief of the Muscogee Creek Nation. "Today, we are joined together to once again strengthen our ties and recognize those efforts with this wonderful gesture by the Navy to respect that commitment. Myself, along with our tribal leadership, employees and citizens are so thrilled that for the first time, a United States Navy ship will be named after the Muscogee Creek Nation."

In early 2019, the Navy announced that T-ATS ships would be known as the Navajo class of ships to honor the contributions of the Navajo people to the armed forces. Vessels in this class are named for prominent Native Americans or Native American tribes.

The Navajo-class T-ATS ships are designed to combine and replace the current capabilities of the Powhatan-class ocean tugs and Safeguard-class rescue and salvage ships in service

with the Military Sealift Command. They will be capable of towing U.S. Navy ships and have 6,000 square feet of deck space for embarked systems. The platform will be 263 feet long, have a beam of 59 feet, and carry a load of nearly 2,000 tons.

The future USNS Muscogee Creek Nation will join USNS Navajo (T-ATS 6), USNS Cherokee Nation (T-ATS 7), and USNS Saginaw Ojibwe Anishinabek (T-ATS 8) providing a wide range of missions including open ocean towing, oil spill response, humanitarian assistance and wide area search and surveillance.

GA-ASI Completes UAV ASW Demonstration of Sonobuoy Dispensing and Remote Processing

General Atomics Aeronautical Systems, Inc. recently completed development and test of the world’s first self-contained anti-submarine warfare capability for an unmanned aircraft system. GA-ASI

SAN DIEGO – General Atomics Aeronautical Systems Inc. (GA-ASI) recently completed development and test of the world’s first self-contained anti-submarine warfare (ASW) capability for an unmanned aircraft system, the company said in a Jan. 19 release.

On Nov. 24, GA-ASI successfully demonstrated an A size sonobuoy carriage, release, process and control from a company-owned MQ-9A Block 5 on a U.S. Navy Pacific test range. Using a satellite communications link, GA-ASI remotely processed bathythermal and acoustic data from deployed A size Directional Frequency Analysis and Recording (DIFAR-AN/SSQ-53G), Directional Command Activated Sonobuoy System (DICASS-AN/SSQ-62F) and Bathythermograph (BT-AN/SSQ-36B) sonobuoys and accurately generated a target track in real time from the Laguna Flight Operations Facility located at Yuma Proving Grounds.

The MQ-9A Block 5 successfully deployed one BT, seven DIFAR, and two DICASS buoys to initiate prosecution and continuously

track a MK-39 Expendable Mobile ASW Training Target over a three-hour period. Target track was generated using General Dynamics Mission Systems-Canada's UYS-505 Sonobuoy Processing Systems. GA-ASI is developing this first-of-its-kind capability for its new MQ-9B SeaGuardian UAS in partnership with the U.S. Navy under a Cooperative Research and Development Agreement with Naval Air Systems Command, Patuxent River, Maryland.

"This demonstration is a first for airborne ASW. The successful completion of this testing paves the way for future development of more anti-submarine warfare capabilities from our MQ-9s," said GA-ASI President David R. Alexander. "We look forward to continuing collaboration with the U.S. Navy as they explore innovative options for distributed maritime operations in the undersea domain."

GA-ASI first demonstrated a sonobuoy remote processing capability in 2017 from an MQ-9A. Since then, GA-ASI has added a Sonobuoy Management & Control System (SMCS) to monitor and control deployed sonobuoys, and developed a pneumatic sonobuoy dispenser system (SDS) capable of safely carrying and deploying 10 U.S. Navy-compliant A size or 20 G size sonobuoys per pod. The MQ-9B SeaGuardian has four wing stations available to carry up to four SDS pods, allowing it to carry and dispense up to 40 A size or 80 G size sonobuoys, and remotely perform ASW anywhere in the world.

In a standard configuration, SeaGuardian's endurance exceeds 18 hours, encompassing a mission radius of 1,200 nautical miles with eight hours of on-station time for submarine prosecution, providing a low-cost complement to manned aircraft for manned-unmanned teaming operations. GA-ASI has already received orders for this MQ-9B SeaGuardian ASW capability from two separate foreign customers and anticipates demand to be extremely strong for the MQ-9B SeaGuardian with its high-end maritime capabilities and low cost relative to legacy manned maritime platforms.

US DoD, UK Defence Ministry Sign Accord for Joint Carrier Strike Group Deployment

Sailors observe the Royal Navy aircraft carrier HMS Queen Elizabeth II (R08) from aboard the aircraft carrier USS George H.W. Bush (CVN 77) in this 2018 photo. U.S. Navy / Mass Communication Specialist 3rd Class Kallysta Castillo

LONDON and ARLINGTON, Va. — Acting Secretary of Defense Christopher C. Miller and U.K. Secretary of State for Defence Ben Wallace have cosigned the Joint Declaration for the Carrier Strike Group 2021 deployment.

The Joint Declaration enables the deployment of U.S. Marine Corps and U.S. Navy personnel and equipment, including a detachment of U.S. Marine Corps F-35B Lightning II aircraft

and the Navy’s Arleigh Burke-class guided-missile destroyer USS The Sullivans (DDG 68), as part of a U.K.-U.S. combined carrier strike group, led by the United Kingdom’s aircraft carrier HMS Queen Elizabeth.

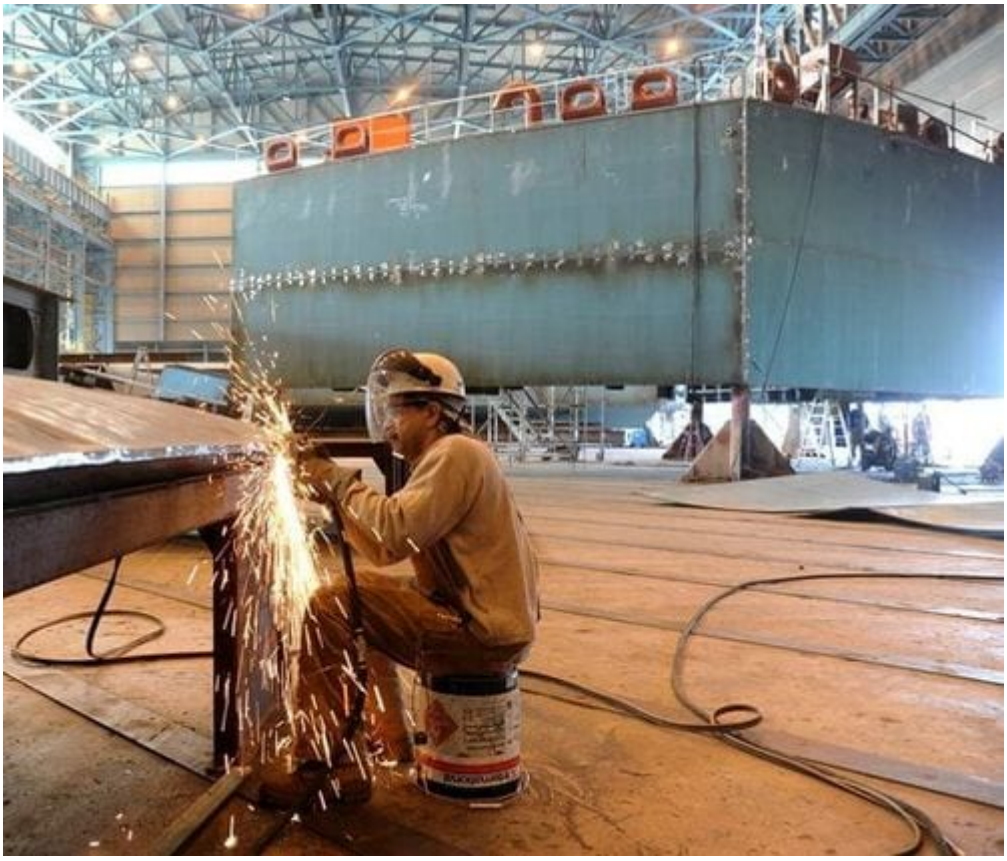
“This deployment underscores the strength of our bilateral ties and demonstrates U.S.-U.K. interoperability, both of which are key tenets of the U.S. National Defense Strategy,” Miller said in a release.

The leaders look forward to seeing the culmination of nearly a decade of U.S.-UK carrier cooperation when Carrier Strike Group 2021 sets sail from Portsmouth, United Kingdom, later this year.

“This joint declaration paves the way for the U.S. Navy and Marine Corps to be joining the HMS Queen Elizabeth Carrier Strike Group this year for the inaugural Carrier Strike 21 deployment,” Wallace said in a release. “I am delighted that the U.K. now possesses a 21st century Carrier Strike capability, which has been greatly assisted by the unswerving support and cooperation of the United States at all levels over the past decade. This deployment embodies the strength of our bilateral ties and reflects the depth and breadth of this vital defense and security partnership.”

The U.K. reached a major milestone in December when it declared its carrier strike program had achieved initial operating capability following a series of multinational exercises throughout 2020. This joint declaration paves the way for a successful inaugural operational deployment of the U.K. Carrier Strike Group alongside its allies.

MARAD Announces Funding Opportunity for Small Shipyard Grant Program



MARAD has announced the availability of $19.6 million in federal funding for small shipyards. USDOT

WASHINGTON – The U.S. Department of Transportation's Maritime Administration (MARAD) announced in a Jan. 19 release the availability of $19.6 million in federal funding to U.S. small shipyards through the Small Shipyard Grant Program.

These investments support efficiency improvements and modernizations that allow U.S. shipyards to compete more effectively in the global marketplace.

Since its inception in 2008, the department's Small Shipyard Grant Program has awarded more than $243 million through 268 grants to assist U.S. shipyards and their workers reap the benefits of increased production capabilities.

The Small Shipyard Grant Program supports a variety of projects, including capital and related improvements and equipment upgrades that foster ship construction, repair and reconfiguration in small shipyards across the United States. The grants also can be used to support maritime training programs that improve technical skills to enhance shipyard worker efficiency and productivity. The grants, which are limited to no more than 75 percent of the estimated improvement costs, are available to U.S. shipyards with fewer than 1,200 production employees.

“America’s shipyards are a vital foundation for both our national security and our Nation’s economy. U.S.-flag commercial vessels – built and maintained right here in the U.S. – carry not only military equipment and supplies, but many carry commercial goods in both contiguous and non-contiguous trade,” said Doug Burnett, the MARAD chief counsel who is acting in lieu of the administrator.

Applications for the grants are due by 5 p.m. EST on Thursday, Feb. 25, 2021. MARAD intends to award grants no later than Monday, April 26, 2021. Additional information can be found in the Federal Register at https://www.federalregister.gov/documents/2020/01/09/2020-00163/small-shipyard-grant-program-application-deadlines, or by contacting David M. Heller, Director, Office of Shipyards and Marine Engineering, Maritime Administration, at Room W21-318, 1200 New Jersey Ave., SE, Washington, DC 20590; or at David.Heller@dot.gov.

MARAD Authorizes Construction of Two Additional National Security Multi-Mission Vessels

An artist's conception of the NSMV. MARAD

WASHINGTON – The U.S. Department of Transportation's Maritime Administration (MARAD) authorized the construction of two additional National Security Multi-Mission Vessels (NSMV), which will replace aging training vessels at Maine Maritime Academy in Castine, Maine, and Texas A&M Maritime Academy in Galveston, Texas, MARAD said in a Jan. 19 release.

MARAD previously authorized the construction of the first two NSMVs, destined for SUNY Maritime College in Bronx, New York, and Massachusetts Maritime Academy, in Bourne, Massachusetts, on April 8, 2020.

"The NSMV is part of a strategy to bolster maritime education, revitalize U.S. shipbuilding, and provide a much-needed shot

in the arm to the U.S. maritime industry," added Doug Burnett, the chief counsel of MARAD, who is acting in lieu of the administrator. "America must be a maritime nation if it is to continue to lead the world in this century."

With this authorization, recapitalization of our nation's aging maritime training fleet is nearly complete. Construction of all authorized vessels at Philly Shipyard Inc. will also strengthen America's industrial base while supporting more than 1,200 shipyard jobs in Philadelphia.

The NSMV will feature numerous instructional spaces, a full training bridge, and have space for up to 600 cadets in a first-rate maritime academic environment at sea. State maritime academies graduate approximately 70 percent of all new officers each year – the merchant mariners who help keep cargoes and the U.S. economy moving. Many also support U.S. national security by crewing military sealift vessels.

The NSMV is also a highly functional national asset that includes modern medical facilities, a helicopter pad, the ability to accommodate up to 1,000 people in times of humanitarian need, and roll-on/roll-off and container storage capacity for use during disaster relief missions.

In May 2019, MARAD awarded TOTE Services LLC a contract to be the vessel construction manager for the NSMV program. This contract is an innovative approach to federal shipbuilding where the government benefits from commercial best practices for ship design and construction. In April 2020, TOTE Services awarded Philly Shipyard Inc. a contract to construct up to five NSMVs with fixed prices and schedules.

SECNAV Names Future Vessels while aboard Historic Navy Ship

A graphic illustration of the future Virginia-class attack submarine USS Silversides (SSN 807). U.S. Navy

BOSTON – Secretary of the Navy Kenneth J. Braithwaite announced Jan. 15 that the Navy will name three future vessels after ships steeped in naval history and two others after a after a Medal of Honor recipient and a Native American tribe.

Braithwaite detailed the announcement Jan. 8 during a visit to one of the Navy's first heavy frigates and oldest commissioned ship afloat – USS Constitution.

"The decks and lines of this proud ship speak to our storied

past, and the Sailors who operate her reveal the strength of our future," said Braithwaite. "We must always look to our wake to help chart our future course. Together, these future ships will strengthen our Navy and carry on our sacred mission to secure the sea lanes, stand by our allies, and protect our nation against all adversaries."

The future ships will bear the names and hull numbers: USS Chesapeake (FFG 64); USS Silversides (SSN 807); USS Pittsburgh (LPD 31); USNS Lenni Lenape (T-ATS 9); and USS Robert E. Simanek (ESB 7).

The future Constellation-class frigate USS Chesapeake (FFG 64) will be named for one of the first six Navy frigates authorized by the Naval Act of 1794. The first USS Chesapeake served with honor against the Barbary Pirates in the early 1800. Following an at-sea battle with HMS Shannon in 1813, the ship was captured by the Royal Navy and commissioned her HMS Chesapeake. Braithwaite recently travelled to England where he retrieved a piece of the original frigate from the Chesapeake Mill in Hampshire.

"Like Constitution and Constellation, the first Chesapeake was a mighty sailing ship that declared our nation a maritime power," said Braithwaite. "The new USS Chesapeake, FFG-64, will proudly carry on the legacy of that name into the new era of great power competition."

Last year, Braithwaite named future Constellation-class frigates USS Constellation (FFG 62) and USS Congress (FFG 63) to honor the first six heavy frigates.

To honor the Silent Service, the future Virginia-class attack submarine USS Silversides (SSN 807) will carry the name of a WWII Gato-class submarine. The first Silversides (SS 236) completed 14 tours beneath the Pacific Ocean spanning the entire length of WWII. She inflicted heavy damage on enemy shipping, saved downed aviators, and even drew enemy fire to

protect a fellow submarine. A second Silversides (SSN 679) was a Sturgeon-class submarine that served during the Cold War. This will be the third naval vessel to carry the name Silversides. The name comes from a small fish marked with a silvery stripe along each side of its body.

“Those who run silent and deep in this new attack submarine will inherit a proud legacy, and the capabilities to forge a strong future for our nation and our allies,” said Braithwaite.

The future San Antonio-class amphibious transport dock USS Pittsburgh (LPD 31) will be the fifth Navy vessel to bear the name. The first was an ironclad gunboat that served during the American Civil War. The second USS Pittsburgh (CA 4) was an armored cruiser that served during WWI, and a third USS Pittsburgh (CA 72) was a Baltimore-class cruiser that served during WWII, including supporting the landing at Iwo Jima. The fourth USS Pittsburgh (SSN 720) was a Los Angeles-class submarine that served the Navy from December 1984 to August 2019.

To honor the Lenape Nation of Pennsylvania, a future Navajo-class towing, salvage, and rescue ship will be named USNS Lenni Lenape (T-ATS 9). This will be the first naval vessel to carry the name of the Lenni Lenape tribe who are indigenous people of the Northeastern Woodlands, and the first tribe to sign a treaty with the United States in 1778.

“As a resident of the Keystone State, I know that Pittsburgh is a proud city with a strong legacy of service. I am confident that the crew of the future Pittsburgh will demonstrate the same excellence in support of amphibious and littoral operations around the world,” said Braithwaite. “And, the future USS Lenni Lenape will carry the legacy of the Lenape people for generations to come.

The future USNS Lenni Lenape will join USNS Muscogee Creek

Nation (T-ATS 10), USNS Navajo (T-ATS 6), USNS Cherokee Nation (T-ATS 7), and USNS Saginaw Ojibwe Anishinabek (T-ATS 8) providing a wide range of missions including open ocean towing, oil spill response, humanitarian assistance and wide area search and surveillance.

Also joining the fleet will be the first Expeditionary Sea Base USS Robert E. Simanek (ESB 7), carrying the name of Marine Corps Medal of Honor recipient Private First Class Robert Ernest Simanek, who earned the nation's highest medal for valor for his actions during the Korean War when he unhesitatingly threw himself on a deadly missile to shield his fellow Marines from serious injury or death.

"Private Simanek stands in the unbroken line of heroes extending from the early Marines who once stood in the fighting tops of our original frigates, to the Marines holding the line around the world today, and those who will deploy from the future USS Robert Simanek for years to come," said Braithwaite. "This Expeditionary Sea Base continues the honored legacy of warriors from the sea, exemplified by her namesake."

Simanek, a Detroit, Michigan, native, joined the Marine Corps in August 1951. He was just 22 years old when he sailed for Korea, joining Company F, 2d Battalion, 5th Marines in May 1952 to serve as a rifleman and as a radioman when needed. In addition to the Medal of Honor and Purple Heart, he was also awarded the Korean Service Medal with two bronze stars. Simanek, now 90, lives in Farmington Hills, Michigan.

Along with the ship names, Braithwaite also selected individuals who will be recognized as sponsors for several ships he recently named. The sponsor plays an important role in the life of each ship and is typically selected because of a relationship to the namesake or the ship's current mission. The following individuals were identified as sponsors:

Melissa Braithwaite will sponsor the future USS Constellation (FFG 62).

Barbara Strasser will sponsor the future USS Chesapeake (FFG 64).

Gail Fritsch will sponsor the future USS Barb (SSN 804).

Mimi Donnelly will sponsor the future USS Tang (SSN 805).

Michelle Rogeness will sponsor the future USS Wahoo (SSN 806).

Cindy Foggo will sponsor the future USS Silversides (SSN 807).

Kelly Geurts will sponsor the future USS Wisconsin (SSBN-827).

Nancy Urban will sponsor the future USS Pittsburgh (LPD 31).

Northrop Grumman to Enable New F-35 Warfighting Capability

Pilots with Marine Fighter Attack Training Squadron 501 fly the F-35B Lightning II during the Marine Corps Air Station Beaufort Air Show, 2019. U.S. Marine Corps / Warrant Officer Bobby J. Yarbrough

BALTIMORE – Northrop Grumman has received a contract award from Lockheed Martin to enable new functionality to protect the 5th Generation F-35 Lightning II multi-role fighter, Northrop Grumman said in a Jan. 12 release.

As part of a collaborative arrangement between Northrop Grumman, BAE Systems and Lockheed Martin, the three companies will integrate Northrop Grumman's AN/ASQ-242 Integrated Communications, Navigation and Identification (ICNI) and BAE Systems' AN/ASQ-239 Electronic Warfare/Countermeasures system for optimal operational utility.

"This arrangement allows us to collectively provide enhanced capabilities without compromising the size, weight or power of the aircraft," said Howard Lurie, vice president, F-35 programs, Northrop Grumman. "We are proud to be a primary partner of the F-35 team, providing our U.S. and allied

warfighters superior combat effectiveness.”

Northrop Grumman’s ICNI system provides F-35 pilots with more than 27 fully integrated operational functions. Using its industry-leading software-defined radio technology, Northrop Grumman’s design allows the simultaneous operation of multiple critical functions while greatly reducing size, weight and power demands on the advanced F-35 fighter. These functions include Identification Friend or Foe, automatic acquisition of fly-to points, and various voice and data communications such as the Multifunction Advanced Data Link.

The BAE Systems’ AN/ASQ-239 system is an advanced, proven electronic warfare suite that provides fully integrated radar warning, targeting support, and self-protection to detect and defeat threats and enable the F-35 to reach well-defended targets.

“As Lockheed Martin’s electronic warfare integrator for all F-35 aircraft, we’re committed to equipping our customers with advanced capabilities that help them conduct their missions,” said Deborah Norton, vice president of F-35 Solutions at BAE Systems. “Under this collaborative agreement, we will work closely with Lockheed Martin and Northrop Grumman to enhance the capability of our fully integrated EW system – heightening pilots’ situational awareness and helping them evade, engage and defeat modern threats.”

As the provider for F-35’s ICNI continuously since low-rate initial production Lot 1, Northrop Grumman has delivered more than 750 shipsets to date. Components of the new functionality are planned to begin incorporation starting in 2025 (Lot 17) and will include upgraded electronics and software.

Northrop Grumman plays a key role in the development, modernization, sustainment and production of the F-35. The company manufactures the center fuselage and wing skins for the aircraft, produces and maintains several sensors, avionics

and mission systems as well as mission-planning software, pilot and maintainer training courseware, electronic warfare simulation testing and low-observable technologies.