

Coast Guard Cutter Oliver Berry Completes Farthest FRC Patrol



The crew of the Oliver Berry travel in a round-trip patrol from Sept. 12 to Oct. 27, 2020, from Hawaii to Guam, covering a distance of approximately 9,300 miles during their journey. The crew sought to combat illegal fishing and other maritime threats across the Pacific to protect the United States and our partner's resource security and sovereignty. U.S. Coast Guard

HONOLULU – The Coast Guard Cutter Oliver Berry (WPC-1124) returned to homeport in Honolulu after a mission in the Pacific to curtail illegal fishing and increase maritime law enforcement self-sufficiency with international partners, the Coast Guard 14th District said in an Oct. 30 release.

The crew of the Oliver Berry traveled in a first-of-its-kind round-trip patrol spanning from Sept. 12 to Oct. 27, 2020, from Hawaii to Guam, covering a distance of approximately 9,300 miles during their journey.

“Traveling just under 10,000 nautical miles, we [CGC Oliver Berry] operated further from our homeport than any other FRC to combat illegal, unreported, and unregulated fishing in portions of Oceania,” said Ensign Michael Meisenger, weapons officer on the Oliver Berry.

The Oliver Berry collaborated with the governments of Republic of the Marshall Islands and Federated States of Micronesia, strengthening maritime domain awareness and resource security within their Exclusive Economic Zones. An EEZ is an area of coastal water within a certain distance of a country's coastline for which the country claims exclusive rights for drilling, fishing, and other economic ventures.

The Oliver Berry aided international enforcement efforts by sending observational reports and imagery to the Maritime Security Advisors and the Pacific Island Forum Fisheries Agency, Regional Fisheries Surveillance Center, thereby increasing mission success and showcasing the Coast Guard's unwavering commitment to partner nations during the COVID-19 pandemic.

"We worked to increase awareness of unlawful fishing operations in remote portions of the United States, Republic of Marshall Islands, and Federated States of Micronesia's EEZs, and on the high seas," said Meisenger. "We executed 19 observation reports on fishing vessels, six of which had not been previously contacted by the Coast Guard."

Fast Response Cutters are equipped with new advanced command, control, communications, computers, intelligence, surveillance, and reconnaissance systems, and boast greater range and endurance compared to their predecessors, the 110-foot Island-class patrol boats.

The FRCs represent the Coast Guard's commitment to modernizing service assets and maintaining a strong presence and support for a free and open Indo-Pacific. Oceania covers an area of 3.3 million square miles and has a population of approximately 40 million people. Its melting pot of cultures depends on the living marine resources and maritime commerce to allow their people to thrive.

The Coast Guard combats illegal fishing and other maritime threats across the Pacific to protect their resource security and sovereignty. Combating illegal fishing is part of promoting maritime governance and a rules-based international order that is essential to a free and open Oceania.

Cutter Sequoia Returns from Deployment to Republic of Palau



Crew members from the Coast Guard Cutter Sequoia (WLB 215) visit Sonsorol, Palau, to deliver food, fuel, and medicine from the Palau Ministry of Health, Oct. 22, 2020. U.S. Coast Guard

SANTA RITA, Guam – The U.S. Coast Guard Cutter Sequoia (WLB 215) returned Nov. 1 from a deployment that furthered maritime safety and security improvements with the Republic of Palau in late September and October, the Coast Guard 14th District said in a Nov. 2 release.

The mission was an ongoing effort between the U.S. Coast Guard, U.S. Embassy Koror, U.S. Department of the Interior, and Palau to improve the aids to navigation infrastructure and further Palau's maritime transportation system.

“Palau and the Coast Guard have a long, sustained partnership and the Sequoia's deployment furthered this relationship,” said Capt. Christopher Chase, commander, U.S. Coast Guard Sector Guam. “Through teamwork between ourselves and Palau we overcame COVID-19 limitations allowing Palau to become the first country to welcome U.S. military deployments to conduct critical aids to navigation, maritime law enforcement, and humanitarian assistance missions.”

During the 21-day patrol, the crew of the Sequoia established or serviced 12 aids to navigation in Palau while also working closely with the Palau Ministry of Justice's Department of Maritime Law Enforcement during the Pacific Islands Forum Fisheries Operation Kurukuru to protect Palau's National Marine Sanctuary and exclusive economic zone (EEZ) from

illegal, unreported and unregulated fishing (IUU).

Aids to navigation perform a vital function by providing navigational markers facilitating safe movement of private, commercial, and government vessels through Palau's waters while contributing to the overall safety of the global marine transportation system.

Prior to the mission, the crew of the Sequoia, U.S. Coast Guard and U.S. Army dive teams undertook extensive COVID-19 precautions including testing and quarantine to ensure the safety of both the crews and the people of Palau.

An important goal of both the United States and Palau is the protection of the Pacific Ocean's fish stocks. IUU fishing poses a serious threat to the Pacific's fish population and throughout the patrol the Sequoia's crew worked closely with the Palau Ministry of Justice's Department of Maritime Law Enforcement to protect the country's EEZ including jointly participating in the Pacific Islands Forum Fisheries Operation Kurukuru.

Operation Kurukuru is a coordinated maritime surveillance operation between partners in the region. The operation's success depends on the ability of partners like Palau and the United States to work together.

Throughout the cutter's time in Palau the crew of the Sequoia partnered with Palau's Maritime Law Enforcement officers to monitor fishing vessels within Palau's EEZ. This collaboration enhanced Palau's maritime domain awareness and vessel monitoring to help protect the county's fisheries from IUU.

The cutter's crew completed five vessel sightings throughout the operation, relaying the information back to Palau's Maritime Law Enforcement officers for future fisheries patrols.

The Sequoia also engaged in a humanitarian mission to the island of Sonsorol during the patrol, delivering supplies including food, fuel, and medicine from the Palau Ministry of Health to the island.

Accompanying the Sequoia to Sonsorol was the Sonsorol State Gov. Nicholas Aquino, Delegate Yutaka Gibbons, Jr., U.S. Ambassador John Hennessey-Niland, Lt. Cmdr. Clint Moore of the Royal Australian Navy, and Lt. Cmdr. Tommy Tomika of the Japan Coast Guard.

The visit to Sonsorol served dual purposes. While the crew delivered the supplies, the dignitaries surveyed the island for possible future civil and defense building projects.

“This patrol has showcased the flexibility and multi-mission nature of Sequoia,” said Lt. Cmdr. Ryan Adams, the commanding officer of the Sequoia. “We completed aids to navigation maintenance in the waters of Guam, Rota, and Saipan and patrolled the high seas west of the Mariana Islands to detect and deter IUU fishing. We also worked closely with our partners in Palau on missions to establish aids to navigation with the support of Coast Guard and Army divers and enhance Palau’s maritime domain awareness capabilities. I am proud of the skill, resilience, and determination demonstrated by the crew of Sequoia throughout this patrol.”

Icebreaker Polar Star to Make

Unusual Arctic Deployment



The Coast Guard Cutter Polar Star (WAGB-10) is in the fast Ice Jan. 2, 2020, approximately 20 miles north of McMurdo Station, Antarctica. The 399-foot icebreaker is the only ship in U.S. service capable of clearing a path through the Antarctic ice to escort three refuel and resupply ships to McMurdo Station during Operation Deep Freeze. U.S. Coast Guard / Senior Chief Petty Officer NyxoLyno Cangemi

ALAMEDA, Calif. – The U.S. Coast Guard Cutter Polar Star (WAGB-10) will deploy to the Arctic this winter to help protect the nation's maritime sovereignty and security in the region, the Coast Guard Pacific Area said in an Oct. 29 release.

Typically, the Polar Star travels to Antarctica each year in support of Operation Deep Freeze, the annual military mission to resupply the United States' Antarctic stations, in support of the National Science Foundation.

This year's maritime resupply at McMurdo Station was canceled due to COVID safety precautions, and a limited resupply will be conducted via aircraft. However, Operation Deep Freeze is an enduring mission that requires a heavy icebreaker for a full resupply, and the Coast Guard anticipates resuming this critical deployment next year.

The United States is an Arctic nation, and the Coast Guard has served as the lead federal agency for homeland security, safety, and environmental stewardship in the Arctic region for more than 150 years. As the nation's primary maritime presence in the polar regions, the Coast Guard advances U.S. national interests through a unique blend of polar operational capability, regulatory authority, and international leadership across the full spectrum of maritime governance.

In April 2019, the Coast Guard released the [Arctic Strategic](#)

[Outlook](#), which reaffirms the service's commitment to American leadership in the region through partnership, unity of effort, and continuous innovation.

“The Arctic is no longer an emerging frontier, but is instead a region of growing national importance,” said Vice Adm. Linda Fagan, commander of U.S. Coast Guard Pacific Area. “The Coast Guard is committed to protecting U.S. sovereignty and working with our partners to uphold a safe, secure, and rules-based Arctic.”

First Triton UAV for Australia Under Construction



Northrop Grumman initiates build of Australia's first MQ-4C Triton aircraft. Northrop Grumman MOSS POINT, Miss. – Northrop Grumman has initiated the build process for Australia's first MQ-4C Triton unmanned maritime intelligence, surveillance and reconnaissance (ISR) aircraft, the company said in an Oct. 27 release. In a ceremony broadcast to a virtual audience, speakers from the Australian Government, Royal Australian Air Force (RAAF), U.S. Congress, U.S. Navy and Northrop Grumman emphasized the significance of this event.

“The MQ-4C Triton will be a very important ISR capability for Australia,” said Air Commodore Terry van Haren, the RAAF's air attaché to the Australian embassy. “It is ideally suited for Australian operating conditions, given its high altitude, long endurance, and impressive sensor suite. The Royal Australian Air Force looks forward to operating the MQ-4C alongside its other ISR and response aircraft such as the P-8A Poseidon.”

Capt. Dan Mackin, the U.S. Navy's Triton program director, applauded the continued progress of the program, stating, "With much of our team working remotely, geographically dispersed, and across many time zones, I am so impressed with the continued productivity I have seen and the great work being done. Our partnership near and far remains strong as we prepare to deliver the first Triton aircraft to Australia in 2023."

"As a strategic partner in the cooperative development program, Australia is a critical part of Triton's development and production," said Doug Shaffer, vice president, Triton programs, Northrop Grumman. "This game-changing system will boost Australia's ISR capability and enable them to meet their surveillance needs to manage the world's third largest exclusive economic zone."

The MQ-4C is a cooperative development program between the Royal Australian Air Force and the U.S. Navy, and provides a round-the-clock maritime wide-area ISR. Operating at altitudes exceeding 50,000 feet, Triton can cover more than one million square miles, or two and a half million square kilometers, of ocean and littorals in a single flight, bringing unprecedented awareness to commanders' common operating pictures.

Navy Awards Silver Ships \$6.12M Contract for FMS Patrol Boats



Sailors with Riverine Squadron 3, Detachment 2, Regimental Combat Team 5, tour Marines of Civil Affairs Group, 2nd

Battalion, 11th Marine Regiment, RCT 5, around Lake Quadsiyah, near Haditha, Iraq, in Riverine Patrol Boats, in this 2008 photo. U.S. Navy / Cpl. Seth Maggard

MOBILE, Ala. – Silver Ships Inc. has received a contract award worth \$6.12 million from the Naval Sea Systems Command for six Riverine Patrol Boats (RPBs), the company said in an Oct. 27 release.

The Riverine Patrol Boat is a U. S. Navy Foreign Military Sale (FMS) that will benefit a Pacific region ally. The 40-foot vessels are an extremely rugged, center console design and are powered by twin Yanmar 440 HP engines and waterjets. They are armed, armored and have been designed to carry 20 personnel, or a typical crew of six with 14 additional troops and cargo.

RPBs are designed to support military operations in inland waters and rivers as well as coastal areas. Typically, they are used to counter terrorism and lawlessness but can also be used for humanitarian assistance, medical evacuation, command and control, counter-drug, search and rescue, and many other missions.

Several partners were involved in supporting the project, including Laborde Products Inc., JDCI/Boatmaster and SKYDEX, among others.

“We are excited to be able to provide additional RPBs to the Navy’s Foreign Military Sales program,” said Shawn Lobree, federal contracts manager at Silver Ships. “Silver Ships has maintained a consistent commitment to excellence by providing top quality and highly durable aluminum workboats to the U.S. and foreign militaries for more than two decades.”

“Silver Ships has been manufacturing military patrol boats for the United States military for nearly 30 years and is proud to grow this continued partnership through the Navy FMS program,” said Steven Clarke, co-owner of Silver Ships. “As our 35th anniversary comes to a close at the end of 2020 our sales

backlog continues to grow, and our team looks forward to designing and building vessels that meet the highest quality, performance and durability standards.”

CG Cutter Returns Home Following 60-day Living Marine Resources Patrol



The Coast Guard Cutter Alert (WMEC-630), a 51-year-old cutter homeported in Astoria, Oregon, returns to homeport Tuesday, October 27, 2020 after completing a living marine resources patrol that began in August 2020. U.S. Coast Guard / Petty Officer First Class Cynthia Oldham

ASTORIA, Ore. – The crew aboard the Coast Guard Cutter Alert (WMEC-630) returned to their home port Tuesday following a 60-day living marine resources patrol that began in late August.

The cutter and crew patrolled the California coast, spanning from Humboldt County to the Southern Maritime Border with Mexico, enforcing federal, state and local policies aboard U.S. commercial fishing vessels.

In direct support of the Coast Guard’s Ocean Steward and Ocean Guardian strategic guidance, the Alert completed 38 vessel boardings that enforced fisheries regulations and reporting compliance resulting in 47 violations.

The Alert crew discovered 30 safety violations and terminated the voyages of three commercial fishing vessels, which were determined to be unsafe to continue operating. The vessel

terminations were due to overdue survival craft servicing, expired hydrostatic releases on survival craft and expired flares. At-sea boardings are critical to ensuring safety of life for fleets operating on offshore fishing grounds. These efforts identified potential life-threatening situations and required the three vessel operators to correct these deficiencies before continuing their voyage.

In addition to safety inspections, the Alert's crew also checked for fisheries regulation compliance, and issued 17 living marine resources violations, that primarily consisted of fishing vessels not broadcasting vessel monitoring system codes, declaring incorrect vessel monitoring codes, fishing in closed areas and not having required vessel markings or logbooks aboard.

The Coast Guard plays a critical role in helping the nation recover and maintain healthy populations of marine-protected species through its statutory mission of living marine resources.

The nation's maritime ecosystems are key to the United States' economy and well-being and ensuring the country enjoys a diverse and sustainable marine environment is an important Coast Guard mission. This effort includes aiding in the prevention and decline of protected marine species populations, promoting the recovery of endangered marine habitats and partnering with other agencies to enhance the sustainment of marine ecosystems.

"It was amazing safeguarding the waterways and channels so close to where I grew up," said Petty Officer 3rd Class Riley Wright, a boatswain's mate aboard the Alert and a native of Murrieta, California. "It felt great knowing that we identified multiple dangerous situations with on-board safety gear and that our actions during this patrol potentially saved several lives."

Due to the global COVID-19 pandemic, numerous safety measures and precautions were put into place aboard the Alert.

The boat crews and boarding team members followed both Coast Guard and CDC guidelines to protect the fishing fleets and crews. All personal protective equipment was worn and the Alert's small boats were decontaminated after every boarding.

The 51-year old ship overcame several disabling equipment casualties during the patrol.

The crew also embarked two California Fish and Game Wardens in an effort to build upon standing federal and state level law enforcement partnerships and improve maritime domain awareness for those tasked with regulating safety and oversight of the California commercial fishing industry.

"I'm extremely proud of the Alert crew for their dedication and devotion to duty during our living marine resources patrol off the coast of California," said Cmdr. Tyson Scofield, the Alert's commanding officer. "The fishing industry is a vital component of the West Coast economy, and the Coast Guard is ready to keep the industry safe and sustainable. Alert's first District 11 Living Marine Resources patrol in several years was a resounding success, paving the way for future major cutter operations in the region."

The Coast Guard Cutter Alert is a 210-foot medium-endurance cutter homeported in Astoria.

The 11th Coast Guard District is headquartered in Alameda, California and encompasses the states of California, Arizona, Nevada and Utah, along with the coastal and offshore waters from the California-Oregon border south including Mexico, Central America and down to South America.

Austal USA Holds Keel Laying Ceremony for the future LCS Santa Barbara



Austal laid the keel for the U.S. Navy's 16th Independence-class littoral combat ship, the future USS Santa Barbara (LCS-32) at its facility in Mobile, Alabama on Oct. 27.

The keel was ceremoniously laid by the ship's sponsor, Mrs. Lolita Zinke, center, wife of former Secretary of the Interior Ryan Zinke.

MOBILE, Ala. –Austal USA, in Mobile, Ala., hosted future USS Santa Barbara ship sponsor and keel authenticator, Mrs. Lolita Zinke, Oct. 27 at a keel laying ceremony for the 16th Independence-variant Littoral Combat Ship (LCS). Mrs. Zinke welded her initials into the ship's keel plate officially authenticating that the keel of the future USS Santa Barbara (LCS 32) "has been truly and fairly laid."

Lolita Zinke is a native of Santa Barbara. After graduating from the University of California, Santa Barbara, Lolita graduated from California Western School of Law.

Lolita married Ryan Zinke and began a second career as a Navy spouse and additionally served as a civilian employee on the Flag Officer staff of Adm. Jeremy Boorda at the commander in Chief, U. S. Naval Forces Europe in London, United Kingdom. Her husband is a retired U.S. Navy SEAL who served in the Navy for 23 years; a former United States Representative from Montana; and the 52nd Secretary of the Interior.

Lolita was the Freshman President of the Congressional Club from 2015 to 2016, a congressional spouses club dedicated to

furthering bipartisan relationships and charitable activities. She has served as a member of President Trump's National Hispanic Advisory Council; the President's Veteran's Administration Landing Team; and the Veteran's Administration's committee on Veteran Families, Caregivers, and Survivors.

LCS 32 will be the third U.S. Navy ship to be named after Santa Barbara.

Navy Awards Logistics, Maintenance Contract for Advanced Helicopter Training System



A Leonardo TH-73A helicopter, cornerstone of the Advanced Helicopter Training System. NAVAIR

PATUXENT RIVER, Md. – The U.S. Navy awarded a contract to Vertex Aerospace, LLC (Vertex) on Oct. 20, 2020, for the Contractor Logistics and Maintenance Support (CLS) in support of the Advanced Helicopter Training System (AHTS) program for \$70.4 million for the base year, with six options for a total contract value of \$465.2 million, the Naval Air Systems Command said in an Oct. 23 release.

Three proposals were submitted for the contract. The task order contract for CLS was awarded on a best-value tradeoff basis with a base and six options. CLS availability is scheduled to begin in calendar year 2021 and continue through calendar year 2027.

The procurement of this CLS includes logistics, maintenance and supply for both the [TH-73A](#) and the [TH-57](#). The resultant task order award will provide services and materials necessary to provide aircraft maintenance and logistics aircraft support for both the TH-73A and the TH-57 platforms, to include: the repair of airframe and aircraft subsystems, including engines; maintenance/repair and logistics support of support equipment (as required); and maintaining records and reporting for aircraft and associated systems.

Using a combination of best industry and Navy practices, AHTS will ensure Chief of Naval Air Training efficiently produces rotary wing aviators who are prepared for advanced rotary wing and intermediate tilt-rotor training and who will meet the challenges faced in the fleet through 2050.

“The new Leonardo TH-73A helicopters are the cornerstone of AHTS, which is the planned replacement to address the capability and capacity gaps of the current aging TH-57 Sea Ranger helicopter training platform,” said Capt. Holly Shoger, Naval Undergraduate Flight Training Systems Program Office (PMA-273) program manager. “This contract ensures the Navy can successfully maintain the TH-57 helicopters until the TH-73A is operational in the fleet. Vertex will ensure the Navy has capacity to train several hundred aviation students per year at Naval Air Station Whiting Field in Milton, Florida.”

GE Celebrates LM2500 Gas Turbine Composite Module for

DDG



The new composite module design for the LM2500 marine gas turbine. GE Marine

EVENDALE, OHIO (October 26, 2020) – GE Marine recently hosted a virtual meeting that drew more than 60 attendees from the United States Navy, Bath Iron Works, Huntington Ingalls and other strategic partners, to celebrate the teams involved in the Module Modernization Program (MMP). The event also lauded those individuals who participated in the manufacturing and assembly of this first new module for the Arleigh Burke destroyer USS Ted Stevens (DDG 128).

This four-year collaborative U.S. Navy program resulted in the design, development, qualification and manufacture of a new lightweight composite module design for GE's LM2500 marine gas turbine. GE currently has orders for 52 new composite enclosures for U.S. and international navy applications.

"This new module design provides significant weight reduction, improved sensors, along with reduced noise transmission and thermal heat rejection," said Lee Fuglestad, U.S. Navy Technical Director of the AEGIS Destroyer Program Office (PEO Ships PMS 400). Fuglestad was the sponsor and leader of the MMP. "The lightweight enclosure is especially important since the U.S. Navy has more than 370 GE LM2500 engines in service as the backbone of the DDG fleet, logging over 6 million operating hours."

"The MMP team is an excellent model of how the U.S. Navy and industry can partner on state-of-the-art fleet improvements. With delivery of DDG Flight III destroyers planned through 2028, GE's LM2500 gas turbines will power these U.S. Navy surface combatants until the 2070s," Fuglestad concluded.

In addition to representatives from GE Marine, attendees included the U.S. Navy; Bath Iron Works, Bath, Maine, the lead

design services shipyard; Huntington Ingalls, Pascagoula, Mississippi, construction lead on DDG 128; RL Industries, Fairfield, Ohio, composite fiber enclosure development and production; and Leonardo DRS Power Technology, Fitchburg, Massachusetts, gas turbine package integration.

According to Tony Mathis, Vice President, GE Military Systems, “GE appreciates the U.S. Navy’s leadership that brought the MMP team together. During this time of COVID, we are especially grateful for the opportunity to say thank you to our employees and our great partners that developed and produced this game-changing product.”

The virtual meeting included a summation by the U.S. Navy and GE team members of the improvements to the LM2500 including the composite module and components that yielded a 6,000-pound weight savings. In fact, GE recently delivered the first lightweight LM2500 composite module to Austal USA, Mobile, Alabama, for the future USS Santa Barbara (LCS 32). The future USS Ted Stevens (DDG 128), expected to be delivered in 2024, is under construction at Huntington Ingalls Industries shipyard.

MMP improvements include fewer shock mounts for weight reduction all while leveraging the experience and loadings from previous LM2500 shock tests with running units. The lightweight composite module wall temperatures are 25 F to 50 F degrees cooler so there is less heat rejected into the engine room.

USS America Conducts

Integrated Operations with Japanese F-35s



The amphibious assault ship USS America (LHA 6) transits the Pacific Ocean Feb. 15, 2020. U.S. Navy / Mass Communication Specialist 3rd Class Nicholas V. Huynh

USS AMERICA—The first-in-class amphibious assault ship USS America (LHA 6) participated in advanced combined operations with Japan this week in the western Pacific Ocean, the ship's public affairs office said in an Oct. 25 release.

America conducted integrated air defense operations on Oct. 20 with F-35A Lightning II aircraft from the Japan Air Defense Command. The advanced training operations were designed to increase the tactical proficiency, lethality, and interoperability of the amphibious forces of the America Expeditionary Strike Group and the Japan Air Self-Defense Force (JASDF) in the maritime domain.

“The U.S.-Japan alliance has been the cornerstone of stability and security in the Indo-Pacific for more than sixty years,” said Capt. Luke Frost, America's commanding officer. “We have no more capable partner in the world than the Japan Self Defense Force. Every opportunity we have to continue to train and exercise together improves our interoperability and strengthens our joint integrated capabilities.”

Our alliance will continue to play that role in the future. Operations included advanced tactics, techniques, and procedures to exercise command and control in employing the F-35A Lightning II in air defense and sea control.

“These are the most advanced capabilities to ever sail or fly. America is a fifth-generation amphibious assault platform, built from the keel up to optimize the most advanced capability of the fifth-generation F-35 platform. We are

forward-deployed to integrate exactly these advanced capabilities with Japan, recognizing the importance of our alliance and working together to maintain regional peace and stability,” said Frost.

“The training proved to be a very significant opportunity for us,” said Col. Shinichi Nomura, flight group commander, 3rd Wing, Japan Air Self-Defense Force. “Training with assets of other services is essential to improve interoperability and joint operations capability.”

USS America and the Japan Self Defense Forces operate routinely together in the Indo-Pacific to strengthen a shared commitment to regional stability and a free and open Indo-Pacific.

“I am assured that our participation not only contributed to improving tactical skills but also confirming the robust Japan-U.S. alliance and commitment to the Indo-Pacific region,” said Nomura. “We will continue moving forward and further strengthen the Japan-US alliance and partnership.”

America, the flagship of the America Amphibious Ready Group, is forward-deployed in the U.S. 7th Fleet area of responsibility to support stability and security in the Indo-Pacific region.