

JCREW Counter IED Program Achieves Full Operational Capability



[Release from Naval Sea Systems Command](#)

By Program Executive Office Unmanned and Small Combatants
Public Affairs

WASHINGTON – The Program Executive Office for Unmanned and Small Combatants (PEO USC) announced that the Joint Counter Radio-Controlled Improvised Explosive Device (RCIED) Electronic Warfare (JCREW) Increment One Block One (I1B1) program has achieved full operational capability ahead of

schedule.

The I1B1 is a family of systems sharing common hardware and software, delivering protection against RCIEDs. The systems include three capabilities: mounted, dismounted, and fixed sites that provide critical support to warfighters.

The mounted systems provide protection from RCIEDs for mobile ground vehicles. The dismounted systems, also called "Manpack" systems, are carried by warfighters to provide protection from RCIEDs. The fixed sites systems provide protection from RCIEDs for temporary, semi-permanent, and permanent facilities and infrastructure. This includes compounds, airfields, buildings, and guard posts.

"The I1B1 program achieving full operational capability shows our commitment to the warfighter, who can now fully employ this technology in multiple domains to counter threats from RCIEDs," said Capt. Jon Haase, Expeditionary Missions program manager.

The JCREW I1B1 program includes a full government-owned technical data package, open architecture hardware, upgradable software and firmware, and comes with an integrated test mechanism that verifies readiness to operate without the need for external test equipment.

With the JCREW I1B1 achieving FOC, the Navy's inventory requirements have been met. Fleet operators are trained to employ and maintain the system. A supply support infrastructure is in place, including a government-owned-and-operated depot for repair.

JCREW I1B1 is currently employed by the U.S. Navy, Air Force, and partner countries Australia and New Zealand.

PEO USC designs, develops, builds, maintains, and modernizes the Navy's unmanned maritime systems; mine warfare systems; special warfare systems; expeditionary warfare systems; and

small surface combatants.

HII is Awarded Contract for Aircraft Carrier Maintenance in San Diego



[Release from HII](#)

NEWPORT NEWS, Va., July 24, 2023 (GLOBE NEWSWIRE) – HII (NYSE: HII) announced today that its Newport News Shipbuilding (NNS) division has been awarded a contract from the U.S. Navy to support maintenance of nuclear-powered aircraft carriers in San Diego. The indefinite delivery, indefinite quantity (IDIQ), cost-plus incentive and award contract has a potential value of \$528.4 million over five years, if all options are

exercised.

The contract covers maintenance, repair and modernization efforts for *Nimitz*- and *Gerald R. Ford*-class aircraft carriers home-ported in and visiting the San Diego area. It will support emergent work, continuous maintenance availabilities, as well as Chief of Naval Operations (CNO) scheduled availabilities.

“We are honored to continue our longstanding tradition of providing world-class service to our U.S. Navy aircraft carriers in San Diego,” said Thomasina Wright, NNS vice president of fleet support programs. “For more than two decades, we’ve earned the Navy’s trust to carry out this important task, and we look forward to continuing that legacy with the highest quality, on-time and on-budget work.”

NNS is the nation’s sole designer, builder and refueler of nuclear-powered aircraft carriers.

A photo accompanying this release is available at: <https://hii.com/news/hii-newport-news-shipbuilding-san-diego-2023/>.

BAE Systems to deliver next-generation digital Identification Friend or Foe interrogator for the U.S.

Navy



[Release from BAE Systems](#)

Modernized design provides advanced capabilities to support mission success

GREENLAWN, N.Y. – July 25, 2023 – BAE Systems has received a \$15 million contract from the U.S. Navy to deliver its next-generation digital interrogator for maritime vessels. The interrogator will have advanced capabilities—providing time-critical insights that reduce friendly fire incidents and support mission success in hostile environments.

BAE Systems' modernized AN/UPX-50(C) Digital Interrogator will provide a common modular design and open system architecture. Its design enables the rapid integration of new technology within the existing footprint through software updates instead of hardware configuration.

"The flexibility of our design provides high performance without changes to existing fleet infrastructure—getting critical system updates to the warfighter faster," said Donna Linke-Klein, director of Tactical Systems at BAE Systems. "This investment will accommodate IFF technology growth for several decades to best equip the U.S. Navy in the evolving battlespace."

The AN/UPX-50(C) Digital Interrogator will serve the U.S. Navy fleet. It delivers high-performance, multi-function [Identification Friend or Foe \(IFF\) solutions](#) for air defense, weapon systems, air traffic control, and range instrumentation. Used for Mark XIIB IFF processing, including Mode 5 and Mode S, it provides secure and encrypted data exchange. It also includes a third receive channel for passive acquisition of Mode 5 Level 2 and Automatic Dependent Surveillance–Broadcast In, providing enhanced situational awareness for warfighters.

With more than 80 years of IFF experience, BAE Systems has delivered over 16,000 transponders, 1,500 interrogators, and 6,000 combined interrogator transponder systems for use on new and existing platforms, including unmanned aerial vehicles, ships, and rotary- and fixed-wing aircraft.

Work on the upgraded AN/UPX-50(C) Digital IFF Interrogator will be performed at BAE Systems' state-of-the-art facility in Greenlawn, New York.

USSOCOM Declares Initial Operational Capability for Lockheed Martin's New Dry Combat Submersible



A Dry Combat Submersible, manufactured for U.S. Special Operations Command, departs from Lockheed Martin's Palm Beach, Florida facility in transit to open water sea trials which were completed in March 2023. Photo courtesy Lockheed Martin.

[Release from Lockheed](#)

WEST PALM BEACH, Fla., July 24, 2023 – U.S. Special Operations Command (USSOCOM) declared Initial Operational Capability for Lockheed Martin's Dry Combat Submersible (DCS) last month. This milestone represents a transformational capability for USSOCOM forces in Maritime and Undersea Systems.

"The Dry Combat Submersible has the potential to transform undersea warfare for special operators," said Gregg Bauer, C6ISR vice president and general manager at Lockheed Martin. "DCS provides safe, clandestine delivery for occupants over long distances in a completely dry environment and features a lock-in and lock-out chamber. Occupants arrive at the mission warm, rested, hydrated and ready, making this vessel a key

advantage in mission success.”

A Deeper Dive

With this capability, U.S. Special Operations Forces traveling extended distances below the surface of the ocean will be safe to do so without a wetsuit and without exposure to the elements. Due to the DCS’s lock-in/lock-out technology, special operators can get in and out of the vehicle while entirely submerged and undetected.

DCS is designed to transport a special operations team to their destination and enables personnel to arrive discretely to their desired exit point.

“The Lockheed Martin team is proud of the work that has gone into the development and delivery of DCS and supporting USSOCOM to this IOC milestone,” says Jason Crawford, senior program manager for Manned Combat Submersibles. “We look forward to delivering the third DCS and supporting DCS into Full Operating Capacity, filling a critical gap for USSOCOM.”

DCS is manufactured in Palm Beach, Florida. Sustainment operations will include lifecycle support, post-delivery logistics support, pilot and special operator training, and training equipment to ensure the safe and effective operation of the new capability in future special forces efforts.

U.S. Coast Guard Cutter Steadfast Returns Home after

70-day Counternarcotics Patrol in Eastern Pacific



[Release from U.S. Coast Guard 13th District](#)

July 23, 2023

ASTORIA, Ore. – The U.S. Coast Guard Cutter Steadfast (WMEC 623) and crew returned to homeport, Friday, after a 70-day counternarcotics patrol in the Eastern Pacific.

Steadfast's crew disrupted the flow of illegal narcotics on three separate occasions during their patrol, preventing a combined total of more than 11,550 pounds of cocaine from reaching the U.S.

The crew steamed more than 16,000 nautical miles conducting training, law enforcement missions, providing search-and-

rescue coverage, and conducting helicopter operations while patrolling the waters between their Astoria homeport and the international waters off the coasts of Central and South America.

While patrolling in the Eastern Pacific, June 9, Steadfast's cutter boat crew detected a suspected narcotics-smuggling panga-style vessel. Coast Guard personnel conducted a boarding on the vessel, resulting in the interdiction of 2,200 pounds of cocaine.

On June 18, Steadfast was notified by a Customs and Border Protection Maritime Patrol Aircraft and crew (MPA) of another suspected narcotics-smuggling vessel. Steadfast personnel launched the helicopter, which was able to visually detect the target. Steadfast's boarding team interdicted the 50-foot low profile vessel (LPV), a type of vessel specifically designed for avoiding radar detection, which make them difficult to detect. Steadfast personnel were able to interdict and seize 6,864 pounds of cocaine from the vessel.

During routine operations on July 9, Steadfast personnel were notified by MPA crew of a suspected narcotics-smuggling vessel transiting international waters. Steadfast launched a cutter boat with a boarding team and HITRON helicopter and aircrew to interdict the vessel. The target vessel attempted to evade the pursuit crew and began jettisoning suspected packaged narcotics overboard. The gunner aboard the HITRON helicopter used disabling fire to stop the engines of the smuggling vessel, ending the pursuit. Steadfast personnel recovered the jettisoned contraband, resulting in the seizure of another 2,464 pounds of cocaine.

The seized contraband was [offloaded in San Diego](#) during Steadfast's transit home.

The ongoing battle against drug cartels in the Eastern Pacific theater demands united efforts on all fronts. Between initial

detection, gathering intelligence, interdiction, and case prosecution, the Coast Guard works closely with partner nations and other U.S. agencies to interrupt the flow of illegal narcotics and chip away at the influence of cartels.

"This patrol marked another epic adventure for the crew of Steadfast," said Cmdr. Brock Eckel, Steadfast's commanding officer. "The crew's teamwork and dedication were key to our operational success and their camaraderie made memories of a lifetime at sea and in exotic foreign ports. In keeping with the traditions of the sea services, I am also proud to have inducted 55 pollywogs into the glorious realm of Neptunus Rex's Kingdom as Honorable Shellbacks."

Notably, Steadfast became the second known U.S. military vessel to cross the equator on the 4th of July, earning 55 crew members the title of "Star-Spangled Shellbacks." Steadfast's crew was able to participate in a line crossing ceremony that solidified crew camaraderie and upheld the long-practiced traditions of seagoing services.

In addition to the ship's successes in the counternarcotics arena, Steadfast and crew enjoyed several new and exciting experiences in other areas. During their port call in Panama City, Steadfast crew members spent time bolstering relationships with the Panamanian Navy, participating in a volleyball tournament and a barbeque. One of the ship's small boat crews also rescued a sea turtle that had been entangled in fishing gear, cutting it free and releasing it back to the sea.

Commissioned in 1968, Steadfast is a 210-foot Reliance-class medium endurance cutter homeported on the Oregon coast. The cutter and crew deploy along the western seaboard from North America to South America conducting missions such as living marine resource law enforcement, counter-narcotics and migrant smuggling, and search-and-rescue operations.

USMC Completes 20,000 Flight Hours with MUX MALE MQ-9A



[Release from General Atomics](#)

SAN DIEGO – 24 July 2023 – General Atomics Aeronautical Systems, Inc. (GA-ASI) congratulates the U.S. Marine Corps (USMC) on achieving a significant milestone of surpassing 20,000 flight hours with their Marine Air-Ground Task Force (MAGTF) Unmanned Expeditionary (MUX) Medium-Altitude, High-Endurance (MALE) MQ-9A Unmanned Aircraft System (UAS).

To date, GA-ASI has delivered eight MQ-9A UAS to the USMC. Two of these MQ-9A aircraft are actively engaged in operational missions, playing a vital role in supporting mission-critical Marine Corps objectives. The USMC awaits delivery of 12 additional aircraft, which will fulfill their goal of three squadrons by 2025.

“This strategic acquisition of MQ-9As underscores the USMC’s commitment to strengthening their aerial surveillance capabilities and demonstrates their confidence in GA-ASI’s expertise in delivering top-tier UAS,” said GA-ASI President David R. Alexander.

Renowned for its fault-tolerant flight control system and triple-redundant avionics system architecture, the MQ-9A UAS embodies the industry’s highest standards of reliability and performance, surpassing those of many manned aircraft.

The USMC fleet will ultimately be entirely composed of the MQ-9A Extended Range (ER) configuration, enhanced with wing-borne fuel pods and reinforced landing gear. This model has been specifically designed to extend its endurance to more than 30 hours, enabling persistent long-endurance surveillance capabilities. Equipped with Full-Motion Video and both a Synthetic Aperture Radar and a Moving Target Indicator/Maritime Mode Radar, this advanced system provides the USMC with a comprehensive real-time situational awareness picture.

The USMC’s 20,000 flight hours with MQ-9A represent an impressive accomplishment in the field of unmanned aviation. GA-ASI is honored to have played a role in this achievement and looks forward to continuing its collaboration with the USMC to further advance the capabilities of unmanned systems and support their growing UAS squadrons.

President Biden Announces

Intent to Nominate Key Roles Within the U.S. Military



Admiral Lisa Franchetti has been nominated to become the next Chief of Naval Operations.

Release from The White House

WASHINGTON – Today, President Joe Biden announced his intent to nominate the following four individuals for key roles within the U.S. military. Each are highly decorated naval officers with extensive operational experience. They will help ensure that the U.S. Military, and in particular the U.S. Navy, remain the most powerful and capable forces in the world at this critical moment.

Nominee for Chief of Naval Operations: Adm. Lisa Franchetti

Adm. Lisa Franchetti currently serves as the Vice Chief of Naval Operations. She is a surface warfare officer with extensive operational and policy experience. She previously served as the Director for Strategy, Plans, and Policy for the Joint Chiefs of Staff, and as commander of the U.S. Sixth Fleet. She has also served as commander of U.S. Naval Forces Korea, commander of Carrier Strike Group 9, and commander of Carrier Strike Group 15. She received her commission in 1985 through the Naval Reserve Officer Training Corps Program at Northwestern University, where she received a Bachelor of Science in Journalism. She also attended the Naval War College and holds a master's degree in organizational management from the University of Phoenix. If confirmed, Admiral Franchetti will be the first woman to serve as Chief of Naval Operations and on the Joint Chiefs of Staff.

Nominee for Vice Chief of Naval Operations: Vice Adm. James Kilby

Vice Adm. James Kilby currently serves as the Deputy Commander of U.S. Fleet Forces Command, which trains, equips, certifies, and provides combat-ready Navy forces to Combatant Commands around the world. Prior to that, he served as Deputy Chief of Naval Operations for Warfighting Requirements and Capabilities, N-9, Office of the Chief of Naval Operations. His first flag assignment was standing up Naval Surface and Mine Warfighting Development Center and he also served as commander of the Carl Vinson Strike Group. He is a 1986 graduate of the U.S. Naval Academy.

Nominee for Commander of Indo-Pacific Command: Adm. Samuel Paparo

Adm. Samuel Paparo has extensive experience serving in the Indo-Pacific region, and currently serves as the commander of the U.S. Pacific Fleet, the world's largest fleet command in a priority region for the United States. He is a U.S. naval aviator and has flown more than 6,000 hours, with 1,100

carrier landings. He previously served as commander of U.S. Naval Forces Central Command/U.S. 5th Fleet/Combined Maritime Forces. He graduated from Villanova University and was commissioned in 1987. He earned a Master of Arts in International Studies from Old Dominion University and a Master of Science in Systems Analysis from the Naval Postgraduate School. He is also a graduate of the Air Command and Staff College, Air War College, Naval War College, and the Joint and Combined Warfighting School.

Nominee for Commander of Pacific Fleet: Vice Adm. Stephen “Web” Koehler

Vice Adm. Stephen T. “Web” Koehler currently serves as the Director for Strategy, Plans, and Policy for the Joint Chiefs of Staff. A naval aviator, he previously served as the Commander of the U.S. Third Fleet, Director of Fleet Training at U.S. Fleet Forces Command, Deputy Commander of U.S. Pacific Fleet, and Director for Operations at U.S. Indo-Pacific Command. Koehler is a 1986 graduate of the University of Colorado at Boulder where he received a Bachelor of Science in Physics and was commissioned through the Naval Reserve Officer Training Corps Program. He holds a master’s degree in National Security and Strategic Studies from the Naval War College and is a graduate of the Joint Staff College and the Navy Nuclear Power Program.

**BOLLINGER SHIPYARDS DELIVERS
54th FAST RESPONSE CUTTER TO**

U.S. COAST GUARD



Release From Bollinger Shipyards

USCGC William Sparling is the fifth of 6 FRCs to be homeported in Boston, MA

LOCKPORT, La., – (July 20, 2023) – Bollinger Shipyards LLC (“Bollinger”) has delivered the USCGC William Sparling to the U.S. Coast Guard in Key West, Florida. This is the 180th vessel Bollinger has delivered to the U.S. Coast Guard over a 35-year period and the 54th [Fast Response Cutter](#) (“FRC”) delivered under the current program.

“We’re incredibly proud to deliver another Fast Response Cutter to be homeported in Boston, the birthplace of the U.S. Coast Guard,” said **Bollinger President & C.E.O. Ben Bordelon**. “We’re confident that pound for pound, the quality

and capabilities of the FRC platform is unmatched, and that this vessel will outperform its mission requirements and expectations in the challenging conditions where it will operate in the North Atlantic. Our unique experience building for the Coast Guard is unparalleled and has shown time and time again that we can successfully deliver the highest quality vessels on a reliable, aggressive production schedule. We look forward to continuing our historic partnership with the U.S. Coast Guard.”

The USCGC William Sparling will be the fifth of six FRCs to be homeported in Sector Boston, which is known as “The Birthplace of the Coast Guard.” The sector is responsible for coastal safety, security, and environmental protection from the New Hampshire-Massachusetts border southward to Plymouth, Massachusetts out to 200nm offshore. Sector Boston directs over 1,500 Active Duty, Reserve, and Auxiliary members whose mission is to protect and secure vital infrastructure, rescue mariners in peril at sea, enforce federal law, maintain navigable waterways, and respond to all hazards impacting the maritime transportation system and coastal region.

The Coast Guard’s FY2024 Unfunded Priorities List includes, as one of its items, an unfunded priority for procuring four more FRCs (which would be the 66th through 69th in the program) to provide increased Coast Guard presence and engagement with allied and partner countries in the Indo-Pacific region.

Each FRC is named for an enlisted Coast Guard hero who distinguished themselves in the line of duty. Coxswain William Sparling was awarded a Silver Star by Admiral Chester Nimitz for his combat actions during the invasion of Guadalcanal. Forming part of the initial assault wave, Boatswain’s Mate Second Class Sparling landed his embarked troops, and then made three return trips in the face of terrific enemy fire to land equipment, ammunition and supplies.

ABOUT THE FAST RESPONSE CUTTER PLATFORM

The FRC is an operational “game changer,” according to senior Coast Guard officials. FRCs are consistently being deployed in support of the full range of missions within the United States Coast Guard and other branches of our armed services. This is due to its exceptional performance, expanded operational reach and capabilities, and ability to transform and adapt to the mission. FRCs have conducted operations as far as the Marshall Islands—a 4,400 nautical mile trip from their homeport. Measuring in at 154-feet, FRCs have a flank speed of 28 knots, state of the art C4ISR suite (Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance), and stern launch and recovery ramp for a 26-foot, over-the-horizon interceptor cutter boat.

ABOUT BOLLINGER SHIPYARDS LLC

Bollinger Shipyards LLC (www.bollingershipyards.com) has [a 76-year legacy](#) as a leading designer and builder of high-performance military patrol boats and salvage vessels, research vessels, ocean-going double hull barges, offshore oil field support vessels, tugboats, rigs, lift boats, inland waterways push boats, barges, and other steel and aluminum products from its new construction shipyards as part of the U. S. industrial base. Bollinger has 13 shipyards, all strategically located throughout Louisiana and Mississippi with direct access to the Gulf of Mexico, the Mississippi River and the Intracoastal Waterway. Bollinger is the largest vessel repair company in the Gulf of Mexico region.

Marine Corps Releases Command

Investigation Into the MV-22B Osprey Mishap in California on June 8, 2022



PACIFIC OCEAN (Dec. 6, 2022) – An MV-22 Osprey tiltrotor aircraft assigned to Marine Medium Tiltrotor Squadron (VMM) 364 takes off from the flight deck of amphibious assault carrier USS Tripoli (LHA 7).

Statement from the V-22 Joint Program Office (PMA-275)

On June 8, 2022, five U.S. Marines from the “Purple Foxes” of Marine Medium Tiltrotor Squadron 364 (VMM-364) lost their lives during an aviation mishap onboard an MV-22 Osprey. The investigation into the mishap’s cause is complete, and Marine Corps leaders have shared the results with the families.

The investigation revealed no error on the part of the pilots and aircrew, and confirmed no maintenance errors led to the mishap. It was determined the pilots and aircrew were

conducting routine flight operations in accordance with applicable regulations when a catastrophic, unpreventable and unanticipated mechanical failure occurred.

The investigation revealed the cause of the mishap was a dual hard clutch engagement (HCE) which created a Single Engine and Interconnect Drive System (Single Engine/ICDS) failure; the failure resulted in a catastrophic loss of thrust on the right-hand (RH) proprotor. The degraded drivetrain caused by the dual HCE event and subsequent Single Engine/ICDS failure created an unrecoverable departure from controlled flight, resulting in the tragic crash that occurred on June 8, 2022.

The V-22 Joint Program Office (PMA-275) continues to take decisive actions to address the HCE mechanical challenge. Since 2010, there have been numerous actions associated with defining, mitigating or eliminating HCEs. The results of this investigation have further driven efforts to mitigate the HCE phenomenon, identify root cause and prevent it from occurring.

“Our latest research and mitigation efforts produced several new findings that significantly increased our understanding of the HCE phenomenon,” said Col. Brian Taylor, PMA-275 program manager. “While definitive root cause for all HCE events has not yet been identified, we are using this new information to implement solutions designed to reduce the likelihood of an HCE event and increase aircrew safety.”

Through a combination of efforts, including the recent input quill assembly replacement bulletin in February 2023, the risk of a HCE event occurring was reduced by greater than 99 percent. The V-22 community executed 22,258 flight hours between February 3, 2023 and July 19, 2023, with zero HCE events.

“The completion of this investigation does not close the HCE effort within PMA-275,” Taylor added. “The implemented IQA

life limit, which reduced overall V-22 HCE risk by greater than 99 percent, was not a result of this investigation but is certainly reinforced by its findings.”

“The loss of these five Marines is tragic and, while there will always be inherent risk in military aviation, we are working tirelessly to identify and mitigate risk across the V-22 platform; we are committed to the safety of the Marines, Airmen, Sailors, and the Japan Ground Self Defense Force, that fly this platform every day,” he said.

HQMC Statement:

The investigation into the cause of the Marine Medium Tiltrotor Squadron 364, 3rd Marine Aircraft Wing MV-22B Osprey mishap in Glamis, California, on June 8, 2022, is complete. We have provided the results of the investigation to the families of our fallen Marines and provided all available resources to them during this difficult time.

The loss of Capt. Nicholas P. Losapio, Capt. John J. Sax, Cpl. Nathan E. Carlson, Cpl. Seth D. Rasmuson, and Lance Cpl. Evan A. Strickland continues to be felt across the Marine Corps.

The investigation revealed the cause of the mishap was a dual hard clutch engagement (HCE) which created a Single Engine and Interconnect Drive System (Single Engine/ICDS) failure; the failure resulted in a catastrophic loss of thrust on the right-hand (RH) proprotor. The degraded drivetrain caused by the dual HCE event and subsequent Single Engine/ICDS failure created an unrecoverable departure from controlled flight, resulting in the tragic crash that occurred on June 8, 2022.

It is clear from the investigation that there was no error on the part of the pilots and aircrew and nothing they could have done to anticipate or prevent this mishap. They were conducting routine flight operations in accordance with applicable regulations when this catastrophic and unanticipated mechanical failure occurred. The investigation

also found there was no maintenance error on the part of the team whose job it was to prepare the aircraft to fly on the day of the flight.

The Marine Corps has taken the following actions in coordination with the original equipment manufacturer: design and field a new Proprotor Gearbox Input Quill Assembly that mitigates unintentional clutch disengagements and hard clutch engagement events; improve MV-22B drivetrain and flight control system software, drivetrain component material strength, and inspection requirements; and integrate a crash survivable, high-temperature, fire-resistant flight data recorder into all MV-22B aircraft. All USMC MV-22B commands will also present this investigation to pilots and aircrew to discuss the hazards of hard clutch engagements and its potential to cause a Single Engine/Interconnect Drive System failure compound emergency.

On February 3, 2023, the Marine Corps, Navy, and Air Force Special Operations Command issued Dynamic Component Bulletin 63 which directed the replacement of all input quill assemblies over a predetermined flight hour threshold at the recommendation of the V-22 Joint Program Office. Replacing the input quill assembly at this threshold significantly reduces the likelihood of a Hard Clutch Engagement occurring by 99 percent, based on the data.

We will never forget Capt. Nicholas P. Losapio, Capt. John J. Sax, Cpl. Nathan E. Carlson, Cpl. Seth D. Rasmuson, and Lance Cpl. Evan A. Strickland, and their loved ones, as we continue with our quest to provide the safest, most lethal platforms to the men and women who fly them.

The redacted command investigation is available to the public via the Marine Corps Freedom of Information Act website: hqmc.marines.mil/Agencies/USMC-FOIA/FRR/.

USS Illinois Returns Home from Indo-Pacific Deployment



[Release from Commander, Submarine Force, U.S. Pacific Fleet Public Affairs](#)

July 19, 2023

By Chief Petty Officer B. Biller, Commander, Submarine Force, U.S. Pacific Fleet Public Affairs

JOINT BASE PEARL HARBOR-HICKAM, Hawaii – The Virginia-class fast-attack submarine USS Illinois (SSN 786) returned to Joint Base Pearl Harbor-Hickam on July 3, following a seven-month deployment.

Illinois deployed from Pearl Harbor in December 2022, during which the submarine and its crew performed a full spectrum of operations, to include anti-submarine and anti-surface warfare missions in the Indo-Pacific region.

“The Illinois crew demonstrated the extreme resiliency and endurance required to operate at sea,” said Illinois Commanding Officer Cmdr. Daniel McNab, from Brewster, Minnesota. “Operating a deployed submarine through the most remote parts of the Pacific is incredibly challenging. The strength of our families and support from home was essential to accomplishing our mission of defending a free and open Indo-Pacific region. It has been the highest honor of my career to serve at sea with this amazing crew. I could not be more proud of my Sailors, their families, our Illinois supporters, and the dedication each of them has to our nation.”

During the deployment, the crew traveled approximately 35,000 nautical miles under the sea. The Sailors aboard Illinois trained to be combat-ready prior to departure and maintained those standards throughout the deployment.

“The grit and positive attitude displayed by the entire Illinois crew has been extraordinary,” said Illinois Chief of the Boat Master Chief Fire Control Technician (Submarines) Mark Walter, from Burke, Virginia. “Every day, Illinois Sailors demonstrated our ability to maintain a sustained presence at sea. Special thanks are owed to all the families for keeping our home front secure. Our nation is stronger and our loved ones are safer because of your sacrifice.”

During the deployment, 41 Illinois Sailors became fully qualified in submarines and earned their Submarine Warfare Specialist designation known as “dolphins”.

“The most unforgettable moment of deployment was when I qualified in submarines, especially because I was pinned on my

birthday,” said Torpedoman Fireman Apprentice Jeremiah J. Bruce from Montgomery, Alabama. “Earning my silver dolphins was tough and it took a lot of sleepless nights of studying. It was achievable with help from the entire crew along the way. I’m extremely proud and appreciative to be a part of the Illinois team.”

Illinois was commissioned Oct. 29, 2016, and is the 13th Virginia-class submarine. It is 377 feet long with a beam of 34 feet. USS Illinois is the second ship to be named for the nation’s 21st state, the first being the battleship USS Illinois (BB 7) which was in service from 1901 to 1920, serving as part of President Theodore Roosevelt’s “Great White Fleet”.