U.S. Coast Guard works with counterparts in Saipan to sharpen maritime operations skills

Release from U.S. Coast Guard Forces Micronesia

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SANTA RITA, Guam – The U.S. Coast Guard conducted a subject matter exchange with boating safety and customs counterparts in Saipan in the Commonwealth of the Northern Mariana Islands on March 21, 2023, to enhance maritime operations management.

Personnel from U.S. Coast Guard Forces Micronesia/Sector Guam and USCGC Sequoia (WLB 215) with small boat station experience worked with the CNMI Department of Public Safety – Boating

Safety and the CNMI Customs and Biosecurity – Marine Unit.

The exchange was based on the standards used by U.S. Coast Guard small boat stations nationwide and focused on administrative topics, such as completing unit organization manuals, standing orders, detailed duties, assignments, and watch schedules.

“The engagements were at no cost to our search and rescue and law enforcement partners,” said Lt. Cmdr. Christine Igisomar, U.S. Coast Guard FM/SG maritime advisor. “Future engagement topics will include navigation, training, personal protective equipment, and naval engineering. This engagement series will culminate in a search and rescue exercise in the CNMI, currently slated for August.”

The U.S. Coast Guard’s last Saipan-based search and rescue exercise took place in August 2022 with 40 CNMI participants from six CNMI agencies and eight Coast Guard members.

“The excellent participation, support, and free exchange of experience and ideas made for a successful endeavor,” according to Lt. Henry Dunphy, the chief of emergency management and force readiness at U.S. Coast Guard FM/SG.

That exercise simulated a response to a capsized kayak off Tanapag Harbor, leading to tabletop discussions on planning, safety, and communications, followed by search patterns and boat handling offshore the following day.

Forces Micronesia/Sector Guam, personnel hold training and search and rescue exercises in Guam, the CNMI, and the Compact of Free Association states. They evaluate notification and response procedures and identify shortfalls in communication and coordination of response during SAR incidents. Each agency holds individual capabilities that complement each other’s efforts and bolsters the overall success of the SAR system.

U.S. Coast Guard Forces Micronesia/Sector Guam comprises

nearly 300 personnel and provides a significant portion of the U.S. Coast Guard’s enduring regional presence in Oceania. These teams conduct the service’s six major operational mission programs: maritime law enforcement, maritime response, maritime prevention, marine transportation system management, maritime security operations, and defense operations.

Two-Carrier Buy for Navy Beats Inflation, Suppliers Say

BREMERTON, Wash. (March 17, 2023) The Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71) transits the Puget Sound after departing Bremerton, Washington, March 17, 2023. Theodore Roosevelt is conducting a change of homeport to San

Diego following an 18-month docking planned incremental availability at Puget Sound Naval Shipyard and Intermediate Maintenance Facility. (U.S. Navy photo by Mass Communication Specialist 2nd Class Gwendelyn L. Ohrazda)
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WASHINGTON – Building two aircraft carriers in a single procurement is economical for the Navy not only in terms of economic order quantities but also in mitigating the effects of inflation.

Rick Giannini, chairman of the Aircraft Carrier Industrial Base Coalition, an organization of suppliers of components and materials to the building of aircraft carriers, told Seapower in a March 20 interview that the dual procurement of CVN 80 and CVN 81 saved the Navy an estimated $4 billion, and probably considerably more than that because of advance order of materials and components before the increased inflation of the past two years.

Giannini said that a recent survey of the suppliers showed that inflation is a major concern of the suppliers.

“Any one of the suppliers that received those advance procurement funds in the two-carrier order “removed [inflation] from the equation,” said Giannini, who also is the former CEO of Milwaukee Valve, one of the suppliers of components to aircraft carriers. “I know our company alone was able to procure two shipsets worth of products, locked in the prices, paid in advance with those funds because of the procurement funding in advance. The value was tremendous compared to prior prices. When you evaluated against what the inflationary cost of those products would be, if we were buying them today, it’s a tremendous advantage.”

Giannini said that with the current two-ship buy, the suppliers that don’t have advance funding “are struggling with inflationary factors and, like the rest of the country, many of us are struggling to keep and hire competent folks.”

“We are focused right now on advocating for the next two carriers [CVN 82 and 83] and the funding for the current carriers,” he said. “We continue to talk about stability and predictability. What that really boils down to is the simple message: 2-3-4, which is two carriers with a minimum three-year advance planning funding and built at four-year centers.

“If we can continue with that it will be a major advantage to our Navy, as it has been for [CVNs] 80 and 81,” he said. “The two-year buy is going to be a major value to the Navy and the shipyards.

Giannini also pointed out that the mid-life Refueling and Comprehensive Overhauls (RCOH) of aircraft carriers “are a critical part of the industrial supply base. It provides a lot of opportunity for us and it’s a critical part of the whole program, keeping carriers in service.

“Knowing the RCOH is going to happen is always a good thing – exactly which parts they need to complete that carrier overhaul [are] a lot less known quantities than the original build,” he said. “That always puts a little more pressure on the industrial base. Knowing that it’s going to happen is critical.

The ACIBC includes 2,000 suppliers across 44 states and 276 congressional districts.

A recent survey showed that 97% of the suppliers agreed that an increase in centers of carrier procurement from four to five years would negatively impact their business.

“The supply base has really stepped up and thrived on this last buy for [CVNs] 80 and 81 and [is] performing at a much better level than we have in the past, particularly compared to the first two carriers [CVNs 78 and 79],” Giannini said. “It puts inflation at bay, which is a top concern.”

The stability of procurement also helps suppliers hire and

retain workers with critical skills, he said.

“Having the advance funding does allow us to be as efficient as possible in building and procuring the materials,” said Lisa Papini, president and CEO of Dante Valve and currently ACIBC vice chair, who is succeeding Giannini as chair and was present for the interview.

PROFILES IN SERVICE – Chief Magda Fernandez

Pages-from-SEA_FebMar23_digital-3-1Download

Navy Requests 9 Battle Force Ships, 88 Aircraft for Fiscal 2024

PACIFIC OCEAN (March 8, 2022) An F-35C Lightning II from the "Rough Raiders" of Strike Fighter Squadron (VFA) 125, taxis on the flight deck of the aircraft carrier USS Nimitz (CVN68). Nimitz is underway conducting routine operations. (U.S. Navy photo by Mass Communication Specialist 3rd Class Jared Mancuso)

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ARLINGTON, Va. — The Navy Department is requesting funds for nine battle force ships and 88 aircraft in its fiscal 2024 budget proposal. The service also plans to decommission 11 battle force ships, some before the expiration of their service life.

The 2024 request at $255.8 billion represents an $11.1 billion or 4.5% increase over the 2023 budget enacted by Congress, according to Undersecretary of the Navy Eric Raven and Rear Adm. John Gumbleton, deputy secretary of the Navy for Budget, briefing reporters March 13 at the Pentagon.

Ships

The nine ships in the $32.8 billion ship construction request include one Columbia-class ballistic-missile submarine (SSBN), two Block V Virginia-class attack submarines (and advance funding for four more), two Flight III Arleigh Burke-class guided-missile destroyers, two Constellation-class guided-missile frigates, one John Lewis-class fleet replenishment oiler, and one new-design submarine tender.

Ship construction funding includes $5.8 billion for the first and second increments of the second Columbia-class, Wisconsin (SSBN 827). Funding also is requested for the Ford-class aircraft carrier program: the seventh increment for the third, Enterprise (CVN 80), and the sixth increment for the Dorie Miller (CVN 81).

The budget allocates $1.8 billion for the final increment of the Fallujah (LHA 9), the fourth America-class amphibious assault ship.

Of note, no funding is provided for any more Flight II San Antonio-class landing platform dock ships throughout the Future Years Defense Plan. Procurement of the new medium landing ship is planned for fiscal 2025 and the next-generation logistic ship is planned for 2027.

The proposed budget also funds the procurement of two LCU 1700-class utility landing craft; two used ships for conversion to sealift ships; and the service-life extension of one air-cushion landing craft (LCAC). Procurement of the LCAC 100-class ship-to-shore connector is gapped for 2024, with resumption planned for 2025.

Procurement of the Large Unmanned Surface Vessel and the Orca Extra-Large Unmanned Undersea Vehicle are funded for 2025 and 2026, respectively.

The Navy plans to retire 11 ships, including eight which would be retired before the normal end-of service life. The ships to be retired include: one Los Angeles-class attack submarine, five Ticonderoga-class guided-missile cruisers, two Independence-class littoral combat ships, and three dock landing ships.

Under the 2024 plan, the Navy's battle force would decline by one ship to 293 ships.

Aircraft

The budget proposal included $17.3 billion for the procurement of 88 aircraft for the Navy and Marine Corps. This includes 16 F-35B and 19 F-35C Lightning IIs; 26 T-54A multi-engine training aircraft; two KC-130J Super Hercules tanker/transports; 15 CH-53K King Stallion heavy-lift helicopters; five MQ-9A Reaper unmanned aerial vehicles (UAVs); two MQ-4C Triton UAVs; and three MQ-25A Stingray UAVs.

Gumbleton said this budget request completes the procurement of the KC-130J (at 88 aircraft); the MQ-4C (at 22 aircraft), and MQ-9A (at 18 aircraft). The Navy's stated requirement was for 68 MQ-4Cs, so this truncation represents a change in direction. The Navy Air Reserve has an unfunded requirement for 32 C-130J transports.

As expected, the Navy has not requested any F/A-18E/F Super Hornet strike fighters. It remains to be seen if Congress will again fund more Super Hornets out of concern for the Navy's strike fighter shortfall.

The 2024 plan would leave the Navy and Marine Corps aircraft fleet at 3,998 aircraft, slightly under the 2023 total of 4,012.

Marine Corps Vehicles

The Marine Corps plans to procure 80 personnel variants of the Amphibious Combat Vehicle and 396 Joint Light Tactical Vehicles in 2024. The Navy/Marine Corps Expeditionary Ship Interdiction System (NMESIS) and Long Range Fires (LRF) programs would continue development and testing of the Remotely Operated Ground Unit Expeditionary (ROGUE) Fires vehicle, an “unmanned ground vehicle based on a Joint Light Tactical Vehicle (JLTV) chassis mounting a missile launcher system,” the Navy’s budget briefing book said. The 2024 budget souls continue procurement of NMESIS systems as well as funding for 90 Naval Strike Missiles and, for the LRF, 34 Tactical Tomahawk missiles.

USCGC Spencer returns to Portsmouth after an 88-day African patrol

Release from Coast Guard Atlantic Area Public Affairs

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March 10, 2023

PORTSMOUTH, Va. – The crew of USCGC Spencer (WMEC 905) returned to their home port in Portsmouth, Friday, following an 88-day deployment in the U.S. Naval Forces Europe-Africa area of operations, employed by the U.S. Sixth Fleet and Combined Task Force 65, to defend U.S., allied and partner interests.

During the patrol, Spencer's crew worked to combat illicit transnational activities, including illegal, unregulated and unreported fishing, by conducting multinational law enforcement operations in the Atlantic Ocean. Their efforts served to strengthen existing relationships with African

nations and prioritized opportunities for new partnerships. Spencer's crew also participated in Obangame Express 2023, a maritime exercise with participants from the U.S. Navy, U.S. Coast Guard and 17 West African partners. Conducted by U.S. Naval Forces Africa, Obangame Express is designed to improve regional cooperation, information-sharing practices, and tactical interdiction expertise to enhance the collective capabilities of participating nations to counter illegal, unreported, and unregulated fishing and other sea-based illicit activity.

"I am very proud of what this crew accomplished on Spencer while working with our partners in Africa," said Cmdr. Corey Kerns, Spencer's commanding officer. "Together we demonstrated the U.S.'s commitment to maritime security in West Africa and the Gulf of Guinea. We helped our partners in the region build the capability to enforce a rules-based order critical to their own food and economic security. I know this deployment will be something we all remember for a long time, and it was an honor to be a part of it."

Spencer's crew hosted multiple African country representatives, held diplomatic engagements and participated in community relations events during port visits in Cabo Verde, The Gambia, Senegal, Sierra Leone, Togo, Nigeria and Côte D'Ivoire. Spencer's port visit to Lomé, Togo marked the first U.S. ship visit to Togo since 2012.

While at sea, Spencer also interdicted a Brazilian sailing vessel carrying 3,040 kilograms of suspected cocaine worth over $109 million.

Spencer's crew was augmented with several temporarily assigned members, including Tactical Law Enforcement and Maritime Safety and Security Team personnel, medical officers from the U.S. Public Health Service and Coast Guard, U.S. Coast Guard Auxiliary Chinese language translators, electronics technicians and a yeoman.

Commissioned in June 1986, Spencer is a Famous-class medium endurance cutter named after John C. Spencer, the 16th Secretary of the Treasury. Spencer is homeported in Portsmouth, Virginia. The cutter's primary mission areas include homeland security, law enforcement, counter drug, search and rescue, migrant interdiction and fisheries enforcement in support of U.S. Coast Guard operations throughout the Western Hemisphere.

For information on how to join the U.S. Coast Guard, visit www.GoCoastGuard.com to learn more about active duty and reserve officer and enlisted opportunities. Information on how to apply the U.S. Coast Guard Academy can be found at www.uscga.edu.

Boeing, Shield AI Set to Collaborate on Artificial Intelligence, Autonomy for Defense Programs

Release from Boeing

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– Teams will explore integrating artificial intelligence technology on current and future programs for military customers

AURORA, Colo., March 8, 2023 – Boeing [NYSE: BA] and Shield AI have signed a memorandum of understanding to explore strategic collaboration in the areas of autonomous capabilities and

artificial intelligence on current and future defense programs. The agreement, signed at the Air Force Association Warfare Symposium, will be managed by Boeing Phantom Works.

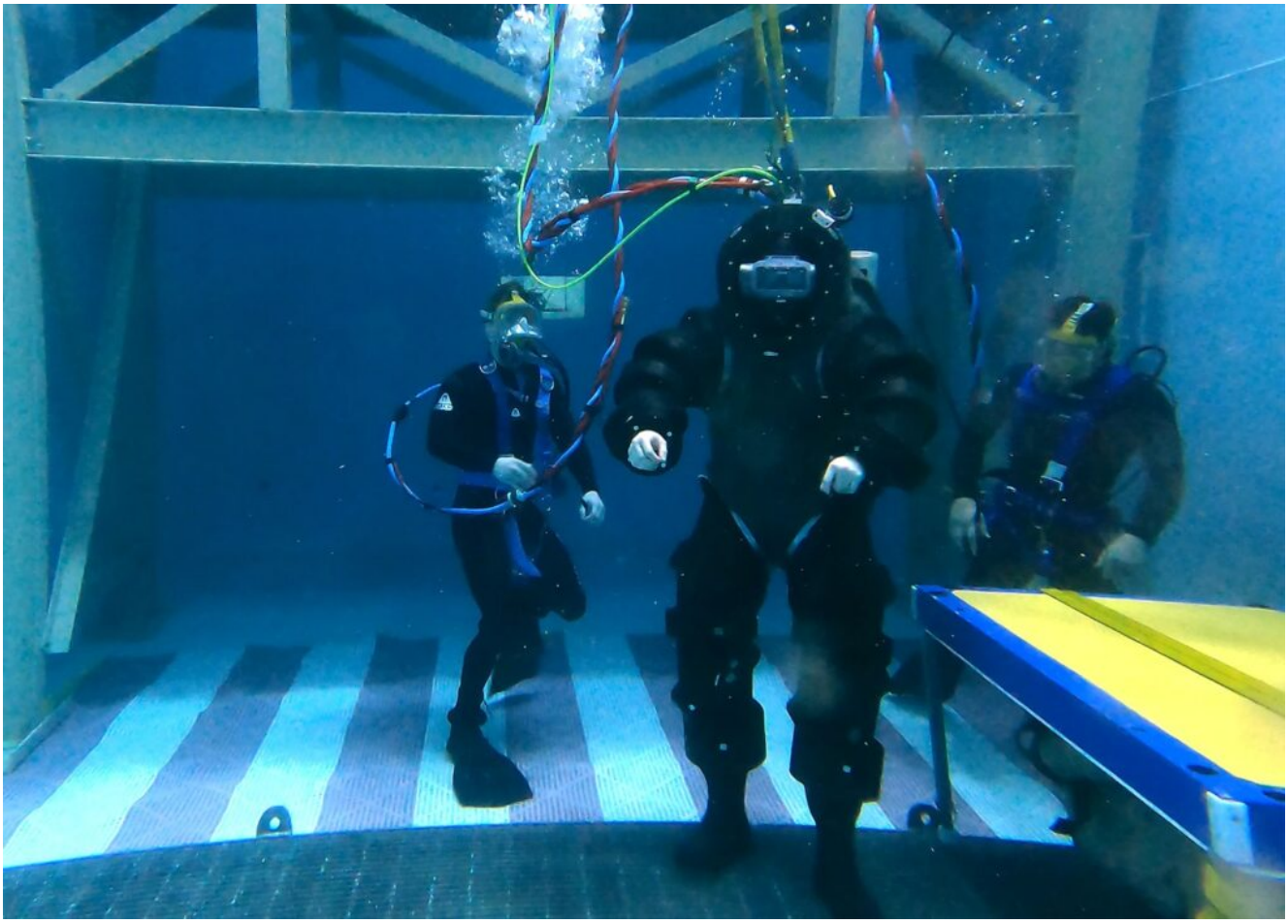
“Boeing continues to leverage talent from across the enterprise to make great strides in autonomous capabilities and programs in recent years,” said Steve Nordlund, vice president and general manager for Boeing’s Air Dominance organization. “Collaborating with Shield AI, the leader in AI pilots, will accelerate our ability to deliver these capabilities to the warfighter.”

Shield AI created Hivemind, an artificial intelligence pilot that has flown a variety of aircraft. According to Shield AI, the AI pilot can also enable swarms of drones and aircraft to operate autonomously without GPS, communications or a human pilot in the cockpit.

“AI pilots are the most strategic deterrent technology since the introduction of stealth aircraft and have proven successful in flying air-combat scenarios” said Brandon Tseng, president and co-founder of Shield AI and a former Navy SEAL. “Integrating Boeing aircraft with our AI pilot would redefine what large aircraft, crewed or uncrewed, could do. As the world leader in aerospace technology, Boeing has been exceptionally easy to engage with, so we are excited to expand our scope of work to co-develop, productize and bring to market the world’s best AI pilot for large aircraft.”

ONE TEAM, NSWC PCD brings

flexibility to the future of diving



Release from Naval surface Warfare Center Panama City Division

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ONE TEAM, NSWC PCD brings flexibility to the future of diving

By Jeremy Roman, NSWC PCD Public Affairs

PANAMA CITY, Fla. –

After months of planning, the mission to rapidly deliver solutions to ensure warfighting dominance moved one step closer during the Deep Sea Expeditionary with No Decompression (DSEND) Suit In-Water Concept Demonstration held at the U.S. Navy Experimental Diving Unit (NEDU), Feb. 7 – 8.

The DSEND demo tested the capabilities of a new concept suit aimed to help divers navigate their environment more efficiently. Allie Williams, Naval Surface Warfare Center Panama City Division (NSW PCD) Fleet Diving In-Service Engineering Agent, explained some of the highlights from this successful demonstration.

“This test was conducted as a proof of concept demonstrating the DSEND suit’s flexibility and maneuverability under the diver’s own power,” said Williams. “The operator was [also] wearing a Divers Augmented Vision Display (DAVD) system inside the suit to demonstrate the future permanent integration of DAVD, as well.”

While performance-capable, the current Atmospheric Diving Suit (ADS) is also heavy, lacks maneuverability and requires relatively large sea craft for deployment. This project aims to innovate the previous ADS on several fronts including improvements to its current rotary joint design. For example, the current ADS does not allow movement in the same direction as natural human joints, which can contribute to diver fatigue. This new suit concept would enhance a diver’s range of motion, without considerable strain or force, while providing the added benefit of allowing the user to swim independent of propulsion systems.

An additional program objective is to develop a swimmable dive suit that maintains atmospheric pressure internal to the suit and can withstand pressures up to 300 feet of seawater (fsw). Further development could enable it to greater depths.

“The demo went well and served as a good proof of concept for the project. We received good feedback and it was valuable to have the chance for follow-on testing,” said Williams. “This program will provide new capabilities to the warfighter by creating a more flexible and lightweight ADS, compared to the previous more costly and burdensome capabilities.”

Not only does this demonstration move the project closer to interoperability capability, it also strengthens partnerships through the organizational collaboration of Naval Sea Systems Command 00C3, Office of Naval Research 342, NSWC PCD, Naval Undersea Warfare Center Keyport, Nuytco Research, Mide Technology, Coda Octopus and NEDU. They will continue their respective work to complete their primary objective, which is to develop a suit that will replace the 300 fsw Mixed Gas Diving Systems and eventually go to greater depths.

Australia Announces Formation of MQ-4C Triton UAS Squadron

Australia’s first MQ-4C Triton autonomous maritime patrol aircraft poses for its first offical portraits after emerging

from the Northrop Grumman Palmdale paint booth.
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ARLINGTON, Va. – The Royal Australian Air Force has re-activated a historic squadron to operate its forthcoming MQ-4C Triton high-altitude, long-endurance unmanned aircraft systems (UAS).

Deputy Prime Minister Richard Marles announced at the Avalon Air Show last week that 9 Squadron is "being re-formed after a break of 34 years," according to a release from the Australian Department of Defence of a March 3 transcript of an interview with Australian officials at the air show.

"There's a lot of lineage to this Squadron," Marles said. "9 Squadron was originally formed in 1939. It did maritime surveillance during the Second World War. It saw service during the Vietnam War and for the keen military historians among you, you will have noticed that 9 Squadrons insignia is on the tail of the Triton. And 9 Squadron will be reformed to operate this capability the Triton uncrewed aircraft. It will be based at RAAF base Edinburgh although the airframes that you see behind me will actually operate out of Tindal."

Marles said the Triton "will be able to provide the persistent reconnaissance and surveillance, of our northern maritime approaches which is so important in terms of the defence of our nation. It's also going to be really useful in terms of surveilling illegal fishing both in our own waters, but also the waters of our Pacific neighbours. So, it's a really exciting capability."

Air Marshal Robert Chipman, chief of the Royal Australian Air Force, noted that 9 Squadron saw operational service in World War II with the Navy, "flying from our cruisers, HMA Ships, Hobart, Perth, Sydney, Canberra and Australia from the Arctic all the way down to the Southwest Pacific. And 22 serviceman lost their lives in World War II serving with 9 Squadron. In

Vietnam, the Squadron was involved in some of the most iconic battles with the Australian Army, including the Battle of Long Tan, and two crewman lost their lives in the Vietnam War. So, it is a Squadron have a lot of history. On the emblem, you'll see an Australian native bird- it's the black browed albatross. The black browed albatross is renowned for spending a long time on in overwater flights, which makes it the perfect symbol, for the perfect Squadron for us to establish the MQ-4 Triton capability."

Australia has three Tritons – built by Northrop Grumman – on order. The first is scheduled for delivery in 2024. Chipman said that the Air Force has had personnel training to operate and maintain the Triton for "a number of years."

"Congratulations to the Royal Australian Air Force on the reactivation of the historic No. 9 Squadron," said Jane Bishop, vice president and general manager, global surveillance, Northrop Grumman. "We're honored the squadron will be operating Australia's MC-4C Triton uncrewed aircraft for their most demanding maritime ISR missions, and we look forward to delivering the first RAAF Triton in 2024."

USCGC Bear returns home following 60-day deployment in Florida Straits

Family members of a USCGC Bear (WMEC 901) crew member pose for a photo on the pier in Portsmouth, Va., Feb. 15, 2023. Bear returned home following a 60-day deployment conducting maritime safety and security missions in the Florida Straits. (U.S. Coast Guard photo by Petty Officer 2nd Class Brandon Hillard)

Release from United States Coast Guard

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Feb. 15, 2023

Editor's Note: For b-roll of Bear's patrol, click here; homecoming footage can be viewed here.

PORTSMOUTH, Va. – The crew of the USCGC Bear (WMEC 901) returned to their homeport in Portsmouth Wednesday after completing a 60-day deployment in the Florida Straits and Windward Passage.

Bear's crew supported Homeland Security Task Force – Southeast

and Operation Vigilant Sentry in the Coast Guard's Seventh District area of operations. While underway, Bear's crew conducted maritime safety and security missions while working to detect, deter and intercept unsafe and illegal migrant ventures bound for the United States.

Within the first days of patrol, Bear interdicted an overloaded Cuban rustic vessel in the Florida Straits and transferred 27 migrants on board the cutter.

Bear also spent part of the patrol acting as a visual deterrence to illegal migration in the region by operating close to Haiti's shore, which resulted in the interdiction of two overloaded migrant voyages. Both vessels were approximately 50 feet in length and each carried more than 200 migrants. After providing food, water, and medical care, Bear's crew repatriated the migrants back to Haiti.

Throughout the deployment, Bear's crew members cared for and provided medical attention to 502 migrants on board the cutter before repatriating them to their country of origin.

"Bear's mission was to deter illegal maritime migration and rescue those in distress before the sea claimed their lives," said Cmdr. Brooke Millard, Bear's commanding officer. "This deployment was challenging. It's tough to witness fellow humans risk all for a better way of life in an unforgiving sea. Know that your Coast Guard is 'all in' to protect our maritime border as well as save lives."

Since the fiscal year began in October, Coast Guard crews have interdicted over 7,100 Cubans and Haitians at sea.

Bear is a 270-foot, Famous-class medium endurance cutter with a crew of 100. The cutter's primary mission areas include homeland security, law enforcement, counter drug, search and rescue, migrant interdiction, and fisheries enforcement in support of U.S. Coast Guard operations throughout the Western Hemisphere.

Navy Admirals Detail Russian Arctic Build-Up

The Los Angeles-class fast-attack submarine USS Pasadena (SSN 752) breaks through the ice in ICEX, which happened concurrently with Arctic Edge 2022. Arctic Edge is a U.S. Northern Command biennial defense exercise designed to demonstrate and exercise the ability to rapidly deploy and operate in the Arctic. (U.S. Navy Photo by Mass Communication Specialist 2nd Class Trey Hutcheson) Photo by Petty Officer 2nd Class Trey Hutcheson

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WASHINGTON – Senior U.S. Navy leaders in the Atlantic and European regions discussed, in some detail, the nature of the Russian build-up and naval activity in the Arctic region during a recent seminar in Washington.

Speaking Feb. 9 at a seminar sponsored by the Wilson Center's Polar Institute and the Center for Maritime Strategy (CMS), a think tank of the Navy League of the United States – Deterring Russia at Sea in the High North – were Adm. Daryl Caudle, commander, U.S. Fleet Forces Command and Vice Adm. Dan Dwyer, commander, U.S. Second Fleet. The seminar was moderated by retired Adm. James Foggo, dean of CMS.

"Russia now has six bases, 14 airfields, 16 deep-water ports, and 14 icebreakers built," Caudle said of the Russian build-up.

"They dominate the Arctic geography and possess the corresponding ability to dominate in capability and infrastructure," he said. "They do have legitimate sovereign interests and have elevated their Northern Fleet to constitute its own military district – think, combatant command."

For decades, Russia and its prior Soviet Union entity have been especially protective of the northern approaches of the Barents Sea and Artic Ocean out of a desire to maintain a protective bastion for its nuclear-tipped missile force deployed on its ballistic-missile submarines.

Caudle said Russia has the largest icebreaker fleet in the world and has even armed icebreakers with the Kalibr cruise missile.

"They have an active defense system that has high readiness, mobility, and firepower in the Northern Fleet," he said. "They centralize the command-and-control authority of the S-400 [surface-to-air] missile system. They have strong anti-access and access-denial capability that reaches from the Arctic to the Baltic to the GIUK [Greenland-Iceland-United Kingdom] Gap. They have long-range, precision-guided strike weapons especially focused in and near the Kola Peninsula."

Caudle said those weapons include submarine-launched Kalibr submarine-launched land-attack cruise missiles, the Kinzhal

long-range anti-ship missile, and the Screwdriver mobile land-attack cruise missile.

Arctic Upgraded as Russian Priority

Dwyer, whose fleet had increased its excursions into the High North, said "[t]he stability that we enjoyed in the High North is in fact being challenged not only by climate change but by Russia themselves.

He said that in July 2022 Russia released its new maritime doctrine, "prioritizing the Arctic as its most important maritime direction, pledging to protect these waters 'by all means.' This includes increasing attention on the Arctic littorals as well as the introduction of new missile capabilities … to focus on its bastion of the Northern Fleet…. Prior to this announcement, the Arctic was their number three priority. The Atlantic was their number one priority. Now Russians realize that the Arctic is the key to their economy and to their defense as they see the receding of the Arctic ice cap."

Dwyer also noted that in August 2022, Russia, "unveiled plans for a new strategic missile-carrying submarine cruiser for Atlantic operations. Moreover, in September Russia conducted Exercise Inka in the Arctic, deploying several submarines together, showing their capability in the High North. It is worth noting that Russia has renovated many Arctic sites and opened new ones. This is why we at JFC [NATO's Joint Forces Command] Norfolk do everything in our power to manage and mitigate risk, prevent escalation, and ensure transparency of NATO operations in the Arctic."