

CADET CORNER: How Sea Cadets Changed My Life



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This was such the case until a couple weeks after I had turned 16, which is when I attended Recruit Training and first connected to the wider Sea Cadet community. Despite having previously attended League Orientation, my RT is when I first began to understand the program and the Navy. It lit a fire in me to pursue greatness within the Corps and opened my eyes, inspiring me to make use of the opportunities offered. In fact, hours after I had graduated I begged my parents to immediately send me another training that took place less than two weeks later; field operations at Green Swamp, FL.

Going to trainings has helped me gain many attributes, such as discipline, cleanliness, obedience, greater physical strength and capability. I have become a practical and orderly person: stricter with myself and now with a greater sense of

independence. My experience has enriched me with different varieties of knowledge and practical skills. From Field Operations I gained an understanding of how infantry forces conduct their missions and gained a better perspective of what it means to be in combat. During my MAA training, I learned about law enforcement and the ins and outs of radio communication, clearing buildings, and SOP for MAAs. At Seabee training, I physically built a deck with my shipmates giving me not only the practical handy skills that are required to work with my hands but also a greater zeal for teamwork which has improved my interpersonal skillset.

My training at POLA is ultimately what has been the most developmental. Learning about what it means to be a leader and how to navigate its difficulties helped me in everyday life. I began to understand the sacrifices required and how to maintain the relationship between subordinates and those in command.

Returning to my unit the summer after POLA, I received my Petty officer third-class rank. Since I was the only Petty officer at that point and with the previous leadership withdrawing, I was given the position of LPO and ordered to take charge of my unit. I suddenly found myself in a difficult position, with both Officers and Cadets alike looking toward me to lead. This time period would be a trial by fire where my only options were to sink or swim. And although it was stressful, I was able to grow into my role and did not buckle under the pressure. Becoming a petty officer not only improved my leadership skills but also defined me in smaller aspects. I learned how to project authority with confidence but while also maintaining neutrality, and it also has helped me speak more clearly. Calling commands and addressing my cadets refined my voice so that I trip over my words less and convey my intentions with greater effectiveness.

The Sea Cadet program has enriched myself and my life in countless ways and for that I am exceedingly grateful.



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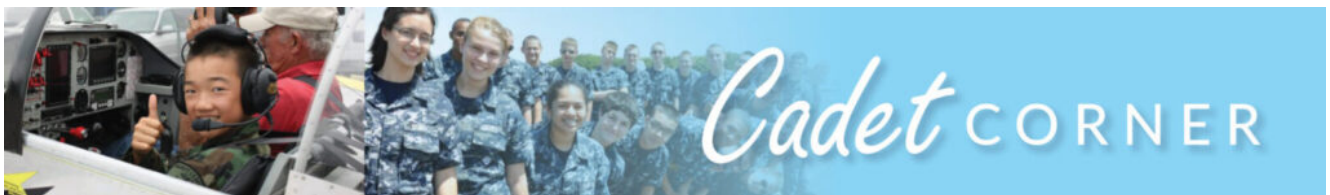
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Flashforward to after the hotel night, I was greeted by a set of unfamiliar faces, which only made me feel more nervous. The next morning, we were up at 4 am, which was not something I was used to. I was already tired from the previous day's journey, and I did not expect the training to be as intense as it was. However, I quickly realized that the physical training was the best I have ever done.

Despite my tiredness, I pushed myself to the limit and

exceeded my expectations. For the next few days, it took me a while to adjust to the rigorous routine and the demands of the training. However, as time passed, I found myself becoming more accustomed to the routine, and it became easier to adapt to the environment. The teachings that I experienced during the training were also valuable lessons. I learned that it is essential to keep yourself occupied, even when things seem out of control. I also learned the importance of staying focused on the task at hand and not allowing myself to become distracted by external factors. As the days went by, I began to feel more comfortable with the other recruits, and we started to work together as a team. This experience taught me the value of teamwork and how important it is to rely on others in times of need. I realized that even in the most challenging of situations, it is essential to stay positive and work together to overcome any obstacles.

In conclusion, the Naval Cadet Corps recruit training was an experience that pushed me to my limits and taught me valuable lessons that have stayed with me ever since. From the grueling drive to the site to the early morning wakeups and the intense physical training, I learned the value of perseverance, teamwork, and staying focused on the task at hand. Although it was a difficult experience, I am grateful for the lessons I learned and the memories I made.





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Over the past year, my first with the Sea Cadets, I learned what a Sea Cadet is: The United States Navy Sea Cadets Corps gives its cadets skills, knowledge, and confidence through training. Sea Cadets has made a difference in my life by showing me its core values to strive for – honor, respect, commitment, and service. It has made a difference in my life by giving me the ability to rise to responsibility, enjoy countless adventures, and, most of all, has built my confidence.

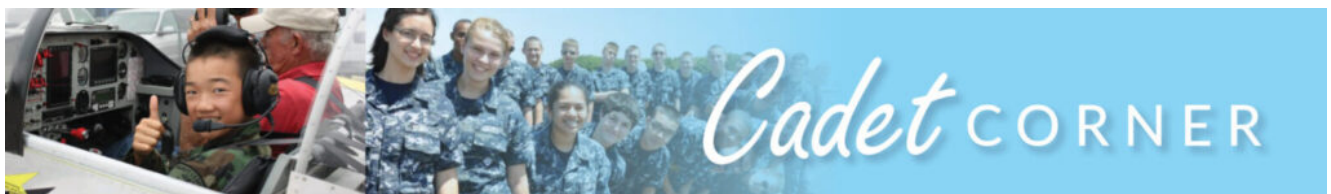
Sea Cadets has made a difference in my life by giving me the knowledge and experience to be responsible. Responsibility means doing something you are supposed to do and accepting the results of your actions. In the Sea Cadets program, I am expected to prioritize and accomplish tasks in a timely manner. Some of the ways I must apply the value of responsibility while I am at camp is by being physically ready, taking showers and tidying up my space without command, and being dressed in less than ten minutes.

Sea Cadets has made a difference in my life by giving me many adventures to learn the importance of teamwork and leadership. Some of the adventures focus on teambuilding activities that help me and my friends work together, overcome obstacles, and

reach our goals. For example, at Tiger Tails Recreational Center we had rope and aerial challenges to triumph over. Exploring new places like Vizcaya, watching an air show, meeting Navy helicopter pilots, going on a Coast Guard cruiser, touring a destroyer ship, and attending the Seven Seas Gala are just a few of the countless adventures that Sea Cadets has given me. I also learned from the community service activities like beach clean-up and laying down wreaths.

Sea Cadets has made a difference in my life by giving me confidence in myself, my choices, and my actions. The Sea Cadets program has helped me understand that a person's confidence is one that is built out of a multitude of experiences. Sea Cadets encourages and motivates me to think and act with confidence. The lessons I have learned have made me realize that I can do great things. This confidence can be seen in my academics and personal life too.

Sea Cadets has taught me many useful skills that embody the core values. I pledge to uphold those values by continuing to grow and keeping honor, respect, commitment, and service in mind.





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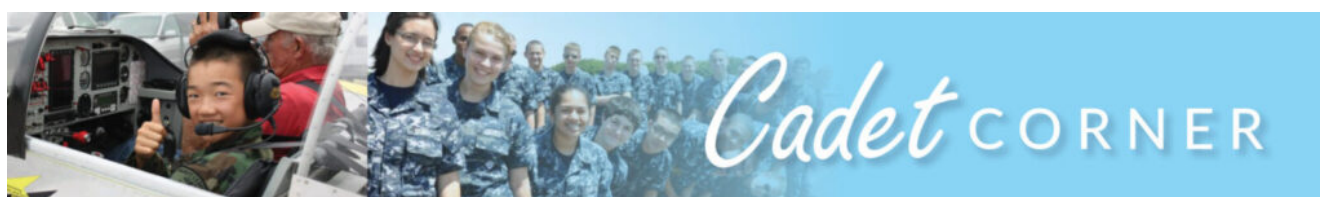
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To start off, this program offers fun activities that includes team-working skills, cooperation, and friendship. For example, we went to help the community by bringing pumpkins to a Pumpkin Patch. We were all in a line, passing pumpkins down, and working as a team while making new friends. That day was incredibly fun, even though I was starting off as a new cadet, and I did not know anyone. I made great friends and muscles that day. Another example is the Shark-Tagging Event. On that day, we had extreme persistence to tag a shark. We spent about 4 hours trying to lure it, and on the 5th hour, we used teamwork and cooperation to tie it down and tag it. It turned out to be a tiger shark, and when I touched it, it was very rough. Events like these are once-in-a-lifetime and teach great lessons about teamwork, cooperation, and friendship.

In addition, this program has helped me to be a better person by giving me duties, responsibility, and discipline. For example, I went to a three-day camp for training. We were taught survival skills, respect, teamwork, and discipline. We built a shelter out of leaves and sticks, we learned about formations and practiced on it, and overall had an amazing time. Another example is the Seven Seas Gala. I had a huge responsibility for ringing the bell a certain number of times at extremely specific times during a speech. Even though I was nervous on the stage, I felt proud of myself for stepping up

to the challenge of having a huge responsibility. After the Seven Seas Gala, people gave me respect for doing an excellent job. This is how the program helped me to be a better person by giving me duties, responsibilities, and discipline.

To summarize, the United States Naval Sea Cadets Corps has changed my life in many positive ways. It has given me once-in-a-lifetime events, teamwork skills, friendship, responsibility, and discipline. I learned many survival skills and feel very proud of being part of The USS Fort Lauderdale Division. My name is LC2 Lorzeille, what are you doing today?



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To begin with, this program helps me understand and practice the four core values of the Sea Cadets Organization which are: honor, respect, commitment, and service. For example, if the person in command yells "EARS"! This means that everyone is supposed to be listening. It can sometimes be unexpected. At other times, the command must repeat themselves because cadets are still talking. I am learning how to be more disciplined and respectful.

In addition, every Saturday I have a lot of fun. For instance, I have gone to some swimming events including a Shark Tagging Event! Outstanding! The shark looked so big. He was 12 feet long! I also went to meet the Blue Angels in person. I saw the Blue Angels jets and they were cool to look at and meeting the pilots was exciting, but I was nervous, too. During the Mini Recruit Training, I enjoyed sleeping over in the cabins with my friends and going to the beach the next day. Also, as I will continue to grow with the program, my confidence will

become sky-high.

In conclusion, the Navy Sea Cadets Corps program has improved my life a lot over this past year. Its four core values will shape my future as an individual. I love the program and the challenges of every Saturday.

Submit a Story

Cadet CORNER

Building Confidence
By: SA BRUCE DODGE, NSCC; SA T WYKOLA SHAWWAY, NSCC

Sea Cadets at Sea
TALL SHIP SAILING IN SOUTHERN CALIFORNIA

This training helped me understand the importance of...
My experience was educational and fun. With the crew and my shipmates, this week was...
My sailing experience was very rewarding. I was able to sail a 131-foot schooner in the middle of the Pacific Ocean for several...
The crew taught me a...
I am so thankful for my...
and crew for making...
able training.

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\$119.1 Billion, 407K+ Jobs

Supported by the New England Defense Cluster



[Release from SENEDIA](#)

SENEDIA Releases Economic Impact Report

Details the Economic Strength and Growth in the Region

MIDDLETOWN, RI – SENEDIA, the alliance for Defense tech, talent, and innovation, [today released a new report](#) that highlights the importance of the New England Defense Cluster to U.S. economic growth. The term “Defense Cluster” encompasses all defense-related activities including both the private Defense Industry (defense contractors) and the Military Defense Infrastructure, which includes civilian employees working for the Department of Defense (DoD), active-duty military personnel (Army, Navy, Marine Corps, Air Force, Space Force), and U.S. Coast Guard and National Guard personnel.

In addition to state-level impacts for all six New England states, the report provides a comprehensive look at the New England region’s impact. In 2022, the cluster accounted for \$119.1 billion in economic output, representing 9.2 percent of the region’s GDP. It also accounted for 407,523 jobs, generating more than \$40 billion in income for households.

“The Defense Cluster is an engine of innovation nationwide, and especially here in New England, where billions of dollars in economic activity are generated and hundreds of thousands

of military and civilian employees have high-wage, high-tech, high-demand careers,” said Molly Donohue Magee, SENEDIA executive director. “A robust Defense Cluster is essential to national security and this report demonstrates that it is equally critical for our economy.”

New England’s Defense contracts are growing at a faster rate than the national average, making it a major contributor to the U.S. defense industry and regional economy. The cluster significantly impacts job creation, income, and output across every New England state, and has a strong multiplier effect and economic linkages with other sectors in the region.

“From small, advanced manufacturing businesses and start-up tech companies to major defense contractors and military installations, the Defense Cluster represents tremendous opportunities for the workforce and for our economy,” said Senate Armed Services Committee Chairman Jack Reed (D-RI). “Across New England, we are developing new technologies and capabilities, modernizing our military, building next-gen submarines, and driving broader economic growth today and for the future.”

High-level findings from the report are summarized [on the SENEDIA website](#), with a full version and state-level highlights available for download.

“Today’s report provides a timely, comprehensive look at the power and potential of the Defense Cluster and we look forward to seeing how policymakers, employers, and military leaders can make use of this important information,” said Magee.

To learn more and to download the report, [visit the SENEDIA website](#).

CNO: 'We Need to be in the Way'



TAIWAN STRAIT (June 3, 2023) The Arleigh Burke-class guided-missile developer destroyer USS Chung-Hoon (DDG 93) observes PLA(N) LUYANG III DDG 132 (PRC LY 132) execute maneuvers in an unsafe manner while conducting a routine south to north Taiwan Strait transit alongside the Halifax-class frigate HMCS Montral (FFG 336), June 3. USS Chung-Hoon is on a routine deployment to U.S. 7th Fleet and is assigned to Commander, Task Force (CTF 71)/Destroyer Squadron (DESRON) 15. CTF 71/DESRON 15 is the largest forward-deployed DESRON and the U.S. 7th Fleet's principal surface force. (U.S. Navy photo by Mass Communication Specialist 1st Class Andre T. Richard)

ARLINGTON. Va. – The U.S. Navy needs a non-provocative but

purposeful presence in the seas around China to deter challenges to international rules and the security interests of the United States, the chief of naval operations said.

CNO Admiral Michael Gilday, speaking June 7 to an audience at the Brookings Institution, a Washington think tank, remarked on the recent incidents in the South China Sea and Taiwan Strait, particularly the unsafe maneuvers of the PLAN(N) destroyer Luyang III last week in the vicinity of the U.S. Navy destroyer USS Chung-Hoon and Canadian frigate HMCS Montreal.

"We're handling that, I think, very well, very professionally," Gilday said.

"I am encouraged by the most recent turn in dialogue by senior leaders with the toning down of, I would say, militaristic tone," the CNO said. "I think that's been helpful. We need to continue to operate out there, and we need to continue to operate forward. We need to assure allies and partners. At the same time, we need to deter anybody, any nation that tends to challenge those international rules, challenge the security interests of not only the United States but our allies and partners and put our economic interests in jeopardy.

"So, I think we need to be out there, and we need to be in the way," the admiral said. We can't just be milling about. It has to be purposeful, and it has to be non-provocative. Let me just underscore that."

Gilday said he was concerned about the "lack of transparency" of the Chinese military and "their intentions with respect on how they intend to use their navy to reach President Xi's goals are concerning with respect on military expansion."

Gilday also noted the positive contribution of the Chinese PLAN Navy in anti-piracy operations in recent years off the coast of East Africa.

“They have been good partners with combating piracy, thwarting it, and keeping those sea lanes open for all,” he said. “That should be a model for the behavior that we should expect from the PRC. I would encourage more of those types of collaborative operations at sea that benefit all of us.”

Gilday noted that “mil-to-mil [military-to-military] relationships are intended to be a shock absorber. No matter the political climate, those mil-to-mil relationships have to be steady, predictable, and they have to be very measured.”

Also speaking in the seminar was Peter Levesque, president of CMA CGN shipping company and of American President Lines, who remarked on the tensions in the South China Sea.

“The major challenge for us is, obviously, what happens in the South China Sea,” Levesque said. “Five trillion dollars of goods flow through the South China Sea every year. It’s a major shipping lane, obviously, for CMA and for the other carriers. We’re worried about what everybody’s worried about, that two planes go bump in the night, or two ships go bump in the night accidentally and spiral into something bigger, and all of a sudden, we can’t use those trade lanes or insurance companies won’t insure our ships to go through those trade lanes.

“It’s a real concern, and I don’t think we fully comprehend how big of an impact that would be not only to the global supply chain but the U.S. supply chain in particular if tensions get to the point where that’s an unusable space,” he said.

TRANSCOM to Double Sealift Tanker Force



ARLINGTON, Va. – The U.S. Transportation Command (TRANSCOM) plan to double the number of fuel tankers in its Tanker Security Program to improve the capacity to deliver fuel to forward operating forces, particularly in the Pacific, the TRANSCOM's commander said.

“We are concerned about not having enough U.S.-flagged vessels to meet our requirements, so we are absolutely getting after that with the support of Congress,” said Air Force General Jacqueline Van Ovost, commander, U.S. Transportation Command, speaking June 6 to an audience of the Brookings Institution, a Washington think tank. “We have stood up the Tanker Security Program. We now have 10 U.S.-flagged tankers – manned with U.S. merchant mariners – medium-range tankers that we will be

able to use to assuredly be able to have access to in times of conflict. And we're working on the next 10 as well to assuredly move fuel to inside the first and second island chain, more shallow-draft vessels that we didn't have before."

TRANSCOM has taken on from the Defense Logistics Agency (DLA) the role of transporting and delivering fuel to U.S. forces abroad.

"The new strategic environment exposes vulnerabilities to our supply chain management that we just didn't have before," Van Oost said. "So, this new global fuel mission allows us to take the very best of DLA Energy and what they're doing, which is the business end of managing supply chains and allows us to put our TRANSCOM expertise of command and control and planning and posture to ensure that we can deliver that fuel wherever and whenever we need it.

"We also need to re-look where our fuel posture is to meet the requirements – what do we have to have forward, where are the refineries, etc., how are we going to move that fuel and how are we going to have the assets to do it," she said.

Marine Corps Generals to Integrate with Navy Numbered Fleet Staffs



CAMP COURTNEY, Okinawa (Feb.16, 2023) U.S. Navy Rear Adm. Derek Trinque, commander Task Force 76/3, left, Japan Maritime Self-Defense Force Rear Admiral Motoyuki Kanezashi, commander, Amphibious and Mine Warfare Force, left-center, Japan Ground Self-Defense Force Maj. Gen. Shingo Nashinoki, commander, Amphibious Rapid Deployment Brigade, right-center, and U.S. Marine Brig. Gen. Fridrik Fridriksson, deputy commander TF 76/3, right, pose for a photo during Iron Fist 23 aboard Camp Courtney, Okinawa, Japan, Feb. 16, 2023. This visit took place during Exercise Iron Fist and provided an overview of TF 76/3, focusing on the command-and-control structure and command position, and how it improves the commander's ability to control forces and command from ashore without the need to embark. Iron Fist is a U.S. Marine Corps Forces Pacific-directed, 31st Marine Expeditionary Unit-executed, bilateral training exercise between the U.S. Marine Corps and the Japan Ground Self-Defense Force and aims to improve staff planning, enhance core competencies in amphibious operations and interoperability, and maintain a positive military-to-military relationship between Japan and the United States. (U.S. Marine Corps photo by Staff Sgt. Andrew Ochoa)

ARLINGTON, Va. – The U.S. Marine Corps is planning to

establish integrated staffs with two U.S. Navy numbered fleets next year, according to the latest update to its Force Design 2030 concept.

The Corps plans to integrate a brigadier general in the headquarters staffs of U.S. Sixth Fleet and the U.S. Seventh Fleet.

"We need to formalize the process for establishing integrated Navy-Marine Corps staffs with numbered fleets while giving the MEF CGs [Marine Expeditionary Force commanding generals] the ability to adapt organizations to the specific needs of their partner numbered fleets," said General David H. Berger in the latest Force Design 2030 document. "Whenever feasible, and in coordination with the efforts of the appropriate combatant commanders, these integrated staffs should also include key ally and partner representation to strengthen our integrated deterrence, offering a mature approach to campaigning.

"NLT 1 September 2024, Commander, Marine Corps Forces Pacific (COMMARFORPAC) and Commander, Marine Corps Forces Europe and Africa (COMMARFOREUR/ AF) will formalize the establishment of O-7 staffs within Sixth and Seventh Fleet headquarters."

Lieutenant General Karsten S. Heckl, deputy commandant for Combat Development and Integration and commanding general, Marine Corps Combat Development Command, speaking June 2 to reporters in press conference, said the move would be in accordance with the commandant's guidance to returning to a Fleet Marine Force.

"A big piece of that is getting the staffs right," Heckl said. "We realize now more than ever that in this operating environment – now that we're back to great power competition, without question – it is important that these staffs be properly, fully integrated, or we're going to have problems.

"A mentor of mine told me 30 years ago that if you get the command and control of any problem figured out, you've got 90%

of it solved, and that's what we're doing here" he said.

Brigadier General Kyle Ellison, commanding general of the Marine Corps Warfighting Lab, also speaking at the press conference, stressed that such a staff would be integrated to the point that it could have a Navy rear admiral in command with a Marine Corps brigadier general as deputy, or vice versa. He mentioned Task Force 79 – III Marine Expeditionary Force – and Task Force 76 – the 7th Fleet's amphibious force – as a "completely integrated staff with an integrated maritime operations center right there on Camp Courtney [Okinawa].

"It's critically important to recognize that it's not just the O-7," Ellison said. "It's integrating the staffs so you have a truly naval staff to execute naval operations in support force. That is exciting in that typically happens only when you are task-organized and for a specific mission. Now we're standing it up and experimenting with it as a permanent structure, and that's happening as we speak as an 18-month experimentation that was agreed upon by two three-stars – commander of III MEF and the 7th Fleet commander."

Navy F-5 Jet Crashes Near Key West



KEY WEST, Fla. (Nov. 6, 2020) An F-5N Tiger-II from the “Sun Downers” of Fighter Squadron Composite (VFC) 111 takes off from Naval Air Station Key West’s Boca Chica Field during the last day of training before the potential bad weather resulting from Tropical Storm Eta. Naval Air Station Key West is the state-of-the-art facility for combat fighter aircraft of all military services, provides world-class pierside support to U.S. and foreign naval vessels, and is the premier training center for surface and subsurface military operations. (U.S. Navy photo by Danette Baso Silvers) Release from NAS Key West

ARLINGTON, Va. – A U.S. Navy F-5N Tiger II jet crashed near Key West. Florida, on May 31, the Navy said.

Naval Air Station (NAS) Key West said in a Facebook post that the aircraft’s pilot “ejected from an F-5N aircraft approximately 25 miles from Boca Chica Field at approximately 9:20 a.m. today. A NAS Key West Search and Rescue crew launched an MH-60S helicopter and rescued the pilot, who is being transported to a Miami-area hospital for further evaluation.”

The pilot and F-5N were assigned to Fighter Squadron Composite (VFC) 111, which is a reserve adversary squadron based at NAS Key West. Adversary squadrons provide training in combating enemy aircraft to fleet units. The Navy and Marine Corps have four such squadrons on strength.

The Navy is investigating the cause of the mishap.

Smith Nominated as Next Commandant of the Marine Corps



ARLINGTON, Va. — President Joe Biden has nominated Marine Corps General Eric M. Smith as the next commandant of the U.S.

Marine Corps, Defense Secretary of Defense Lloyd J. Austin III said in a May 31 release.

Smith currently is serving as the 36th assistant commandant of the Marine Corps. If confirmed by the Senate, Smith would become the 38th commandant.

Smith, a combat veteran of the wars in Iraq and Afghanistan, has served in senior positions that developed the doctrine of the Marine Corps and has been instrumental in implementing Commandant General David H. Berger's Force Design 2030 concept, a plan to re-design the Corps to meet the challenges of great power competition and higher-end warfare.

Below is an excerpt from Smith's official biography posted on the Marine Corps' website:

"Born in Kansas City, Missouri, and raised in Plano, Texas, General Smith graduated from Texas A&M University and was commissioned in 1987. He has commanded at every level, including Weapons Company, 2nd Battalion, 2nd Marine Regiment during Operation Assured Response in Monrovia, Liberia; 1st Battalion, 5th Marine Regiment during Operation Iraqi Freedom; and 8th Marine Regiment/ Regimental Combat Team 8 during Operation Enduring Freedom. He also served in Caracas, Venezuela as part of the U.S. Military Group.

As a General Officer, he commanded U.S. Marine Corps Forces Southern Command, 1st Marine Division, III Marine Expeditionary Force, and Marine Corps Combat Development Command.

General Smith's staff assignments as a General Officer include serving as the Director of Capability Development Directorate, Combat Development and Integration; Senior Military Assistant to both the Deputy Secretary of Defense and Secretary of Defense; and Deputy Commandant for Combat Development and Integration."

Navy Scaling Back Planned Triton Deployable Sites from Five to Three



ARLINGTON, Va. – The U.S. Navy is planning to reduce the number of planned deployment sites for its MQ-4C Triton high-altitude, long-endurance unmanned aerial vehicles in accordance with its planned reduction in the number of Tritons being procured.

“FY24 quantity is being reduced from four to two aircraft; a total program of record procurement is being reduced from 70 aircraft to 27,” said a Navy spokesperson in response to a

query from Seapower. "This quantity reduction is based on the Joint Requirements Oversight Council re-evaluation of worldwide ISR&T [intelligence, surveillance, reconnaissance, and targeting] requirements that resulted in direction to reduce total MQ-4C deployable locations (orbits) from five to three."

The Navy had originally planned to establish orbits in Jacksonville, Florida; Whidbey Island, Washington; Sigonella, Sicily; Guam; and a base in the U.S. Central Command area of responsibility. The Navy did not specify which three sites were still planned for the Triton.

At five orbits and four Tritons per orbit – able to keep an aircraft on station 24/7 – the 20 aircraft required was far lower than the planned for procurement of 70. The original planned procurement would have allowed the Navy to purchase them at economic quantities, keep some in storage, and to sustain Triton operations over many years as the early aircraft reached the end of their service lives.

With three orbits, the total number of 12 Tritons required to sustain them would leave 15 available for attrition, training, and depot-level maintenance.

"When determining the number of air vehicles for a program of record, attrition is a part of the equation when considering the lifespan of the program," the spokesperson said.

Unmanned Patrol Squadron (VUP) 19, home-based at Naval Air Station Jacksonville, Florida, deployed two MQ-4Cs to Andersen Air Force Base in Guam in 2020 to provide MISR&T for the U.S. 7th Fleet while developing the concept of operations and the tactics to refine the Triton's operations. The detachment operated from Guam; Naval Air Facility Misawa, Japan; and Marine Corps Air Station Iwakuni, Japan, the Navy said in a March 16 release. The detachment returned from deployment in March.

The two deployed Tritons were of the baseline Integrated Functional Capability (IFC) 3 configuration. The squadron has since received newer versions in the IFC 4 configuration, which are equipped with a more capable sensor suite that will allow them to replace the Navy's fleet of EP-3E Orion electronic reconnaissance aircraft. The MQ-4C will supplement the Navy's P-8A Poseidon maritime patrol aircraft.

VUP-19 is bringing the Triton to Initial Operational Capability in 2023 with the establishment of an orbit in Guam in support of the 7th Fleet's Task Force 72.

Northrop Grumman delivered the fourth IFC 4 Triton to the squadron in May to complete the set of aircraft for the Guam orbit while the first aircraft for the second orbit is scheduled to deliver in June, according to Rho Cauley-Bruner, director, Triton program.

Navy Orders Ninth John Lewis-Class Fleet Replenishment Oiler



ARLINGTON, Va. – The U.S. Navy has ordered construction of the ninth fleet replenishment oiler of the new John Lewis class for the Military Sealift Command.

The Naval Sea Systems Command awarded to General Dynamics National Steel and Shipbuilding Co., San Diego, California, a \$736 million contract modification for the detail design and construction of T-AO 213. Work is expected to be completed by March 2028, the Department of Defense said in a May 22 announcement.

NASSCO delivered the lead ship of the class, USNS John Lewis (T-AO 205), in 2022, the first of six ordered under a 2016 contract. Two more were ordered under a 2022 contract modification, with an option for a third. That option was exercised with the contract award T-AO 213.

Five ships of the class currently are under construction: Harvey Milk (T-AO 206), which will be delivered this year;

Earl Warren (T-AO 207); Robert F. Kennedy (T-AO 208); Lucy Stone (T-AO 209); and Sojourner Truth (T-AO 210). Future ships include Thurgood Marshall (T-AO 211) and Ruth Bader Ginsburg (T-AO 212). The Navy plans to procure a total of 20 ships of the class.

The John Lewis class is replacing the Henry J. Kaiser class of fleet replenishment oilers. The new ships can carry 57,000 barrels of oil as well as some dry cargo and frozen stores. They can operate at 20 knots.

Cargo Preference Essential Element For Us Merchant Marine, National Security

Rear Admiral Mark H. Buzby, USN (Ret)

Recently, there have been renewed calls by some to do away with – or greatly diminish – the requirements that govern the sea transportation of cargo that is owned, procured, furnished, or financed by the US Government – better known as Cargo Preference.

A removal of the current 50% requirement would have immediate and devastating effect on the US flag fleet. I state this with the confidence of having observed multiple US flag ships “flag out” of US registry when a change to Cargo preference statutes in 2013 reduced the required US carriage percentage of non-DOD government cargo from 75% to 50%. Doing away with Cargo preference requirements would directly result in the reduction in the size of the already small US flag deep sea fleet, adversely impact the size of the correspondingly small pool of

US citizen seafarers, and jeopardize our Nation's ability to execute sealift of US forces in times of crisis or conflict.

As MARAD Administrator, I testified often of the "three - legged stool" of maritime policy that underpins and supports the U.S.-flag merchant marine: the Jones Act, the Maritime Security Program (and newly enacted Tanker Security Program), and Cargo preference. Cargo preference is the least understood of the three, and it is under direct attack now. Short-sighted detractors are now pushing to end cargo preference for food aid programs like Food for Peace, in which American-grown food is moved on American-flagged ships to help those in need in the some of the poorest parts of the world. This has been a successful program for nearly 70 years helping to provide much needed food and aid to families starving and suffering from famine and conflict. At the same time, these programs support American famers, American truckers, American rail operators, American manufacturers, American milliners, American oil and flour producers, American longshoremen, and American mariners. Currently, only half of all those cargos must travel in US flagged vessels.

We should not underestimate the strong signal that a US flag ship delivering life saving food and aid sends to everyone that the US is there and engaged. Putting food aid on flags of convenience says nothing...just another government hand out. Cargo preference is an important component of global engagement, non lethal and peaceful.

Other Cargo preference statutes date back to 1904, stipulating that 100% of Department of Defense cargo must travel in US flagged vessels, ensuring a safe and secure means to deliver our fighting forces and their sustainment around the globe. Imagine if such a statute was not in place and the movement of military cargos was dependent on the whims of a foreign flag carrier during times of heightened tension or crisis. I don't think we want to go there.

Lacking a comprehensive national maritime strategy that coherently and comprehensively ties together the contributions of our civilian merchant marine and our uniformed sea services (Navy, Marine Corps, Coast Guard, and NOAA) to our national defense and economic security, the individual elements of maritime policy which are “sailing in loose formation” today are susceptible to attack from special interests not aware of the important role each plays in support of the other. The attacks on Cargo preference are a perfect example; a seemingly detached policy focused on moving food aid and other government cargos helps sustain a sizeable percentage of the US Flag fleet, which provides jobs for the maritime work force, which is the same pool of mariners the US government will depend upon to activate and sail our Ready Reserve Force sealift fleet to transport and sustain US and allied forces in times of national emergency. The math is simple: reduced cargo equals reduced ships, fewer ships equals fewer crews, and fewer crews means we cannot man our sealift ships.

President Xi and the Chinese Communist Party (CCP) have made their interest in dominating the maritime sector perfectly clear: they construct 80% of ship to shore cranes, 86% of intermodal chassis, and 95% of the world's shipping containers. Their shipyards turn out 47% of the world's shipbuilding tonnage, and PRC companies operate over 5,500 merchant ships. They subsidized their shipbuilding industry by over \$132 billion from 2010-2018. The CCP knows what the British Empire knew, what the Founding Fathers knew, what Rear Admiral Alfred Thayer Mahan postulated in 1890: control the seas, control the world.

I want to be clear: ending cargo preference will create national security risks, and lack of cargo will continue to shrink the size of the US maritime fleet and reduce US sealift capability at a time when we cannot afford to give up one ship or lose a single mariner. The adverse ripple effect will extend to the shore side maritime and shipbuilding industry as

well. I encourage Congress to reject misguided and unwise proposals that will make us even more dependent on the Chinese Communist Party for our economic health and instead support a robust US maritime policy that will sustain the US commercial sealift needed to support US national security.

Rear Admiral Buzby served as Maritime Administrator from 2017-2021. He retired from the US Navy in 2013 after 34 years of service which included command of the US Navy's Military Sealift Command. Prior to serving as MARAD Administrator, he was President of the National Defense Transportation Association.