

Navy Medicine Enterprise Established to Support Readiness and Warfighting



Navy Medicine is present in every facet of warfighting in a complex integrated model across seven resource sponsors, three systems commands, and every type command. The NME allows for rapid delivery, assessment and improvement in all facets of care across the force, ensuring Navy Medicine meets the needs of the fleet.

WARFIGHTING	WARFIGHTERS	FOUNDATION
		
<p>NME provides essential health services support to deliver decisive combat power across all phases of war.</p>	<p>NME identifies and mitigates risks that impacts the physical health, mental health, wellness and readiness of our warfighters ensuring more players are on the field.</p>	<p>NME aligns to the warfighting needs of our fleet. We will team with internal and external partners to deliver timely, evidence-based healthcare outcomes and cutting-edge research to earn the confidence and trust of our Sailors and families.</p>
FORCE EMPLOYERS	FORCE GENERATORS	FORCE DEVELOPERS

From Bobbie Camp, 16 August 2024

FALLS CHURCH, Va. - Vice Chief of Naval Operations Adm. Jim Kilby approved the establishment of the Navy Medicine Enterprise (NME), which is an operationally focused organizational structure providing senior fleet leadership a mechanism to address and prioritize health service support requirements to meet operational objectives, Aug. 14.

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senior fleet leadership a mechanism to address and prioritize health service support requirements to meet operational objectives, Aug. 14.

The commitment of Navy Medicine to both operational and preventive care is crucial in sustaining our force,” said Kilby. “This is about setting standards of care for our people – from physical and mental health, to training and education. Ensuring our naval medical forces are properly manned, trained, and equipped means we’re ready now and for the future fight.”

A graphic illustration depicts the Navy Medicine Enterprise (NME), which allows for rapid delivery, assessment and improvement in all facets of care across the force, ensuring Navy Medicine meets the needs of the fleet. Navy Medicine is present in every facet of warfighting in a complex integrated model across seven resource sponsors, three systems commands, and every type command. (U.S. Navy graphic illustration by U.S. Navy)

The U.S. Navy Surgeon General will lead the NME, providing a single integrated voice of a cooperative partnership operating within existing command structures and U.S. Code Title 10 authorities.

“Navy Medicine warfighters are integrated across every facet of warfighting, whether providing health services with the fleet or from the foundation,” stressed U.S. Navy Surgeon General and Chief, U.S. Navy Bureau of Medicine and Surgery Rear Adm. Darin Via. “The NME allows us to ensure we are addressing the needs of the fleet, not only through my authorities as the Surgeon General, but also aligned across the authorities of seven resource sponsors, three system commands and every type command.”

NME will address the readiness, and physical and mental health of all warfighters through healthcare services support designed to prevent illness and injury, maximize baseline human performance, and treat and rehabilitate warfighters' post illness and injury through standardized quality of care, policy, education, training, and the delivery of medical forces in support of the warfighters.

"Health services are the backbone of effective warfighting in the U.S. Navy, ensuring that every Sailor and Marine is mission-ready and resilient," said Adm. Daryl Caudle, commander, U.S. Fleet Forces Command. "The Navy Medicine Enterprise stands as a crucial pillar, providing comprehensive support to fleet commanders by mitigating risks, optimizing human factors, and maintaining peak operational health readiness, ultimately ensuring our enduring overmatch, our warriors, can sustain our maritime dominance and strategic advantage."

The foundation of the NME process will be formed by stakeholders and organizations who are integral to the warfare improvement program who prioritize fleet capabilities and priorities. The NME process also includes coordination with resource sponsors to ensure alignment, reduce duplication, and to achieve organizational goals.

The Fleet Readiness Enterprise construct was established by the Chief of Naval Operations in 2002 to improve efficiency and effectiveness in producing readiness in fleet units and forces, institute structure and process to better support informed decisions on readiness resource allocation and risk mitigation. The enterprise construct enables a more holistic approach to developing fleet recommendations to the Office of the CNO regarding warfighting capabilities and programming.

Navy Medicine – represented by more than 44,000 highly-trained military and civilian health care professionals – provides

enduring expeditionary medical support to the warfighter on, below, and above the sea, and ashore.

Japan Buys Two SeaGuardians From GA-ASI



SAN DIEGO, August 15, 2024 (Newswire.com) – The [Japan Coast Guard](#) (JCG) has signed a contract for the purchase of two SeaGuardian® Remotely Piloted Aircraft (RPA) from General Atomics Aeronautical Systems, Inc. (GA-ASI), scheduled for delivery in 2025. This follows JCG’s ongoing Company-Owned, Contractor-Operated agreement with GA-ASI for operating SeaGuardian, which began in April 2022.

“Since JCG started operating SeaGuardians, they have been used for various JCG missions, including supporting search and rescue and disaster response, specifically during the 7.6 magnitude earthquake early this year near the Noto Peninsula of Ishikawa Prefecture and maritime surveillance during the

2023 G-7 Summit in Hiroshima, and the system has performed efficiently and effectively,” said GA-ASI CEO Linden Blue.

SeaGuardian is a medium-altitude, long-endurance RPA system that can fly for 24 hours or more, depending on the configuration.

GA-ASI has strengthened its Maritime Wide Area Surveillance (MWAS) for Japan with Optix+, which gathers information from the SeaGuardian sensors, as well as other data sources, displaying the full picture of surveillance information for its operator. This functionality makes it easy to task and direct its Intelligence, Surveillance and Reconnaissance (ISR) information in real time. GA-ASI’s Optix+ software suite rapidly correlates and exploits collected data into an easily shared common operational picture. Having multi-source correlated data enables automatic detection of anomalous behaviors over waters.

Senate Committee Report Calls for Coast Guard Action on Sexual Harassment Claims



Admiral Linda Fagan and Master Chief Petty Officer of the Coast Guard Heath Jones converse Oct. 19, 2023 with Senator Tammy Duckworth in observance of National Disability Employment Awareness Month. *U.S. Coast Guard | Petty Officer 2nd Class Erik Villa Rodriguez*

In a new report entitled “A Pervasive Problem,” the majority staff of the Homeland Security Committee’s Permanent Subcommittee on Investigations concluded the U.S. Coast Guard must do more to eliminate sexual harassment in its ranks and at the service’s academy and should use evidence uncovered by the panel to prosecute perpetrators.

“The Subcommittee has heard from more than 80 whistleblowers, who together have made clear the need for immediate change both at the Academy and in the Coast Guard,” the report’s conclusion says. “Their stories detail systemic sexual assault and harassment, including a culture of silencing, retaliation, and failed accountability. Although Operation Fouled Anchor initially brought these problems to light, they span both the Academy and the Fleet – the Coast Guard as a whole must work to build a culture in which everyone is safe, respected, and

valued.”

The panel has been looking into the issue for more than a year, and recently [held a hearing](#) featuring Coast Guard Commandant Admiral Linda L. Fagan as the main witness, focusing on Operation Fouled Anchor, the Coast Guard’s investigation into sexual harassment allegations. Members of the panel charged the service had buried the results of its own investigation until CNN brought them to light. Fagan pledged to be transparent in dealing with the issue, which is also being investigated by the service’s inspector general.

However, in a “note from the chair” that begins the new report, panel chairman Sen. Richard Blumenthal of Connecticut writes, “I am deeply disappointed by the Coast Guard’s responses to this Subcommittee’s requests for critically necessary information. Despite repeatedly and publicly claiming a commitment to transparency, the organization has often resisted constructive responses. Such repeated opposition to disclosure has made us wonder whether the Coast Guard is, once again, attempting to escape Congressional scrutiny.”

Victim Reports

The report includes statements from numerous reports of sexual assault going back decades, as well as what survivors describe as attempts to silence them.

“These stories, spanning from the 1970s through the 2020s, depict systemic failures at the Coast Guard Academy and in the Coast Guard that continue to this day,” the report says.

In one account, “after learning that she had experienced months of sexual misconduct, a superior allegedly told an enlisted whistleblower: ‘Okay, I want you to think about these men and their careers. They could lose their jobs over this, and you could ruin their lives. And then CGIS [Coast Guard Investigative Services] is going to show up and make you out

to be a liar. No one will believe you. Do you want that? I want you to think about all of this before you decide to tell anyone else.’”

In some cases, “fear of punishment for collateral misconduct deterred victims of abuse from reporting. One whistleblower shared that, as a cadet in the 2010s, the threat of discipline for unrelated misconduct was used to keep her from reporting repeated sexual assaults by the same perpetrator for a year. She said: ‘He blackmailed me, using his position over me and the fact that I drank underage to get me to have sex with him. He knew that I would get into more trouble for underage drinking than he would for blackmailing me for sex. He was right. ...’”

Blumenthal’s opening note says the subcommittee will continue its work, and “our continuing investigation is likely to provide evidence that will assist and motivate the Coast Guard to impose discipline. It is imperative that the Coast Guard uses all means available to hold accountable both individual perpetrators and the leadership that covered up their wrongdoing ... the culture will not change until the Coast Guard makes clear that sexual assault and harassment will not be tolerated.”

Coast Guard Response

The Coast Guard provided a statement to *Seapower* in response to the report.

“Sexual assault, sexual harassment, and all forms of abuse have no place in the Coast Guard. We are committed to fostering [lasting institutional and cultural change](#) that ensures a safe and respectful environment free of sexual assault, sexual harassment, and other harmful behaviors. Should such incidents occur, the Coast Guard is committed to supporting victims, upholding the law, and reinforcing the service’s core values,” the statement says.

“We are actively implementing the commandant’s 33 directed actions announced in November 2023 to strengthen our service culture, improve support and care of victims, and hold perpetrators accountable. Our progress completing 18 of these directed actions so far represents the early stages of enduring change that will ensure every person in the Coast Guard experiences a safe work environment where they are respected and valued. More information regarding the Coast Guard’s actions to address sexual assault, and ensure accountability, care, and support, is [available here](#).”

Navy Completes Install of First MQ-25 Unmanned Air Warfare Center Aboard USS George H.W. Bush



The first installation of the Unmanned Air Warfare Center (UAWC) aboard USS George H.W. Bush (CVN 77), where air vehicle pilots will control future MQ-25 Stingray airborne operations. (U.S. Navy photo)

Aug 15, 2024

Naval Air Systems Command, Patuxent River, Md. – The Navy recently installed the world's first Unmanned Air Warfare Center (UAWC) aboard USS George H.W. Bush (CVN 77), where Air Vehicle Pilots (AVPs) will control future MQ-25™ Stingray airborne operations.

This major installation was a multi-year effort coordinated across multiple ship availability periods and the ship's deployment schedule.

The CVN-based control room, known as the UAWC, includes software and hardware systems that make up the first fully operational and integrated Unmanned Carrier Aviation Mission Control System (UMCS) MD-5E Ground Control Station (GCS). UMCS is the system-of-systems required for the MQ-25 air vehicle command and control and is critical to the unmanned aircraft refueler's operations.

"CVN 77's UAWC lays the foundation for how the U.S. Navy will operate and control unmanned aircraft, and perhaps other unmanned vehicles, with UMCS," said Unmanned Carrier Aviation (PMA-268) Program Manager Capt. Daniel Fucito. "These systems will initially support the MQ-25 but also future unmanned systems such as Collaborative Combat Aircraft that comprise the Air Wing of the Future."

The GCS, developed by the Navy, includes Lockheed Martin's Skunk Works® Multi Domain Combat System (MDCX™), the power behind the GCS, along with additional supporting equipment and hardware. The hardware installed in the racks and cockpits is the baseline for the production systems currently being fabricated for installation on CVNs 70, 71, and 76 beginning in fiscal year 2025.

“The support we received from all the organizations was incredible,” said Gordon Carlon, acting PMA-268 UMCS CVN installation lead. “Our program is accomplishing things on a much faster timeline than any other normal start-up program.”

PMA-268’s UMCS team worked with multiple program offices, systems commands and shipyards to integrate the UAWC into existing networks and the carrier architecture. The Naval Air Warfare Center Aircraft Division Webster Outlying Field Alteration Installation Team, AirWorks, and Lockheed Martin assisted with the coordination and physical installation of the UAWC while Naval Sea Systems Command, Norfolk Naval Shipyard, and CVN 77 organized schedules, equipment, and logistics.

Early next year, CVN 77 will lead the first at-sea testing of the UAWC’s operational networks, building on initial network testing with a simulated GCS that took place in January aboard USS Abraham Lincoln (CVN 72).

“This will be the first time the AVPs from Unmanned Carrier-Launched Multi-Role Squadron (VUQ) 10 will operate the MD-5 from an aircraft carrier. They will use the actual GCS hardware and software aboard CVN 77 to communicate with a simulated air vehicle in the lab in Pax River,” said Joe Nedeau, PMA-268 UMCS lead.

PMA-268 is the lead systems integrator for MQ-25, working closely with its two prime industry partners, Boeing and Lockheed Martin, to seamlessly integrate the MQ-25 into carrier operations, including deck handling, taxiing and launch and recovery. When operational, MQ-25 will provide an aerial refueling capability to extend the range and flexibility of the carrier air wing.

Coast Guard Offloads More Than \$18M in Illegal Narcotics Interdicted in Caribbean



Bales of cocaine stacked on a pier at Base Miami Beach on August 14, 2024. This offload was the result of drug interdiction efforts by Coast Guard and Navy crews in the international waters of Caribbean. (U.S. Coast Guard photo by Petty Officer 3rd Class Nicholas Strasburg)

From U.S. Coast Guard 7th District, Aug. 15, 2024

MIAMI – The crew of Coast Guard Cutter Robert Yered offloaded more than 1,380 pounds of cocaine with an assessed street value of approximately \$18.1 million in Miami Beach, Wednesday.

A U.S. Coast Guard law enforcement detachment deployed aboard a U.S. Navy ship interdicted the illegal drugs in the international waters of the Caribbean Sea while working alongside interagency and international partners.

During the interdiction, the go-fast vessel began taking on water and capsized. A combined Navy and Coast Guard boat crew rescued the three suspected smugglers from the water before recovering bales of jettisoned contraband from the sea.

“I am incredibly proud of the skill and tenacity displayed by our entire team during this interdiction,” said Cmdr. T.J. Orth, commanding officer of USS St. Louis. “This operation was a testament to the capability of our Navy-Coast Guard and interagency teams. The sailors of St. Louis and HSM-50, and Coast Guardsmen of LEDET 105 utilized every resource and capability at their disposal to track and intercept the vessel and then respond to safeguard the lives of the three suspected smugglers.”

The following assets and crews were involved in the interdictions:

- USS St. Louis (LCS 19)

- U.S. Coast Guard Tactical Law Enforcement Team Pacific (PAC-TACLET) Law Enforcement Detachment (LEDET) 105

- U.S. Navy Helicopter Maritime Strike Squadron 50 (HSM-50) Detachment 4

- Joint Interagency Task Force South (JIATF-South)

The three suspected smugglers will face prosecution in federal courts by the U.S. Department of Justice.

Detecting and interdicting illicit drug traffickers on the high seas involves significant interagency and international coordination. The Joint Interagency Task Force South in Key West, Florida conducts the detection and monitoring of aerial and maritime transit of illegal drugs. Once interdiction becomes imminent, the law enforcement phase of the operation begins, and control of the operation shifts to the U.S. Coast Guard throughout the interdiction and apprehension. Interdictions in the Caribbean Sea are performed by members of the U.S. Coast Guard under the authority and control of the Coast Guard's Seventh District, headquartered in Miami.

This interdiction is part of an Organized Crime Drug Enforcement Task Forces (OCDETF) Strike Force Initiative, which provides for the establishment of permanent multi-agency task force teams that work side-by-side in the same location. OCDETF identifies, disrupts, and dismantles the highest-level criminal organizations that threaten the United States using a prosecutor-led, intelligence-driven, multi-agency approach. Additional information about the OCDETF program can be found at <https://www.justice.gov/OCDETF>.

U.S., France Naval Forces Conduct Bilateral Operations in Indo-Pacific



PHILIPPINE SEA (Aug. 13, 2024) – The Arleigh Burke-class guided-missile destroyer USS Dewey (DDG 105) sails alongside the French Navy Aquitaine-class frigate FS Bretagne (D 655) during bilateral operations in the Philippine Sea, Aug. 13, 2024. (French Navy Courtesy Photo)

From Commander, Task Force 71/Destroyer Squadron 15, 15 August 2024

The U.S. Navy and French Navy joined forces to conduct bilateral operations in support of a free and open Indo-Pacific in the Philippine Sea, Aug. 13.

The operations included U.S. Navy Arleigh Burke-class guided-missile destroyer USS Dewey (DDG 105) and the French Navy Aquitaine-class frigate FS Bretagne (D655).

“The U.S. 7th Fleet takes regular steps to advance our interoperability with allies and partners in the Indo-Pacific, as we did during this week’s bilateral operation with our longstanding French Navy allies,” said Vice Adm. Fred Kacher,

commander, U.S. 7th Fleet. "The work we do together strengthens the combined capabilities of our professional maritime forces and enhances our ability to deter conflict in the region."

The ships conducted formation sailing, combined communication, and simulated refueling at sea.

"Our bilateral training affirms the high level of interoperability between French and American navies," said Capt. Audrey Boutteville, commanding officer of Bretagne. "The newly-swapped crew of the FS Bretagne continues to ride with high spirits established during RIMPAC as demonstrated with our cooperation with the U.S. Navy in the Philippine Sea!"

The U.S. Navy regularly operates alongside our allies in the Indo-Pacific region as a demonstration of our shared commitment to the rules-based international order. Bilateral operations such as this one provides valuable opportunities to train, exercise and develop tactical interoperability across allied navies in the Indo-Pacific.

"Professional engagement with allies, partners, and friends operating in the region allows us to build upon our existing, strong relationships and learn from each other," said Cmdr. Nicholas Maruca, commanding officer of Dewey. "These sails are great opportunities to enhance interoperability, information sharing and combined warfighting capabilities with our partners and allies through realistic scenarios across a number of warfare areas."

Dewey is forward-deployed and assigned to Destroyer Squadron (DESRON) 15, the Navy's largest DESRON and the U.S. 7th Fleet's principal surface force.

U.S. 7th Fleet is the U.S. Navy's largest forward-deployed numbered fleet, and routinely interacts and operates with

allies and partners in preserving a free and open Indo-Pacific region.

GA-ASI'S MQ-9B SeaGuardian Showcased at RIMPAC 2024



Sonobuoy Dispensing System and LRASM Among the New Capabilities Featured

SAN DIEGO – 14 August 2024 – With the completion of the U.S. Navy's Rim of the Pacific (RIMPAC) flight operations on July 28, 2024, the MQ-9B SeaGuardian Unmanned Aircraft System (UAS) supplied by General Atomics Aeronautical Systems Inc., self-deployed back to its home base in El Mirage, Calif., but only after introducing an array of new capabilities. The flight home followed close to 100 flight hours supporting RIMPAC 2024 over the four-week exercise in and around the Hawaiian Islands.

RIMPAC is the world's largest international maritime exercise. RIMPAC 2024 featured 29 nations, 40 surface ships, three submarines, 14 national land forces, more than 150 aircraft, and 25,000 personnel.

SeaGuardian provided real-time Intelligence, Surveillance, and Reconnaissance (ISR) data feeds to the U.S. Pacific Fleet Command Center using Signals Intelligence (SIGINT) parametrics and full-motion video to the watch floor and intelligence centers for real-time dynamic tasking – just as it did for the [RIMPAC 2022](#) exercise. This year, SeaGuardian delivered some new features and capabilities, including Long Range Anti-Ship Missile (LRASM) targeting and a new Sonobuoy Dispensing System (SDS) to support its Anti-Submarine Warfare capability. SeaGuardian was configured with a prototype SDS pod capable of deploying 10 A-size sonobuoys per pod (SeaGuardian can carry up to four SDS pods or up to 40 sonobuoys) and the SeaVue Multi-role radar from Raytheon, an RTX business. Upon dispensing, the sonobuoys were successfully monitored and controlled by the SeaGuardian's onboard Sonobuoy Monitoring and Control System (SMCS).

SeaGuardian is a maritime derivative of the MQ-9B SkyGuardian and remains the first UAS that offers multi-domain Intelligence, Surveillance, Reconnaissance, and Targeting (ISR&T) as an internal payload that can search the ocean's surface and depths in support of Fleet Operations. At RIMPAC 2024, SeaGuardian showcased all operational payloads, which includes the SeaVue, SNC's Electronic Support Measures (ESM) solution, an Automatic Identification System (AIS), and a self-contained Anti-Submarine Warfare (ASW) system.

SeaGuardian's multi-domain capabilities allow it to flex from mission to mission and pass real-time sensor data directly to the Fleet. For RIMPAC 2024, SeaGuardian added Link 16 Joint Range Extension Application Protocol (JREAP) "C" (internet protocol) and an integrated Minotaur Mission System to provide real-time sensor data for the various Maritime Operations

Centers, ships, and aircraft with Minotaur nodes.

“For RIMPAC, the MQ-9B effectively passed ISR&T information to various surface and air units, such as the Nimitz-class carrier USS Carl Vinson, guided-missile destroyers (DDGs), littoral combat ships (LCS), frigates, patrol boats, P-8s, P-3s, and numerous other U.S. and foreign units that took part in the exercise,” said GA-ASI President David R. Alexander.

On July 31, 2024, SeaGuardian self-deployed back to GA-ASI’s Desert Horizon Flight Operations Facility in El Mirage, Calif.

USS Oscar Austin One of Two U.S. Navy DDGs Homeport Shifting to Rota, Spain



From Commander, Naval Surface Force, Atlantic, 14 August 2024

NORFOLK, Va. – USS Oscar Austin (DDG 79) is scheduled to change its homeport from Naval Station Norfolk, Va. to Rota Naval Base, Spain, in the fall of 2024.

Oscar Austin is the first of two additional Arleigh Burke-class guided-missile destroyers to join the current Forward Deployed Naval Force-Europe (FDNF-E) force – adding additional capabilities to the U.S. European Command (EUCOM) and U.S. Africa Command (AFRICOM) areas of responsibility. The addition of these two ships will be phased, with the second arriving in 2026. The second ship will be named closer to its arrival.

“Shifting Oscar Austin’s homeport to Rota is the next step in bolstering U.S. and NATO maritime presence and combat power in Europe as well as increasing the capacity to execute the One Atlantic concept,” said Adm. Daryl Caudle, commander, U.S. Fleet Forces Command. “The One Atlantic concept improves the ability to share, leverage, and fully utilize naval forces in response to threats and strategic competitors while conducting multi-mission operations across the Atlantic by multiple

Combatant Commanders.”

The move will increase the U.S. Navy’s forward-deployed operational footprint in EUCOM to five destroyers in Rota. The increased presence reinforces the U.S. Navy’s commitment to its enduring relationship with maritime allies in Spain, and it enhances operations to support maritime security alongside allies and partners in Europe and Africa, strengthening the trans-Atlantic link. The addition will enable additional coordination between U.S. and Spanish navies on ship maintenance and training.

Operating naval forces from Spain maximizes flexibility and ensures access to strategic global crossroads. The addition of Oscar Austin to Rota will allow for more operational flexibility within the European theater. The arrival of the ship will provide a mitigation of operational tempo for other FDNF-E Sailors assigned to ships in Rota, improving quality of life and decreasing operational stressors.

On May 8, 2023, the U.S. Ambassador to Spain, Julissa Reynoso, signed in Madrid on behalf of President Biden the enhancement of the Defense Cooperation Agreement with the Kingdom of Spain to increase the U.S. Navy’s presence at Rota Naval Base, Spain, from four Arleigh Burke-class guided-missile destroyers to six.

The initial decision to base destroyers out of Spain is part of the U.S. European Phased Adaptive Approach announced by President Obama in 2009. Since its announcement, the U.S. has broadened its Ballistic Missile Defense (BMD) capabilities in theater including increasing FDNF-E from four to six and the finalization of the second Aegis Ashore site in Poland.

Oscar Austin is the first Flight IIA Arleigh Burke-class, guided-missile destroyer and proudly bears the name of Pfc. Oscar P. Austin, United States Marine Corps. USS Oscar Austin was commissioned on August 19, 2000, in Norfolk, Va. Oscar

Austin is ballistic missile defense, anti-submarine, and anti-surface warfare capable. The ship can embark two MH-60R Seahawk helicopters to assist in anti-submarine and other warfare areas. Destroyers can work with Carrier Strike Groups, Surface Action Groups, Expeditionary Strike Groups or independently.

USS Ronald Reagan Arrives in Bremerton



The Nimitz-class aircraft carrier USS Ronald Reagan (CVN 76) transits Puget Sound towards its new homeport at Naval Base Kitsap, Washington, following a three month underway, Aug. 13, 2024. (U.S. Navy photo by MC1 Heather C. Wamsley)

14 August 2024

NAVAL BASE KITSAP, Wash. - Ronald Reagan departed Yokosuka, Japan, May 16, where it's been forward deployed since 2015, and served as the U.S. Navy's only forward-deployed aircraft carrier, operating in the 7th Fleet area of responsibility (AOR), maintaining a free and open Indo-Pacific.

As Ronald Reagan returned to the United States, it participated in exercise Valiant Shield 2024, a port visit in Guam, and transitioned to the 3rd Fleet AOR where it conducted a hull swap.

"I am incredibly proud of our crew and the work they've accomplished in our time as the Navy's only forward-deployed aircraft carrier," said Capt. Daryle Cardone, commanding officer of USS Ronald Reagan. "They were asked to perform at the highest level and exceeded those expectations. Now we are looking forward to making upgrades to the ship, and even more well-deserved time stateside for the crew."

While the ship pulled in, hundreds of Ronald Reagan Sailors manned the rails in their service dress white uniforms as friends and family members awaited the arrival on the pier.

"I'm so happy to finally see my family after this deployment," said Operations Specialist 1st Class Hilaire Kouamo, while being surrounded by his wife and kids. "I love them so much and I'm happy to be back."

During the underway, Ronald Reagan participated in the first-ever multinational exercise Valiant Shield 2024 with U.S. Indo-Pacific Command's joint forces and Japan Self-Defense Forces. This exercise spanned from June 7 to June 18 and included complex multi-axis and multi-domain operations, further strengthening the relationship and interoperability of the U.S. and its allies.

Ronald Reagan also made a scheduled port visit to Guam, where Sailors volunteered with local communities, and explored the

island's sights, history, and culture.

Following the underway, Nimitz-class aircraft carrier George Washington (CVN 73) met Ronald Reagan in San Diego for a hull swap. As part of the transition, the embarked Air Wing and Staffs, including Task Force 70 (CTF 70), Carrier Air Wing 5 (CVW 5), and Destroyer Squadron 15 (DESRON 15) transferred to George Washington along with approximately 350 Sailors; 13 percent of the USS Ronald Reagan crew. These sailors cross decked to George Washington bringing with them their vast operations experience for its time as the new forward-deployed aircraft carrier while Ronald Reagan shifts to a new operational environment.

"Even though Ronald Reagan's time in 7th fleet is over, we are still in the fight," said Cardone. "The success of our previous deployments is a testament of the crew's warfighting capability and displays our adaptability in an ever-changing theater. Everything we accomplished while forward-deployed carries over as we continue to improve the ship and prepare the crew for Ronald Reagan's next chapter."

As an integral part of U.S. Pacific Fleet, U.S. 3rd Fleet operates naval forces in the Indo-Pacific in addition to providing realistic and relevant training necessary to flawlessly execute our Navy's timeless roles of sea control and power projection. U.S. 3rd Fleet works in close coordination with other numbered fleets to provide commanders with capable, ready forces to deploy forward and win in day-to-day competition, in crisis, and in conflict.

Naval Base Kitsap is the Navy's third largest fleet concentration area in the United States, and arguably the most complex. They are home to more than 70 tenant commands, including Commander, Navy Region Northwest; Commander, Submarine Group 9; Commander, Carrier Strike Group 3; Naval Facilities Engineering Command Northwest; Naval Undersea Warfare Center Keyport; and Puget Sound Naval Shipyard and

Intermediate Maintenance Facility. Spanning more than 12,000 acres across the Kitsap Peninsula, they support a diverse range of strategic missions, including all types of submarines, Nimitz-class aircraft carriers, Puget Sound Naval Shipyard and Manchester Fuel Depot. NBK is also the home of several Research, Development, Testing & Evaluation commands that ensure the Navy's technological advantage. NBK and its supported commands produce substantial economic benefits to our surrounding communities.

U.S. Coast Guard Announces Juneau Homeporting for Future Icebreaker



From U.S. Coast Guard Headquarters, Aug. 14, 2024

WASHINGTON – The U.S. Coast Guard announced Wednesday it will homeport a commercially procured icebreaker in Juneau.

The Coast Guard is acquiring the Aiviq, a U.S. registered ship originally built to serve as an Arctic oil-exploration support vessel, which has an icebreaking capability sufficient to serve as a Coast Guard medium polar icebreaker, following modification.

“The United States is an Arctic nation, and the Coast Guard is vital to providing presence in our sovereign waters and the polar regions,” said Adm. Kevin Lunday, Coast Guard vice commandant. “As we continue to build the Polar Security Cutters, acquiring a commercially available polar icebreaker will enable the Coast Guard to increase our national presence in the Arctic, and homeporting this cutter in Alaska demonstrates the Service’s steadfast commitment to the region.”

The Coast Guard was appropriated \$125 million in fiscal year 2024 to purchase a commercially available icebreaker. Currently, the Aiviq is the only U.S. built commercial vessel meeting necessary icebreaking standards. The Service anticipates the vessel will reach initial operational capability in two years.

The Coast Guard has been the sole provider of America’s polar icebreaking capability since 1965 and is seeking to increase its icebreaking fleet with new Polar Security Cutters. The Coast Guard currently operates two polar icebreakers, the Coast Guard Cutter Healy, a medium polar icebreaker, and the Coast Guard Cutter Polar Star, the only U.S. heavy polar icebreaker.