

PROFILES IN SERVICE – Chief Magda Fernandez

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Navy Concludes EOC Westpac Deployment of MQ-4C Triton UAV



ARLINGTON, Va.— The U.S. [Navy is concluding the first deployment](#) of a detachment of MQ-4C Triton high-altitude, long-endurance maritime intelligence, surveillance,

reconnaissance and targeting (MISR&T) unmanned aerial vehicles, ending the Early Operational Capability deployment of the Triton, paving the way for the UAV's Initial Operational Capability.

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 two MQ-4Cs deployed from VUP-19's maintenance base in Naval Air Station Point Mugu, California. While deployed, the maintenance detachment moved to Naval Station Mayport, Florida, which is near the squadron's operations center in Jacksonville. One of the two deployed Tritons arrived in Mayport in December to be used for training.

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 scheduled to bring the Triton to Initial Operational Capability later in 2023 when it deploys a full "orbit" of Tritons to the 7th Fleet's Task Force 72. With a full orbit, a squadron detachment will be able to maintain a Triton on patrol 24/7.

Last October, [Seapower reported](#) that Vice Adm. Karl Thomas, commander, U.S. 7th Fleet, said the fleet is working to build up an orbit "to learn our way through some of the capabilities

that an EP-3 [Aries II Orion electronic reconnaissance aircraft] might bring back. It will be a different way of processing the information than we do with our EP-3s, so we're working as a Navy to see how we seamlessly transition."

"VUP-19 plans to introduce this capability to more fleet areas around the globe, paving the way for future Navy unmanned systems," the Navy release said.

Marine Commandant is Bullish on Flight II LPD Capabilities



The Flight I amphibious transport dock ships USS San Antonio (LPD 17) and USS New York (LPD 21) in 2011 off the coast of Virginia. They are being succeeded by the Flight II LPD. *U.S. NAVY / Mass Communication Specialist 1st Class Edwin F. Bryan*

WASHINGTON – The Marine Corps commandant praised the Flight II version of the San Antonio-class amphibious platform dock ship (LPD) and re-iterated his position that 31 large and medium amphibious warships is the minimum needed to enable amphibious power projection for the Marine Corps.

“The Flight II program is a huge success,” said General David H. Berger, speaking in a conversation with Defense One reporter Caitlin Kennedy during the March 16 Defense One State of the Marine Corps webcast. “To us, the Flight II is exactly what we need to replace the LSD.”

The Flight II LPD is designed to replace the old Whidbey Island-class dock landing ships (LSDs). With the Navy’s 2023 budget, the Navy had planned to retire four LSDs, but Congress refused to consent and prohibited the Navy from decommissioning them. In the 2024 budget proposal, the Navy is requesting to retire three of the LSDs.

However, the Navy is planning to gap procurement of the Flight II ships for at least five years in the 2024 Future Years Defense Plan while it evaluates the requirements of the Navy and Marine Corps and the construction costs of the ships.

“The decommissioning of the older ones [LSDs] and a strategic pause [in LPD Flight II procurement] causes a dilemma,” Berger said.

The Navy in 2014 decided to use the Flight I LPD hull as the basis for the Flight II design as a cost-saving measure. Berger said the cost of as Flight II ship was \$1.62 billion, compared to \$2 billion for a Flight I ship.

The commandant also said that the number large and medium amphibious warships needed was nothing less than 31, noting that if the number drops below 31, the nation will lack the Marine presence to respond to crises. He pointed to lack of an amphibious ready group and associated Marine Expeditionary Unit in the Mediterranean Sea to respond to the need disaster relief following the recent earthquake in Türkiye.

“If the net number of amphibious ships starts to drop ... and you don’t have the amphibious ships that you need – we have the Marines, the Navy has the Sailors – the limiting factor here is the number of ships,” he said. “If that happens, you can’t respond in the timeline, you can’t respond when the need is urgent. This is the underpinning of our national strategy ... the ability to support allies and partners and deter something from happening. You need to be forward to do that.”

Berger also re-iterated his support for Chief of Naval Operations Admiral Michael Gilday’s number one priority of readiness. The commandant said the funds for ship maintenance the Navy proposed in the 2024 budget, “were absolutely a step in the right direction.”

Austal USA Awards Contract to Fairbanks Morse Defense for Cross Company Portfolio of OPC WMSM-919 Equipment

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The Official Publication of the Navy League of the United States

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Marine defense contractor leverages resources from the company's multiple brands to reinforce position as a single-source supplier

BELoit, Wis. – March 16, 2023 – [Fairbanks Morse Defense](#) (FMD), a portfolio company of Arcline Investment Management (Arcline), has been awarded a contract by Austal USA for a portfolio of equipment to support the construction of WMSM-919, the U.S. Coast Guard's next Heritage-class Offshore Patrol Cutter (OPC). The portfolio includes systems from the company's multiple brands, reinforcing FMD's position as a single-source defense contractor capable of providing fully integrated solutions for maritime defense.

"Receiving this contract from Austal encapsulates what we've been working toward in recent years through the acquisition of several strategic maritime suppliers," said FMD CEO George Whittier. "The industry recognizes the tremendous added value we can bring through our ability to provide projects with a comprehensive equipment portfolio that spans all of our brands. We look forward to working with Austal on this program and further demonstrating our wide range of capabilities."

Four of FMD's recently acquired companies will be involved in this contract. The cross-company package for WMSM-919 includes the following:

- Main Propulsion Diesel Engines (2) through Fairbanks Morse Defense

- Hangar Door (1) through Federal Equipment Company (FEC)
- Stores Elevator (1) through Federal Equipment Company (FEC)
- Reverse Osmosis System (1) through Maxim Watermakers
- All-Electric Davits (2) through Welin Lambie
- Various Electrical Components (cable trays, light supports, piping supports, down comers, stuffing tubes, etc.) through Research, Tool & Die (RT&D)

In July 2022, Austal USA was awarded a contract from the Coast Guard for detail design and material acquisition for the fifth OPC hull, with an option for up to 11 hulls.

FMD was previously contracted to provide the main propulsion engines for the Argus (WMSM-915), Chase (WMSM-916), Ingham (WMSM-9170), and Rush (WMSM-918). Earlier this year, the Coast Guard awarded FMD a contract for opposed-piston engine parts for its Bay Class icebreaking tugboats.

For more than 100 years, FMD has provided products and services to the Coast Guard and Navy. Today, the defense contractor powers over 65% of the Coast Guard's ships with medium-speed applications and supplies davits to 4 different classes of Coast Guard vessels.

The defense contractor has rapidly expanded its array of best-in-class marine technologies, OEM parts and turnkey services for marine defense customers through expansion and acquisitions of companies that include Federal Equipment

Company (FEC), Hunt Valve, Maxim Watermakers, Research Tool & Die (RT&D), Ward Leonard, and Welin Lambie. FMD is unlocking the future of maritime technology through its recently launched Center of Technology Excellence.

About Fairbanks Morse Defense (FMD)

Fairbanks Morse Defense (FMD) builds, maintains, and services the most trusted naval power and propulsion systems on the planet. For more than 100 years, FMD has been a principal supplier of a growing array of leading marine technologies, OEM parts, and turnkey services to the U.S. Navy, U.S. Coast Guard, Military Sealift Command, and Canadian Coast Guard. FMD stands ready to rapidly support the systems that power military fleets without compromising safety or quality. In times of peace and war, the experienced engineers, sailors, and technicians of FMD demonstrate our commitment to supporting the mission and vision of critical global naval operations wherever and whenever needed. FMD is a portfolio company of Arcline Investment Management.

U.S. Coast Guard Cutter Polar Star completes Operation Deep Freeze 2023 mission, departs Antarctica



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

March 15, 2023

The U.S. Coast Guard Cutter Polar Star (WAGB 10) and crew departed the Antarctic region March 2, after 67 days below the Antarctic Circle in support of Operation Deep Freeze 2023.

The Polar Star and crew broke a 17-mile channel through fast ice and conducted over 1,600 hours of ice breaking operations to create a navigable route for cargo vessels to reach McMurdo Station. The Polar Star and crew executed more than 60 hours of ice escorts for cargo vessels through difficult pack ice conditions.

“Though sea ice around the Antarctic continent overall has been determined to be at one of the lowest in recent history, the sea ice in McMurdo Sound was observed to be at the highest concentration on record dating back to at least 2012,” said

Lt. Cmdr. Don Rudnickas, the onboard ice analyst. "The pack ice conditions this year were difficult and made icebreaker support critical not only for establishing the fast ice channel, but for the close escort through pack ice of three of the four cargo vessels resupplying McMurdo Station."

While operating in Antarctica, the Polar Star and crew made two logistical stops at McMurdo Station. After the first stop in McMurdo, the cutter and crew assisted in moving a 30,000-ton aging and degraded ice pier from Winter Quarters Bay to make way for a modular causeway system that was installed for the season. The cutter also provided an ice escort to motor vessel Ocean Giant and crew, who delivered the 65-ton MCS that was offloaded, assembled, and used as a pier to replace the traditional ice pier used for cargo operations.

"The Antarctic region is a harsh and challenging environment to operate in," said Lt. Cmdr. Benjamin Litts, operations officer. "Despite the inhospitable conditions, our crew adapted and tirelessly performed at the highest level to ensure mission success."

Before departing the Antarctic Region, the cutter also visited Palmer Station, the United States' research facility located on the Antarctic Peninsula. Polar Star personnel went ashore to meet with the station manager and staff, tour the facility, and shared camaraderie in one of the most remote regions on the planet. This was the first visit from a U.S. Coast Guard icebreaker to Palmer Station since 1987.

"Ice breaking in Antarctica is a unique and dynamic mission requiring months of preparation and coordination among all our partners," said Capt. Keith Ropella, commanding officer. "Mission success was a result of our crew working with fellow service members from the U.S. Air Force, Army, and Navy as a Joint Task Force to continue our proud support of the United States Antarctic Program."

Operation Deep Freeze is the annual logistical support mission provided by the Department of Defense to the National Science Foundation (NSF) managed by the U.S. Antarctic Program (USAP). This includes coordination of strategic inter-theater airlift, tactical intra-theater airlift and airdrop, aeromedical evacuation support, search and rescue response, sealift, seaport access, bulk fuel supply, port cargo handling, and transportation requirements supporting the NSF. This is a unique mission demonstrating U.S. commitment to the Antarctic Treaty and to research programs conducted for the betterment of all humanity. The Polar Star and crew contribute to this yearly effort through icebreaking to clear the channel for supply vessels.

The Polar Star is the United States' only asset capable of providing access to both Polar Regions. It is a 399-foot heavy polar icebreaker commissioned in 1976, weighing 13,500 tons and is 84-feet wide with a 34-foot draft. The six diesel and three gas turbine engines produce up to 75,000 horsepower.

Flag Officer Announcement

[Release from the Department of Defense](#)

Flag Officer Announcement

MARCH 15, 2023

Secretary of Defense Lloyd J. Austin III announced today that the president made the following nominations:

Navy Rear Adm. (lower half) Kenneth R. Blackmon for appointment to the grade of rear admiral. Blackmon is currently serving as reserve director for maritime operations, United States Fleet Forces Command, Norfolk, Virginia.

Navy Rear Adm. (lower half) Marc S. Lederer for appointment to the grade of rear admiral. Lederer is currently serving as reserve deputy for fleet readiness and logistics, N4R, Office of the Chief of Naval Operations, Washington, D.C.

Navy Rear Adm. (lower half) Robert C. Nowakowski for appointment to the grade of rear admiral. Nowakowski is currently serving as reserve vice commander, United States Naval Forces, United States Central Command, Fifth Fleet, Manama, Bahrain.

Navy Capt. John E. Byington for appointment to the grade of rear admiral (lower half). Byington is currently serving as deputy chief of staff for strategic plans and policy, Naval Information Force Reserve Region Southeast, Jacksonville, Florida.

Navy Capt. Jeffrey J. Jurgemeyer for appointment to the grade of rear admiral (lower half). Jurgemeyer is currently serving as chief of staff, United States Surface Force Pacific, San Diego, California.

Navy Capt. Richard S. Lofgren for appointment to the grade of rear admiral (lower half). Lofgren is currently serving as commanding officer, Naval Reserve, Fourth Fleet/United States Naval Forces Southern Command, Mayport, Florida.

Navy Capt. David E. Ludwa for appointment to the grade of rear admiral (lower half). Ludwa is currently serving as executive officer, Naval Reserve, United States Pacific Fleet Logistics Readiness Center, San Diego, California.

Navy Capt. Michael S. Mattis for appointment to the grade of rear admiral (lower half). Mattis is currently serving as

deputy commander, Navy Reserve Region Readiness and Mobilization Command, San Diego, California.

Navy Capt. Richard W. Meyer for appointment to the grade of rear admiral (lower half). Meyer is currently serving as deputy commander, Navy Region Southeast Reserve Component Command, Fort Worth, Texas.

Navy Capt. Peter K. Muschinske for appointment to the grade of rear admiral (lower half). Muschinske is currently serving as deputy fleet chaplain, Navy Reserve, United States Pacific Fleet, Maritime Headquarters, Detachment One Zero One, Pearl Harbor, Hawaii.

Navy Capt. John A. Robinson III for appointment to the grade of rear admiral (lower half). Robinson is currently serving as chief of staff, Navy Office of Information, Washington, D.C.

Navy Capt. Bryon T. Smith for appointment to the grade of rear admiral (lower half). Smith is currently serving as commanding officer, Navy Reserve, Navy Installations Command Emergency Operations Center, Washington, D.C.

Navy Capt. Michael R. Vanpoots for appointment to the grade of rear admiral (lower half). Vanpoots is currently serving as deputy commander, Navy Reserve Region Readiness and Mobilization Command, Norfolk, Virginia.

Navy Capt. Marc F. Williams for appointment to the grade of rear admiral (lower half). Williams is currently serving as regimental commander, Naval Construction Group One, Port Hueneme, California.

Wittman Statement on AUKUS Announcement



March 13, 2023

Wittman Statement on AUKUS Announcement

WASHINGTON, D.C. – Today, Congressman Rob Wittman (VA-01), Vice Chairman of the House Armed Services Committee, released the following statement in response to today’s conference on the path forward for AUKUS:

“First, I commend our three countries for their focus on continuing to realize the promise of AUKUS. At its core, the security framework is an agreement between the United States and the incredibly close friends and allies we find in Australia and the United Kingdom to enhance and advance our shared security priorities in the Indo-Pacific. We must never lose sight of that. AUKUS is far from a zero-sum game, and the

success of the framework is critical to deepening our relationship with our allies, expanding our industrial base, and building a more stable Indo-Pacific region. China is watching our actions in the Indo-Pacific very closely—Beijing’s own military ambitions grow by the day. AUKUS at its inception and today reflects a landmark moment for our countries to demonstrate resolve, alignment, and commitment to peace and strength in this era of Great Power Competition.

“I believe that done properly, AUKUS will be a win-win and serve as a critical opportunity to fully leverage our shared resources and grow our industrial base to support both US and Australian submarine construction. As I have consistently said, US support of Australia in their submarine construction cannot be at the expense of the US imperative to build at least 2 Virginia-class submarines per year and ultimately field 66 attack submarines in the US fleet. AUKUS will not realize its full potential if the overall number of submarines crewed by AUKUS members in the Pacific does not increase above current shipbuilding plans over the next decade—our shared strategic environment demands nothing less. We must, and will, continue to invest in our combined industrial bases in order to reach the full potential of AUKUS.”

Congressman Rob Wittman represents the 1st District of Virginia. He serves on the House Natural Resources Committee and the House Armed Services Committee, where he serves as the Vice Chairman of the full committee and as the Chairman of the Tactical Air and Land Forces Subcommittee.

USS ARLEIGH BURKE (DDG 51) RECEIVES SERVICE LIFE EXTENSION



[Release from Naval Surface Force Atlantic Public Affairs](#)

14 March 2023

NAVAL STATION NORFOLK –

OPNAV N96 recently approved a five-year service life extension for USS Arleigh Burke (DDG 51).

First-in-class Arleigh Burke's estimated service life was 35

years, expected to expire in FY 2026, but efforts began early last year to request additional service time for the ship. The approval extension carries the ship out through FY 2031 now, when the ship will be 40 years old.

According to Rear Adm. Brendan McLane, commander, Naval Surface Force Atlantic, the extension is a testament to the success of the DDG 51 program as a whole and is an example of the Navy's enduring relationship with industry partners.

"DDG 51's are the best warships in history. They demonstrate that there are no limits to what we can accomplish with a strong American Navy-industrial partnership," McLane said. "Arleigh Burke-class destroyers are the backbone of the Navy's surface fleet and critical to the Nation and the Navy today and long into the future."

A DDG modernization program is underway to provide a comprehensive mid-life upgrade that will ensure the DDG 51 class possesses the latest long-range fires and terminal defense capabilities. The modernization changes are also being introduced to new construction ships to increase the baseline capabilities of the newest ships in the class, and to provide commonality between new construction ships and modernized in-service ships. The goal of the DDG modernization effort is to increase warfighting capabilities and drive commonality, which enable these ships to remain relevant, to their service life, against current and future threats.

After 30 years in Norfolk, Va., Arleigh Burke shifted homeports to Rota, Spain, on March 26, 2021, to be forward-deployed in U.S. Sixth Fleet. The ship arrived at Naval Station Rota on April 11, 2021, and is on its third patrol.

SURFLANT mans, trains and equips assigned surface forces and shore activities, ensuring a capable force for conducting prompt and sustained operations in support of United States

national interests. The SURFLANT force is composed of nearly 80 ships, 17 pre-commissioning units, and more than 30 shore commands.

Release from General Dynamics Electric Boat

Statement from General Dynamics Electric Boat President Kevin Graney Regarding the AUKUS Agreement

GROTON, Conn. (March 13, 2023) – Today, the United States, United Kingdom and Australia announced the trilateral AUKUS partnership, which will provide Australia with a conventionally armed, nuclear-powered submarine. General Dynamics Electric Boat has a long history of leadership in the design and construction of nuclear submarines from the beginning of naval nuclear propulsion with the USS Nautilus (SSN 571).

“We look forward to working with the Navy and our industry partners to use our knowledge and expertise to support Australia’s acquisition of nuclear submarines and the development of that country’s shipbuilding infrastructure. The AUKUS agreement underscores the critical role submarines play in the defense of our nation and our allies and calls attention to the importance of continuing to grow our submarine industrial base here in the United States,” said Kevin Graney, president, General Dynamics Electric Boat.

Coast Guard Cutter Kimball returns home following Western Pacific patrol



[Release from Coast Guard Pacific Area](#)

March 14, 2023

HONOLULU – The Coast Guard Cutter Kimball (WMSL 756) and crew returned to their Honolulu homeport, Friday, following a 42-day, 10,000 nautical mile Western Pacific patrol.

Kimball was the first U.S. military ship in recent history to visit the port city of Kagoshima, Japan, where the crew

partnered with servicemembers from Japan Coast Guard's 10th District [to plan and conduct combined operations and search-and-rescue exercises](#).

Kimball's crew met with Japan Coast Guard senior leadership and hosted Japan Coast Guard servicemembers, U.S. Consulate Fukuoka staff, community leaders and local media aboard the cutter during the port visit in support of Operation SAPPHIRE.

Operation SAPPHIRE is a [joint agreement between the U.S. and Japan Coast Guards](#) signed in 2022 for enhancing cooperation between the two sea services. SAPPHIRE is an acronym for the 'Solid Alliance for Peace and Prosperity with Humanity and Integrity on the Rule of law-based Engagement.'

"By collaborating with Japan Coast Guard members and conducting evolutions that enhanced communication and interoperability during the patrol, the crew continued to strengthen a solid foundation for the positive and productive relationship with the maritime service of a like-minded nation," said Captain Tom D'Arcy, Kimball's commanding officer.

Kimball's crew demonstrated proficiency in the ship's aviation program by working with an air operations inspection team to conduct a biennial Shipboard-Aviation Standardization Inspection (AVSTAN). By achieving their AVSTAN certification, Kimball can continue deploying with aviation detachments during future patrols.

Kimball also supported U.S. Coast Guard efforts to increase its presence in the Indo-Pacific. Kimball's crew delivered a MH-65 Dolphin helicopter from Air Station Barber's Point to Santa Rita, Guam, to enable forward operations that extend the service's air coverage in the region.

During the patrol, the cutter's engineering department was presented with the Rear Admiral R. S. Lucas Plaque Award for their outstanding contributions to the Coast Guard's naval engineering program. Members from Kimball's engineering department were cited for excellence and ingenuity during recent patrols and for completing three extensive industrial periods encompassing significant maintenance, contractual repair projects, and casualty repairs valued at over \$4.4 million.

"I am extremely proud of our crew's accomplishments," said D'Arcy. "Kimball continues to remain on the front lines of the Coast Guard's strategic plan. Our engagements in Japan strengthened our existing relationships with international partners who uphold good maritime governance. Kimball's patrol re-affirmed the U.S. Coast Guard's commitment to facilitating a free and open Indo-Pacific."

Commissioned in 2019, Kimball is the Coast Guard's seventh national security cutter and one of two homeported in Honolulu. National security cutters are 418-feet-long, 54-feet-wide and have a displacement of 4,500 long-tons. With a range of 12,000 nautical miles, the advanced technologies of Legend-class national security cutters are designed to support the national objective to maintain the security of America's maritime boundaries and provide long range search-and-rescue capabilities.