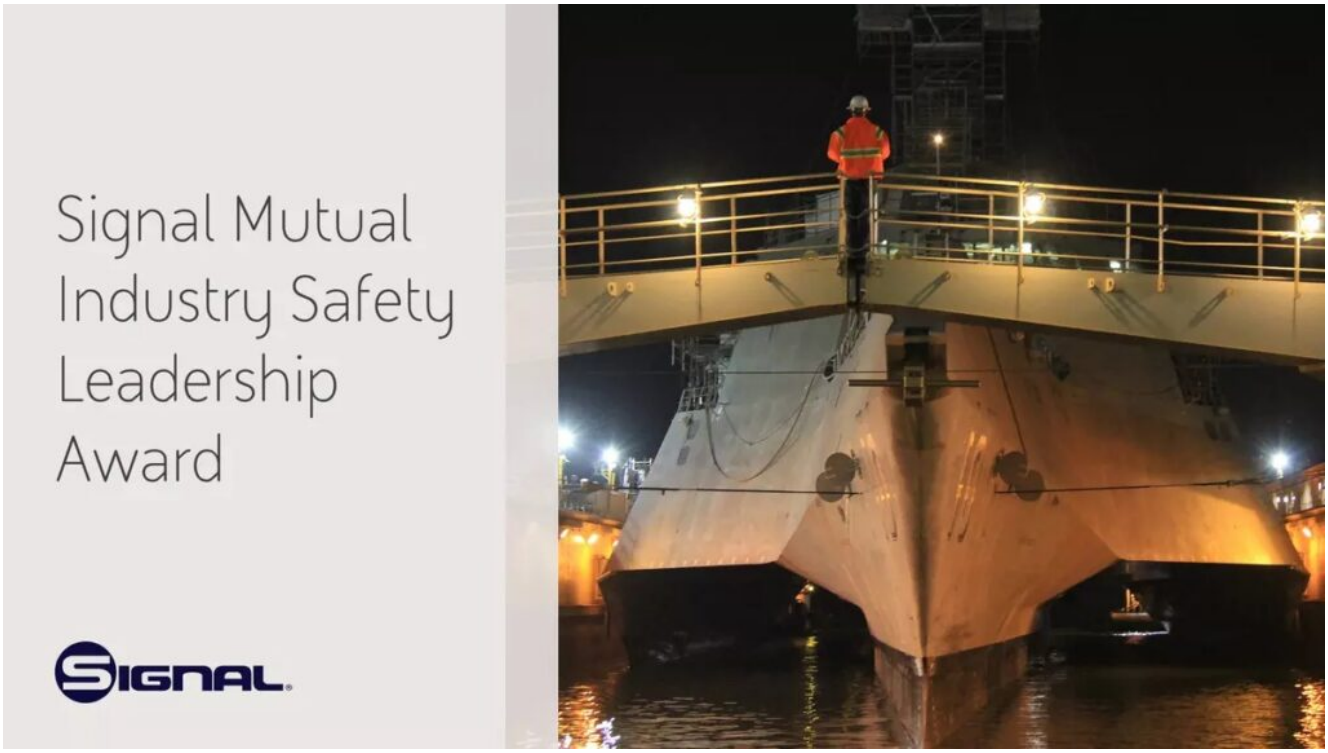
BAE Systems' U.S. shipyards recognized for safety leadership by Signal Mutual



Release from BAE Systems

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NORFOLK, Va. – Feb. 7, 2023 – For the second year in a row, BAE Systems, Inc.'s Ship Repair business has been recognized by Signal Mutual as a top company for safety. The prestigious Signal Mutual Industry Safety Leadership award was presented to BAE Systems, one of only five companies to receive it, during the industry group's annual conference in Salt Lake City this week.

In presenting the award, Signal Mutual noted that, in 2022, BAE Systems had a noteworthy safety culture because of the leadership's clear visibility and engagement of with employees. Signal Mutual also noted that BAE Systems' focus on safety in its shipyards resulted in a low frequency rate of

claims compared to industry standards, no excessive loss cases, and no fatalities for more than two years.

“Shipyards can be hazardous. However, our leaders’ commitment to empowering all employees to declare a ‘Stop Work’ when they see something out of order is critical to ensuring that our teammates complete their work and return home safely every day,” said Paul Smith, vice president and general manager of BAE Systems Ship Repair. “This award instills pride within us as industry leaders, and it inspires us to continue protecting each other and setting high standards for those who work alongside us.”

BAE Systems employs nearly 3,000 people across three shipyards in California, Florida, and Virginia who work alongside thousands of U.S. Navy personnel, commercial vessel owners, subcontractors and vendors who are also based at the sites.

“Everyone in the team is empowered and trusted to be a safety, health, and environmental leader,” said Noushin Sprossel, Safety, Health and Environment (SHE) director for BAE Systems Ship Repair. ”Our tremendous progress towards achieving SHE excellence and recognition for our performance reflects our commitment to make the safety and health of our workforce a priority.”

Signal Mutual is an organization that provides workers’ compensation services to about 300 high-performing organizations in the maritime industry, including nearly 100 shipyard companies.

US Navy partners with Japan Maritime Self-Defense Force to deliver JPALS equipment

An F-35C from Strike Fighter Squadron (VFA) 147 lands on the flight deck of USS Carl Vinson (CVN 70) during flight deck and carrier air traffic control center certification. JPALS initial operational capability was declared following the successful installation, integration and flight certification of the first JPALS production unit aboard USS Carl Vinson in December 2020. JPALS is currently being deployed on all U.S. Navy aircraft carriers and amphibious assault ships. Japan joins the United Kingdom and Italy as foreign military sales customers to procure JPALS.
U.S. Navy photo
Release from the Naval Air Systems Command

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Published:

Feb 7, 2023

NAVAL AIR SYSTEMS COMMAND, Patuxent River, Md.

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The U.S. Navy, in partnership with Japan Maritime Self-Defense Force (JMSDF) representatives, awarded an $8.6 million foreign military sale in December 2022 to Raytheon Intelligence & Space for the procurement and delivery of a Joint Precision Approach and Landing System (JPALS) unit.

The Naval Air Traffic Management Systems Program Office (PMA-213) worked closely with the vendor and the international customer to leverage existing contract options to bring this cutting-edge technology to the JMSDF.

“The urgency with which this contract was completed is a testament to our commitment to closely collaborate with our JMSDF partners, which is critical to the 2022 National Defense Strategy call to bolster robust deterrence in the INDO-PACOM [Indo-Pacific Command].” said Cmdr. Charles Steele, PMA-213 JPALS deputy program manager (DPM).

JPALS, which is a software-based, high-integrity differential GPS navigation and precision landing system, ensures enhanced safety and increased operational capability to equipped aircraft. JPALS enables aircraft to approach and land on ships at sea while operating in all-weather conditions and is integrated on the F-35.

PMA-213 International Programs DPM, Casey Edinger said, “JPALS is a critical enabler of enhanced F-35B Joint Strike Fighter landing capabilities for coalition partners. Japan’s acquisition of JPALS significantly enhances and furthers their modernization goals, operational readiness, force projection, and PACOM [Pacific Command] interoperability operations. In

addition, the execution of this Japanese foreign military sale (FMS) case and the subsequent award to Raytheon demonstrates U.S. Navy and Raytheon's dedication to supporting Japan's commitment to joint coalition force operations and interoperability."

JPALS is currently being deployed on all U.S. Navy aircraft carriers and amphibious assault ships. Japan joins the United Kingdom and Italy to procure JPALS, which is currently deployed on the U.K. Royal Navy's HMS Queen Elizabeth, and the Italian Navy's ITS Cavour. JPALS is scheduled to be deployed on the JMSDF's JS Izumo in 2024.

JPALS has been supporting F-35B deployments on U.S. Navy LH-class amphibious assault ships since 2016 and F-35C deployments on U.S. Navy aircraft carriers since 2021.

"Leveraging existing production capabilities and historical cost/technical data optimized the use of diminishing supply sources, prevented significant price increases, and avoided any deployment schedule impacts," said John Britt, PMA-213 procuring contracting officer.

U.S. Army and Air Force takes over USS Tripoli's Flight Deck

Release from Commander, Naval Surface Forces

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By Petty Officer 2nd Class Maci Sternod

02 February 2023

SAN DIEGO, CA, UNITED STATES –

Amphibious assault carrier USS Tripoli (LHA 7) worked with the United States Army's 16th Combat Aviation Brigade based out of Joint Base Lewis-McChord, Washington, and the United States Air Force's 66th Rescue Squadron, based out of Nellis Air Force Base in Las Vegas, to land both UH-60M Black Hawk, HH-60 Pave Hawk and AH-64 Apache helicopters on Tripoli's flight deck, Jan. 22-26.

"Tripoli helped the Army pilots by giving them the hours of practice landing on a ship so that they could complete their deck landing qualification," said U.S. Marine Corps Maj. Keith

Hibbert, Tripoli’s air operations officer.

As a result of these joint operations, Tripoli was able to cross train with the U.S. Army and U.S. Air Force.

“It was extremely rewarding being able to work with the Air Force and Army during this evolution because it’s not something you get to do every day,” said Lt. Jon Kokot, Tripoli’s mini boss.

The qualification tested not only the pilots, but Tripoli’s flight deck crew as well.
Air Force, Army, and Navy pilots use different terminology and procedures, presenting a unique challenge for Tripoli’s crew. The U.S. Army’s aircraft also require a different procedure to secure them to the flight deck.

“The Apache helicopter has different tie down points for the chains that we’ve never seen before,” said Kokot. “We had to have one of their guys come out and show us how to tie the helicopter down.”

The experience gave Tripoli’s crew a chance to prepare for similar evolutions in the future and expand the ship’s capabilities. The landing qualifications demonstrated that Tripoli has the ability to conduct flight operations with other military branches.

Tripoli is underway conducting routine operations in U.S. 3rd Fleet.

Navy and Industry Partners Complete Production Mk 18 Unmanned Underwater Vehicle Systems

Release from Naval Sea Systems Command

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NEWS | Feb. 3, 2023

Navy and Industry Partners Complete Production Mk 18 Unmanned Underwater Vehicle Systems

By PEO Unmanned and Small Combatants Public Affairs

Washington – The Navy announced today a significant milestone in the delivery of unmanned undersea warfighting capability to the fleet. Production of the MK 18 Mod 2 Unmanned Underwater Vehicle (UUV) program of record has completed.

Managed by the Expeditionary Missions program office under the Program Executive Office for Unmanned and Small Combatants (PEO USC), the MK 18 Mod 2 UUV program began production in 2012 through competitively awarded contracts with Hydroid, Inc. in Pocasset, Massachusetts (now owned by Huntington Ingalls Industries (HII)). Since the initial production lot, more than 90 MK 18 Mod 2 UUV vehicles have been provided to the fleet.

“The Department’s long-standing partnership with HII and their subcontractors demonstrates how mature technologies coupled with innovative acquisition approaches can speed the delivery of critical mission-enabling capabilities to our warfighting forces,” said Capt. Jon Haase, program manager of the Expeditionary Missions program office (PMS 408).

The MK 18 Mod 2 UUVs form a critical component in the Navy’s suite of Expeditionary Mine Countermeasures (ExMCM) Company’s mission capabilities. ExMCM forces provide a rapid, world-wide mine countermeasure response capability that supports Joint Force maneuver in various maritime mission areas. In July 2022, the Navy awarded the Medium Unmanned Undersea Vehicle (MUUV) contract to Leidos to design, test, and manufacture the next generation ExMCM MUUV, known as Viperfish. Viperfish will improve upon the current MK18 Mod 2 UUVs by providing increased ExMCM capabilities.

Future USS Marinette (LCS 25) Delivered to Navy

Release from Naval Sea Systems Command

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By Program Executive Office Unmanned and Small Combatants (PEO USC) Public Affairs

WASHINGTON – The Navy accepted delivery of the future USS Marinette (LCS 25) from Lockheed Martin this week at the Fincantieri Marinette Marine shipyard in Marinette, Wisconsin.

“Today marks a significant milestone in the life of the future USS Marinette,” said Capt. Andy Gold, LCS program manager. “I look forward to the commissioning of Marinette later this year and recognizing the contribution of her namesake town and the

great shipbuilders who bring these warships to life, ensuring they are ready to accomplish mission tasking in support of our nation’s maritime strategy.”

The ship successfully completed her acceptance trial in November 2022, which is the last milestone before the ship is delivered to the Navy. During the trial, the Navy conducted comprehensive tests of LCS 25’s systems, which spanned multiple functional areas essential to a ship being able to perform at sea – including main propulsion and auxiliaries and electrical systems. The ship also performed demonstrations of its operational capabilities, including a full power demonstration, steering and quick reversal, anchor drop test, and combat system detect-to-engage sequence. As a result of these successful trials, the Navy accepted delivery and will continue post-delivery certifications and qualifications to ready her for Fleet operations.

LCS 25 is outfitted with the combining gear correction that will allow for unrestricted operations. The correction addresses a class-wide flaw that was identified as the Fleet deployed these ships in greater numbers.

After her commissioning, planned for June 2023, Marinette will be homeported in Mayport, Florida.

Three more Freedom-variant ships are under construction at the Fincantieri Marinette Marine shipyard in Marinette, Wisconsin. The future USS Nantucket (LCS 27) is scheduled for delivery in the summer of 2023. Additional ships in various stages of construction include the future ships USS Beloit (LCS 29) and USS Cleveland (LCS 31). LCS 31 will be the final Freedom-variant LCS.

The LCS class is now the second-largest surface ship class in production. LCS is a highly maneuverable, lethal, and adaptable ship designed to support focused mine

countermeasures and surface warfare missions. The Freedom and Independence-variant LCS integrate new technologies and capabilities to support current and future operational missions, from deep water to the littorals.

Navy, MSC, Coast Guard Ships Involved in Search and Recovery of Chinese Balloon Payload

The next generation landing craft, ship to shore connector (SSC), landing craft, air cushion (LCAC), successfully

completed well deck interoperability testing with the amphibious dock landing ship USS Carter Hall (LSD 50) and demonstrated the craft are another step closer to fleet integration.
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ARLINGTON, Va. – Three U.S. Navy ships, a Military Sealift Command ship, and three Coast Guard cutters have sortied from the U.S. East Coast and are participating in the search and recovery effort for the payload of the Chinese balloon that was shot down over U.S. territorial waters off South Carolina.

The Harpers Ferry-class dock landing ship USS Carter Hall (LSD 50), Ticonderoga-class guided-missile cruiser USS Philippine Sea (CG 58) and Arleigh Burke-class guided-missile destroyer USS Oscar Austin (DDG 79) took up station to track the descent of the balloon's payload as it fell into the water.

The ships now include the USNS Pathfinder (T-AGS 60), an oceanographic survey ship operated by the Military Sealift Command.

The Coast Guard also has deployed to the salvage area three cutters – USCGC Venturous (WMEC 625), USCGC Richard Snyder (WPC 1127), and USCGC Nathan Bruckenthal (WPC 1128) – as well as small boats and aircraft to ensure the safety of the salvage area.

According to the Defense Department, the payload fell into a depth of 47 feet of water, a depth easily accessible to divers.

Gen. Glen VanHerck, Commander, North American Aerospace Defense Command and United States Northern Command, briefing reporters Feb. 6, said that the recovery effort was being led by Adm. Daryl Caudle, commander of U.S. Fleet Forces Command and U.S. Naval Forces, U.S. Northern Command.

VanHerck said the Navy ships in the vicinity of the splashdown of the balloon are collecting and categorizing debris.

“The Pathfinder is a ship that conducts survey operations using sonar and other means to map out the debris field,” VanHerck said. “It’s capable of conducting oceanographic, hydrographic, bathymetric surveys of the bottom of the ocean to do that. And they’ll eventually produce us a map – they’re in the process of doing that, and I expect to have much more today – of the full debris field. But we expect the debris field to be of the rough order of magnitude of about 1,500 meters by 1,500 meters, and so, you know, more than 15 football fields by 15 football fields. But we’ll get a further assessment of that today.”

VanHerck said that “[y]esterday’s sea states did not allow us to conduct some of the operations that we would have liked to have conducted such as underwater surveillance. And so those forces that provide the explosive ordnance disposal to make sure the scene is safe, they’re out today, this morning, and they went out in what’s called a rigid hull inflatable boat this morning, Eastern time approximately 10:00 o’clock, to proceed to the – the area to utilize unmanned underwater vehicles using side scan sonar to further locate sunken debris. And so, we expect them to get on there and to do some additional categorization of potential threats such as explosives that may be on, hazardous materials that could be in batteries, et cetera, so we’re working very hard.

The Military Sealift Command operates two dedicated salvage ships, but both are based in the Pacific Ocean.

The balloon, floating at about 60,000 feet above sea level, was launched by China on Jan. 21 and crossed into U.S. airspace over the Aleutian Islands on Jan. 28. It crosses over Canada and into the continental United States over Idaho on Jan. 31. President Joe Biden gave the order to shoot down the balloon on Feb. 1.

“Military commanders determined that there was undue risk of debris causing harm to civilians while the balloon was over land,” a senior Defense Department official said in a Feb. 5 briefing to reporters. ”As a result, they developed a plan to down the balloon once it was over water in U.S. territorial airspace. That mission has now been successfully completed. At the direction of the president, the U.S. military, at 2:39 p.m. this afternoon, shot down the high-altitude surveillance balloon off the coast of South Carolina and within U.S. territorial airspace.”

According to Pentagon spokesman Brig. Gen Patrick Ryder, the Chinese balloon was steerable, and therefore able to be guided over sensitive U.S. defense bases.

On Feb. 4, the balloon was intercepted by two F-22A Raptor fighters launched from Joint Base Eustis-Langley, Virginia. One of the F-22As fired an AIM-9X air-to-air heat-seeking missile that deflated the balloon and sent the balloon’s solar panels and payload crashing into the ocean off Myrtle Beach.

“We have multiple U.S. Navy vessels and Coast Guard vessels in the region right now, establishing a security perimeter, conducting search for any debris that may be on the water to ensure the safety of U.S. civilians, any maritime activity that is ongoing out in the water,” a senior military official said in the Feb. 5 briefing. “We will provide, under NORTHCOM [U.S Northern Command] command and control, a salvage vessel, United States Navy, which will be on-scene within a couple of days. The debris is in 47 feet of water, primarily. The recovery, that will make it fairly easy, actually. We planned for much deeper water.”

The downing of the balloon is the first aerial kill attributed to the F-22A. The two F-22As in the intercept used the callsigns Frank One and Luke One in apparent reference to Frank Luke Jr., the U.S. Army Air Service ace who was credited with downing 14 German observation balloons as well as four

airplanes during combat over the Western Front during World War I. Luke died on Sept. 28, 1918, from German machine fire from the ground.

V-22 Joint Program Issues Bulletin to Restrict Flights

Release from V-22 Joint Program Office

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Published:

Feb 4, 2023

NAVAL AIR SYSTEMS COMMAND –

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Based on the recommendation from the V-22 Joint Program Office, the U.S. Marine Corps, U.S. Air Force Special

Operations Command and U.S. Navy issued a time limit, via fleet bulletin, on the V-22 Input Quill Assembly, effective Feb. 3, 2023.

The imposed time limit will restrict flight on a subset of V-22s until the Input Quill Assembly is replaced. The Input Quill Assembly is an element of the proprotor gearbox, which houses the aircraft clutch.

This recommendation is based on a progressive increase in Hard Clutch Engagement events and ongoing engineering analysis.

A Hard Clutch Engagement event occurs when the clutch, driven by the engine, releases from the rotor system and suddenly reengages, sending an impulse through the drive train, potentially causing damage.

In order to ensure the continued safety of the aircrew, the services took decisive action to implement the bulletin.

The fleet bulletin identifies aircraft with Input Quill Assemblies above a predetermined flight-hour threshold and the requirement to replace that component. Once replaced, the aircraft will return to flight status.

The services previously implemented in-flight and ground training mitigations. Examples include:

- Supplying interim flight guidance to the fleet designed to minimize exposure to a hard clutch engagement, highlighting existing emergency procedures
- Modified Hard Clutch Engagement scenarios were added during simulator training

Due to operational security concerns, the specific Input Quill Assembly flight-hour threshold and number of aircraft affected will not be released.

The joint program office is exploring 24 initiatives, such as data mining, laboratory and flight testing and hardware redesign, that fall along 4 lines of effort (analyze, identify, mitigate, eliminate). These efforts provide the information required to inform short-, mid- and long-term solutions. It was a result of these efforts that we identified and implemented the time limit for the Input Quill Assembly. We will use relevant findings to continually improve the safety of the V-22.

U.S. Central Command Supports Partner Forces in Major Iranian Weapons Seizure

Seized weapons displayed on the flight deck of a U.S. Navy ship in the U.S. 5th Fleet area of operations, Feb. 1

Release from U.S. Central Command Public Affairs

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By U.S. Central Command Public Affairs | February 02, 2023

TAMPA, Fla. –

U.S. Central Command supported a maritime interdiction earlier this month that resulted in the seizure by partner naval forces of weapons that originated in Iran and were bound for Yemen.

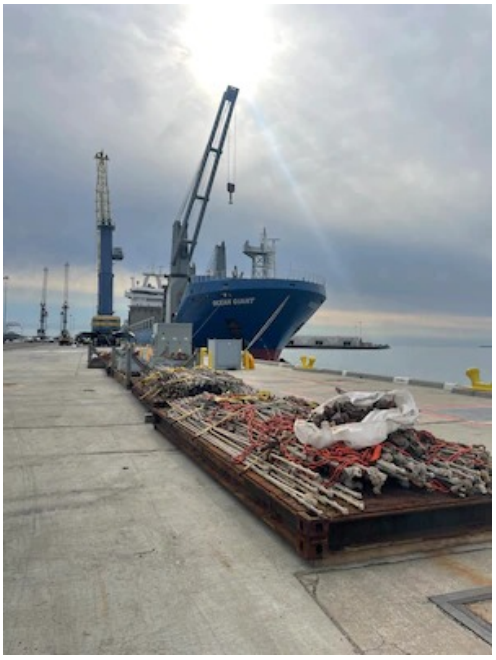
The interdiction took place in the Gulf of Oman on Jan. 15, along routes historically used to traffic weapons unlawfully from Iran to Yemen. More than 3,000 assault rifles, 578,000 rounds of ammunition and 23 advanced anti-tank guided missiles were recovered.

CENTCOM and partner naval forces regularly conduct regional maritime security operations. The seizure is one of four significant illicit cargo interdictions over the past two months that have prevented more than 5,000 weapons and 1.6 million rounds of ammunition from reaching Yemen.

CENTCOM forces previously intercepted a fishing vessel Jan. 6 in the Gulf of Oman and discovered it smuggling more than 2,100 assault rifles along a maritime route from Iran to Yemen.

In 2021, CENTCOM prevented 9,000 illegal weapons from reaching Yemen, representing a 200% increase in the number of weapons seized over the previous year. In 2022, CENTCOM Maritime assets and partner forces seized weapons components for the same type of cruise missiles launched in attacks against Saudi Arabia and the United Arab Emirates earlier in the year. In December 2022, U.S. naval forces also seized explosive precursor materials that included 140 tons of urea fertilizer, 70 tons of ammonium perchlorate, and 50 tons of ammunition rounds, fuses, and propellants for rockets.

MSC CHARTERED SHIP MV OCEAN GIANT CONDUCTS CARGO OPERATIONS AT MCMURDO STATION ANTARCTIC IN SUPPORT OF OPERATION DEEP FREEZE 2023



Materials are staged to be loaded onto the Military Sealift Command chartered ship MV Ocean Giant.

Release from Military Sealift Command

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By Sarah Cannon, MSC Pacific

31 January 2023

PORT HUENEME, Calif. –

Military Sealift Command-chartered container ship MV Ocean

Giant is currently conducting cargo offloads in one of the most remote and challenging environments on the planet; McMurdo Station, Antarctica. The operation is part of MSC's annual resupply mission in support of Operation Deep Freeze, the Joint Task Force Support for Antarctica mission to resupply the remote scientific outpost.

Seabees from Navy Cargo Handling Battalion ONE (NCHB -1) and NCHB 5 are working around-the-clock offloading the cargo which consists of 443 pieces of cargo, which include containers filled with mechanical parts, vehicles, construction materials, office supplies and electronics equipment and vehicles. The supplies will provide nearly 80 percent of the items needed for survival over the severe arctic winter over period when the station is cutoff from the rest of the world. The Cargo Handlers work with Ocean Giant's crew, and the MSC representative, to execute a safe and efficient offload and backload of a variety of cargo, as well as with the Antarctic Support Contract logistics team who manage the loads and stow plans for United States Antarctic Program, as well as the New Zealand Defense Force who assist with rigging and transporting loads from the pier to designated laydown areas.

Ocean Giant's mission began in late December in Port Hueneme, Calif., where the ship was loaded with cargo. From Port Hueneme, the ship sailed to Lyttelton, New Zealand where they took on additional cargo and then transited to Antarctica.

In years past, Ocean Giant would have arrived at the ice-pier at McMurdo Station; a structure made up of rebar and frozen seawater, where cargo offloads were conducted. Due sever damage, the ice-pier was unavailable this year, so Ocean Giant delivered a Marine Causeway System. The 65-ton pier consists of ten, 24-foot, pre-assembled pieces. Six string units were assembled on deck placed into the water and then and joined into two sections. These sections were attached to the others to form the final pier.

Upon completion of their cargo offload, Ocean Giant will load containers of retrograde as well as ice-core samples for scientific study, and return to Port Hueneme.

Operation Deep Freeze is a joint service, on-going Defense Support to Civilian Authorities activity in support of the National Science Foundation (NSF), lead agency for the United States Antarctic Program. Mission support consists of active duty, Guard and Reserve personnel from the U.S. Air Force, Navy, Army, and Coast Guard as well as Department of Defense civilians and attached non-DOD civilians. ODF operates from two primary locations situated at Christchurch, New Zealand and McMurdo Station, Antarctica. An MSC-chartered cargo ship and tanker have made the challenging voyage to Antarctica every year since the station and its resupply missions were established in 1955.

New Deputy Commander for the Supervision of Shipbuilding, Conversion, and Repair Established

Ms. Karen M. Davis
Executive Director, Surface Warfare Naval Sea Systems Command

Release from Naval Sea Systems Command

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By NAVSEA Office of Corporate Communications

WASHINGTON – In accordance with the Fiscal 2022 National Defense Authorization Act (NDAA), Naval Sea Systems Command (NAVSEA) established a new position, Deputy Commander for the Supervision of Shipbuilding, Conversion, and Repair (SUPSHIP).

Acting Assistant Secretary of the Navy for Research, Development, and Acquisition, Frederick J. Stefany, designated that the Senior Executive Service (SES) member who serves as the NAVSEA's Executive Director for Industrial Operations (NAVSEA 04B) will also serve as the Deputy Commander for SUPSHIPs. Ms. Karen M. Davis now serves as the first dual-hatted Deputy Commander for SUPSHIPs and NAVSEA 04 Executive Director.

"This new position elevates supervisor of shipbuilding by

having an SES serve as the conduit between the supervisors and the NAVSEA Commander," said Vice Adm. Bill Galinis, NAVSEA commander. "This change helps ensure NAVSEA is better focused on delivering ships to the Fleet on time."

The responsibilities of the new deputy commander will include oversight of the independent administration and management of the execution of the Department of Defense contracts awarded to commercial entities for shipbuilding, conversion, and repair at the facilities of such entities; oversight of the designated contract administration office of the department responsible for performing contract administration services for such contracts; and enforcement of requirements of such contracts to ensure satisfaction of all contractual obligations.

To learn more about NAVSEA, please visit us at https://www.navsea.navy.mil/ and stay connected with us on social media at http://www.facebook.com/NAVSEA; http://twitter.com/NAVSEA; and http://www.linkedin.com/company/NAVSEA.