

U.S. Coast Guard Seizes Heroin Shipment in Gulf of Oman



Personnel from U.S. Coast Guard fast response cutter Glen Harris (WPC 1144) recover bags of illegal narcotics discarded by a fishing vessel interdicted in the Gulf of Oman, May 31. *U.S. COAST GUARD*

MANAMA, Bahrain – A U.S. Coast Guard fast response cutter seized 310 kilograms of heroin worth an estimated U.S. street value of \$11 million from a fishing vessel while conducting patrols in the Gulf of Oman, May 31, U.S. Naval Forces Central Command Public Affairs said June 2.

USCGC Glen Harris (WPC 1144) was operating as part of Combined Task Force 150, one of four task forces under the Combined Maritime Forces.

The fast response cutter arrived in the U.S. 5th Fleet region in January and operates from Bahrain where Combined Maritime Forces is headquartered with U.S. Naval Forces Central Command

and U.S. 5th Fleet.

Combined Maritime Forces is the largest multinational naval partnership in the world. The U.S.-led international naval force has 34 member nations, which have increased regional patrols to locate and disrupt unlawful maritime activity.

U.S. Navy Announces 28th RIMPAC Exercise



Exercise Rim of the Pacific (RIMPAC) 2022 senior leadership and staffs pose for a group photo onboard Naval Base Point Loma, Feb. 18. The weeklong conference brought the RIMPAC senior leadership and staffs from seven RIMPAC partner nations together for detailed planning in advance of the world's largest maritime exercise, scheduled to be held this summer in

both Hawaii and San Diego. *U.S. NAVY / Mass Communication 2nd Class Kevin F. Johnson*

SAN DIEGO – Twenty-six nations, 38 surface ships, four submarines, nine national land forces, more than 170 aircraft and approximately 25,000 personnel will participate in the biennial Rim of the Pacific (RIMPAC) exercise scheduled June 29 to Aug. 4, in and around the Hawaiian Islands and Southern California, Commander, U.S. 3rd Fleet Public Affairs, said May 31.

RIMPAC 2022 is the 28th exercise in the series that began in 1971.

As the world's largest international maritime exercise, RIMPAC provides a unique training opportunity designed to foster and sustain cooperative relationships that are critical to ensuring the safety of sea lanes and security on the world's interconnected oceans.

The theme of RIMPAC 2022 is "Capable, Adaptive, Partners." Participating nations and forces will exercise a wide range of capabilities and demonstrate the inherent flexibility of maritime forces. These capabilities range from disaster relief and maritime security operations to sea control and complex warfighting. The relevant, realistic training program includes amphibious operations, gunnery, missile, anti-submarine and air defense exercises, as well as counter-piracy operations, mine clearance operations, explosive ordnance disposal and diving and salvage operations.

This year's exercise includes forces from Australia, Brunei, Canada, Chile, Colombia, Denmark, Ecuador, France, Germany, India, Indonesia, Israel, Japan, Malaysia, Mexico, Netherlands, New Zealand, Peru, the Republic of Korea, the Republic of the Philippines, Singapore, Sri Lanka, Thailand, Tonga, the United Kingdom and the United States.

Hosted by Commander, U.S. Pacific Fleet, RIMPAC 2022 will be

led by Commander, U.S. 3rd Fleet, who will serve as Combined Task Force commander. Royal Canadian Navy Rear Adm. Christopher Robinson will serve as deputy commander of the CTF, Japan Maritime Self-Defense Force Rear Adm. Toshiyuki Hirata as the vice commander, and Fleet Marine Force will be led by U.S. Marine Corps Brig. Gen. Joseph Clearfield. Other key leaders of the multinational force will include Commodore Paul O'Grady of the Royal Australian Navy, who will command the maritime component, and Brig. Gen. Mark Goulden of the Royal Canadian Air Force, who will command the air component.

During RIMPAC, a network of capable, adaptive partners train and operate together in order to strengthen their collective forces and promote a free and open Indo-Pacific. RIMPAC 2022 contributes to the increased interoperability, resiliency and agility needed by the joint and combined force to deter and defeat aggression by major powers across all domains and levels of conflict.

Navy Orders Two CH-53K Helicopters for Marine Corps



U.S. Marines with Marine Heavy Helicopter Squadron (HMH) 461 taxi in a CH-53K King Stallion after its first operational flight at Marine Corps Air Station New River, North Carolina, April 13. *U.S. MARINE CORPS / Lance Cpl. Elias E. Pimentel III* ARLINGTON, Va. – The U.S. Navy has placed an order for two more CH-53K King Stallion heavy-lift helicopters for the Marine Corps.

The Naval Air Systems Command awarded a \$185.7 million contract modification to Sikorsky Aircraft Corp., a Lockheed Martin company, to add two CH-53Ks to low-rate production Lot 6, the Defense Department said May 31.

These two helicopters were in the Marine Corps' fiscal 2022 unfunded priorities list and were added to the 2022 budget appropriation by Congress. Lot 6 originally included nine CH-53Ks under a Feb. 3 contract award for \$685 million.

The King Stallion achieved Initial Operational Capability in April 2022 when Marine Heavy Helicopter Squadron 461 received its fourth CH-53K.

The Marine Corps program of record is 200 CH-53Ks to replace the fleet of CH-53 Super Stallion helicopters. The Lot 6 helicopters are expected to be completed by December 2025.

Fagan Succeeds Shultz as Coast Guard Commandant, First Woman to Rise to the Top



Adm. Linda Fagan relieves Adm. Karl Schultz as the 27th commandant of the Coast Guard during a change of command ceremony at Coast Guard headquarters June 1, 2022. Fagan is the first woman service chief of any U.S. military service. *U.S. COAST GUARD / Petty Officer 1st Class Travis Magee*
WASHINGTON – Adm. Linda Fagan succeeded Adm. Karl Schultz on June 1 to become the 27th commandant of the U.S. Coast Guard,

the first woman to command the service and the first woman to lead any of the U.S. armed services.

In ceremonies at Coast Guard Headquarters in Washington, President Joe Biden and Homeland Defense Secretary Alejandro Mayorkas spoke in praise of Shultz's performance as commandant and of Fagan's service that influenced her selection as commandant.

Mayorkas noted that Fagan graduated from the sixth class of the Coast Guard Academy to accept women as cadets – the Class of '85 – and was the only woman in the crew of the icebreaker USCGC Polar Star in her first assignment.

"Today is a historic day for the U.S. armed forces and a historic day for the United States," Mayorkas said.

Biden spoke of Fagan's "trail-blazing career," noting that "there are no doors closed to women" and that Fagan's daughter Aileen is now a Coast Guard lieutenant. He also noted that Fagan was one of only 16 women – 8% of her class – commissioned at the Coast Guard Academy, but now 40% of the 1,000 cadets at the academy are women.

"Now we need to keep working to make sure Adm. Fagan may be the first but not the only person [to head a service]," Biden said. "We need to see more women in command at the highest levels of the Coast Guard and across every service in the armed forces."

In her first speech as commandant, Fagan praised Schultz for his leadership and dedication.

"We are truly a more ready, responsive and relevant Coast Guard today as a result of your leadership," she said of Schultz. "It has been a true honor to serve with you."

Fagan collectively thanked the hundreds of people who influenced and mentored her since she decided at age 16 to

apply to the Coast Guard Academy, but she singled out one in particular, Adm. Owen Siler, the 15th commandant, who she said had the courage to integrate the Coast Guard Academy in the summer of 1975.

“If it were not for Owen Siler’s courage, I do not believe I would not be standing here today,” Fagan said. “I want to thank him; I’m wearing his shoulder boards that he wore as 15th commandant.”

Speaking of her command ahead, Fagan noted “the demand for Coast Guard missions has never been higher. ... Today we will advance the Coast Guard America needs for tomorrow. Tomorrow looks different and so will we. We will be more adaptive and connected, generate sustained readiness, resilience and capabilities in new ways to enhance our nation’s maritime safety, security and prosperity.”

Fagan said her highest priority as commandant will be to “transform our talent management system. We will deliver each of you tools, policy, training and support to succeed across all missions. We will empower you with reliable cutting-edge assets – cutters, boats, aircraft as well as data systems and shore facilities – that you need to remain the world’s best coast guard. We will unite people, assets, systems and data in new ways to be a more agile force.”

U.K. Royal Navy Submarines Set for £265 Million Tomahawk

Missile Upgrade



The guided-missile destroyer USS Chafee (DDG 90) launches a Block V Tomahawk, the weapon's newest variant, during a three day missile exercise in 2020. *U.S. NAVY / Ens. Sean Ianno*

LONDON – The United Kingdom's stock of Tomahawk Land-Attack Missiles will be upgraded on Royal Navy submarines to ensure the weapon is even more effective against future threats, the U.K. Ministry of Defence said June 1.

In a £265 million (\$334 million USD) contract with the U.S. government, with maintenance and technical support at the U.K. sites of BAE Systems, Babcock International and Lockheed Martin, the Royal Navy's Astute-class submarines will be armed with an enhanced Block V standard missile, capable of striking severe threats at a range of up to 1,000 miles.

At approximately 5.6 meters long and weighing 2,200 kilograms – a similar weight to a 4x4 car – the high subsonic Tomahawk was first introduced into U.K. service in 1998 and can hit inland targets from the sea within minutes. A weapon of choice since then, it has been successfully deployed during

operations in Afghanistan, Libya and Iraq.

“This upgrade will equip our Astute-class attack submarines with the one of the most lethal and precise long-range strike weapons,” said Minister for Defence Procurement Jeremy Quin. “Enhancing this cutting-edge missile system will ensure the U.K. can strike severe threats up to 1,000 miles away.”

The Tomahawk missiles will be upgraded as part of a foreign military sale with the U.S. government, which was negotiated by the MoD’s procurement arm, Defence Equipment and Support, and will be active from July.

Making use of existing U.S. research and expertise on the upgraded missile, the contract will mean the United Kingdom continues to receive full access to the U.S. Tomahawk program, support package and upgrades.

“Not only will this FMS sustain and improve a proven, crucial operational capability for any future conflicts, it will continue to ensure interoperability with our U.S. allies and the follow-on support arrangements will sustain jobs for UK industry,” said Ed Cutts, DE&S’ director of weapons.

Due to be operational in the mid-2020s, the upgraded Tomahawk will align with the delivery of the latest Astute-class submarines.

First E-6B Inducted Under New Maintenance Contract



Members of PMA-271 along with industry partners pose with the first E-6B Mercury inducted under the new Integrated Maintenance and Modification Contract at Lake Charles, Louisiana, May 9. *NORTHROP GRUMMAN*

PATUXENT RIVER, Md. – The first E-6B Mercury arrived at Northrop Grumman Corp.'s Aircraft Maintenance and Fabrication Center in Lake Charles, Louisiana, for Block II modification on earlier this month, the Naval Air Systems Command announced May 31.

The work is part of an Integrated Modification and Maintenance Contract (IMMC) awarded in February, which focuses on fielding improved airborne strategic communications sooner.

“This is an important event because it’s the first time a single company will be responsible for executing the entire installation,” said Bob Stailey, Airborne Strategic Command, Control, and Communications Program Office (PMA-271) E-6B deputy program manager. “NGC Lake Charles built an integrated modification schedule that implements efficiencies and lessons learned from previous efforts.”

The Block II upgrade consists of six modifications to improve the aircrafts’ command, control and communications functions

connecting the National Command Authority with U.S. strategic and non-strategic forces.

The previous modification contract was executed by two separate commercial activities and one organic activity with a 19-month average turnaround time. With this new IMMC, the team anticipates ultimately achieving a six-month modification turnaround timeline.

“This contract streamlines how we are fielding our capability upgrades,” Stailey said. “We are fully engaged with the fleet and our partners as we reduce the time required for aircraft modifications.”

Driving toward the timeline reduction goal has been a team effort with partnership between the program, Naval Air Warfare Center Aircraft Division, Fleet Readiness Center Southeast, Defense Contract Management Agency, Strategic Communications Wing One, Fleet Air Reconnaissance Squadron 4, Navy liaison officers and program representative’s onsite in Lake Charles.

“I’m very proud of the entire team and all the work they’ve done to get to this point,” said Capt. Adam Scott, PMA-271 program manager. “It’s taken a big effort and they are constantly looking for ways to identify and overcome any challenges.”

Faster turnaround times with the upgrades will lead to more aircraft being available with increased capabilities for the warfighter.

“Our number one priority is ensuring SCW-1 accomplishes its mission providing assured airborne strategic communications and that the president is always connected to his nuclear forces,” Scott said.

USS Sioux City Enters Red Sea as First LCS to Deploy to 5th Fleet



The littoral combat ship USS Sioux City (LCS 11) transits the Suez Canal, May 29. Sioux City is deployed to the U.S. 5th Fleet area of operations to help ensure maritime security and stability in the Middle East region. U.S. NAVY / Mass Communication Specialist 3rd Class Nicholas A. Russell MANAMA, Bahrain – USS Sioux City (LCS 11) arrived in the U.S. 5th Fleet region May 28, marking the first time a littoral combat ship has deployed to the Middle East, NAVCENT Public Affairs said May 29.

The ship and crew of 75 personnel are currently sailing in the Red Sea after departing Mayport, Florida, in April. Sioux City is operating in support of a newly established multinational task force, Combined Task Force (CTF) 153, focused on maritime security and partner capacity building in the Red Sea, Bab al-Mandeb and Gulf of Aden.

“We’re excited to welcome a littoral combat ship to the Middle East for the first time,” said Vice Adm. Brad Cooper, commander of U.S. Naval Forces Central Command, U.S. 5th Fleet and Combined Maritime Forces. “Sioux City’s arrival is not only historic but essential to regional maritime security given its immediate integration with our new multinational naval task force.”

CTF 153 is one of four multinational task forces organized under Combined Maritime Forces, the largest international naval partnership with 34 nations. Led by the United States, Combined Maritime Forces is headquartered in Bahrain with U.S. 5th Fleet.

Littoral combat ships are versatile, enabling them to support a broad spectrum of fleet missions and operate alongside regional navies and coast guards.

Last year, Sioux City operated in the Caribbean Sea where it seized 600 kilograms of cocaine with an estimated street value of \$24 million from drug traffickers in April. In October, the ship seized nearly 500 kilograms of cocaine worth \$20 million in the Caribbean.

“We’re thrilled to have Sioux City join our team,” said Capt. Robert Francis, commander of CTF 153. “They’ve worked collaboratively in bringing enhanced capabilities to other regions and that’s certainly what we’re looking forward to here in the Middle East while operating with our international partners.”

The U.S. 5th Fleet region includes 21 countries, the Arabian

Gulf, Gulf of Oman, Red Sea, parts of the Indian Ocean and three critical choke points at the Strait of Hormuz, Bab al-Mandeb and Suez Canal.

Navy to Commission Virginia-Class Fast Attack Submarine Oregon



The future USS Oregon (SSN 793) makes its way under the Gold Star Bridge after departing General Dynamics Electric Boat on March 1, en route to Submarine Base New London. *U.S. NAVY / John Narewski*

ARLINGTON, Va. – The Navy will commission the future USS Oregon (SSN 793), the newest Virginia-class fast attack submarine, during an 11 a.m. EDT ceremony on Saturday, May 28,

at Naval Submarine Base Groton in Groton, Connecticut, the Defense Department said in a release.

The future USS Oregon is the third U.S. Navy ship launched to bear the name Oregon, but the first in more than a century. The first was a brig in service from 1841 to 1845. The second was an Indiana-class battleship commissioned in 1896, serving in the Spanish-American War, and ultimately decommissioned for the final time in 1919.

The principal speaker is Gov. Katie Brown of Oregon. Additional speakers include U.S. Rep. Joe Courtney of Connecticut's 2nd District; Tommy Ross, performing the duties of assistant secretary of the Navy for research, development, and acquisition; Adm. James Caldwell, director, naval nuclear propulsion program; and Kevin Graney, president of General Dynamics Electric Boat.

The submarine's sponsor is Dana L. Richardson, wife of former Chief of Naval Operations Adm. John Richardson and a native of Corvallis, Oregon. Oregon was christened at General Dynamics Corp.'s Electric Boat shipyard in Groton on Oct. 5, 2019. Mrs. Richardson will give the order to "man our ship and bring her to life."

"There is no doubt the importance this boat, named after the great state of Oregon, will play in the future of our nation's security," said Secretary of the Navy Carlos Del Toro. "This crew is vital to our undersea mission, and I look forward to all of their successes."

Oregon is the second Block IV Virginia-class submarine to enter service, designed to carry out the core missions of the submarine force: anti-submarine warfare; anti-surface warfare; delivery of special operations forces; strike warfare; irregular warfare; intelligence, surveillance, and reconnaissance; and mine warfare. These capabilities allow the submarine force to operate anywhere, at any time, and

contribute to regional stability and the preservation of future peace.

Oregon is 377 feet long, has a 34-foot beam, and will be able to dive to depths greater than 800 feet and operate at speeds in excess of 25 knots submerged. It has a crew of approximately 136 Navy personnel.

The ceremony will be live-streamed at: <https://www.dvidshub.net/webcast/28517>. The link will become active at 9:45 a.m. EDT.

HII Uses Movie Release to Celebrate Its Workforce



NEWPORT NEWS, Va. – With HII-built aircraft carriers featured

prominently in the movie release of "Top Gun: Maverick," the nation's largest shipbuilder recognized the release as an opportunity to celebrate its workforce, their contribution to national security and the company's growing technologies business. In Virginia, where HII is the state's largest industrial employer, the company's Newport News Shipbuilding division invited shipbuilders to get an early screening of the movie, the company said May 27.

"This team builds the most powerful and survivable ships in the world in support of national security," said Danyelle Saunders, who leads the Newport News Shipbuilding Engagement, Diversity and Inclusion Office. "We're excited that the movie shines a light on their hard work, and showcases how these incredibly capable platforms function on behalf of the country."

HII is America's only builder of nuclear-powered aircraft carriers.

A total of 800 Newport News Shipbuilding shipbuilders across shifts were invited to get an early screening of the movie after or before work on Wednesday, May 25, and Thursday, May 26, before "Top Gun: Maverick" officially hit theaters. Additionally, 1,200 vouchers have been provided for additional shipbuilders to see the movie.

"It's great the company would do this, especially a pre-showing," said Newport News Shipbuilding Engineering Technician Will Wiley, who attended the Thursday screening. "We play a huge role in building carriers, so it's great to see something we were part of on the big screen."

DeWolfe "Chip" Miller, corporate vice president of customer affairs for HII, contributed to the production of "Top Gun: Maverick" during his career in the Navy as the commander of Naval Air Forces.

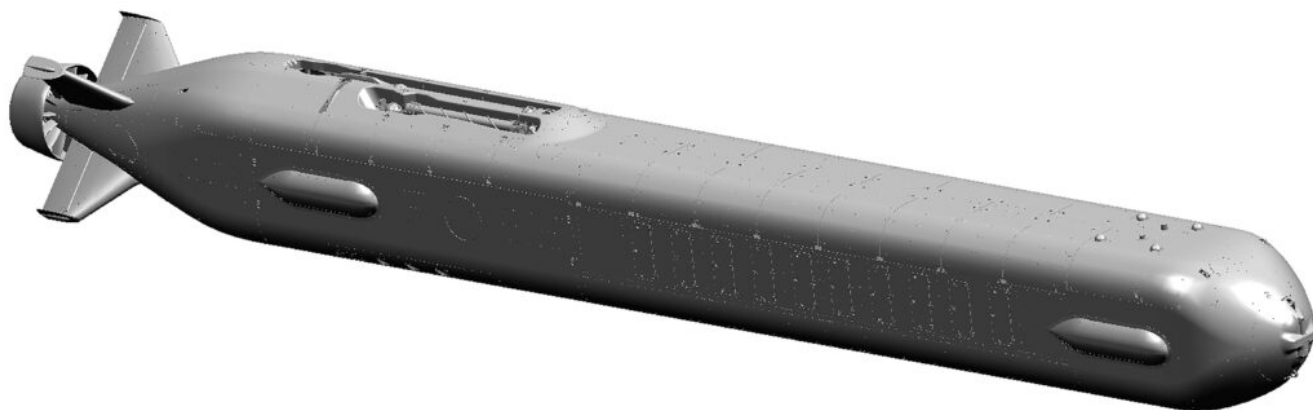
"The aircraft carriers we build are the most technologically

advanced in the world,” Miller said. “We deliver them to the U.S. Navy who man, train and equip Sailors who breathe life into these magnificent machines and take them to sea. Together, we are an unstoppable team: shipbuilders and Sailors. Our country needs that team now more than ever.”

As America recognizes the 100-year legacy of aircraft carriers this year, all U.S. nuclear-powered aircraft carriers operating in the Navy fleet today were built at Newport News Shipbuilding, including USS Theodore Roosevelt (CVN 71) and USS Abraham Lincoln (CVN 72) seen in “Top Gun: Maverick.”

HII’s Ingalls Shipbuilding and Mission Technologies divisions also initiated similar efforts to connect employees with the company’s mission through opportunities to receive tickets to see the movie while it is in theaters.

Navy’s Orca XLUUV Will Carry 34-Foot Payload Module for Mine Laying



A graphic illustration of the Orca, an extra-large class unmanned undersea vehicle. *U.S. NAVY*

ARLINGTON, Va. – The Orca extra-large unmanned underwater vehicle (XLUUV) being built by Boeing for the Navy will carry a large payload module for covertly deploying sea mines and other payloads, a Navy official said. The Navy also will have an extra vessel built for test purposes.

Capt. Scot Searles, the Navy's program manager for Unmanned Maritime Systems, speaking May 25 in Monterey, California, at the 15th International Mine Technology Symposium of the Mine Warfare Association, said the payload module is 34 feet long, designed to be carried by an Orca to an area at which to lay the mines.

Boeing is building five Orcas, the first of which will begin in-water testing later this summer, Searles said. The first Orca was placed in the water in April.

The 80-ton Orca XLUUV is an open-architecture, reconfigurable UUV that will be modular in construction. The XLUUV core vehicle will provide guidance and control, navigation, autonomy, situational awareness, core communications, power distribution, energy and power, propulsion and maneuvering, and mission sensors. The Orca, too large to be carried by a submarine, will be pier-launched. Mine laying will be the first role for the XLUUV.

"Getting that large, unmanned diesel submarine put together and then putting it in the water is a big deal," Searles said. "It's an important step in the development of the program to be able to have the components together, do a fit check and then an in-water check. We will continue populating the hull and begin to do in-water testing later this summer, all driving program maturity forward."

The Orca is based on the smaller Echo Ranger UUV built by Boeing.

"Leveraging that technology, we've decided to add another EDM [engineering development model] into that program as well," he

said. "We're calling it XLE-0. It's a risk-reduction asset in addition to the five articles that we will deliver to the fleet, [so] we'll also have that test asset as well."

Searles pointed out the speed of the development of Orca as a first-of-class ship.

"That capability is going to deliver in less than five years to the fleet," he said. "There is no first-of-class ship out there that is going from concept to requirements development to fielding in that kind of timeline."

Searles praised "the very tight collaboration" between the science and technology community, academia, the defense industry and its internally funded research, and the various Navy research and acquisition offices for the rapid development of the Orca.