

New Uncrewled Undersea Capabilities Strengthen AUKUS Partnership



Release from the U.S. Department of Defense

The UK, US and Australia have strengthened their maritime forces, introducing new uncrewed undersea vessels to extend the range and lethality of their warfare capabilities.

As part of the AUKUS partnership, the nations have taken part in a joint exercise off the east coast of Australia to test new equipment that will increase the protection of critical underwater infrastructure. During the exercise, Australia's new Undersea Support Vessel, Australian Defence Vessel (ADV) Guidance, hosted a range of undersea capabilities while they were tested at sea.

A recent addition to the Australian fleet, the ADV Guidance's primary role is to support undersea and surveillance systems trials and includes the ability to host a small team of sailors as well as on-board and off-board systems, with both crewed and uncrewed capability. Earlier this month, Lieutenant General Rob Magowan, the UK's Deputy Chief of Defence Staff for Military Capability, joined international representatives to witness the showcase of a range of advanced undersea capabilities deployed from ADV Guidance.

The UK's Offshore Patrol Vessel HMS Tamar, which is on a 5-year deployment to the Indo-Pacific, also played a key role in the exercise. HMS Tamar used a combination of divers and autonomous underwater vehicles to conduct mine countermeasure operations, and monitor critical infrastructure, including pipelines and communication cables.

Last week, First Sea Lord Admiral Sir Ben Key visited Australia to address the Australian Sea Power Conference, discussing the UK's commitment to the collective security of the region.

Key said:

"The recent AUKUS trials and exercise demonstrate the advances being made possible by our tri-lateral collaboration under the partnership. It is hugely exciting to see the strength of our three nations, coming together through the AUKUS partnership to successfully develop and demonstrate a range of underwater capabilities that are crucial to ensuring safety and security in the region and more broadly.

AUKUS is a landmark security and defence partnership between Australia, the UK, and the US to support a free and open Indo-Pacific by strengthening regional global security. This exercise is a significant step forward for delivery of the undersea warfare capabilities work stream under the second pillar of AUKUS.

AUKUS Pillar 2 seeks to strengthen trilateral capabilities in cutting-edge military technologies, increase interoperability, and drive knowledge-sharing and innovation. AUKUS partners are developing a suite of advanced capabilities including autonomous systems, artificial intelligence, and other key technologies for the three AUKUS nations. Pillar 2 complements trilateral efforts under AUKUS Pillar 1 to deliver a conventionally-armed nuclear-powered submarine capability to Australia.”

Chief of Navy, Vice Admiral Mark Hammond AO, Royal Australian Navy, said:

“Submarines are critical to the defence of Australia. Our submarines, and other military assets, will increasingly work with autonomous systems below and on the surface of the ocean to extend range and lethality.

AUKUS Pillar Two is about delivering advanced capabilities, including through technologies that extend reach and range.

As we have seen in the Ukraine conflict, scalable autonomous and semi-autonomous systems have the capacity to transform warfighting. The Defence Strategic Review (DSR) identified asymmetric capabilities like these as critical in the defence and protection of the nation.

These technologies originate from a range of industries, like the off-shore oil and gas and communications industries. They have been modified to carry a military payload to become force multipliers, working in concert with our ships, submarines and aircraft, and to serve as a key deterrent.

What we get by working with industry in this way is speed, what we get by doing it together under the AUKUS partnership is scale, where the sum of the whole is greater than its parts.”

Admiral Samuel Paparo, U.S. Navy, the Commander of U.S.

Pacific Fleet, said:

“These exercises accelerate our combined development of advanced military capabilities. In a dynamic strategic environment and the escalation of competitors’ coercive activities, AUKUS is not just about the exchange of submarines and capabilities, it is an expansion of our continued trust in and commitment to our allies.

We are prioritizing capabilities that improve our warfighter’s ability to see, understand, decide and act – then work together to bolster integrated deterrence.

Australia, the United Kingdom and the United States are developing and fielding joint advanced military capabilities to promote security and stability in the Indo-Pacific region. The strategic alignment of our national defense strategies anchored by shared values is driving unprecedented collaboration in advanced technologies.

Our trilateral exercises develop and deliver interoperable, threat-informed capabilities key to the warfighter, and contribute to sustained defense industrial-based collaboration. Meanwhile, the AUKUS partners are investing in trilateral projects that are enhancing our scientific and technological capacity to build enduring advantages for the future.”

Earlier this month, the Australian Deputy Prime Minister joined the UK Defence Secretary Grant Shapps on a visit to Rolls Royce in Derby – the location where the nuclear reactors will be built for the SSN-AUKUS submarines under the AUKUS collaboration.

USS Chung-Hoon Shifts Homeport to San Diego



SAN DIEGO (Nov. 9, 2023) The Arleigh Burke-class guided missile destroyer USS Chung-Hoon (DDG 93) sails toward Naval Base San Diego following a change of homeport from Joint Base Pearl Harbor-Hickam, Hawaii.

[Release from By Commander, U.S. 3rd Fleet Public Affairs](#)

[By Commander, U.S. 3rd Fleet](#) Public Affairs

09 November 2023

SAN DIEGO, CA – The Arleigh Burke-class guided missile destroyer USS Chung-Hoon (DDG 93) arrived at Naval Base San Diego Nov. 9, concluding the ship's homeport shift from Joint Base Pearl Harbor-Hickam, Hawaii to Naval Base San Diego.

Chung-Hoon, assigned to U.S. 3rd Fleet, recently completed a deployment to the U.S. 7th Fleet area of operations and has been relocated to San Diego to complete a mid-life modernization.

The modernization will broaden Chung-Hoon's warfighting capabilities and is part of a larger guided-missile destroyer modernization program.

"We will certainly miss the Aloha spirit but hope to bring some of it with us to San Diego.," said Cmdr. Kevin Schaeffer, Chung-Hoon's commanding officer. "The support we received from the entire Pearl Harbor waterfront was always fantastic, and we will miss the team that has been supporting us since our commissioning. Our Chung-Hoon ohana has made lifelong memories, both personally and professionally, during our 20 years in Hawaii. We are excited to start this new chapter in San Diego."

An integral part of U.S. Pacific Fleet, U.S. 3rd Fleet operates naval forces in the Indo-Pacific and provides the realistic, relevant training necessary to execute the U.S. Navy's role across the full spectrum of military operations – from combat operations to humanitarian assistance and disaster relief. U.S. 3rd Fleet works together with Allies and partners to advance freedom of navigation, the rule of law, and other principles that underpin security for the Indo-Pacific region.

Navy Leaders from FVEY Nations Meet to Collaborate, Strengthen Relationship



[Release from the U.S. Navy](#)

10 November 2023

By Lt. Cmdr. Anthony Ivester

SYDNEY – Leaders from the navies of Australia, Canada, New Zealand, the United Kingdom, and the United States met in Sydney to discuss strategic partnerships, exchange valuable insights, and address key challenges faced in the ever-evolving global maritime landscape, Nov. 10, 2023.

The event fostered collaboration, strengthened alliances, and

enhanced maritime security among the intelligence-sharing nations, known as FVEYs or the Five Eyes Alliance.

“This meeting was a testament to our unwavering commitment to protect our shared interests, and provided a unique opportunity to enhance cooperation, exchange knowledge, and collectively address the challenges that lay ahead,” said Rear Adm. Tom Moninger, the U.S. Navy’s Director for Plans, Policy & Integration.

The meeting proved to be a significant milestone in strengthening the FVEYs’ collective efforts towards ensuring regional and global security, providing a platform for leaders to share best practices, forge closer ties, and explore joint initiatives that will further bolster maritime security and stability.

“With the escalation of conflict in the world, it is more important than ever to gather with our FVEY partners to exchange invaluable insights and collectively address the rising challenges of the moment. Together, we reaffirm the enduring strength of our defence partnerships and our commitment to working together in securing the seas for a safer and more stable future,” said Royal Canadian Navy Rear-Admiral Chris Robinson, Commander Maritime Forces Pacific.

Deputy Chief of the Royal Australian Navy, Rear Admiral Jonathan Earley CSC, RAN, hosted the historic gathering, and emphasized that the meeting served as a catalyst for further collaboration among the FVEYs.

“We are confident that the outcomes of this meeting will strengthen our collective resolve to ensure the safety and security of our maritime domains,” said Earley.

Formally established shortly after the end of World War II, the FVEYs partnership continues to play a significant role in global security, aiming to uphold the rules-based international order.

Coast Guard to Lay Up Some Cutters, Boats in Face of Recruit Shortfall



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The Reliance-class medium-endurance cutter Reliance, shown here in 2022, will be decommissioned and three sister cutters will be laid up, pending decommissioning. *U.S. Coast Guard* **

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ARINGTON, Va.—The U.S. Coast Guard will lay up several cutters and patrol boats because of a service-wide manning shortage, moves that will reduce the Coast Guard's capacity for operations in the near term as the service grapples with the shortage of personnel.

The Coast Guard is short of some 3,000 personnel because in large part of shortfalls in recruiting in fiscal 2024.

“The Coast Guard is short nearly 10% of the entire enlisted workforce and cannot continue to operate as we have historically with fewer people,” wrote AJ Pulkkinen in the October 31 announcement posted on the Coast Guard website. “To mitigate the workforce challenge risk in a deliberative and strategic fashion, the Vice Commandant, Adm. Steven Poulin, has provided specific temporary operational guidance to adapt our operations while prioritizing lifesaving missions, national security and protection of the marine transportation system.”

“The Coast Guard cannot maintain the same level of operations with our current shortfall – we cannot do the same with less. Conducting our missions is often inherently dangerous, and doing so without enough crew puts our members and the American public at increased risk,” wrote Commandant Adm. Linda Fagan and Master Chief Petty Officer of the Coast Guard Heath Jones.

“There will be no loss of search and rescue (SAR) capabilities,” the announcement said. “However, we will temporarily adjust operations to prioritize our lifesaving missions, national security, and protection of the Marine transportation System. “

“As cutter crews are not scalable, the only way to reduce the workforce of the cutter fleet is to reduce the number of operating cutters,” the announcement said. “Previously planned cutter decommissionings will continue, including the [Reliance-class] Coast Guard Cutter Steadfast [WMEC 623]. Some cutters will be placed in a special status awaiting either decommissioning or future reactivation. In some cases, the crews will do a hull swap to lay up the cutter with the largest pending maintenance requirement.

The cutters and patrol boats affected include:

- Three 210-foot Reliance-class medium-endurance cutters (WMECs) will be placed in layup, pending decommissioning.
- Seven 87-foot Marine Protector-class patrol boats (WPBs) will be placed in layup, pending reactivation.
- Five 65-foot harbor tugs (WYTLs) will temporarily not be continuously manned but will be kept in a ready status in case icebreaking is needed.
- Two 154-foot Sentinel-class fast response cutters (WPCs) will commence uncrewed Recurring Depot Availability Program (RDAP) at the Coast Guard Yard in Baltimore, Maryland. The next 154-foot WPC scheduled for RDAP will deliver the hull to the Coast Guard Yard and swap hulls with a cutter that has completed drydock.

The cutbacks will affect 44 shore stations and 36 aids-to-navigation teams (ANTs) as well, which have more personnel than the prescribed staffing standards.

“The stations will be reduced to their staffing standards and the ANTs to one billet below their staffing standards,” the announcement said.

Other shoreside changes include, but are not limited to:

- Crews at all 23 seasonal station smalls will transfer to their parent command.
- The six non-response units (boat forces units without SAR responsibilities) will suspend operations and their crews will be reassigned in assignment year (AY) 2024.
- The identified 19 stations whose SAR response capabilities are redundant will be deemed Scheduled Mission Units. Three of these 19 stations will be ports,

waterways, and coastal security (PWCS) level one-Scheduled Mission Units.”

“The ‘Trackline to 10,000,’ to have ten thousand members assigned to afloat units, is still the goal for our future fleet and we will get there,” said Capt. John Driscoll, the Chief of the Office of Cutter Forces, in the release. “We need to adjust our operating capacity now so we can prepare for the future. We will gradually grow fleet capacity back through continued construction of ships with the latest technology and the best crew habitability. Our cutter fleet is in demand globally, and I can see our cuttermen continuing to explore new locations as our ship operations are dedicated to the highest priority missions.

“The Coast Guard has always answered the call when faced with incredible challenges,” Driscoll said. “We will take this challenge head-on and use it as an opportunity to prepare for the future.”

USS Farragut Going Full Speed Ahead Making Multiple Drug Busts



[Release from USNAVSOUTH/4TH FLEET PUBLIC AFFAIRS](#)

Nov. 9, 2023

By USNAVSOUTH/4TH FLEET PUBLIC AFFAIRS

Caribbean Sea – USS Farragut (DDG 99) has found success in stopping alleged illicit drug traffickers in the Caribbean, with four drug busts in October.

Farragut, with an embarked U.S. Coast Guard (USCG) Law Enforcement Detachment (LEDET) and Helicopter Maritime Strike Squadron (HSM) 50, Detachment Two, made all four drug busts in the Central Caribbean, taking down go fast vessels through a combination of coordinated air and surface operations.

The busts resulted in the confiscation of 1,384 kilograms of cocaine and the detention of 12 suspected illicit drug runners.

“USS Farragut Sailors have brought their hammer to the detection, monitoring, interdiction and apprehension fight against transnational criminal organizations,” said U.S. Marine Corps Col. P. Goguen, Joint Interagency Task Force South (JIATF-South) Director of Operations. “Their results so far demonstrate a highly professional level of planning and preparation that has resulted in the execution of several flawless interdiction events; there are few other Services worldwide that are as effective. We look forward to continued results during the rest of Farragut’s deployment.”

“Every Sailor has a role in this team effort” said Farragut Commanding Officer Cmdr. Tom Roberts. “We gain a good measure of satisfaction in interdicting these drugs and keeping them out of the United States. The positive results are tangible and immediate. Our team can see the difference their efforts hold.”

USS Farragut is currently assigned to Commander, Task Force 45 (CTF 45). CTF-45 is the 4th Fleet surface task force charged with executing combined naval operations, building and strengthening Latin American, south of Mexico, and Caribbean maritime partnerships, and acting as a DoD ready service provider to Joint Interagency Task Force – South in support of counter illicit-drug trafficking operations in the Central and South American waters.

LEDETS are deployable specialized forces of the U.S. Coast Guard that enforce U.S. laws and treaties in the maritime domain.

U.S. Naval Forces Southern Command/U.S. 4th Fleet supports U.S. Southern Command’s joint and combined military operations by employing maritime forces in cooperative maritime security operations to maintain access, enhance interoperability, and build enduring partnerships in order to enhance regional

security and promote peace, stability and prosperity in the Caribbean, Central and South American region.

Learn more about USNAVSOUTH/4th Fleet at <https://www.fourthfleet.navy.mil>, <https://www.facebook.com/NAVSOUS4THFLT> and @NAVSOUS4THFLT.

U.S. Coast Guard Cutter Terrell Horne returns to home port following a 52-day multi-mission patrol in the Eastern Pacific



[Release from U.S. Coast Guard District 11](#)

Nov. 8, 2023

SAN PEDRO, Calif. – The U.S. Coast Guard Cutter Terrell Horne and crew returned to their home port in Los Angeles/Long Beach Tuesday after a 52-day patrol across the Eastern Pacific.

The crew of the Terrell Horne deployed in support of multiple missions, including Operations Green Flash, Albatross, Martillo, and Southern Shield, within the 11th Coast Guard District's area of responsibility. During the patrol, Terrell Horne's crew conducted a range of missions encompassing law enforcement, counter-drug operations, illegal, unreported, and unregulated fishing enforcement, and search and rescue operations.

"The crew of the Terrel Horne lived up to the cutter's

namesake in every way during this patrol. Operation Southern Shield allowed the cutter to showcase the versatility of the Fast Response Cutter. This operation brought a patrol boat and a buoy tender almost 4,000 nautical miles from home, conducting operations and international engagements with Mexico, Ecuador, Peru, and Costa Rica, said Chief Warrant Officer Jason Bussell, the commanding officer of the Coast Guard Cutter Terrell Horne. "The crew excelled in counter-illegal fishing missions, search and rescue, and counter-drug operations. Working alongside other Coast Guard assets, the crew was able to interdict a drug smuggling vessel and assisted in the seizure of nearly 2,000 lbs of contraband."

The Coast Guard commissioned the Terrell Horne as the 31st Fast Response Cutter on March 22, 2019. The cutter is named for Senior Chief Terrell Horne III, who died from injuries sustained while conducting maritime law enforcement operations off the California coast in December 2012. He was the executive petty officer aboard the Coast Guard Cutter Halibut at the time. For his heroic actions, the Coast Guard posthumously promoted Horne to senior chief petty officer.

For information on how to join the U.S. Coast Guard, visit [GoCoastGuard.com](https://www.go CoastGuard.com) to learn about active duty, reserve, officer and enlisted opportunities. Information on how to apply to the U.S. Coast Guard Academy can be found [here](#).

AEROVIRONMENT'S JUMP 20 Medium UAS Demonstrates

Maritime Autonomous Takeoff and Landing at Vessel Speeds Over 20 Knots



[Release from AeroVironment Inc.](#)

ARLINGTON, Va., November 07, 2023 - AeroVironment Inc. today announced the company's [JUMP 20](#) VTOL Medium UAS exceeded expectations during the recent U.S. Naval Forces Southern Command/4th Fleet Hybrid Fleet Campaign Event (HFCE) that demonstrated human-machine teaming in the maritime domain. The JUMP 20 provided ship-based intelligence, surveillance, reconnaissance, and targeting (ISR-T) support to USFOURTHFLT and USSOUTHCOM during the week-long, at-sea exercise onboard USNS Burlington. The JUMP 20 has previously flown over 130,000 land-based hours in support of U.S. Special Operations Command combat deployments, and the expansion of JUMP 20 operations into the shipboard environment allows AeroVironment to provide these services globally.

During HFCE, JUMP 20 showcased its ability to launch and recover at vessel speeds over 20 knots, with fully autonomous

flight from takeoff to landing. The JUMP 20 requires neither launch or recovery equipment, nor personnel on the flight deck during launch and recovery, maximizing operational safety and flexibility for users. JUMP 20's vertical takeoff and landing (VTOL) capability, and class-leading endurance and payload capacity expand the operational capabilities of U.S. and allies to compete and win in the era of great power competition. The JUMP 20 demonstrated how uncrewed systems will support distributed operations across multiple domains, supporting national security objectives and our warfighters.

"The shipboard flight environment is dynamic and challenging. JUMP 20 is a proven combat-effective platform, and the system's performance during HFCE illustrates the value to maritime operations. JUMP 20's ability to launch and land at speed, and without personnel intervention, enhances the ship's operational effectiveness and enables operators to focus on important mission tasking," said Shane Hastings, AeroVironment's vice president and product line general manager for Medium UAS. "As we continue to demonstrate and prove the effectiveness of the JUMP 20 platform, we look forward to getting this capability in the hands of our sailors, Marines, and allies operating in the maritime environment." AeroVironment JUMP 20 is deployed to U.S. and allied militaries around the world, and it can be provided on a contractor-owned / contractor-operated (COCO) basis to maximize operational flexibility.

Decommissioning work on

historic nuclear support facility, SSSB, draws to a close

Release from Naval Sea Systems Command

Nov. 8, 2023

By Program Executive Office Aircraft Carriers Public Affairs

WASHINGTON. – Along the waterfront in the Alabama Shipyard, LLC, near Mobile, Ala., decommissioning work has drawn to a close on a remarkable hull, which quietly and safely served the nuclear-powered aircraft carriers and cruisers of the U.S. Navy for more than 50 years.

The Navy's Surface Ship Support Barge (SSSB) served as the primary platform supporting the complex refueling, defueling, and associated maintenance operations for reactor components from U.S. Navy nuclear-powered surface ships at Newport News Shipbuilding, from 1964 to 2016. Dismantlement and disposal of SSSB began in 2020 and concluded this summer. On September 30th, the dismantlement site was turned back over to Alabama Shipyard, marking final completion of the project.

"This historic platform was an integral part of the Navy's nuclear-powered ship maintenance efforts for decades," notes RDML Casey Moton, Program Executive Officer for Aircraft Carriers. "The Navy-industry team leading the dismantlement has honored that legacy, displaying the same innovative spirit that has been driving the safe modernization and revolutionary construction of the nation's aircraft carriers over the last 60 years."

Dismantlement and Disposal

In June 2020, NAVSEA awarded a three-year, \$129 million contract for SSSB's dismantlement and disposal to APTIM Federal Services, LLC, with work to be accomplished at Alabama Shipyard, LLC. APTIM completed the process of demolishing the final components of the platform to include the former spent fuel water pool – a 32-foot-deep compartment on the barge that comprised 2,500 tons of steel-reinforced, high-density concrete.

Ray Duff, assistant program manager for CVN Inactivation/Disposal, who leads the Government's team on this project within NAVSEA, highlighted the major accomplishments of the project, which completed site work in June 2023, and received approval to turn over the SSSB dismantlement area back to the host shipyard on 30 September 2023. No spent fuel has been present on SSSB since its decommissioning in 2016, but the remaining 1% of the platform's low residual radioactivity contained in the spent water pool and associated system components required careful remediation.

"Our focus throughout the project was to remove and secure the hazardous material while keeping every worker safe and protecting the public and the environment," explained Duff, "and we succeeded."

APTIM's team of hazardous remediation experts logged 237,389 hours to complete the dismantlement and disposal, working within a specially fabricated structure under strict environmental monitoring, with zero OSHA lost time or recordable incidents. The team methodically surveyed, identified, and separated components, and then packaged and transported hazardous waste for disposal at Waste Control Specialists, LLC, a regulated facility in Andrews, Texas, capable of handling such materials. Approximately 8,080 tons of waste material were safely packaged and shipped to Waste Control Specialists, and 426 tons of ferrous and non-ferrous metals were recycled.

From World War II tanker to nuclear-age platform

SSSB began its service at sea, as the mid-section of the tanker ship SS Cantigny, built in 1945 by the Sun Shipbuilding Company, in Chester, Pennsylvania. The T2-SE-A1-type tanker was named after the 1918 Battle of Cantigny, the first major American offensive of World War I, fought near the village of Cantigny, on the Somme River in France.

In 1964, Newport News Shipbuilding and Drydock Company converted Cantigny's mid-body section to a nuclear support facility, initially called the Prototype Waterborne Expended Fuel Container (PWEFC). PWEFC provided an operational capability similar to the spent fuel pool in a commercial nuclear power reactor, and during the course of its long life supported refueling operations for many nuclear-powered cruisers and aircraft carriers—including early refuelings of ex-Enterprise (CVN 65).

In the late 1980s, Newport News Shipbuilding refurbished PWEFC with significant upgrades, replacing the original hull and tank structure and installing new longitudinal bulkheads. Then a decade later, the Navy completed additional repairs and upgrades, extending the platform's service life by 50 years, and renamed her the Surface Ship Support Barge—otherwise known as the “Triple S-B.”

A Legacy of Safety and Service

In cooperation with NAVSEA, using an interagency agreement, the U. S. Nuclear Regulatory Commission (NRC) provided NAVSEA with technical expertise during planning, execution, and termination of the project, evaluating APTIM's work plan to ensure workplace safety and to mitigate any possible impacts to the environment or to the public.

Based on NRC review and recommendation for approval of the dismantlement work plan, Naval Reactors, also referred to as the Naval Nuclear Propulsion Program, transferred custody of

SSSB to APTIM for dismantlement on June 10, 2021. SSSB left Hampton Roads on May 19, 2021, and arrived at the Port of Mobile on June 1, 2021, where self-propelled modular transporters moved the 268-foot barge to a land-based facility in the Alabama Shipyard—its final port of call.

SSSB's legacy of safety and service spans 52 years in Newport News Shipbuilding, supporting defueling operations for the Navy's nuclear-powered cruisers and aircraft carriers. In addition to ex-Enterprise, SSSB was instrumental in extending the service lives of the USS Nimitz (CVN 68), USS Dwight D. Eisenhower (CVN 69), USS Carl Vinson (CVN 70), USS Theodore Roosevelt (CVN 71), and USS Abraham Lincoln (CVN 72) as part of those ships' mid-life refueling and complex overhauls (RCOH).

Capt. Mark Johnson, manager of the PEO CVN In-Service Aircraft Carrier Program Office, notes that while SSSB's decommissioning signals the end of an era, it also marks the Navy's infusion of technological advancements in executing RCOHs.

"The Navy now has the capacity to manage and package spent fuel modules into robust shipping containers as required in real time, without the need to first house the materials in an intermediate facility, such as the SSSB spent fuel water pool," said Johnson. "It's an advancement that safely streamlines refueling activities, consistent with expediting readiness across the maintenance enterprise, with the goal of delivering warships back to operators in the fleet."

HII's Newport News Shipbuilding Opens Additional Site in Norfolk



[Release from HII](#)

NORFOLK, Va., Nov. 08, 2023 (GLOBE NEWSWIRE) – HII (NYSE: HII) announced today that its Newport News Shipbuilding division has begun production at an additional campus in Norfolk to support the shipyard's continued progress toward more effective and efficient shipbuilding.

The Newport News Shipbuilding Norfolk Campus is located on land leased from Fairlead in the Lambert's Point area, at a development known as Fairwinds Landing. NNS shipbuilders have worked at the site for several months constructing steel panels that will eventually make up units of *Gerald R. Ford*-class aircraft carrier *Enterprise* (CVN 80).

“This is a prime example of how we’re innovating, thinking differently and improving efficiency when it comes to building the aircraft carriers our nation needs,” explained Les Smith, NNS vice president for *Enterprise* (CVN 80), *Doris Miller* (CVN 81) and future aircraft carrier programs. “Coupling our energized workforce with this additional capacity is already yielding positive results and we expect to see great synergy as a result of this intentional investment.”

In addition to *Enterprise* (CVN 80) panel production work, the site is freeing up critical storage space at the main shipyard in Newport News to support other programs, including nuclear-powered submarine production. The campus in Norfolk also allows for future growth opportunities.

Photos accompanying this release are available at: <https://hii.com/news/hii-newport-news-shipbuilding-opens-additional-site-norfolk-2023>.

HII investment, coupled with Navy funding, is helping to make the new campus possible. NNS leadership and shipbuilders joined with city of Norfolk leaders, Navy officials and Fairlead leadership to mark the opening Monday.

Rear Adm. Casey Moton, program executive officer for aircraft carriers, said the Norfolk campus is a prime example of what can be accomplished when the Navy-industry team comes together to drive new shipbuilding efficiencies into programs and to invest in the future of the industrial base and the workers and communities that support them.

“I think the fact that we’re able to both expand capacity but at the same time make it easier for employees that work in this area with shorter commutes, good parking, is not only good for them, but hopefully it’ll attract more people to the shipbuilding business,” Moton said.

Moton also talked about delivering much-needed capability against a backdrop of current world events. “The importance of

our aircraft carriers and what you all do here, and our Navy's ability to project power from five acres of sovereign U.S. territory, anywhere in the world has never been more clear," Moton said.

Norfolk Mayor Kenny Alexander spoke on the importance of collaboration, "As an essential corporate citizen in our region, HII and its remarkable shipbuilders serve as a vital force in protecting our national security and shaping the future of defense," Alexander said. "We thank HII for choosing to invest in Norfolk and reaffirming our commitment to workforce development by bringing dozens of highly-sought after jobs to our city."

NNS is the nation's sole designer, builder and refueler of nuclear-powered aircraft carriers and one of just two shipyards capable of building nuclear-powered submarines for the Navy. Three *Gerald R. Ford*-class aircraft carriers are currently under construction: *John F. Kennedy* (CVN 79), *Enterprise* (CVN 80) and *Doris Miller* (CVN 81).

U.S. Coast Guard formally establishes Base Guam



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

Nov. 7, 2023

SANTA RITA, Guam – The U.S. Coast Guard is proud to announce the establishment of U.S. Coast Guard Base Guam on Nov. 8, 2023, in a ceremony presided over by Rear Adm. Carola List, commander of Operational Logistics Command.

Led by Cmdr. Dana Hiatt, Base Guam, will be pivotal toward enhancing the U.S. Coast Guard's mission support logistics in the region. This strategic move aligns with the Service's commitment to increase mission support throughout Oceania. Given Guam's vital importance to national security, this initiative takes center stage.

The establishment of Base Guam is part of the Consolidated Appropriations Act of 2023 and expands the U.S. Coast Guard's mission support in the Indo-Pacific region. The establishment will shift current facilities engineering, naval engineering,

comptroller and base operations, health, safety, and work life, personnel support, information technology, and procurement billets and responsibility from the existing U.S. Coast Guard Forces Micronesia/Sector Guam to a new Base Guam command structure. The establishment of Base Guam will consist of 17 additional personnel billets and will rely on the realignment of existing elements to provide logistical efficiencies improving U.S. Coast Guard mission support on Guam.

U.S. Coast Guard Base Guam will operate under the direction of the Operational Logistics Command, responsible for mission support logistics across the entire U.S. Coast Guard enterprise while coexisting with U.S. Coast Guard Forces Micronesia/Sector Guam. The base is taking on the role of the lead logistics and support command, a strategic decision aimed at better serving the needs of the operational community and partners. Forces Micronesia/Sector Guam retains the role of operational authority for U.S. Coast Guard activity in the Western Pacific.

The Base crew's responsibilities encompass contingency logistics planning for joint operational plans, integration of logistics services, and support for tactical logistics needs for deployed operational assets. Additionally, the enterprise maintains a national-level logistics common operating picture and commands the Coast Guard's 22 existing bases, ensuring the execution of assigned tasking through each of the U.S. Coast Guard's Logistics and Service Centers.

The establishment of Base Guam marks a significant milestone in strengthening the U.S. Coast Guard's presence and capabilities in the region. The unit is physically located on the existing U.S. Coast Guard footprint within U.S. Naval Base Guam.