

Australia, India, Japan, Korea, U.S. Complete Multinational Exercise Sea Dragon 2025



250313-N-ER662-0384 ANDERSEN AIR FORCE BASE, Guam (March 13, 2025) Participants from the Royal Australian Air Force (RAAF), Indian Navy, Japan Maritime Self-Defense Force (JMSDF), Republic of Korea Navy (ROKN), and the United States Navy pose for a group photo alongside a ROKN P-3 Orion (left), RAAF P-8A Poseidon (center), and JMSDF Kawasaki P-1 (right) during Exercise Sea Dragon 2025 at Andersen Air Force Base, Guam, March 13, 2025. (U.S. Navy photo by MCC Matthew Cole).

From Commander, Task Force 72 Public Affairs, March 19, 2025

ANDERSEN AIR FORCE BASE, Guam – Exercise Sea Dragon 2025 successfully concluded at Andersen Air Force Base, Guam, marking the completion of two weeks of intensive multinational

anti-submarine warfare training, March 18, 2025.

Hosted by Commander, Task Force (CTF) 72, the exercise brought together participants from the Royal Australian Air Force (RAAF), Indian Navy (IN), Japan Maritime Self-Defense Force (JMSDF), Republic of Korea Navy (ROKN), and the United States Navy.

Two U.S. Navy P-8A Poseidon aircraft from Patrol Squadron (VP) 16 and Patrol Squadron (VP) 47 participated in the exercise. Allied and partner aircraft participating in this exercise included the RAAF P-8A Poseidon, JMSDF Kawasaki P-1, ROKN P-3 Orion, and IN P-8I Neptune. SD25 focused on enhancing ASW proficiency and multinational collaboration in the Indo-Pacific.

Exercises like SD25 demonstrate the U.S. Navy's commitment to regional security and strengthening maritime partnerships with allied and partner nations.

"CTF 72 was proud to host Sea Dragon 2025 from Andersen AFB, Guam," said Lt. Cmdr. Dan O'Keefe, assigned to Theater Security Cooperation, CTF 72. "This annual, multilateral ASW exercise included a competition phase and provided an opportunity for continuous multilateral ASW prosecution against simulated targets."

SD25 featured a structured training format to include a mobile ASW training target, the MK-30 "SLED" for tracking drills, and a U.S. Navy anti-submarine warfare exercise (ASWEX) where exercise participants tracked a live U.S. Navy submarine. This structure enabled aircrews to develop their ASW expertise progressively while ensuring seamless, international mission coordination.

"Operating alongside partner nations' maritime patrol forces strengthens security and cooperation, contributing to a free and open Indo-Pacific," said O'Keefe. "The high level of coordination and skill displayed throughout the exercise

underscores our commitment to shared regional security.”

As with previous years, SD25 included a competitive component in which each nation’s performance was assessed and graded to earn the Dragon Belt award, testing each nation’s ASW tactics and response effectiveness in a realistic scenario.

This year, the RAAF emerged victorious, securing the Dragon Belt for 2025.

The “War Eagles” of VP-16, part of CTF 72, are stationed in Jacksonville, Florida, and are currently deployed to Misawa Air Base in Misawa, Japan. The “Golden Swordsmen” of VP-47, also part of CTF 72, are stationed in Whidbey Island, Washington, and are currently deployed to Kadena Air Base in Okinawa, Japan. Throughout the deployment, both squadrons will continue conducting maritime patrol, reconnaissance, and theater outreach operations in the U.S. 7th Fleet area of operations.

U.S. 7th Fleet is the U.S. Navy’s largest forward-deployed numbered fleet, and routinely interacts and operates with allies and partners in preserving a free and open Indo-Pacific region.

Coast Guard Achieves Major Milestone in Drug Interdiction, Border Control

Operations



ATLANTIC OCEAN (March 22, 2024) – The Ticonderoga-class guided missile cruiser USS Leyte Gulf (CG 55), embarked U.S. Coast Guard Law Enforcement Detachment (LEDET) and Helicopter Maritime Strike Squadron (HSM) 50 work together to intercept a self-propelled semi-submersible drug smuggling vessel (SPSS), in the Atlantic Ocean, March 22, 2024. (U.S. Coast Guard Courtesy Photo/Released)

From U.S. Coast Guard Headquarters, March 18, 2025

WASHINGTON – The U.S. Coast Guard achieved a major milestone this week, interdicting over 80,000 pounds of illicit drugs since Jan. 21, being smuggled by drug cartels in an attempt to reach the U.S.

The Coast Guard's achievement comes as U.S. Northern Command (NORTHCOM) deployed two U.S. Navy warships to the southern

border to support Department of Homeland Security (DHS) and Coast Guard operations.

These U.S. Navy warships will operate in direct support of the Coast Guard and carry Coast Guard law enforcement teams that will enable them to shift to Coast Guard control during interdiction operations. As the Coast Guard hardens and sustains its operational posture, including the arrival of these U.S. Navy warships, it is fully integrated with DHS and the Department of Defense (DoD) through NORTHCOM and U.S. Southern Command.

“The Coast Guard leads the U.S. government’s efforts to control, secure and defend the nation’s borders and maritime approaches, starting at the U.S. southern border where the president has declared a national emergency,” said Adm. Kevin Lunday, acting Coast Guard commandant. “We are now leveraging U.S. Navy capabilities with Coast Guard teams aboard to augment our forces off Southern California and Texas. We are grateful for this crucial support from our teammates at NORTHCOM and the U.S. Navy. These Navy ships provide unique capability to complement U.S. Coast Guard operations to achieve 100% operational control of the border.”

Since Jan. 21, the Coast Guard has tripled its forces operating on the southern border.

Later this week, the Coast Guard will further recognize its interdiction efforts with a record-setting drug offload by Coast Guard Cutter Stone (WMSL 758). Additional details will be provided via media advisory.

For more information about the Coast Guard, visit www.uscg.mil.

USS Vermont Returns Home from First Western Pacific Deployment



Joint Base Pearl Harbor-Hickam, Hawaii, March 16, 2025 – The Virginia-class fast-attack submarine USS Vermont (SSN 792) returns to Joint Base Pearl Harbor-Hickam, Hawaii after a scheduled deployment, March 16, 2025. Vermont is the third U.S. Navy ship named after the Green Mountain State. Vermont was administratively commissioned in April 2020 and is the first Block IV Virginia-class fast-attack submarine. (U.S. Navy photo by Mass Communication Specialist 1st Class Scott Barnes)

From Petty Officer 1st Class Scott Barnes, March 18, 2025

JOINT BASE PEARL HARBOR-HICKAM, Hawaii – The Virginia-class fast-attack submarine USS Vermont (SSN 792) returned to Joint Base Pearl Harbor-Hickam March 16, following a seven-month deployment, the submarine's first deployment to the Western

Pacific. 104 Sailors assigned to Vermont earned their first Sea Service Deployment Ribbon, since the submarine's departure from Pearl Harbor in August 2024.

"The crew exceeded even the highest expectations, from job accomplishment to professional development," said Command Master Chief Robert Antrim, Vermont's chief of the boat. He continued, "Our senior Sailors were patient with our first-time deployers and took the time to train and mentor them on both job-specific and personal preparations. I'm immensely proud of how well the team performed together despite the lower level of deployment experience."

During the deployment, Vermont's crew conducted port visits to Busan, South Korea, Yokosuka, Japan, and Apra Harbor, Guam.

"I'm proud of our team and how hard they worked to get ready for Vermont's maiden Western Pacific deployment," said Cmdr. Michael Lilleberg, Vermont's commanding officer. "They performed well during every aspect of the deployment, accomplishing all tasking, and providing the operational commander flexibility and lethality with which to prepare and shape the battlespace."

Vermont saw 20 Sailors advance to the next pay grade, and 32 Sailors earned various submarine qualifications during the deployment. In a historic achievement, Royal Australian Navy Lt. Cmdr. James* earned his U.S. Navy Submarine Warfare Device, or "dolphins", in a ceremony as part of Vermont's December 2024 port visit to Commander, Fleet Activities Yokosuka.

"My most memorable achievement this deployment was having the opportunity to qualify as assistant navigator. I really enjoy the navigation aspect of my rate. Being able to qualify what is, essentially, the most senior position for navigation on my first tour and deployment was a lot of hard work, but very satisfying to achieve," said Electronics Technician,

Submarine, Navigation 2nd Class Jorge Lopez.

Vermont is the third U.S. Navy ship named after the Green Mountain State. Vermont was administratively commissioned in April 2020 and is the first Block IV Virginia-class fast-attack submarine.

*Per Royal Australian Navy protocols, submariners' last names are not publicly released.

Crowley and Naturgy Deploy First U.S. LNG Carrier, American Energy, to Serve Puerto Rico

From Crowley, March 18, 2025

Crowley has raised the U.S. flag on American Energy, commencing operations of the first domestic liquified natural gas (LNG) carrier to transport U.S.-sourced natural gas to Puerto Rico. The milestone will provide Puerto Rico with increased access to the reliable supply of U.S.-produced LNG, helping address the island's ongoing power demands.

Crowley and Naturgy have entered into a multi-year agreement that provides for the regular delivery of the U.S. mainland-sourced LNG to Naturgy's operating facility in Penuelas, Puerto Rico.

The Crowley-owned carrier American Energy, which has capacity of 130,400 cubic meters (34.4 million gallons) per voyage, will operate in accordance with the U.S. Coast Guard

Authorization Act of 1996. The vessel has a CAP 1 rating, certifying its top rating for safety and vessel condition, and its compliance with all regulatory requirements.

“The entry into service of American Energy marks a significant step for fuel supply reliability in Puerto Rico for our energy grid, which will greatly benefit our people,” said Puerto Rico Gov. Jenniffer González-Colón. “This partnership is an initiative to act using existing regulations to increase access to a U.S.-based LNG source that expands our options for the stabilization of our energy grid, as we work towards providing our residents and businesses a more consistently reliable power generation source.”

The 900-foot-long (274 meters) LNG carrier builds on Crowley’s 70-plus years commitment to Puerto Rico. The company also operates the full-service marine Isla Grande cargo terminal in San Juan for its container and roll-on/roll-off vessels, including two LNG-fueled ships, and logistics services. Crowley annually delivers more than 94 million gallons of LNG through its LNG Loading Terminal in Penuelas as well as provides ocean delivery and land transportation using ISO tank containers.

At capacity, each delivery of LNG aboard American Energy provides enough energy to power 80,000 homes for a year. LNG is also a lower-carbon fuel emitting less greenhouse gas (GHG) emissions compared to diesel and other traditional energy sources.

“We are proud and privileged to expand U.S. LNG availability in Puerto Rico in partnership with Naturgy,” said Tom Crowley, chairman and CEO of Crowley Corporation. “LNG is an ample, reliable energy source available in the U.S. that provides a more resilient and lower-emission option as part of our nation’s energy portfolio for quickly serving the growing power needs of Puerto Rico while supporting American jobs, American energy production and U.S. national security.”

“This contract strengthens our presence in the global LNG market, particularly in the United States, and allows Puerto Rico to obtain a stable and competitive energy supply route,” said Jon Ganuza, general manager of supply and wholesale markets, Naturgy.

“AMO is proud to be a part of this historic partnership that benefits the people of Puerto Rico,” said American Maritime Officers National President Willie Barrere. “U.S. Merchant Mariners, many of whom were born in Puerto Rico, sailing on Jones Act vessels, have been reliably delivering goods to the Commonwealth for decades. Now we will deliver LNG fuel to power the residents and further strengthen the bond between Puerto Rico and our U.S. seafarers.”

“The SIU is tremendously excited about providing crew members for the American Energy,” said David Heindel, president of the Seafarers International Union (SIU). “Our members have a long, proud history of working aboard LNG vessels, and our affiliated school in Piney Point, Maryland, regularly conducts U.S. Coast Guard-approved curriculums that help prepare mariners for this kind of work. We congratulate Crowley, and we look forward to helping safely operate the newly reflagged ship.”

Hegseth Says Campaign Against Houthis Will be ‘Unrelenting’ Until Hostilities Cease



March 17, 2025 | By Matthew Olay, DoD News

During a media interview yesterday, Defense Secretary Pete Hegseth said the U.S. military will continue to tactically engage Iranian-backed Houthis until they stop acting aggressively against U.S. ships in the region.

Hegseth commented on the topic following President Donald J. Trump's order for U.S. Central Command to launch multiple airstrikes against Houthis in Yemen, March 15, 2025.

"Freedom of navigation is basic; it's a core national interest," Hegseth said, adding that the current campaign is about restoring deterrents in the region in addition to freedom of navigation.

"The minute the Houthis say, 'We'll stop shooting at your ships [and] we'll stop shooting at your drones,' this campaign will end but, until then, it will be unrelenting," he continued.

Hegseth also said the airstrikes were meant to draw Iran's

attention.

“The message is clear to Iran ... Your support of the Houthis needs to end immediately. We will hold you accountable as the sponsor of this proxy, and I echo [the president’s] statement [that] we will not be nice about it,” Hegseth said.

The Houthis have been acting aggressively in the Red Sea region since October 2023, when a U.S. Navy destroyer had to intercept three land-attack cruise missiles fired by the Houthis toward Israel.

Since then, the Houthis have launched over 100 drone and missile attacks targeting American and allied ships in the Gulf of Aden and the Red Sea, resulting in many commercial ships having to alter their routes to avoid the region at a tremendous commercial cost.

Hegseth likened the severe economic impact of the Houthi aggression in the region to “being held hostage by a terrorist organization” and then pointed out that the Trump administration has indeed labeled the Houthis as such.

“To the Houthis: [the airstrikes weren’t] a one-night thing ... This is about stopping the shooting at assets in that critical waterway to reopen the freedom of navigation, which is a core national interest of the United States,” Hegseth said, before again reemphasizing that Iran needs to “back off” from enabling the Houthis.

Hegseth said Iran and its additional military proxies – including Hamas and Hezbollah – are in a “weakened state.”

“But it doesn’t mean they still don’t have the desire [for aggression],” he said, adding that Iran will never be allowed to have a nuclear weapon.

“Iran must get that clear message and negotiate the end of their pursuit for nuclear weapons because ... President Trump

has said clearly that they will not get a bomb,” Hegseth said.

Vestdavit Sees Successful Sea Trials For First Davits Delivered To Us Navy Oilers At Gd Nassco

From Vestdavit

Efficient installation and commissioning of onboard equipment is critical in the newbuild construction process – and this has been demonstrated with successful sea trials for the first davits installed by Vestdavit on a series of US Navy fleet refuelling vessels being built by General Dynamics NASSCO.

The pair of high-specification PLRH-5000 rescue boat davits were subject to rigorous operational testing in the recent trials performed with USNS Robert F. Kennedy, or T-AO 208, that is the fourth and latest so-called T-AO oiler to be delivered in the series of John Lewis-class vessels under construction at the San Diego-based shipbuilder in the US.

“Our davits performed as expected, which can be attributed to the proven robustness of this technology in naval operations as well as Vestdavit’s long-standing competence in davit installation that contributes to smooth-running newbuild deliveries,” says Vestdavit’s Managing Director Rolf Andreas Wigand.

Additional davit order

The leading Norwegian supplier of boat-handling systems has recently also secured a further purchase order from GD NASSCO for the PLRH-5000, taking its tally to seven ships covering T-AO 208 to T-AO 214 for which Vestdavit will provide a total of 14 such davits – two per vessel.

The US shipbuilder, which specialises in design and construction of naval as well as commercial vessels, has so far been contracted to build 10 T-AO oilers under the extensive newbuild programme.

The davits will be used for launch and recovery of seven-metre RHIBs to support refuelling operations by the oilers for US Navy carrier strike group ships operating at sea under the Military Sealift Command, with each of the 742-foot vessels having capacity to carry 157,000 barrels of oil and a sailing speed of 20 knots.

Rapid and reliable deployment

This demands that such boat-handling systems are capable of rapid and reliable deployment of daughter craft for mission-critical operations under challenging conditions, with a high level of redundancy to ensure they keep operating efficiently when time is of the essence and lives may be at stake, according to Magnus Oding, General Manager of US subsidiary Vestdavit Inc., who attended commissioning of the davits at the shipyard.

He points out the PLRH-5000 davits are also equipped with sophisticated motion compensation and safety features to optimise the efficiency of launch-and-recovery operations.

These include shock absorbers for removing peak loads, constant tension for safe and efficient recovery in rough sea conditions, and guiding arms that act as an anti-pendulation device to keep the RHIB steady.

Proven supplier to naval market

These advanced specifications are underpinned by Vestdavit's proactive strategy of product development and innovation to meet client requirements through over 40 years of davit deliveries to the demanding naval segment that forms its core market, with a track record of supplying robust systems with proven performance in real-life operations for most Nato navies worldwide.

As a major client, the US Navy has been the source of similar repeat orders for Vestdavit such as those for the dual TDB-7000 davit-type that have been delivered for three Expeditionary Sea Base (ESB) ships also contracted at GD NASSCO.

Ease of installation

Oding says a key factor in securing such awards is Vestdavit's ability to deliver systems designed for ease of installation, with the PLRH-5000 supplied as a fully self-contained and skid-mounted davit that is quick to install. "All that is required is to weld it to the deck, fill oil and connect the power," he explains.

Furthermore, its davits are certified according to all relevant class standards based on verification of design, materials and safety, and thorough testing at the fabrication stage, which minimises any commissioning issues during vessel construction.

Wigand concludes: "Our strong delivery model ensures we can supply tried and trusted systems that meet the highest performance standards for naval operations, with a compact footprint that enables them to be easily incorporated into newbuild designs."

HII to Expand Shipboard, Shore-Based Training Support for U.S. Navy and Coalition Forces



From HII

MCLEAN, Va., March 18, 2025 (GLOBE NEWSWIRE) – HII (NYSE: HII) announced today that its Mission Technologies division was awarded a \$147 million contract to support shipboard and shore-based combat training services for the U.S. Navy.

Under the five-year task order, HII will provide engineering support for every aspect of training systems under the U.S. Naval Surface Warfare Center Dahlgren Division, Dam Neck Activity (NSWCDD DNA), including associated hardware, software, subsystems and elements. Tasks will range from integrated training system hardware and software installation, system certification and testing to troubleshooting, repair

and lifecycle sustainment.

“Providing full-cycle support for U.S. Navy, joint, coalition and Department of Defense training systems requires a seamless, well-orchestrated approach and close collaboration with the Navy customer to make sure we’re providing the best quality service possible,” said Michael Lempke, president of Mission Technologies’ Global Security group. “We look forward to expanding our relationship with NSWCDD DNA and ensuring our military fleets remain mission-ready through warfare systems superiority.”

HII supports the U.S. naval fleet across various bases and operational theaters worldwide.

A photo accompanying this release is available at: <http://hii.com/news/hii-to-expand-shipboard-and-shore-based-training-support-for-the-u-s-navy-and-coalition-forces/>.

The company was awarded this task order under the SeaPort Next Generation multiple award contract indefinite delivery/indefinite quantity vehicle. Work will be performed at multiple locations in the U.S. and overseas.

USS Gravelly Deploys to U.S. Northern Command Area of Responsibility



From U.S. Northern Command Public Affairs, March 15, 2025

PETERSON SPACE FORCE BASE, Colo. – The Arleigh Burke-class guided-missile destroyer USS Gravelly (DDG 107) departed Naval Weapons Station Yorktown for a scheduled deployment to the U.S. Northern Command Area of Responsibility (USNORTHCOM AOR), March 15. The ship will operate in U.S. and international waters.

“USS Gravelly’s deployment will contribute to the U.S. Northern Command southern border mission as part of the DOD’s coordinated effort in response to the Presidential Executive Order. Gravelly’s sea-going capacity improves our ability to protect the United States’ territorial integrity, sovereignty, and security,” said Gen. Gregory Guillot, Commander, U.S. Northern Command.

In support of U.S. Northern Command’s mission to restore territorial integrity at the U.S. southern border, Gravelly reinforces the nation’s commitment to border security by enhancing maritime efforts and supporting interagency collaboration. The ship’s deployment highlights the Department

of Defense and Navy's dedication to national security priorities, contributing to a coordinated and robust response to combating maritime related terrorism, weapons proliferation, transnational crime, piracy, environmental destruction, and illegal seaborne immigration.

"The deployment of Gravelly marks a vital enhancement to our nation's border security framework," said Adm. Daryl Caudle, commander, U.S. Naval Forces Northern Command. "In collaboration with our interagency partners, Gravelly strengthens our maritime presence and exemplifies the Navy's commitment to national security and safeguarding our territorial integrity with professionalism and resolve."

Gravelly brings maritime capabilities to the USNORTHCOM AOR in response to Presidential executive orders and a national emergency declaration and clarification of the military's role in protecting the territorial integrity of the United States.

A U.S. Coast Guard Law Enforcement Detachment (LEDET) will be embarked aboard Gravelly. Founded in 1982, Coast Guard LEDETs carry out a variety of maritime interdiction missions, including counter-piracy, military combat operations, alien migration interdiction, military force protection, counter terrorism, homeland security, and humanitarian response.

USNORTHCOM was named the DoD's operational lead for the employment of U.S. military forces to carry out President Trump's southern border Executive Orders. The combatant command continues to fill critical capabilities gaps in support of DHS and CBP.

Coast Guard Conducts Joint Operation to Disrupt Illicit Maritime Activity in Philadelphia



Coast Guard service members from Sector Delaware Bay lead a joint operation with partner agencies to ensure compliance with federal regulations at the Packer Avenue Marine Terminal, Philadelphia, March 11, 2025. (U.S. Coast Guard photo courtesy of Sector Delaware Bay)

From U.S. Coast Guard 5th District, March 14, 2025

PHILADELPHIA – A Coast Guard law enforcement team from Sector Delaware Bay led a joint operation with partner agencies to ensure compliance with federal regulations at the Packer Avenue Marine Terminal, Tuesday.

The joint operation included 27 officers. The goal was to

ensure the facility was in compliance with the Maritime Transportation Security Act while deterring and detecting illicit activity within a key port area. The team screened 121 trucks and containers resulting in a shipping container being detained for a hazardous material violation.

“Operations like this one are an important part of the Coast Guard’s mission of detecting and disrupting potential illicit maritime activity” said Capt. Kate Higgins-Bloom, captain of the port and commander of Coast Guard Sector Delaware Bay. “We are fortunate to have a great group of federal, state, and local partners here in Philadelphia. Working as an interagency team is one of the most efficient ways for us to secure and defend the ports and waterways that fuel our national economic security.”

This operation was led by members of Sector Delaware Bay’s response and prevention departments. Participating agencies included the Philadelphia Police Department and Transportation Security Administration’s Vehicle Intermodal Prevention and Response team.

The Maritime Transportation Security Act provides a framework for ensuring the security of maritime commerce and domestic ports. The act’s main goal is to prevent a transportation security incident which is defined as any incident that results in significant loss of life, environmental damage, transportation system disruption and economic disruption to a particular area.

“When we conduct these missions, we focus our efforts towards dismantling the exploitation of the maritime transportation system from drug trafficking operations and other maritime crime,” said Lt. Cmdr. Matthew Zangle, the enforcement division chief at Sector Delaware Bay. “Our partnership with local and federal agencies to disrupt the smuggling of narcotics like fentanyl and to deter illicit activity within the port not only increases our maritime security and

resilience but also ensures the safety of the general public.”

While conducting the operation, the Coast Guard’s prevention inspectors ensured compliance of federal regulations which resulted in the positive identification of improperly stowed hazardous materials inside a shipping container. The container was detained and released upon corrective action taken by the responsible party.

“What this operation proved is we have the know-how and interagency relationships necessary to get the job done and ensure a major point of entry in our country remains safe and secure,” said Higgins-Bloom.

**Golden Dome ‘Only Hope
Against the Existential
Threat of an EMP Attack,’
Expert Says**



From Ascot Media News, March 17, 2025

Washington, D.C., March 14, 2025 – A “Golden Dome” missile defense shield designed to detect, track and intercept incoming ballistic weapons would offer the United States the best protection possible against advanced missile threats, including electromagnetic pulse (EMP) weapons, explains William R. Forstchen, Ph.D., widely recognized as a leading authority on EMP technology and its potential consequences.

“The Golden Dome is our only hope against the existential threat of an EMP attack,” Forstchen said. “Every day we go

without such a defense is yet another day when we are vulnerable to an EMP attack that could destroy America's electrical and electronic infrastructure, setting our 21st-century society back to the 19th century or even earlier. Within a year, the majority of Americans would perish."

Forstchen has provided guidance to federal, state and local governments, as well as private organizations, on the potential widespread impact of an EMP event. A sought-after speaker, Forstchen has shared his expertise at conferences across the United States, educating audiences on the critical need for preparedness.

Citing the country's already vulnerable energy grid, Forstchen said an EMP attack would wipe out power and set off a cascade of deadly events. The first necessity people would lose is water, followed by food supply and medication. Then, disease would set in. Long-term survival, he added, would depend on being in the right place at the right time with the right food supply.

"I believe the threat of America being hit by an EMP weapon is the single greatest danger to our survival," Forstchen said. "Electricity is the fundamental building block of our society. Everything is predicated on electrification."

An EMP causes widespread cataclysmic damage to power grids due to what's called the Compton effect, he explained.

"An electromagnetic pulse is the byproduct of detonating a nuclear weapon. When a nuclear weapon is detonated 200 to 250 miles above the earth, the gamma ray burst when it hits the upper atmosphere sets off the Compton effect. In essence, a giant electrostatic discharge hits the earth's surface and wipes out electronic devices as well as entire power grids, leaving affected areas in the dark," he said.

Forstchen has written extensively about the devastating impact of EMP strikes, beginning with his New York Times bestseller, *One Second After*, which offers a realistic look at a weapon and its awesome power to destroy the entire United States, literally within one second. *One Second After* spawned three sequels, each of which is a fictional exploration rooted in the cold, solid facts of how an EMP strike above U.S. soil would impact society.