USS Mason Enters the Mediterranean Sea After Seven Months in the Red Sea

The guided-missile destroyer USS Mason (DDG 87) sails in the Gulf of Aden Nov. 25, 2023. (U.S. Navy Photo by MC3 Samantha Alaman)

By U.S. Naval Forces Europe and Africa / U.S. Sixth Fleet Public Affairs, June 8, 2024

MEDITERRANEAN SEA – Arleigh Burke-class guided-missile destroyer USS Mason (DDG 87) transited the Suez Canal and entered the Mediterranean Sea, June 7, 2024.

Mason entered the U.S. 5th Fleet area of operations on Nov. 4, 2023 for a routine deployment as part of the Dwight D. Eisenhower Carrier Strike Group (IKECSG). While operating in the Red Sea, Mason supported maritime security and stability in the Middle East, providing assurance to maritime traffic by

deterring threats to the international rules based order and freedom of navigation.

“Mason and the crew demonstrated a remarkable level of operational support in the Red Sea over the past 7 months and I am extremely proud of all their accomplishments,” said Cmdr. Justin B. Smith, commanding officer of Mason. “I am eager for the next chapter of 6th Fleet operations as we continue to demonstrate our proficiency and mission support.”

Mason is deployed as a part of the Dwight D. Eisenhower (IKE) Carrier Strike Group (CSG). IKECSG is operating in the U.S. 5th and 6th Fleet areas of operations to deepen strategic relationships with allies and partners, and to support maritime security and stability.

The strike group is commanded by CSG-2 and comprised of flagship Dwight D. Eisenhower, Carrier Air Wing (CVW) 3 with its nine squadrons, USS Philippine Sea (CG 58), and Destroyer Squadron (DESRON) 22 with its guided missile destroyers.

For more than 80 years, U.S. Naval Forces Europe-U.S. Naval Forces Africa (NAVEUR-NAVAF) has forged strategic relationships with our Allies and partners, leveraging a foundation of shared values to preserve security and stability.

Headquartered in Naples, Italy, NAVEUR-NAVAF operates U.S. naval forces in the U.S. European Command (USEUCOM) and U.S. Africa Command (USAFRICOM) areas of responsibility. U.S. 6th Fleet is permanently assigned to NAVEUR-NAVAF, and employs maritime forces through the full spectrum of joint and naval operations.

NOAA's Hahn Selected for Third Star, Deputy Under Secretary for Operations

From NOAA Public Affairs, June 7, 2024

NOAA Commissioned Officer Corps Rear Admiral Nancy A. Hann has been selected for promotion to the rank of vice admiral and will serve as NOAA's deputy under secretary for operations, beginning August 2024. Since 2021, Hann has served as director of the NOAA Corps and NOAA Office of Marine and Aviation Operations (OMAO).

In her new role as deputy under secretary for operations, Hann will be responsible for the day-to-day management of the agency's national and international operations for oceanic and atmospheric services, research and coastal and marine stewardship.

"Vice Adm. (select) Hann is an experienced and well-respected leader with an impressive resume of accomplishments," said NOAA Administrator Rick Spinrad, Ph.D. "I look forward to working with her as a key member of my management team to further advance NOAA's mission."

Hann will succeed Benjamin Friedman, who has held the role for over eight years – the longest span of any NOAA deputy under secretary for operations. Later this year, Friedman will retire from the federal workforce after 30 years of service, of which 14 years were served within NOAA. After retiring, he will assume the role as chief operating officer for the SUNY Research Foundation.

"Ben is a strong leader and a compassionate civil servant with decades of public service," Spinrad added. "I will miss his thoughtful counsel and insight, and wish him all the best in

this new endeavor."

"I am honored to have the opportunity to serve as NOAA's next deputy under secretary for operations and lead this team of accomplished and dedicated scientists," said Vice Adm. Hann. "I would like to thank my predecessor Benjamin Friedman for his service and look forward to working with him as I fully transition into my new position."

Throughout her 25-year career as a NOAA Corps officer, Hann has served aboard NOAA aircraft as both a pilot and flight meteorologist, and has supported a variety of scientific missions and multiple uncrewed aircraft as a pilot and project manager. She has also served aboard NOAA Ships Miller Freeman and Townsend Cromwell in support of fisheries surveys and oceanographic research in the Pacific.

Hann has also previously served as executive officer at the NOAA Marine Operations Center-Atlantic, associate director at the NOAA Atlantic Oceanographic and Meteorological Laboratory and NOAA liaison to the U.S. Pacific Command.

Hann holds a master's degree in public administration from the John F. Kennedy School of Government at Harvard University, a master's degree in aeronautical science and space studies from Embry-Riddle Aeronautical University and a bachelor's degree in marine science and biology from the University of San Diego. She has received numerous awards, including the NOAA Corps Meritorious Service Medal and multiple Department of Commerce medals.

Rear Admiral Chad Cary has been nominated to succeed Hann as the next director of the NOAA Corps and OMAO, pending U.S. Senate confirmation.

Navy to Christen Future USNS Cherokee Nation

From U.S. Navy Office of Information, 07 June 2024

The Navy will christen the Navajo-class towing, salvage, and rescue ship, the future USNS Cherokee Nation (T-ATS 7), during a 10 a.m. CDT ceremony Saturday, June 8, in Houma, Louisiana.

The Honorable Chuck Hoskin, Jr., Principal Chief of the Cherokee Nation, will deliver the principal address. Remarks will also be provided by the Honorable Franklin Parker, Assistant Secretary of the Navy for Manpower and Reserve Affairs; Vice Adm. Scott Gray, commander, Navy Installation Command; and Mr. Ben Bordelon, President and Chief Executive Officer, Bollinger Shipyards. In a time-honored Navy tradition, the ship's sponsor, the Honorable Victoria Vazquez, Deputy Speaker of the Cherokee Nation Tribal Council, will christen the ship by breaking a bottle of sparkling wine across the bow.

The future USNS Cherokee Nation is the second ship in its class and will be operated by the Navy's Military Sealift Command. The vessels will replace the existing Powhatan-class

T-ATF fleet ocean tugs and Safeguard-class T-ARS rescue and salvage ships in service with the U.S. Military Sealift Command.

The Navajo-class is a new series of towing, salvage, diving, and rescue ships (T-ATS) being constructed for the U.S. Navy. The Navajo-class is a multi-mission common hull platform that will be deployed to support a range of missions such as towing, rescue, salvage, diving, humanitarian assistance, oil spill response and wide-area search and surveillance operations.

USS Normandy Attends 80th D-Day Remembrance

USS Normandy (CG 60) (U.S. Navy Photo by MC1 Ryan Seelbach)

By U.S. Naval Forces Europe and Africa/ U.S. Sixth Fleet Public Affairs

June 5, 2024

CHERBOURG, France – Sailors assigned to the Ticonderoga-class guided-missile cruiser USS Normandy (CG 60) arrived in Cherbourg, France June 3, 2024, to commemorate their namesake's region while paying tribute to the 80th year of D-Day.

During the visit, USS Normandy will participate in a remembrance event that marks the 80th anniversary of the Allied invasion of France, scheduled for June 6, 2024, which marked the turn in America's campaign during World War II. Leadership will also participate in a reception attended by The 76th Secretary of the Navy, The Honorable Carlos Del Toro, Admiral Stuart B. Munsch, Commander, U.S. Naval Forces Europe-

Africa (NAVEUR-NAVAF) and Allied Joint Forces Command (JFC) Naples, and Admiral Nicolas Vaujour, 63rd Chief of Staff of the French Navy.

“It is an honor to be a part of this historic milestone and pay tribute to the men and women who paid the ultimate price in the name of freedom,” said Capt. Errol Robinson, Commanding Officer of USS Normandy. “Representing not only these Sailors, but the countless other French, American, and Allied heroes who gave their lives on these hallowed grounds is a moment in time that will never be forgotten.”

USS Normandy is named after the French region of Normandy, the site of the D-Day landings on June 6, 1944 that shifted the tide of WWII in favor of the allies. In the months that followed D-Day, American, French resistance, and Allied forces fought to drive Nazi occupiers from the region and establish a strong base for the final push to liberate France.

USS Normandy is independently deployed to enhance integration for future operations and demonstrate the U.S. Navy’s commitment to a peaceful, stable and conflict-free Atlantic region.

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Headquartered in Naples, Italy, NAVEUR-NAVAF operates U.S. naval forces in the U.S. European Command (USEUCOM) and U.S. Africa Command (USAFRICOM) areas of responsibility. U.S. Sixth Fleet is permanently assigned to NAVEUR-NAVAF, and employs maritime forces through the full spectrum of joint and naval operations.

Naval Beach Group Amphibious Forces Commemorate D-Day’s 80th Anniversary

NAVAL BASE CORONADO (Jun. 6, 2024) – A flowered wreath honors those lost during the D-Day in Normandy landings of June 6, 1944. The wreath was placed in the surf zone during a commemoration ceremony observing the 80th anniversary of the D-Day landings, on the shore of Naval Base Coronado Jun. 6, 2024. Naval Beach Group One hosted the ceremony, which was attended by Sailors from Beachmaster Unit 1, Assault Craft Units 1 and 5, and Amphibious Seabee Battalion 1. (U.S. Navy photo by MCC Mark D. Faram)

By Chief Petty Officer Mark Faram

06 June 2024

CORONADO, California – Eighty years ago today, June 6, 1944, 132,500 Allied forces stormed ashore on France's Normandy coast to begin the final liberation of Europe from Nazi rule.

It was the biggest amphibious operation the world has ever seen. Nearly 12,000 Allied aircraft and 7,000 ships landed 132,000 troops on the beaches or by parachute behind German lines.

By the end of the day, a tenuous foothold in Hitler's "Fortress Europe" had been won at a cost of more than 4,500 Allied soldiers killed and another 5,500 wounded or missing.

It was an operation that could have gone either way. That day in Normandy, the fate of the war hung in the balance for both the Allies and the Axis powers.

"Victory is not assured, but it can be achieved," Capt. Tim Steigelman, deputy commodore of Naval Beach Group 1 (NBG 1), told a gathering of West Coast Navy amphibious units in a ceremony on the beach near Naval Amphibious Base Coronado.

"The Allied armies' foothold was tenuous," he said. "We might have been thrown back into the sea. The Allied advance might have stalled out in the hedgerows or later that winter at the

Bulge. But the advance continued, and allied forces prevailed."

The perceived outcome was in doubt for much of the day. Preparing for any contingency, the Supreme Allied Commander Gen. Dwight D. Eisenhower prepared two messages for release to the troops and the public that day. One would trumpet success, and in the other, he took responsibility for defeat.

In many cases, Steigelman said, what could go wrong did go wrong.

"When the allied troops hit the beaches with codenames like Utah, Omaha, and Juno,
they faced fierce resistance," he said. "Much else went wrong; not all amphibious landings occurred at the right locations; paratroopers got separated in their jumps. And yet the allied armies kept coming and kept coming. Eisenhower would not publish his scribbled message of failure."

Present on the Strand Beach were nearly 200 Sailors from all units under the San Diego-based Naval Beach Group (NBG) 1. Those include Beachmasters Unit 1 (BMU) 1, Assault Craft Units (ACU) 1 and 5, and Amphibious Construction Battalion (ACB)1. All are current Navy units whose jobs or unit lineage can be traced back to World War II and in some cases, the Normandy landings on D-Day.

New modern amphibious technology and technique was highlighted on the beach with arrival of two Landing Craft, Air Cushioned (LCAC) craft from ACU-5 which disembarked two Marine Corps Light Armored Vehicles (LAV-25).

These are the Sailors and units that would be called should the Nation need to assault an enemy beach again.

Also present were midshipmen from around the nation learning

about the Navy, which they will soon join as ensigns.

The Sailor's role in the fight for Normandy started early before sunrise as they prepared to bring the attacking force ashore. Amphibious operations are a team sport. But it's the Army who must win the fight ashore.

It's the Navy's role to get them there and keep them supplied with reinforcements and supplies to sustain the fight. In the aftermath of the battle and for many years this role became little more than a footnote in history. Movies like 1998's "Saving Private Ryan" helped bring the Navy's story back to light.

Most soldiers coming ashore that day arrived on the beach in an LCVP, a Navy abbreviation for "Landing Craft, Vehicle, and Personnel." These boats were also known to the Sailors and Soldiers alike as "Higgins Boats."

The name is a nod to Andrew Jackson Higgins, the New Orleans entrepreneur who invented the craft and others like it and supplied them to U.S. and Allied navies by the thousands.

According to General Dwight D. Eisenhower, who was in overall command of the Normandy Landings, Higgins was "the man who won the war for us," historian and author Steven Ambrose wrote in his book D-Day – June 6, 1944: The Climactic Battle of World War II.

"If Higgins had not designed and built those LCVPs, we never could have landed on an open beach," Eisenhower said. "The whole strategy of the war would have been different."

Some of the youngest Sailors in the Navy were driving those boats. If not for the grit and determination of these boat coxswains, there might not have been the resounding victory that came with the arrival of the Allies on European soil.

“[The Navy coxswains], as much as anybody, won that lengthy battle for the storm-stricken Normandy beaches of Omaha,” wrote Lt. Cmdr. Max Miller in his 1944 book The Far Shore which describes in detail U.S. Navy’s role in Normandy both on June 6th and in the days after.

The book’s title words – the “Far Shore,” was the Navy’s official word for where the invasion would take place. Miller’s account, written shortly after the battle for the beaches brings their role to light in a way rarely described elsewhere.

Miller called these Sailors “small-boat boys.” It is the legacy of these Sailors that now falls to the men and women of the Navy’s Beachmaster, assault craft and amphibious Seabee units for whom this kind of work is done by today. Back in the day, these units were all male, but in today’s Navy, women fill this role, too.

“He is of high-school age perhaps, or just about to become a college freshman,” Miller wrote in his description of these coxswains.

“His craft would vary from [landing craft] to anything small which could be beached quickly, then backed away again before the [German 88mm artillery] would get adjusted on him,” Miller wrote. “The usual time required for the adjustment of these guns was four minutes. This means that the small-boat boy would try to accomplish each beach assignment within three minutes.”

Miller wrote that there wasn’t time to check their watches. This battle timing was instinct, born of trial and error and many trips from ship to shore. Many of those who didn’t meet that timeline paid the ultimate price. Others lost their lives to mines and other obstacles.

During the opening days of the battle for Normandy, his boat became his home, battered by the sea and “grimy inside and out” with sand and grease and “with a hull bearing the bumps of many batterings (sic) and with some bullet holes,” Miller wrote.

His existence was that of constant motion from ships to the shoreline, which Miller described as the life of a “water gypsy,” who often never returned to the ship that launched them at 6:30 a.m. on June 6.

To sleep, he said, these amphibious Sailors would “hot rack” in stretchers used for evacuating the wounded and the dead. They became experts at scrounging food and candy. Sometimes, they’d even manage a shower or a hot meal from the ships they’d visit after depositing the wounded and before being reloaded for another trip to the beach.

Their role and that of Sailors throughout the D-Day armada was crucial to the battle’s successful outcome that day. Many more served on the destroyers who brought fire support to the soldiers on the beaches or scoured the beaches as Naval Combat Demolition Units (NDCU) in the dark hours before the landing, clearing mines and obstacles in the way of the landing force.

In the days following the landings, Rear Adm. Alan G. Kirk, commander of U.S. Naval Forces off Omaha and Utah beaches reflected on the Navy’s participation, saying, “Our greatest asset was the resourcefulness of the American Sailor.” That phrase has often been used as a reason for Navy successes in war and peace in the years since. If needed, that asymmetrical advantage could loom large again in future operations.

“Looking at you all here today, I am heartened,” Steigelman said. “You are training, you will continue to train…you may be called upon sooner than you think.”

“With great sacrifice and some good fortune, 80 years ago today, D-Day at Normandy was a painful, hard-fought success for America and her allies – keep your chin up, keep working every day – when the nation calls, we must be ready again.”

Two Marine Generals Nominated for Third Star

From the U.S. Department of Defense, June 6, 2024

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

Marine Corps Maj. Gen. Melvin G. Carter for appointment to the grade of lieutenant general, with assignment as deputy commandant for Information, Headquarters, U.S. Marine Corps, Washington, D.C. Carter is currently serving as the deputy director of Cybersecurity for Combat Support, National Security Agency, Fort Meade, Maryland.

Marine Corps Maj. Gen. Benjamin T. Watson for appointment to the grade of lieutenant general, with assignment as commanding general, Training and Education Command, Quantico, Virginia. Watson is currently serving as the commanding general, 1st Marine Division, San Diego, California.

June 6 Red Sea Update

From U.S. Central Command, June 6, 2024

TAMPA, Fla. – In the past 24 hours, U.S. Central Command (USCENTCOM) forces successfully destroyed eight Houthi uncrewed aerial systems (UAS) launched from Houthi-controlled areas of Yemen over the Red Sea. Additionally, USCENTCOM forces successfully destroyed two Houthi uncrewed surface vessels (USV) in the Red Sea.

Separately, a coalition ship successfully engaged one UAS launched from a Houthi controlled area of Yemen over the Red Sea.

Also, Iranian-backed Houthis launched one anti-ship ballistic missile (ASBM) from a Houthi controlled area of Yemen over the Red Sea.

There were no injuries or damage reported by U.S., coalition, or commercial ships.

It was determined these systems presented an imminent threat to U.S., coalition forces, and merchant vessels in the region. This action was taken to protect freedom of navigation and make international waters safer and more secure for U.S., coalition, and merchant vessels.

USCGC Calhoun Returns Home Following First Deployment

From U.S. Coast Guard Atlantic Area, June 6, 2024

NORTH CHARLESTON, S.C. – The crew of the U.S. Coast Guard Cutter Calhoun (WMSL 759) returned to their homeport in North Charleston, Monday, after completing the cutter's first deployment.

Calhoun's crew steamed over 3,500 nautical miles during a five-week deployment within the Coast Guard's First and Fifth districts area of responsibility. Calhoun's crew worked to enforce living marine resources regulations and maritime safety missions along the Eastern Seaboard. In support of operations Atlantic Venture and Ocean Hunter, Calhoun conducted 10 commercial vessel safety boardings, issued four violations, and patrolled the nation's maritime boundary line to support the sustainability of the marine ecosystem and safety of life at sea.

"The crew was brilliant at the basics with the landing, launching helicopters, gathering intelligence, and sending out our boats with boarding teams to protect, defend, and save," said Capt. Timothy Sommella, Calhoun's commanding officer. "Our mission excellence at home leads to our credibility

abroad as we support a rules-based, international order to combat illegal, unreported, and unregulated fishing.”

During this deployment, Calhoun participated in this year’s Fleet Week in New York alongside U.S. and German naval vessels. Fleet Week is a time-honored tradition which allows the Coast Guard to demonstrate the nation’s sea power and interoperability with allies and partners. The crew of Calhoun participated in a variety of external events, hosted over 4,000 tours, showcased the Coast Guard missions, and supported on-going recruitment efforts.

“There is not a better feeling than returning to homeport after a highly successful patrol,” said Senior Chief Petty Officer Aaron DeLuca, Calhoun’s command senior enlisted leader. “We accomplished so much in such a short deployment period. This crew was able to test and operate all our installed systems and equipment, complete certifications for our flight deck operations, and had the opportunity to partake in dozens of community outreach and public relations events. These opportunities to make lasting memories and sea stories with shipmates help entice our members to continue to serve onboard Coast Guard cutters.”

This was Calhoun’s first operational deployment and maiden voyage following its commissioning ceremony in North Charleston on April 20. Calhoun now joins other Charleston-based national security cutters in the fleet, including, Hamilton, James and Stone, securing the Western Hemisphere against emerging threats to the environment and food sources while safeguarding the maritime transportation system and global supply chain.

Calhoun, manned by 130 men and women, is the newest 418-foot, Legend-class cutter to join active service in the Coast Guard. The Legend-class cutter program leads the Coast Guard’s ongoing surface fleet recapitalization, and when combined with the future offshore patrol cutters, will comprise the Coast

Guard's offshore response capability for decades to come. The cutter's primary missions are counter drug operations, migrant interdiction, living marine resources, defense readiness, and command and control in support of U.S. Coast Guard operations throughout the world and at home.

Calhoun's namesake comes from the first Master Chief Petty Officer of the Coast Guard, Charles L. Calhoun. Calhoun led a distinguished career, serving in the U.S. Navy during World War II prior to enlisting in the Coast Guard in 1946. Calhoun's Coast Guard career was marked by over 170 months of sea service, including service in Vietnam during the Vietnam War. Calhoun became the first Master Chief Petty Officer of the Coast Guard on Aug. 27, 1969, and was a champion for the service's enlisted personnel and is responsible for bridging the gap between the command and enlisted workforce.

For information on how to join the U.S. Coast Guard, visit GoCoastGuard.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.

Aeronautics Introduces New Operating Concept for Latest Loitering Munition System

Addressing Evolving Operational Challenges of the modern battlefield, the Orbiter 2LM and Orbiter 2ISR systems collaboratively enable an advanced sensor-to-shooter capability for diverse missions

June 06, 2024, Aeronautics Ltd. – a world leader in design, development, and manufacturing of Unmanned Aerial Systems (UAS) for the global defense and HLS markets, introduces the Orbiter 2 LM (Loitering Munition), the latest addition to Aeronautics' portfolio of combat proven loitering munitions systems. It offers enhanced capabilities including long endurance, persistent surveillance, optimal precision with low collateral damage making it ideal for a diverse number of missions.

The Orbiter 2 LM offers an optimal solution, combining both the functionality of the loitering munition together with ISR capabilities. With an extended endurance of two hours, the

system provides high mission flexibility for success in uncertain operational scenarios, particularly those characterized by targets with short time windows.

The system is fully operational in GPS-denied areas and uses advanced communication – immune to interference and encrypted for secure data transmission. The system supports full connectivity to external C4I systems.

The Orbiter 2 STS (Sensor-to-Shooter) Mission system is based on two combat-proven, fixed-wing, electric UAVs – the Orbiter 2 ISR and the Orbiter 2 LM. Both systems share a common platform, communication data link, control station and operational software.

The Sensor-to-Shooter Mission system enables enhanced mission versatility by facilitating intelligence gathering, precise target pinpointing, and BDA (Battle Damage Assessment) via the Orbiter 2 ISR, while enabling rapid target engagement with the Orbiter 2 LM.

The STS mission system offers superior performance, fast sensor-shooter mission cycle, and operational flexibility, all within a small logistics footprint. Moreover, the system enables efficient flight training capabilities by leveraging the Orbiter 2 ISR for diverse operational scenarios. Both Orbiter 2 LM and Orbiter ISR have high resolution day and IR electro optical payloads, onboard Automatic Target Recognition (ATR) and Video Motion Detection (VMD), for increased operational capabilities.

The Orbiter 2 LM and the Orbiter ISR are electric-powered and characterized by low acoustic, optic and RCS signatures. The system’s simplicity enables operation by a team of two personnel after only a few weeks of training.

Dan Slasky, President & CEO of Aeronautics, highlights, ” Aeronautics has established a strong global reputation in the tactical UA domain, enabling to meet the increased demand for

autonomous capabilities in the modern battlefield. The integration of the Orbiter 2 LM into our Sensor-to-Shooter system, empowers field forces with accurate intelligence and attack capabilities, ensuring seamless execution of multiple tasks. Customers who already deploy the Orbiter 2 system, can now expand their capabilities by integrating a loitering munition system that easily interfaces with the current command, control, and communication systems. The Orbiter 2 LM represents a significant advancement in tactical unmanned aerial systems, meeting the evolving needs of modern warfare."

U.S. Marine Economy Continues Upward Trend

$476 billion contribution helps build a 'greater, more Climate-Ready Nation'

From NOAA, June 7, 2024

The American marine economy continued to bolster the nation in 2022 as demonstrated by increased sales and jobs, according to the most recent statistics from the annual Marine Economy Satellite Account (MESA) released by two Department of Commerce agencies – NOAA and the Bureau of Economic Analysis (BEA).

The marine economy contributed a total of $476 billion in economic impact in 2022, making up nearly 2% of the nation's gross domestic product (GDP). It generated $777 billion in sales, and supported 2.4 million jobs in 2022. MESA provides valuable insights on how the marine sector contributes to the nation's economy.

“A strong, sustainable marine economy helps build a greater, more Climate-Ready Nation,” U.S. Secretary of Commerce Gina Raimondo said. “The Biden-Harris Administration and the Department of Commerce are committed to enhancing the marine economy, and helping communities and ecosystems grow and thrive.”

“These figures show how essential the Blue Economy is to American prosperity,” said NOAA Administrator Rick Spinrad, Ph.D. “The ocean and the Great Lakes are integral to the overall health of America’s economy, and they impact our lives in numerous ways.”

The largest contributors to GDP are tourism and recreation, with $163 billion; national defense and public administration, with $149 billion; and offshore minerals, with $62 billion.

The sales sectors that showed the most growth for 2022 include:
- Ship and boat building, up 14.6%;
- Coastal tourism and recreation, up 8.1%; and
- Marine transportation and warehousing, up 7%.

For the first time, MESA includes information on wind energy and alternative power generation, allowing for a greater understanding of the offshore wind industry’s importance to the nation’s economy. Wind farm construction totaled $161 million in sales, and alternative power generation totaled $10 million in sales.

MESA is in its seventh year, as NOAA and the BEA produce statistics that improve national estimates for ocean, coastal and major water bodies’ economic activity by major industry, accounting for inflation. The data comprises 10 sectors that represent businesses dependent on America’s ocean, coasts and the Great Lakes.

“This report underscores the critical need to do whatever we can to support and bolster the marine sector,” said NOAA’s

National Ocean Service Assistant Administrator, Nicole LeBoeuf. “Our nation’s marine economy influences many aspects of our economic landscape and our daily lives, affecting regions far beyond our coasts.”

These data reflect a period from 2017 to 2022 and is the most comprehensive and accurate produced to date. The marine economic statistics validate previous estimates of the marine economy’s value.

The 10 sectors, ranked by sales, adjusted for inflation, and percentage change compared to the previous year:
• Tourism and recreation, $220 billion, up 8.1%.
• National defense and public administration, $194 billion, down 2.5%.
• Offshore minerals, $66 billion, down 1.3%.
• Transportation and warehousing, $56 billion, up 7%.
• Living resources, $31 billion, down 6.7%.
• Ship and boat building, $20 billion, up 14.6%.
• Coastal utilities, $15 billion, down 3.2%.
• Research and education, $12 billion, up 4%.
• Professional and technical services, $8 billion, down 5.5%.
• Marine construction, $7 billion, up 3.1%.

“We can continue building a thriving marine economy for America by investing in restoration, sustainability and working closely with stakeholders,” said NOAA Chief Economist Monica Grasso, Ph.D. “A thriving, resilient marine economy uplifts our communities and drives our nation forward.”

The report, data and other information are available at NOAA’s Digital Coast website and on the BEA Marine Economy website. MESA’s statistics reflect 2022 data, given data availability and the analysis process.