GA-ASI SeaGuardian Featured Again at RIMPAC Exercise

U.S. Navy Rim of Pacific Exercise Is World's Largest Maritime Exercise

From General Atomics Aeronautical Systems, Inc.

SAN DIEGO – 23 July 2024 – An MQ-9B SeaGuardian Unmanned Aircraft System from General Atomics Aeronautical Systems, Inc. (GA-ASI) is once again supporting the U.S. Navy during its Rim of the Pacific (RIMPAC) exercise, this time for RIMPAC 2024. RIMPAC 2024, the world's largest international maritime exercise, started on July 8, 2024, and continues operations through the month in areas throughout Hawaii.

GA-ASI's SeaGuardian is a maritime derivative of the MQ-9B SkyGuardian and remains the first UAS that offers multi-domain Intelligence, Surveillance, Reconnaissance, and Targeting (ISR&T) as an internal payload that can search the ocean's surface and depths in support of Fleet Operations. SeaGuardian is also providing real-time ISR data feeds to the U.S. Pacific Fleet Command Center using advanced long-range targeting

capabilities, Signals Intelligence (SIGINT) parametrics, Anti-Submarine Warfare (ASW) acoustic and tracking data, and full-motion video to the watch floor and intelligence centers as well as to surface, air, and subsurface exercise participants for real-time dynamic tasking and targeting in support of cooperative kill-chain execution.

SeaGuardian arrived at RIMPAC 2024 with more than 8,000 hours flown showcasing all operational payloads, which includes the SeaVue Multi-role radar from Raytheon, an RTX business, SNC's Electronic Support Measures (EMS) solution, as well as an Automatic Identification System (AIS), and a self-contained ASW. This year, GA-ASI is introducing its Sonobuoy Dispensing System, demonstrating the deployment of A-size sonobuoys from a UAS for monitor and control. Additional SeaGuardian capabilities include a GA-ASI-developed Lynx Multi-mode Maritime Radar, a high-definition Electro-Optical/Infrared (EO/IR) imaging system, and Link 16.

SeaGuardian's multi-domain capabilities allows it to flex from mission to mission and pass real-time sensor data directly to the Fleet through Link 16 and satellite feeds to the shore-based command and intelligence centers. During RIMPAC, the MQ-9B is effectively passing ISR&T information to various surface and air units, such as the Nimitz-class carrier USS CARL VINSON, Guided Missile Destroyers (DDG), Littoral Combat Ships (LCS), frigates, patrol boats, P-8s, P-3s, and numerous other U.S. and foreign units taking part in the exercise.

Worldwide C-130J Super

Hercules Fleet Soars Past 3 Million Flight Hours

From Lockheed Martin, July 22, 2024

FARNBOROUGH, England, July 22, 2024 /PRNewswire/ – Lockheed Martin (NYSE: LMT) announced today at the Farnborough International Airshow that the worldwide C-130J Super Hercules fleet recently surpassed 3 million flight hours. With 545+ Super Hercules delivered worldwide, this achievement reflects the C-130J's unmatched global reach, multi-mission versatility and proven tactical performance capabilities.

Lockheed Martin announced that the global C-130J Super Hercules fleet has surpassed 3 million flight hours.

Operators and crews from 21 nations contributed to this achievement, logging hours through 18 different mission requirements including combat, transport, aerial refueling, Special Operations, medevac, humanitarian relief, search and rescue, weather reconnaissance, firefighting and commercial freight delivery.

“From the highest landing strip in the world to the snow-packed runways of Antarctica and all the many mission locations in between, these 3 million hours represent the proven power and wide-reaching presence of the C-130J’s global fleet,” said Rod McLean, vice president and general manager of Lockheed Martin’s Air Mobility & Maritime Missions line of business. “In celebrating this achievement, we also honor the many crew members, maintainers and airlift partners who truly keep the global Super Hercules fleet ready for any and every mission requirement.”

3 million hours by the numbers

- These hours were logged beginning with the C-130J’s first flight on April 5, 1996, through the beginning of July 2024.

- Countries with C-130Js contributing to these flight hours include (in order of delivery) the United Kingdom, United States (the U.S. Air Force, Marine Corps and Coast Guard; Pallas Aviation), Australia, Italy, Denmark, Norway, Canada, India, Qatar, Iraq, Oman, Tunisia, Israel, Kuwait, South Korea, Kingdom of Saudi Arabia, France, Bahrain, Bangladesh, Indonesia and Germany.

- Also contributing to these flight hours is the Lockheed Martin Flight Operations team, whose crews are the first to fly every C-130J produced, and the U.S. Air Force Defense Contract Management Agency crews that support C-130J test flights at Lockheed Martin’s Aeronautics site in Marietta, Georgia, home of Super Hercules production line.

- Super Hercules variants used to log these hours include: C-130J and C-130J-30 (tactical airlifter), KC-130J (tanker), WC-130J (weather reconnaissance), EC-130J (information operations), MC-130J (Special Operations), HC-130J (search and rescue, U.S. Air Force and U.S. Coast Guard variants), AC-130J (gunship) and LM-100J (commercial freighter).

- Hours flown include test, training and operational missions on all seven continents.

Always evolving, continually innovating and ready for what's next, the Super Hercules leads the charge by setting standards and shaping the future of tactical airlift missions, offering a multitude of advantages found in no other medium-sized tactical airlifter in production or operation today.

These discriminators include proven operational readiness with the greatest ease of transition, increased reliability, superior tactical airlift and combat airdrop capabilities, certification by more than 20 airworthiness authorities, and engine-out performance with extended range. The C-130J also delivers unmatched interoperability with NATO and global air forces, robust industrial partnerships and verified low life-cycle costs with significant fuel savings resulting in a reduced carbon footprint compared to other medium-sized jet airlifters.

See how and why the C-130J continues to be the worldwide choice in tactical airlift through the newest episode of "Into the Cockpit" on Lockheed Martin's YouTube channel, which offers exclusive behind-the-scenes access to the Super Hercules.

ONR Awards Benedict College and Integer Technologies Partnership $7.9M Contract for Research and Workforce Development

Benedict College and Integer Technologies were pleased to host Rear Admiral Kurt J. Rothenhaus, Chief of Naval Research, to discuss how this partnership will augment cybersecurity research and STEM workforce diversity for the military. Pictured from left to right: Gurcan Comert, Ph.D., associate professor at Benedict College; Aravind Prakash, Ph.D., lead cyber physical systems scientist at Integer; Dylan Temple, Ph.D., director of technology development at Integer;

Abdulmajid Mrebit, Ph.D., assistant professor at Benedict College; Rear Adm. Kurt J. Rothenhaus; Godwin E. Mbamalu, Ph.D., associate vice president for research and distinguished professor at Benedict College; Negash Begashaw, Ph.D., associate professor at Benedict College; Josh Knight, Ph.D., COO at Integer; Crystal Pee, Ph.D., STEM Workforce Development Research Scientist at Integer. Not pictured: Benedict College President and CEO, Roslyn Clark Artis, J.D., Ed.D., and Duke Hartman, CEO of Integer. Photo credit: Terrell Maxwell.

Funding for Tech and Talent to Secure Autonomous Systems Against Cyberattack

COLUMBIA, S.C. – July 23, 2024 – Benedict College and Integer Technologies announce that the Office of Naval Research (ONR) has awarded a $7.9 million contract to increase the cyber resilience of autonomous systems and enhance the workforce supporting the defense research enterprise.

The two main components of the program, titled *Resilient Autonomous Systems and Workforce Diversity*, include: 1) research into automated cyber-physical security to improve the resilience of intelligent autonomous systems (IAS) against cyberattacks, and 2) enhancing the defense research capacity and STEM curriculum (science, technology, engineering, and math) at Benedict College to support the development of a highly skilled, technical workforce trained to meet the specialized technology needs of the U.S. Department of Defense (DoD).

Recruiting, educating, and retaining a world-class workforce is one of the strategic goals in the Navy's IAS Science and Technology Strategy. Historically black colleges and universities (HBCUs) represent a critical resource for STEM graduates, especially as they have a high percentage of students who are U.S. citizens, a key requirement for DoD projects. Both the industry and academic portions of the work will be performed in Columbia, SC.

Funding from this contract will support the development of a

master’s degree program in computer science and engineering at Benedict College, which would be the first graduate engineering degree of its kind at an HBCU in South Carolina.

“ONR is proud to sponsor research on a unique opportunity like this that both enhances our cyber resilience and the diversity of our defense workforce,” said Dr. Thomas C. Fu, head of ONR’s Sea Warfare and Weapons Department. “Investing in research and workforce development at HBCUs is a priority for us to advance our national security objectives with a broad pipeline of highly trained, highly skilled men and women.”

“Benedict College has been strategically investing in STEM and our research capacity for years, and this award is a result of that effort. As we will demonstrate in this work, HBCUs have an important contribution to make to America’s national security and workforce,” said Benedict College President and CEO, Roslyn Clark Artis, J.D., Ed.D. “Integer has been an incredible partner to help us navigate doing business with the Department of Defense, strengthening our STEM infrastructure, and connecting our students to the defense industry, and we’re looking forward to working with them on this exciting program.”

“This program will enable Benedict College to increase our research capacity by recruiting highly skilled faculty for research and teaching in contemporary engineering disciplines, such as simulating cyberattacks against autonomous vehicles, cybersecurity engineering, machine learning, etc., and will provide our students with real-world experience to help launch them into great careers in the defense industry and other STEM fields,” said Godwin E. Mbamalu Ph.D., FAIC, Associate Vice President for Research at Benedict College, and Distinguished Professor.

“Autonomous vehicles are no longer science fiction. They are on the road, in the air, and in the sea, impacting our lives today. While they have the potential to benefit society

greatly, hackers are increasingly targeting them, and we need to invest in ensuring they are safe and secure against cyberattacks," said Duke Hartman, CEO of Integer Technologies. "The research Benedict College has done in securing automotive vehicles against cyberattacks was excellent and applying that expertise to the maritime domain was a natural progression. This project will improve South Carolina's competitiveness in this emerging industry, both in terms of academic research and workforce development at Benedict College, and in terms of technology development and commercialization at Integer Technologies."

"Providing South Carolinians with opportunities to thrive and succeed, especially those in rural and underserved communities, has always been my priority," said Congressman James E. Clyburn (SC-06). "Academic-industry partnerships like this help grow South Carolina's STEM workforce and build our technology infrastructure. This project will equip our aspiring STEM workers with valuable experience and put them at the forefront of technological research and innovation."

Tethered Drone Extends Line-of-Sight Communications for Surface Platforms

C-TEM provides extended sensor, network, and communications capabilities to meet the operational needs of the hybrid fleet. The containerized system is self-contained, takes up minimal space, and requires little human intervention. *General Dynamics Mission Systems*

General Dynamics Mission Systems' Containerized Tethered Elevated Mast (C-TEM) shipboard tethered unmanned aerial system solution will extend line-of-sight communication for U.S. Navy ships and unmanned surface vessels.

General Dynamics Mission Systems is a mission integrator for the Navy's hybrid fleet of manned and unmanned platforms. The company is partnering with Dragonfly Pictures Inc. (DPI), a small business based in Essington, Pennsylvania, for the C-TEM program.

According to Scott Beauchemin, vice president for Surface Systems at General Dynamics Mission Systems, there are many advantages of a tethered drone to elevate a sensor, especially in contested environments.

"C-TEM use cases are only limited by the warfighter's

imagination," Beauchemin said.

"C-TEM extends sensor, network and communications capabilities on an as-needed basis. With all-weather, long-endurance mission support, automated flight control and a low visual signature in-flight, C-TEM is ideal for both manned surface platforms and unmanned surface vessels, which will become more and more prevalent in the U.S. Navy's fleet," Beauchemin said. "In addition to its encrypted high-bandwidth data exchange capability, C-TEM can also be outfitted with numerous capability packages, ranging from radar, electronic warfare, counter UAS, ISR [Intelligence, surveillance, and reconnaissance], and other missions."

Beauchemin said C-TEM can be quickly deployed and retrieved for continuous sustained operations in all weather conditions. The containerized system is easy to install and requires minimal integration to existing systems.

"Terrestrial communications remain a critical tool for digital connectivity for manned and unmanned vehicles. Elevating antennas from moving platforms is no easy task as it requires a well-coordinated dance between air-sea platforms," said Mike Piasecki, DPI's president. "We believe C-TEM systems can have meaningful impact on future naval unmanned maritime missions around the globe."

The aircraft weighs 55 pounds with a 15-pound payload installed and can fly as high as 500 feet above the launch platform. The system requires very little operator intervention. Station keeping and sensor direction is managed autonomously, and safe recovery protocols are automatic.

The C-TEM contract was awarded to General Dynamic Mission Systems in June 2022 via the Unmanned Surface Vehicle Family of Systems multiple award contract by the Naval Sea Systems Command in Washington, D.C. The contract, including options if exercised, has a cumulative value of $39.4 million.

Undeterred: Baltimore Coast Guard Yard Work Continues Despite Bridge Collapse

U.S. Coast Guard Cutter Diligence (WMEC 616) is hoisted on blocks while in dry dock, March 21, 2024, at the Coast Guard Yard in Baltimore, Maryland. Diligence conducted a two-month living marine resources patrol in the Gulf of Mexico and

received a maintenance availability. *U.S. Coast Guard | Lt. Cmdr. Brian Waller*

On March 26, a container ship struck the Francis Scott Key Bridge, causing it to collapse. The catastrophe halted marine traffic to and from the Port of Baltimore, one of the busiest ports in the United States, for nearly two months.

However, the U.S. Coast Guard's ongoing efforts to complete midlife maintenance on its fleet of seagoing buoy tenders at the Coast Guard Yard were undeterred.

The U.S. Coast Guard Yard: A Baltimore Harbor Fixture

The U.S. Coast Guard Yard has built, repaired and maintained vessels in Curtis Bay, just south of Baltimore Harbor, since 1899. Because it is the USCG's primary facility for major repairs, vessels from around the globe journey to the yard when it's time for service.

Strategic preventative maintenance helps improve the reliability of Coast Guard vessels, control maintenance costs and reduce downtime. The Coast Guard's In-Service Vessel Sustainment (ISVS) evaluates and schedules the major maintenance and upgrades necessary for its vessels to reach or extend their service lives. According to ISVS, each Juniper-class cutter must head to the yard in Baltimore harbor about halfway through its expected lifetime for major maintenance.

Next Generation of Buoy Tenders

The Juniper-class cutters, which took to the seas in the late 1990s and early 2000s, are the second generation of purpose-built Coast Guard seagoing buoy tenders. The 16 225-foot cutters replaced a fleet of 180-foot class cutters, built from 1942 to 1944, which served for more than 50 years. The last of the 180s, the Acacia, was decommissioned in June 2006.

Juniper-class buoy tenders are multi-mission platforms that help protect American shipping interests worldwide. They have

better speed, communications, navigation and maneuverability than their predecessors. Dynamic Positioning allows them to maintain position within a 33-foot circle in winds of up to 30 knots (35 mph) and waves of up to eight feet.

These nimble, adaptable craft handle law enforcement, oil spill recovery, search and rescue, homeland security, ice-breaking operations and other marine missions. They are also instrumental in the U.S. Coast Guard's participation in the Western and Central Pacific Fisheries Commission, which oversees the conservation and management of migratory fish stocks.

The cutters also enable missions like Operation Blue Pacific, the latest wave of bilateral Shiprider agreements that partner the Coast Guard with myriad nations in Oceania to combat illegal fishing, human trafficking and other international problems.

Service to the Fleet

The standard midlife maintenance package includes upgrading technology, replacing worn decking, making safety upgrades and updating the sewage system to reduce environmental impact. Maintenance professionals at the yard remove obsolete, unsupportable or maintenance-intensive equipment, making updates to the buoy crane, controllable pitch propellers, boat davits and HVAC systems. They also perform comprehensive system-wide checks and fix any issues they uncover.

The first of the Juniper-class cutters began its midlife maintenance in 2017; the last, the Hollyhock, should finish this year. The yard professionals have streamlined the process, which usually takes about a year. Once a vessel is finished, it is relaunched and tested in the harbor. Upon passing inspections, it's ready to return home, fully prepared for another two decades or more of service.

Around the World in 80 Days

Taking a vessel to the Coast Guard Yard isn't like dropping your car off at the local dealership – most of the Juniper-class cutters are based many thousands of miles from Baltimore. The voyage itself can take weeks. However, because the mission is primarily to transport the vessel, there are usually some unexpected perks along the way.

As the old saying goes, Sailors go to sea to see the world. Voyages to the yard allow Coast Guardsmen to sail outside their base areas and experience the world beyond their shores. A maintenance trip can include crossing the equator, the tropic of Cancer or Capricorn or the international date line; many include a journey through the Panama Canal.

It can also allow the crew to enjoy some well-deserved liberty time ashore at desirable vacation destinations. For example, the voyage from Hawaii to the Coast Guard Yard takes at least six weeks. Port calls along the way can include stops in Puerto Vallarta, Cozumel and Key West.

Sometimes, these stops include Coast Guard business, such as picking up ammunition or dropping off cargo. Other port calls simply involve restocking supplies and refueling. Either way, they offer a respite from Coast Guardsmen's usual day-to-day operations and a chance to see some of the world's most beautiful coastal towns.

Overcoming Obstacles, Responding to Challenges

Trips to the yard are often delayed for a myriad of reasons, like all long sea voyages. Storms, fog and other weather issues can necessitate altering a vessel's course or port call. Lack of pier space is a recurring theme because ports usually prioritize Coast Guard vessels below profitable cruise liners and other commercial ships.

A vessel may divert to a nearby port if it has enough food and fuel to change its course. Otherwise, it can wait at anchor for hours or even days to obtain pier space. Fortunately, the

Coast Guard excels at changing tack and responding to unexpected delays. Sometimes, thinking outside the hull leads to clever solutions.

Finding himself lacking pier space outside of Puerto Vallarta, Mexico, one enterprising captain used the local tourist amenities to make the best of the delay. After dropping anchor, she called a water taxi to pick up the crew. They spent a day ashore enjoying the town's historic beauty and culinary delights rather than impatiently waiting for the traffic to clear.

Coast Guard civilian employees remove the shaft of the Coast Guard Cutter Hollyhock, a 225-foot seagoing buoy tender home-ported in Port Huron, Mich., during a dry dock at the Coast Guard Yard in Baltimore, Aug. 1, 2013. The Yard is the service's sole shipbuilding and major repair facility, and an essential part of the Coast Guard's core industrial base and fleet support operations. U.S. Coast Guard | Petty Officer 2nd Class David R. Marin

Reached the Yard, Now What?

Once the vessel arrives at the yard, its crew has a new mission: preparing it for dry dock maintenance. Everything onboard must be removed, inventoried and transferred to Conex shipping containers or sent to the dumpster. Some items remain in storage at the yard while the hull is serviced in dry dock, while others are sent back home with the crew.

Lieutenant Commander Jessica McCollum, who has shepherded several cutters to the yard for their midlife service, summarized the goal of this process: “Pretend like it’s a toy ship. Take it in your hands, turn it upside down and shake it. If nothing falls out, it’s ready for the yard.” When she took the USCGC Walnut up for service in 2020, it took about three weeks to finish this offloading process.

Once the commanding officer signs over the hull, the crew generally transfers to the vessel finishing its maintenance. If it’s not ready, or there are other delays, they may have to cool their heels in the harbor. Many things can delay the process of completing midlife maintenance, most of which are far more mundane than the bridge disaster.

The seasoned professionals at the Coast Guard Yard don’t release a vessel until they’re satisfied it is shipshape and Bristol fashion. Often, their scrupulous inspection uncovers other issues; a ship doesn’t sail until these are fixed, tested and cleared. Such was the case with the USCGC Hickory, which was scheduled to leave the harbor at the time of the Key Bridge collapse but wound up delayed due to additional maintenance needs.

Flexibility, Versatility and Readiness

During a delay, the crew may spend weeks or months in Baltimore performing other duties, take personal leave or return to their home post, depending on their job. After the bridge collapsed, some Coast Guardsmen were assigned temporary duty cleaning up the mess, ensuring safety and enforcing

security in the harbor. Coasties are often tasked with search and rescue operations and responding to maritime disasters, as they are often the first responders on the scene.

Surprisingly, the extended closure of Baltimore Harbor didn't hamstring the Coast Guard cutters like it did commercial shippers or larger military vessels. This is partly because these vessels and their crews are incredibly adaptable. The port opened an auxiliary channel quickly and the Coast Guard quickly pivoted, enabling their mission to continue.

As McCollum prepares to collect the Hollyhock, the last cutter to complete midlife service, she will set sail with an entirely new crew. Just like after a new vessel is commissioned, these Coast Guardsmen must quickly learn to work well together as a team and respond to adversity during the weeks-long voyage home. Fortunately, as advertised, the U.S. Coast Guard is Semper Paratus: Always Ready. .

From the July/August issue of Seapower magazine. Jamie L. Pfeiffer practiced in Illinois, Oregon and Washington states before retiring from active law practice. She is currently based in Chicago.

SECNAV Names Navy's Newest Expeditionary Fast Transport Ship Lansing

SEAPOWER
The Official Publication of the Navy League of the United States

From SECNAV Public Affairs, 22 July 2024

Secretary of the Navy Carlos Del Toro announced that a future Expeditionary Fast Transport, EPF 16, will be named USNS Lansing, July 22.

LANSING, Michigan (July 22, 2024) – Secretary of the Navy Carlos Del Toro announced that a future Expeditionary Fast Transport, EPF 16, will be named USNS Lansing on July 22.

Secretary Del Toro made the announcement during a press conference at the Michigan State Capitol.

The future USNS Lansing is the first ship named in honor of Michigan's capital city, Lansing. A previous USS Lansing (DE 388) was named for Aviation Machinist Mate First Class William Henry Lansing and decommissioned in 1965.

"This city is a testament and monument to American ingenuity and our democratic ideals," said Secretary Del Toro. "It is my deepest honor to announce that the next expeditionary fast transport, EPF 16, will be named USNS Lansing."

Secretary Del Toro made the announcement alongside Governor Gretchen Whitmer and Mayor Andy Schor of Lansing, Michigan.

Both spoke about the honor and meaning behind the naming of the Navy's newest EPF.

"On behalf of the City of Lansing and our residents, I am truly grateful that the Navy has decided to name this new vessel in honor of our city. Lansing, in addition to being Michigan's capital, is a manufacturing hub that has proudly supplied and supported those serving this country in every conflict since the Civil War," said Mayor Schor. "Knowing that this great tradition lives on in this new vessel is a testament to the work our residents have done to support our military throughout the years."

Along with the ship's name, Secretary Del Toro also announced that Governor Whitmer will serve as sponsor of the future USNS Lansing. In her role as sponsor, she will represent a lifelong relationship with the ship and crew.

"Lansing has something for everyone and everyone has a place in Lansing," said Governor Whitmer. "This is a diverse, inclusive city where people from around the world have come to build better lives for themselves and their loved ones."

Lansing, the capital of Michigan, is located primarily in Ingham County in central Michigan's Lower Peninsula on the Grand River at its confluence with the Red Cedar River. With a population of more than 112,000, Lansing is the sixth-largest city in Michigan.

A provision of the Michigan constitution moved the state capital from Detroit to Ingham County's unsettled Lansing Township in 1847. Initially called the Village of Michigan, the new capital took the name of the township it had been in in 1849.

In the late 1850s, the state legislature began financing the construction of roads running from Lansing to larger cities like Detroit. This was a significant step towards the city's future development. In the 1870s, railroads connected the

capital to out-of-state destinations, further enhancing its connectivity. At the end of the nineteenth and beginning of the twentieth centuries, Lansing experienced an industrial boom with the establishment of several automobile manufacturers, a period that shaped the city's identity and economic landscape.

Over the next several decades, the city became a central American hub producing motor vehicles.

However, the decline of the automotive industry in the late 2000s was a turning point for Lansing. Instead of succumbing to the crisis, the city diversified its economy, engaging in a broader range of industries including healthcare, education, government service, insurance, banking, and information technology. This resilience and adaptability are a testament to Lansing's strength and potential.

The Expeditionary Fast Transport (EPF) is a shallow draft, all aluminum, commercial-based catamaran capable of intra-theater personnel and cargo lift, providing combatant commanders high-speed sealift mobility with inherent cargo handling capability and agility to achieve positional advantage over operational distances. Bridging the gap between low-speed sealift and high-speed airlift, EPFs transport personnel, equipment and supplies over operational distances with access to littoral offload points including austere, minor and degraded ports in support of the Global War on Terrorism/Theater Security Cooperation Program, Intra-theater Operational/Littoral Maneuver and Sustainment and Seabasing. EPFs enable the rapid projection, agile maneuver and sustainment of modular, tailored forces in response to a wide range of military and civilian contingencies such as Non-Combatant Evacuation Operations, Humanitarian Assistance and Disaster Relief.

More information on our expeditionary fast transport ship programs can be found here.

Read Secretary Del Toro’s full remarks here.

Coast Guard holds commissioning ceremony for Marine Safety Unit Lake Worth

Caption: Lt. Giacomo Terrizzi III assumed command of the newly established Coast Guard Marine Safety Unit Lake Worth as the unit’s first commanding officer during an assumption of command ceremony held at Port of Palm Beach, Florida, July 19, 2024 (U.S. Coast Guard photo by Petty Officer 3rd class Eric Rodriguez)

From U.S. Coast Guard 7th District, July 20, 2024

Miami Lt. Giacomo Terrizzi III assumed command of the newly established Coast Guard Marine Safety Unit Lake Worth, Friday, as the unit's first commanding officer during an assumption of command ceremony held at the Port of Palm Beach.

Capt. Chris Cederholm, Coast Guard Sector Miami commander, presided over the ceremony.

"The change from a marine safety detachment to an MSU in Lake Worth will bring more Coast Guard resources to the area," said Terrizzi. "The expansion in authority demonstrates our service's dedication to the surrounding maritime community as the area continues to expand and evolve."

In October 2023, the Commandant of the Coast Guard approved a request to convert 18 detached units to junior command units. The selected units were identified by the Junior Command Opportunities Work Group and selected based on a variety of factors such as mission complexity, distance from other Coast Guard units, and the personnel allowance list. The request, drafted by the Coast Guard Deputy Commandant for Operations, was in response to a research and development study that identified a need for junior command opportunities in marine safety to develop future leaders within the ranks.

July 20/21 U.S. Central Command Update

SEAPOWER
The Official Publication of the Navy League of the United States

From U.S. Central Command

July 21, 2024

TAMPA, Fla. – In the past 24 hours U.S. Central Command (USCENTCOM) forces successfully destroyed four Iranian-backed Houthi uncrewed surface vessels (USV) in the Red Sea.

It was determined the USVs presented an imminent threat to U.S. and coalition forces, and merchant vessels in the region. These actions were taken to protect freedom of navigation and make international waters safer and more secure.

July 20, 2024

TAMPA, Fla. - In the past 24 hours U.S. Central Command (USCENTCOM) forces successfully destroyed one Iranian-backed Houthi uncrewed aerial vehicle (UAV) over the Red Sea.

It was determined the UAV presented an imminent threat to U.S. and coalition forces, and merchant vessels in the region. These actions were taken to protect freedom of navigation and make international waters safer and more secure.

USCGC Vigilant returns home after 55-day patrol in the Windward Passage

Credit: U.S. Coast Guard
From the U.S. Coast Guard Atlantic Area, 22 July 2024

CAPE CANAVERAL, Fla. – The crew of Coast Guard Cutter Vigilant (WMEC 617) returned home to Cape Canaveral, July 11, following a 55-day maritime safety and security patrol in the Windward Passage. Vigilant deployed in support of Homeland Security Task Force Southeast (HSTF-SE) and Operation Vigilant Sentry (OVS).

During the deployment, Vigilant's crew operated in the Seventh Coast Guard District area of operations and worked alongside

other Coast Guard assets, international partners, the Department of Defense, U.S. Customs and Border Protection, and Puerto Rico Police's Joint Force of Rapid Action units to conduct counterdrug and migrant interdiction operations.

While on patrol, Vigilant's crew assisted Coast Guard Sector Key West with the interdiction of 117 Haitian migrants in the Florida Straits from an unlawful voyage bound for the United States. The migrants were endangered by the unsafe conditions aboard their grossly overloaded and unseaworthy vessel before being rescued by the Coast Guard.

Vigilant's crew also coordinated post-seizure operations after the Royal Netherlands Navy intercepted eight suspected drug smugglers and interdicted 503 pounds of cocaine worth an estimated value of $6.8M. The joint-operations with the Royal Netherlands Navy served to strengthen ties with international partners and promote regional stability and security.

For over a week of patrol, Vigilant served as Cutter Tasking Unit for OVS while operating in the region. Crews executed maritime intelligence, surveillance, and reconnaissance operations while maintaining a continuous surface presence in the waters around Haiti. These operations were essential to deterring illegal migration ventures and illicit drug smuggling, contributing directly to the shared U.S. Coast Guard and U.S. national objective of combatting transnational criminal organizations.

"It was great to have another successful patrol aboard Vigilant, ensuring the safety and protection of mariners and conducting law enforcement operations," said Cmdr. Jon Potterton, commanding officer of Vigilant. "Our crew did an exceptional job maintaining and operating our vessel as it approaches 60 years of service to our nation. We look forward to returning to our community, family, and friends after we successfully deterred illegal maritime migration, saved lives, and prevented drugs from entering the United States."

Established in 2003, HSTF-SE is the Department of Homeland Security-led interagency task force charged with directing operational and tactical planning, command and control, and functions as a standing organization to deter, mitigate, and respond to maritime mass migration in the Caribbean Sea and Florida Straits.

OVS is the 2004 DHS plan that provides the structure for deploying joint air and surface assets and personnel to respond to irregular maritime migration in the Caribbean corridor of the United States. Its primary objectives are to protect life at sea while deterring and dissuading mass maritime migration alongside our federal, state, and local partners.

Vigilant is a 210-foot, Reliance-class medium endurance cutter. The cutter's primary missions are counterdrug operations, migrant interdiction, enforcement of federal fishery laws and search and rescue in support of U.S. Coast Guard operations.

Valiant is a Coat Guard asset assigned to U.S. Coast Guard Atlantic Area, which is based in Portsmouth, Virginia. Atlantic Area oversees all Coast Guard operations east of the Rocky Mountains to the Arabian Gulf. In addition to surge operations, Atlantic Area also allocates ships to deploy to the Caribbean and Eastern Pacific to combat transnational organized crime and illicit maritime activity.

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.

USS Philippine Sea Returns Home from Red Sea Deployment

Caption: NORFOLK, Va. (July 14, 2024) – The Ticonderoga-class guided-missile cruiser USS Philippine Sea (CG 58) returns to Naval Station Norfolk, July 14, 2024, concluding a nine-month deployment to the Atlantic. (U.S. Navy Photo by MC2 Grace V. Lyles)
From Commander, Surface Force Atlantic, 14 July 2024

NORFOLK, Va. (July 14, 2024) – The Ticonderoga-class guided-missile cruiser USS Philippine Sea (CG 58) returns to Naval Station Norfolk, July 14, 2024, concluding a nine-month deployment to the Atlantic. Eisenhower, the flagship of the Ike Carrier Strike Group, departed Norfolk October 14, 2023 to conduct a scheduled deployment to U.S. 5th and 6th Fleet area of operations in support of maritime security operations, theater security cooperation efforts, and enhanced vigilance activities operations with NATO Allies and Partners. (U.S.

Navy Photo/Video by Mass Communication Specialist 2nd Class Grace V. Lyles)

The Ticonderoga-class guided-missile cruiser USS Philippine Sea (CG 58) returned to Naval Station Norfolk after a nine-month deployment as part of the Dwight D. Eisenhower Carrier Strike Group (IKECSG), July 14, 2024.

During deployment, Philippine Sea worked with coalition partners to defend merchant shipping and traffic in the U.S. 5th and 6th Fleet areas of operations. Philippine Sea led the strike group's air defense for IKECSG, assisting in strike missions alongside coalition partners and launching Tomahawk Land Attack Missiles in response to Iranian-backed Houthi aggression threatening innocent merchant shipping.

"When the crew first departed Norfolk they did not expect to be here for this long," said Capt. Steven Liberty, commanding officer of Philippine Sea. "However, the crew showed great resiliency, adapting and reengaging the challenges we faced this deployment. I could not be more proud of the crew."

Philippine Sea provided aid to allies, partners and civilian mariners, supporting IKECSG's successful escort of nearly 30 merchant vessels through the Strait of Hormuz, Gulf of Oman and Aden, Bab al-Mandeb Strait, and the Red Sea. Philippine Sea and embarked Helicopter Maritime Strike Squadron (HSM) 74 aided the M/V Verbena after it was attacked by Iranian-backed Houthis in the Red Sea. HSM-74 evacuated a civilian mariner requiring medical assistance to a partner vessel. Only days later, Philippine Sea demonstrated courage and exceptional seamanship when they rendered aid to the M/V Tutor after another Houthi attack damage and sunk the ship. Philippine Sea rescued yet another civilian mariner from the M/V Tutor, and subsequently transported him to IKE for medical care.

"Before the start of deployment I did not think that we would

be able to put our training to the test to this extent.” said Ens. Luke Baca, a first-tour division officer. “Knowing that my division and I performed at the highest levels brings me great joy and pride.”

After 275 days at sea, Philippine Sea returned to homeport, greeted by their friends and families on the pier. USS Philippine Sea departed Norfolk, Virginia for a scheduled deployment on Oct. 14.

The IKECSG is commanded by Carrier Strike Group 2 and comprised of flagship aircraft carrier USS Dwight D. Eisenhower (CVN 69), guided-missile cruiser USS Philippine Sea (CG 58), guided-missile destroyers USS Mason (DDG 87) and USS Gravely (DDG 107) of Destroyer Squadron (DESRON) 22, Carrier Air Wing (CVW) 3, and the Information Warfare Commander.

Squadrons of CVW 3 include the “Gunslingers” of Strike Fighter Squadron (VFA) 105, the “Fighting Swordsmen” of Strike Fighter Squadron (VFA) 32, the “Rampagers” of Strike Fighter Squadron (VFA) 83, the “Wildcats” of Strike Fighter Squadron (VFA) 131, the “Screwtops” of Carrier Airborne Early Warning Squadron (VAW) 123, the “Zappers” of Electronic Attack Squadron (VAQ) 130, the “Dusty Dogs” of Helicopter Sea Combat Squadron (HSC) 7, the “Swamp Foxes” of Helicopter Maritime Strike Squadron (HSM) 74 and the “Rawhides” of Fleet Logistics Support Squadron (VRC) 40.