U.S. Navy Accepts Delivery of USNS Earl Warren

USNS Earl Warren (T-AO 207) during a testing event. (U.S. Navy photo)

By Team Ships Public Affairs, May 7, 2024

SAN DIEGO – John Lewis-class fleet replenishment oiler, USNS Earl Warren (T-AO 207) was delivered to the Navy, May 7.

Delivery follows the successful completion of Integrated Sea Trials to test the readiness and capability of the ship and to validate requirements.

“Delivery of the third ship in the class will bring more refueling capability directly to the fleet, including replenishment underway capacity,” said John Lighthammer, program manager, Auxiliary and Special Mission Shipbuilding Program Office. “The civilian mariners who crew this ship will have the tools they need to operate in often rapidly changing environments.”

The John Lewis-class ships are based on commercial design standards and will recapitalize the current T-AO 187-class

fleet replenishment oilers to provide underway replenishment of fuel to U.S. Navy ships at sea. These ships are part of the Navy’s Combat Logistics Force.

General Dynamics NASSCO, the shipbuilder, is also in production on future T-AOs USNS Robert F. Kennedy (T-AO 208), USNS Lucy Stone (T-AO 209) and USNS Sojourner Truth (T-AO 210). Future TAOs USNS Thurgood Marshall (T-AO 211), USNS Ruth Bader Ginsburg (T-AO 212), and USNS Harriet Tubman (T-AO 213) are under contract.

As one of the Defense Department’s largest acquisition organizations, Program Executive Office Ships is responsible for executing the development and procurement of all destroyers, amphibious ships and craft, auxiliary ships, special mission ships, sealift ships and support ships.

May 7 Central Command Update

RED SEA (April 10, 2024) An aviation machinist’s mate signals to an MH-60R Sea Hawk helicopter tfrom Helicopter Maritime Strike Squadron (HSM) 74 aboard the Arleigh Burke-class guided-missile destroyer USS Gravely (DDG 107) in the Red Sea, April 10, 2024. (Official U.S. Navy photo)
U.S. Central Command, May 07, 2024

TAMPA, Fla. – Between approximately 11:02 p.m. and 11:48 p.m. (Sanaa time) on May 6, Iranian-backed Houthi terrorists launched three uncrewed aerial systems (UAS) over the Gulf of Aden from Houthi controlled areas in Yemen. A coalition ship successfully engaged one UAS, U.S. Central Command (USCENTCOM) forces successfully engaged the second UAS, and the final UAS crashed in the Gulf of Aden. There were no injuries or damages reported by U.S., coalition, or merchant vessels.

Later, at approximately 5:02 a.m. (Sanaa time) on May 7, Iran-backed Houthi terrorists launched an anti-ship ballistic missile (ASBM) over the Gulf of Aden. There were no injuries or damages reported by U.S., coalition, or merchant vessels.

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

Floating Piers, Cargo Ship With Aid for Gaza Face Weather Delays

MEDITERRANEAN SEA (April 26, 2024) U.S. military personnel work on construction of the floating Joint Logistics Over the Sea (JLOTS) pier in the Mediterranean Sea off the coast of the Gaza Strip, April 26, 2024. The pier will support the delivery of humanitarian aid to the people of Gaza. (U.S. Navy photo)

May 7, 2024 | By C. Todd Lopez, DoD News

Construction of the Joint Logistics Over-the-Shore, or JLOTS, system on the Mediterranean Sea, which will streamline delivery of humanitarian aid to Gaza, is now complete, the deputy Pentagon press secretary said today.

“The U.S. military has completed the offshore construction of the Trident pier section, or ‘the causeway,’ which is the component that will eventually be anchored to the Gaza shore,” said Sabrina Singh during a briefing today. “As I mentioned last week, construction of the floating pier section has also been completed. So as of today, the construction of the two portions of the JLOTS — the floating pier and the Trident pier — are complete and awaiting final movement offshore.”

At the same time, she said, the cargo ship MV Sagamore is at port in Cyprus being loaded with humanitarian aid supplies bound for Gaza.

“The Sagamore is a cargo vessel that will use the JLOTS system and will make trips between Cyprus and the offshore floating pier as USAID and other partners collect aid from around the world,” she said.

Singh explained that the Sagamore, a commercial ship registered in the U.S., will be loaded with humanitarian aid in Cyprus and will then travel from Cyprus to a temporary floating pier several miles off the coast of Gaza. There, at sea, cargo will be unloaded from the Sagamore onto trucks that are onboard Army-owned landing craft utility ships, or LCUs, and logistic support vessels, or LSVs.

The Army ships will then travel toward Gaza where they will meet up with the Trident pier. There, the trucks onboard the LCUs and LSVs will drive onto the pier and onto the shore of Gaza where the humanitarian aid supplies can then be staged for delivery inside Gaza.

It’s expected that initially about 90 truckloads of supplies will transit the causeway each day and make their way into Gaza. When the operation reaches full capacity, as many as 150 trucks will make their way into Gaza daily.

“I think what you’re going to see at the very beginning is a ‘crawl, walk, run’ scenario,” Singh said. “We’re going to start with an additional small amount of aid trucks to flow in to make sure that the system works, that the distribution works, and then you’ll see that increase … when we get to full operational capacity.”

While the JLOTS system may eventually deliver substantial capacity, Singh said it’s neither the only way nor the best way to get much-needed supplies into Gaza.

“The best way through those land routes, and we do want to see those opened up,” she said. “We do want to see aid continue to flow in through those land crossings. This is just one It’s meant to help augment, to help complement, other ways that aid can get in.”

The Gaza Strip, which is about 25 miles long, lies entirely inside Israel and shares a border to the south with Egypt. There are three locations along its border where humanitarian supplies could move into Gaza from either Egypt or Israel. Those locations include the Erez crossing in northern Gaza and the Kerem Shalom crossing in southern Gaza. Both of those crossings connect Gaza to Israel. The Rafah crossing is on the Gaza border with Egypt.

Since March 2, U.S. Central Command, in coordination with the Royal Jordanian Air Force, has carried out nearly 40 humanitarian missions to airdrop nearly 1,200 tons of humanitarian assistance into Gaza.

While the JLOTS construction is now complete, that capability has not yet been deployed due to weather conditions, Singh said. Right now, the two piers are floating on the

Mediterranean Sea off the coast of Israel near the Port of Ashdod – about 18 miles north of Gaza. Weather conditions, Singh said, prevent moving either of them to their final location.

“Late last week, Centcom temporarily paused moving the floating pier and Trident pier toward the vicinity of Gaza due to sea state considerations,” she said. “Today there are still forecasted high winds and high sea swells, which are causing unsafe conditions for the JLOTS components to be moved.”

ULA Signs Agreements with Bollinger Shipyards and Bristol Harbor Group Inc. to Design and Build New Ship to Carry Vulcan Rockets

Centennial, Colo., May 8, 2024 – ULA announced that it has signed agreements with Bollinger Shipyards in Lockport, Louisiana and Bristol Harbor Group, Inc. in Bristol, Rhode Island, to design, oversee and build a new ship to transport Vulcan rockets from the factory in Decatur, Alabama to the launch sites at Cape Canaveral Space Force Station in Florida and Vandenberg Space Force Base in California.

“We are pleased to be partnering with two of the best companies in the business to build our second transportation ship,” said Chris Ellerhorst, ULA’s vice president of the Kuiper Program. “Over the next year, ULA will be doubling its launch rate capacity in support of our Amazon customer and to ensure timely deliveries of the rockets to the launch site, we needed to build a second ship to support our transportation needs.”

ULA awarded Bollinger Shipyards a contract to build a second

roll-on/roll-off vessel classed for both ocean-going and river service. Construction has just begun on the 356-ft-long ship at Bollinger's shipyard located in Amelia, Louisiana with delivery to ULA expected in January 2026.

"We're proud to continue our partnership with ULA in support of their increasing capabilities and launch capacity," said Ben Bordelon, President and CEO of Bollinger Shipyards. "Bollinger's skilled workforce is second to none when it comes to designing, engineering and building complex vessels to meet the challenges of today and tomorrow, and we look forward to beginning work on SpaceShip to ensure delivery of Vulcan rockets from the factory to the launch pad."

"ULA currently has its first ship called RocketShip that has been in service for decades and with this second ship called SpaceShip our maritime fleet will enable enterprise transportation capacity of four Vulcan launch vehicles across two voyages to either the East or West Coast," said Ellerhorst.

In addition, ULA has also hired Bristol Harbor Group, Inc., a well-respected naval architecture and marine engineering firm to oversee the design and build phases of the project with Bollinger.

Vulcan is ULA's next generation rocket, and it saw its successful inaugural launch in January 2024. Vulcan will provide high performance and affordability while continuing to deliver superior reliability and orbital precision for all our customers across the national security, civil and commercial markets.

For Amazon, ULA's new Vulcan rocket is contracted for 38 launches to support the majority of the deployment for the Project Kuiper constellation, which will provide fast, affordable broadband service to unserved and underserved

communities around the world.

All rockets are not created equal. ULA is the nation’s most experienced, reliable and accurate launch service provider delivering unmatched value, a tireless drive to improve, and commitment to the extraordinary. Vulcan’s inaugural launch marked the beginning of a new era of space capabilities and provides higher performance and greater affordability while offering the world’s only high energy architecture rocket to deliver any payload, at any time, to any orbit.

Amphibious Combat Vehicles Mark Operational Debut in Pacific

A U.S. Marine Corps amphibious combat vehicle attached to Alpha Company, Battalion Landing Team 1/5, 15th Marine

Expeditionary Unit, splashes off the amphibious dock landing ship USS Harpers Ferry (LSD 49) during Exercise Balikatan 24 in Naval Detachment Oyster Bay, Palawan, Philippines, May 4, 2024. (U.S. Marine Corps photo by Lance Cpl. Peyton Kahle)
From Communication Strategy and Operations, 15th Marine Expeditionary Unit

May 6, 2024

OYSTER BAY, Philippines – The 15th Marine Expeditionary Unit's Amphibious Combat Vehicles Platoon conducted a live-fire, waterborne gunnery range exercise in Oyster Bay, Philippines, May 4, 2024, marking the first overseas employment of the ACVs during their initial deployment.

The ACV platoon launched from aboard amphibious dock landing ship USS Harpers Ferry (LSD 49) before organizing into assault sections to close with and engage multiple shore-based targets, using their Remote Weapons Systems to control externally-mounted Mark 19 40 mm grenade machine guns.

Section leaders within the ACV Platoon, which is part of Alpha Company, Battalion Landing Team 1/5, used the opportunity to coordinate and control the simultaneous fires of all of their section's weapons while afloat to maximize the effect against the targets ashore. The ACV provides unique capabilities to the amphibious force, increasing command and control capability, mobility ashore, and a stabilized weapon system to support maneuver.

"The hard work and dedication of our Marines is what made today's training successful," said U.S. Marine Corps Col. Sean Dynan, commanding officer of the 15th MEU. "Today's training is a proof of concept across the Marine Corps for successful ACV employment in its intended environment."

The ACVs fired 40 mm training rounds that mark targets with orange chalk upon impact, instead of using high explosives in Oyster Bay.

Upon completion of the gunnery exercise, the ACV platoon and all ACVs reembarked aboard Harpers Ferry.

This waterborne gunnery range took place while the 15th MEU continues to participate in other bilateral training events during Exercise Balikatan 24, which incorporates several combined joint all-domain operation events that increase U.S.-Philippine bilateral interoperability and lethality across land, air, sea, space, and cyberspace domains. The exercise is a tangible demonstration of U.S. and Philippine cooperation to strengthen the Alliance in an increasingly complex Indo-Pacific security environment.

The ACV Platoon, along with Alpha Co. and other elements from across the 15th MEU, deployed from Southern California March 19 aboard Harpers Ferry.

During this first deployment, 15th MEU will continue to provide insights for ACV employment, embarkation, maintenance requirements, logistics trains, and integration with our allies and partners. These insights are vital for the service to ensure we continue to provide our Marines with the most operationally ready and capable platforms.

The 15th MEU is under the command and control of Combined Task Force 76/3, employed by U.S. 7th Fleet to operate with allies and partners in preserving a free and open Indo-Pacific.

Fairbanks Morse Defense Awarded Purchase Order for

Common Rail Technology Retrofit Kit on San Antonio Class Ships

NAVAL STATION NORFOLK (March 22, 2024) The San Antonio-class amphibious transport dock ship USS Mesa Verde (LPD 19), assigned to the Bataan Amphibious Ready Group (ARG), returns to Naval Station Norfolk following an eight and a half-month deployment operating in the U.S. 5th and U.S. 6th Fleet areas of operation, March 22, 2024. (U.S. Navy photo by MC2 Manvir Gill)

Common rail technology improves engine efficiency, lowering fuel costs and carbon emissions

BELOIT, Wis. – May 7, 2024 – Fairbanks Morse Defense (FMD), a portfolio company of Arcline Investment Management, has been awarded a purchase order by HII's Ingalls Shipbuilding division to deliver an FM PC2.5 STC common rail technology retrofit kit, which will upgrade existing PC2.5 STC engines

currently installed on U.S. Navy *San Antonio*-class amphibious transport dock ships.

FMD's common rail fuel injection technology maximizes performance through enhanced fuel efficiency and reduced carbon emissions. The high-pressure rail electronic fuel injection system can provide 5.5% fuel savings through improved fuel atomization with more complete and efficient combustion.

FMD has already integrated common rail (CR) technology on engines that have been delivered to Ingalls Shipbuilding for the construction of multiple amphibious ships, including USS Richard M. McCool Jr. (LPD 29), USS Harrisburg (LPD 30) and USS Pittsburgh (LPD 31). The four engines being assembled for the future LPD-32 will also include common rail technology.

"Fairbanks Morse Defense greatly values the trust that the U.S. Navy has placed in our power and propulsion systems, which is why our teams are continually working to deliver solutions that enhance performance and align with the Navy's cost and sustainability goals," said FMD CEO George Whittier. "We've already demonstrated the success of our common rail technology through sea trials for LPD 29, and we look forward to working with Ingalls Shipbuilding to retrofit the engines installed on LPD 17 through LPD 28 ships."

Manufactured in the U.S. and serviced worldwide, FMD's proven marine technology is engineered for excellence to ensure reliable operation, extended asset lifecycles, and minimal downtime. In addition to delivering its power and propulsion systems, the defense contractor has repeatedly been selected by the Navy and Military Sealift Command to provide mission-critical marine technology, turnkey services, and OEM parts throughout their vessels.

NOAA Breaks Ground on New Marine Operations Center Facility in Newport, Rhode Island

By Keeley Belva, NOAA, May 6, 2024

Today, the Department of Commerce's National Oceanic and Atmospheric Administration (NOAA) held a groundbreaking ceremony for a new facility on Naval Station Newport in Rhode Island that will serve as the future home of the NOAA Marine Operations Center-Atlantic.

In December, the U.S. Navy, on behalf of NOAA, awarded $146,778,932 to Skanska USA to build the new NOAA facility. The design and construction of the facility is funded in part by the Inflation Reduction Act, the largest climate investment in history, as part of President Biden's Investing in America agenda.

The facility will include a pier to accommodate four large vessels, a floating dock for smaller vessels, space for vessel repairs and parking and a building to be used for shoreside support and as a warehouse. Construction is anticipated to be completed in 2027. This project will operate under a Project Labor Agreement, consistent with EO 14063, issued by President Biden.

“Thanks to the leadership of President Biden and the hard work of Rhode Island’s elected leaders we are making transformative investments in Rhode Island and all across the country,” said U.S. Secretary of Commerce Gina Raimondo. “President Biden’s Investing in America Agenda made it possible for NOAA to construct this new facility and make advances in critical climate and ocean research, while also cementing NOAA’s relationships with the Navy and the community of Newport. This facility will support science and a healthy economy well into the future.

“I’m proud to say that this new facility has been designed to take future changes in our climate into consideration,” said NOAA Administrator Rick Spinrad, Ph.D.. “It will be LEED certified and will soon be the homeport for one of our newest, lower-emissions vessels, working towards the goal to minimize NOAA’s own impact on the environment.”

“The new, state-of-the-art Marine Operations Center-Atlantic facility is critical to NOAA’s mission and delivering on our commitments to regional, international and other diverse partners,” said NOAA Corps Rear Admiral Nancy Hann, Director of the NOAA Commissioned Officer Corps and NOAA Marine and Aviation Operations. “Newport has always been a welcoming community to NOAA, and we are appreciative of the support from local, state and congressional leaders, as well as our mission partners at Naval Station Newport.”

NOAA’s fleet of 15 research and survey ships are operated, managed and maintained by NOAA Marine and Aviation Operations.

Ranging from large oceanographic research vessels capable of exploring the world's deepest ocean, to smaller ships responsible for charting the shallow bays and inlets of the U.S., the fleet supports a wide range of marine activities, including fisheries surveys, nautical charting and ocean and climate studies. NOAA ships are operated by NOAA Corps officers and civilian professional mariners.

"NOAA is the top scientific weather and oceans agency and I was pleased to help Rhode Island land MOC-A. Naval Station Newport's location and the years of strategic federal investments we've made here are really paying off. Bringing NOAA's premiere research fleet and Atlantic operations center to the Ocean State means hundreds of jobs for Rhode Island and a brighter future for our Blue Economy," said Senator Jack Reed.

"I am very pleased to celebrate the groundbreaking of NOAA's new Atlantic Marine Operations Center right here in Rhode Island. The research conducted here will help us better understand the effects of climate change on the oceans and support job growth for years to come," said Senator Sheldon Whitehouse. "This day would not have been possible without Senator Reed's longtime dedication to relocating the Center to the Ocean State."

"The National Oceanic and Atmospheric Administration's growing footprint in the Ocean State will be a massive jobs and economy boon for years to come," said Congressman Gabe Amo.

"The work to construct and staff the Marine Operations Center-Atlantic, right here on Naval
Station Newport, will improve our national security – and non-military – operations. I am
grateful for the leadership of Senators Jack Reed and Sheldon Whitehouse, Secretary Gina
Raimondo, and all our state and local partners here today to break ground on new climate-

resilient infrastructure that continues Rhode Island's fight against climate change."

"Rhode Island is proud to be selected as the home of the new NOAA Marine Operations Center-Atlantic," said Governor Dan McKee. "This facility will bolster our efforts to build climate-resilient infrastructure and support our blue economy. We're grateful to President Biden, Secretary Raimondo and our congressional delegation for their support of this project which will put Rhode Islanders to work in good-paying jobs and pay dividends for generations to come."

May 6 Red Sea Update

RED SEA (April 19, 2024) An Aviation Ordnanceman inspects ordnance on an F/A-18E Super Hornet, attached to the "Rampagers" of Strike Fighter Squadron (VFA) 83, during flight

operations aboard the Nimitz-class aircraft carrier USS Dwight D. Eisenhower (CVN 69) in the Red Sea, April 19. (Official U.S. Navy photo)
From U.S. Central Command

May 6, 2024

TAMPA, Fla. – At approximately 10:47 a.m. (Sanaa time) on May 6, 2024, U.S. Central Command (USCENTCOM) forces successfully engaged and destroyed one uncrewed aerial system (UAS) launched by Iranian-backed Houthi terrorists over the Red Sea.

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

USCG Cutter Diligence Returns Home Following Gulf of Mexico Fisheries Patrol and Response to Francis Scott Key Bridge Collapse

U.S. Coast Guard Atlantic Area, May 6, 2024

PENSACOLA, Fla. – The crew of Coast Guard Cutter Diligence (WMEC 616) returned to their home port in Pensacola April 27 after a two-month deployment spent conducting a living marine resources patrol in the Gulf of Mexico, undergoing a maintenance availability at the Coast Guard Yard in Baltimore, and later responding to the Francis Scott Key Bridge collapse.

Diligence's crew patrolled within the U.S. Coast Guard Eighth District area of responsibility, based in New Orleans, and supported Coast Guard Sector Corpus Christi's efforts to counter illegal, unreported, and unregulated (IUU) fishing in U.S. territorial waters.

At sea, Diligence's law enforcement teams conducted boardings of U.S. fishing vessels to enforce federal laws and safety regulations. While operating along the International Maritime Boundary in the Gulf of Mexico, Diligence conducted a joint patrol with Mexican navy ship ARM Chichen Itza (PC 340), as

well as a crew exchange.

Diligence later proceeded to the Coast Guard Yard in Baltimore for a mission-essential maintenance availability to undergo repairs and preventative maintenance projects.

During the transit to Baltimore, crew members spotted a boater in distress who had run out of fuel off the southern coast of Florida. Diligence provided initial rescue and assistance to the vessel. The boater was later towed safely back to land by a 45-foot Response Boat-Medium crew from Coast Guard Station Miami Beach.

While undergoing repairs in the Coast Guard Yard, Diligence was one of the first Coast Guard units to respond to the Francis Scott Key Bridge collapse. In the first hours, Diligence's small boat crews conducted search and rescue operations for missing persons and later provided a persistent presence to enforce a safety zone during salvage efforts.

"The crew truly embodied the Coast Guard's motto of 'Always Ready' this patrol by carrying out a variety of different missions," said Cmdr. Nolan Cain, commanding officer of Diligence. "They responded quickly and decisively to a mariner in distress and supported response efforts in the wake of the Francis Scott Key Bridge collapse."

Diligence is a 210-foot, medium endurance cutter homeported in Pensacola with 78 crewmembers. 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 throughout the Western Hemisphere.

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.

U.S. Navy Christens Newest Unmanned Surface Vessel, Vanguard

Capt. Scot Searles, Unmanned Maritime Systems Program Manager, addresses attendees during the Vanguard christening ceremony, 25 April. (U.S. Navy photo)

By Program Executive Office Unmanned and Small Combatants (PEO USC) Public Affairs, May 6, 2024

WASHINGTON – The U.S. Navy christened Vanguard, the newest Unmanned Surface Vessel (USV) during a recent ceremony in Mobile, Alabama.

Vanguard is the Navy's first USV purpose-built from the keel up for unmanned operations and is part of the Pentagon-sponsored Overlord program.

"Vanguard represents a significant leap forward in unmanned technology," said Rear Adm. Kevin Smith, Program Executive Officer, Unmanned and Small Combatants. "The addition of Vanguard will enable the expansion of unmanned testing, experimentation and development, accelerating the transition to the hybrid fleet."

The Overlord program has played a pivotal role in accelerating and advancing the use of unmanned technology across the Navy. The Pentagon-funded effort launched the Navy's experimentation with USVs and the resulting prototypes now fulfill a vital role in preparing the fleet to adopt USVs in operations. The knowledge and experience gained from the program is driving the development and requirements for the Navy's future Large USV (LUSV) program. LUSVs are intended to be low cost, high endurance, modular USVs that can employ a variety of payloads. The USV prototypes are integral to the Navy's mission of expanding unmanned operations and growing a manned-unmanned hybrid fleet.

"Vanguard's name could not be more fitting. The state-of-the-art technology she will employ is revolutionary and will be at the forefront of establishing new standards for our fleet," said Capt. Scot Searles, Unmanned Maritime Systems program manager. "We are thrilled to achieve this important milestone and are looking forward to Vanguard leading the way as she enhances our nation's naval power and strategic capabilities."

Austal USA and L3Harris jointly led the development and construction of Vanguard. Once outfitting and testing is complete, Vanguard will transit to San Diego and join sister ships Mariner and Ranger as part of the Navy's Unmanned

Surface Vessel Division One (USVDIVONE), responsible for the tactical development of USV concepts of operations and training.

PEO USC designs, develops, builds, maintains and modernizes the Navy’s unmanned maritime systems; mine warfare systems; special warfare systems; expeditionary warfare systems; and small surface combatants.