

Navy Requests 9 Battle Force Ships, 88 Aircraft for Fiscal 2024



PACIFIC OCEAN (March 8, 2022) An F-35C Lightning II from the “Rough Raiders” of Strike Fighter Squadron (VFA) 125, taxis on the flight deck of the aircraft carrier USS Nimitz (CVN68). Nimitz is underway conducting routine operations. (U.S. Navy photo by Mass Communication Specialist 3rd Class Jared Mancuso)

ARLINGTON, Va. – The [Navy Department is requesting funds](#) for nine battle force ships and 88 aircraft in its fiscal 2024 budget proposal. The service also plans to decommission 11 battle force ships, some before the expiration of their service life.

The 2024 request at \$255.8 billion represents an \$11.1 billion or 4.5% increase over the 2023 budget enacted by Congress,

according to Undersecretary of the Navy Eric Raven and Rear Adm. John Gumbleton, deputy secretary of the Navy for Budget, briefing reporters March 13 at the Pentagon.

Ships

The nine ships in the \$32.8 billion ship construction request include one Columbia-class ballistic-missile submarine (SSBN), two Block V Virginia-class attack submarines (and advance funding for four more), two Flight III Arleigh Burke-class guided-missile destroyers, two Constellation-class guided-missile frigates, one John Lewis-class fleet replenishment oiler, and one new-design submarine tender.

Ship construction funding includes \$5.8 billion for the first and second increments of the second Columbia-class, Wisconsin (SSBN 827). Funding also is requested for the Ford-class aircraft carrier program: the seventh increment for the third, Enterprise (CVN 80), and the sixth increment for the Dorie Miller (CVN 81).

The budget allocates \$1.8 billion for the final increment of the Fallujah (LHA 9), the fourth America-class amphibious assault ship.

Of note, no funding is provided for any more Flight II San Antonio-class landing platform dock ships throughout the Future Years Defense Plan. Procurement of the new medium landing ship is planned for fiscal 2025 and the next-generation logistic ship is planned for 2027.

The proposed budget also funds the procurement of two LCU 1700-class utility landing craft; two used ships for conversion to sealift ships; and the service-life extension of one air-cushion landing craft (LCAC). Procurement of the LCAC 100-class ship-to-shore connector is gapped for 2024, with resumption planned for 2025.

Procurement of the Large Unmanned Surface Vessel and the Orca Extra-Large Unmanned Undersea Vehicle are funded for 2025 and 2026, respectively.

The Navy plans to retire 11 ships, including eight which would be retired before the normal end-of service life. The ships to be retired include: one Los Angeles-class attack submarine, five Ticonderoga-class guided-missile cruisers, two Independence-class littoral combat ships, and three dock landing ships.

Under the 2024 plan, the Navy's battle force would decline by one ship to 293 ships.

Aircraft

The budget proposal included \$17.3 billion for the procurement of 88 aircraft for the Navy and Marine Corps. This includes 16 F-35B and 19 F-35C Lightning IIs; 26 T-54A multi-engine training aircraft; two KC-130J Super Hercules tanker/transport; 15 CH-53K King Stallion heavy-lift helicopters; five MQ-9A Reaper unmanned aerial vehicles (UAVs); two MQ-4C Triton UAVs; and three MQ-25A Stingray UAVs.

Gumbleton said this budget request completes the procurement of the KC-130J (at 88 aircraft); the MQ-4C (at 22 aircraft), and MQ-9A (at 18 aircraft). The Navy's stated requirement was for 68 MQ-4Cs, so this truncation represents a change in direction. The Navy Air Reserve has an unfunded requirement for 32 C-130J transports.

As expected, the Navy has not requested any F/A-18E/F Super Hornet strike fighters. It remains to be seen if Congress will again fund more Super Hornets out of concern for the Navy's strike fighter shortfall.

The 2024 plan would leave the Navy and Marine Corps aircraft

fleet at 3,998 aircraft, slightly under the 2023 total of 4,012.

Marine Corps Vehicles

The Marine Corps plans to procure 80 personnel variants of the Amphibious Combat Vehicle and 396 Joint Light Tactical Vehicles in 2024. The Navy/Marine Corps Expeditionary Ship Interdiction System (NMESIS) and Long Range Fires (LRF) programs would continue development and testing of the Remotely Operated Ground Unit Expeditionary (ROGUE) Fires vehicle, an “unmanned ground vehicle based on a Joint Light Tactical Vehicle (JLTV) chassis mounting a missile launcher system,” the Navy’s budget briefing book said. The 2024 budget souls continue procurement of NMESIS systems as well as funding for 90 Naval Strike Missiles and, for the LRF, 34 Tactical Tomahawk missiles.

Statement by Secretary of Defense Lloyd J. Austin III on AUKUS Optimal Pathway Announcement



JOINT BASE PEARL HARBOR-HICKAM (May 25, 2022) The Virginia-class fast-attack submarine USS North Carolina (SSN 777) returns to Joint Base Pearl Harbor-Hickam from deployment in the 7th Fleet area of responsibility. North Carolina performed a full spectrum of operations, including anti-submarine and anti-surface warfare, during the extended seven-month, Indo-Pacific deployment. (U.S. Navy photo by Electronics Technician (Nuclear) 2nd Class Leland T. Hasty II)

[Release from the Secretary of Defense](#)

MARCH 13, 2023

Today, I was honored to join President Biden, Australian Prime Minister Albanese, and U.K. Prime Minister Sunak as they announced the AUKUS Optimal Pathway, a commitments-based, phased plan for Australia to acquire conventionally-armed, nuclear-powered submarines. This is the next step forward in the transformational partnership among our three great democracies.

In September 2021, the United States, Australia, and the United Kingdom laid out an ambitious vision for our countries that will strengthen our combined military capabilities, boost our defense industrial capacity, enhance our ability to deter aggression, and promote our shared goal of a free and open Indo-Pacific. AUKUS is a shared, long-term investment that will allow us to build defense advantages that endure for decades to come.

One of the most important parts of this partnership is increasing each of our countries' submarine capabilities. Under the first phase of the Optimal Pathway, the United States and the United Kingdom will immediately increase port visits of conventionally-armed, nuclear-powered submarines in Australia and then, as early as 2027, will begin rotating through Australia under Submarine Rotational Force-West. In the next phase, the United States intends to sell three Virginia-class submarines to Australia in the 2030s, with the potential to sell up to two more if needed. Finally, Australia and the United Kingdom will develop and deploy SSN-AUKUS, a new conventionally-armed, nuclear-powered submarine that incorporates critical U.S. technologies. Each phase of the Optimal Pathway will set the highest nuclear nonproliferation standards.

We're also working to strengthen our countries' industrial bases; to eliminate barriers to information-sharing and technological cooperation; and to develop and deliver advanced capabilities in such areas as artificial intelligence, hypersonics, and maritime domain awareness. All these investments will allow us to work more closely with our valued and highly capable allies to deter aggression in the Indo-Pacific—a region whose future is crucial for U.S. national security and the rules-based international order that makes us all safer.

I would like to thank the many public servants in all three proud democracies whose hard work has made this historic

announcement possible. I look forward to working with my team and with our Australian and British counterparts to continue to move toward our shared vision of a stable, secure Indo-Pacific and an open world of rules and rights.

Navy Accepts Delivery of Ship to Shore Connector, Landing Craft, Air Cushion 105



[Release from Naval Sea Systems Command](#)

By Team Ships Public Affairs

SLIDELL, LA – The Navy accepted delivery of the next-generation landing craft, Ship to Shore Connector (SSC), Landing Craft, Air Cushion (LCAC) 105, March 8.

LCACs are built with configurations, dimensions, and clearances similar to the legacy LCACs they replace – ensuring that this latest air cushion vehicle is fully compatible with existing well deck-equipped amphibious ships, the Expeditionary Sea Base and the Expeditionary Transfer Dock. LCACs are capable of carrying a 60-75 ton payload. They primarily transport weapon systems, equipment, cargo, and assault element personnel through a wide range of conditions, including over-the-beach.

“LCACs are a critical tool for the Navy, the Marine Corps, and all of our warfighters,” said Amphibious Assault and Connectors Program Manager, Program Executive Office (PEO) Ships, Capt. Jason Grabelle. “This delivery comes at an important time for the fleet, and their inclusion will only strengthen our posture.”

The delivery of LCAC 105 comes after completion of acceptance trials conducted by the Navy’s Board of Inspection and Survey, which tested the readiness and capability of the craft to effectively meet its requirements.

Textron Systems of Slidell, Louisiana is currently in serial production on LCACs 107-115.

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

NAVFAC Pacific awards \$2.8-

billion contract task order for Pearl Harbor dry dock replacement



JOINT BASE PEARL HARBOR HICKAM, Hawaii (July 27, 2021) Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility successfully undocked the Los Angeles-class fast-attack submarine USS Topeka (SSN 754) on time commencing a two-day evolution on July 27, 2021. This undocking is a major milestone in the submarine's docking selected restricted availability (DSRA). Each undocking is a complex evolution that requires teamwork across the entire shipyard to ensure a safe and on-time event. (U.S. Navy photo by Amanda Urena)

[Release from Naval Facilities Engineering Systems Command](#)

JOINT BASE PEARL HARBOR-HICKAM – Naval Facilities Engineering Systems Command (NAVFAC) Pacific awarded a \$2.8-billion task

order under a previously-awarded indefinite-delivery/indefinite-quantity multiple-award construction contract to Dragados/Hawaiian Dredging/Orion JV, based in Honolulu, Hawaii, to replace Dry Dock 3 at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) March 10.

The planned five-year project will construct a graving dock, to be designated Dry Dock 5, in order to support PHNSY's ability to continue serving the Navy decades into the future by maintaining and modernizing the U.S. Pacific Fleet's nuclear-powered submarines.

"As part of the Navy's Shipyard Infrastructure Optimization Program (SIOP), replacing Dry Dock 3 at Pearl Harbor Naval Shipyard is a critical enabler of increased naval capability," said Pete Lynch, program executive officer for Industrial Infrastructure, who oversees SIOP. "This project is a key investment in increasing capacity and modernizing our nation's public shipyards through upgraded dry docks and facilities, new equipment, and improved workflow."

Dry Dock 3 at PHNSY & IMF will become functionally obsolete once the Navy's Los Angeles-class submarines are no longer in service. The dry dock, built in 1942, cannot service Virginia-class submarines or larger surface ships.

"We look forward to working with Dragados/Hawaiian Dredging/Orion JV, Pearl Harbor Naval Shipyard, and all our stakeholders on this project over the next several years in order to deliver this critical capability to the Fleet," said Capt. Steve Padhi, commanding officer of Officer in Charge of Construction (OICC) Pearl Harbor Naval Shipyard. "The project team and cooperating agencies have gone above and beyond to set the conditions for success. We have incorporated lessons learned and best practices from other dry dock projects and field offices across the Navy, and we have consulted with our construction contractors early in order to confidently meet

the requirements we've been given. My OICC team and I are ready to get started on this historic effort.”

The Navy is investing heavily in shipyard infrastructure for nuclear-powered warships. The Navy established SIOP to increase throughput at the four public shipyards by updating their physical layout, upgrading and modernizing their dry docks, and replacing antiquated capital equipment with modern tools and technologies.

SIOP is a holistic investment plan that when fully executed will deliver required dry dock repairs and upgrades to support current and planned future classes of nuclear-powered aircraft carriers and submarines, optimize workflow within the shipyards through significant changes to their physical layout, and recapitalize industrial plant equipment with modern technology that will substantially increase productivity and safety.

The full contract announcement is available at:

<https://www.defense.gov/News/Contracts/Contract/Article/3326241/>

ASSA Presents 2023 Honorable Thad Cochran Leadership Award to U. S. Senator Roger Wicker



Senator Wicker joins an august group of award recipients dedicated to improving the opportunities for domestic shipbuilding suppliers. The award was first established in 2017 and presented to Congressman Rob Wittman (VA-01). In 2018, the Honorable Tammy Baldwin from Wisconsin was recognized. The Honorable Joe Courtney (CT-02) was the 2019 recipient, and in 2020 the award was presented to The Honorable John Garamendi (CA-03). In 2021, the Honorable Donald Norcross (NJ-01) received the award. Last year, the award was presented to Congresswoman Suzan DelBene (WA-01)
Release from the American Shipbuilding Suppliers Association

Washington, District of Columbia – March 10, 2023 – The American Shipbuilding Suppliers Association (ASSA) presented its 2023 Honorable Thad Cochran Leadership Award to U. S. Senator Roger Wicker, R-Miss., for his dedication and commitment to a robust American shipbuilding supplier industrial base. He was presented the award during the Annual ASSA Congressional Fly-in by ASSA Founder, Carl Fisher of Thrustmaster of Texas.

The Honorable Thad Cochran Leadership Award is given annually to a public servant, as selected by the ASSA membership, and was established to honor the leadership of the late Senator Cochran for his unwavering support to those large and small businesses that provide the technologies and components necessary to build US Navy and US Coast Guard ships, which are critical components of U.S. national security policy.

“On behalf of the members of the American Shipbuilding Suppliers Association (ASSA), I would like to express our sincere appreciation to Senator Wicker for his dedicated advocacy of a strong naval force and a robust domestic supplier industrial base to support that force. The membership of ASSA recognize the importance of his position in support of the shipbuilding supplier industrial base and that his actions clearly demonstrate his continued commitment to strengthening a fragile yet strategically critical industrial component,” said Mr. Fisher

Senator Wicker is recognized by the overall shipbuilding industry for his leadership and actions in support of legislation that requires the US Navy to maintain a fleet of 355 ships along with his support of “Buy America” legislation. Senator Wicker authored the “Securing the Homeland by Increasing our Power on the Seas (SHIPS) Act,” which made it the policy of the United States to achieve the Navy’s requirement for a 355- ship fleet. This legislation, which was designed to bolster national security and

increase American shipbuilding capacity, was signed into law by President Trump during the 115th Congress as part of the National Defense Authorization Act.

“A strong fleet has always been the cornerstone of America’s

defense,” Wicker said. “My advocacy for our navy and for American shipbuilding is based on my belief that peace comes through strength. I especially appreciate receiving an award named after my friend and colleague, Senator Thad Cochran, whose contributions to our shipbuilding industry were significant.”

Senator Wicker has represented Mississippi in the United States Senate since December 2007. During his time in the Senate, Wicker has championed pro-growth policies to create jobs, limit federal overreach, protect life, and maintain a strong national defense. He is the ranking member of the Senate Armed Services Committee for the 118th Congress. He is also a senior member of the Senate Committee on Commerce, Science and Transportation, having served previously as the chairman and ranking member for the 116th and 117th Congresses, respectively. His other committee assignments include the Environment and Public Works Committee and the Rules and Administration Committee. Wicker also serves as a member of the U.S. Merchant Marine Academy Congressional Board of Visitors.

Senator Wicker has been a strong advocate for economic development initiatives to help keep Mississippians competitive in a global marketplace. He has been honored by the National Association of Manufacturers (NAM) for his work on pro-growth, pro-manufacturing policies in Congress.

Senator Wicker served on active duty in the U.S. Air Force and then joined the Air Force Reserve. He retired from the Reserve in 2004 with the rank of lieutenant colonel.

ASSA is a member driven, national organization, advocating for the American Shipbuilding Supplier Base to the U. S. Congress, Navy, Coast Guard, and shipbuilders to ensure the long-term stability of the U. S. national maritime industry.

U. S. – Indo Joint Working Group on Aircraft Carrier Technology Cooperation Meets in India



[Release from Program Executive Office Aircraft Carriers Public Affairs](#)

March 9, 2023

By Program Executive Office Aircraft Carriers Public Affairs

WASHINGTON NAVY YARD, DC – The sixth meeting of the U.S. –

Indo Joint Working Group on Aircraft Carrier Technology Cooperation (JWGACTC) concluded on Mar. 3 in India, marking a successful, bilateral exchange of information and best practices in the areas of ship construction and maintenance.

The five-day meeting, co-chaired by Rear Adm. James P. Downey, program executive officer for aircraft carriers, representing the U.S. delegation; and Rear Adm. Sandeep Mehta, Assistant Controller Carrier Projects for the Indian Navy, deepened a successful legacy of cooperation between the two Pacific nations—sessions launched in August 2015 as part of a U.S. – India Defense Technology and Trade Initiative (DTTI).

“India is a vital strategic partner for the United States,” said Downey, “and our program office takes pride in the collaborative spirit we’ve built with our Indian Navy counterparts. Our technology is diverse, while our goal is linked foundationally—to accelerate our respective missions of building and maintaining these extremely capable ships and systems that deliver readiness to our fleets.”

In mid-February, India logged an important milestone when it completed initial flight deck trials on its first indigenous aircraft carrier, INS Vikrant.

“Back in 2015, the first Indian Navy delegation visited Norfolk and toured the Gerald R. Ford [CVN 78] when she was still in construction at Newport News Shipbuilding,” Downey recalled. “And this week, our U.S. team stood on board India’s new INS Vikrant, the largest naval ship ever built in India—that was an inspiring moment.” INS Vikrant is expected to begin operations later this year, a step reflective of the government’s vision of *Atmanirbhar Bharat*, or greater self-reliance.

JWGACTC Tour Highlights

In a robust slate of events conducted from 27 February to 3 March, JWGACTC representatives gathered in New Delhi at the

Kota House and visited India's Directorate of Naval Design, discussing areas of mutual interest in several technology areas, including topside aircraft carrier systems and aircraft / ship integration. Meeting participants delivered updates and discussed opportunities for the two navies to expand cooperation under the initiative. Rear Adm Downey also met with Vice Chief of Naval Staff Vice Adm. SN Ghormade, DTTI Interagency Task Force (DIATF) Co-Chair Lt. Gen. Manjinder Singh, and Vice Adm. Kiran Deshmukh, Controller of Warship Production and Acquisition.

The combined delegation then flew to Kochi, Kerala, on India's southwest coast, for a tour of Cochin Shipyard Limited, where INS Vikrant was built. Vikrant is the third ship to bear the name, and the first aircraft carrier built entirely by the Indian government and industrial base.

Capt. Brian Metcalf, who leads the Gerald R. Ford-Class New Construction Program Office (PMS 378), appreciated the first-hand look at India's indigenous ship building capability and Cochin's modern facilities, tasked with designing and manufacturing the country's next generation aircraft carrier.

"Looking at our ships, the designs are clearly different: from propulsion to how we launch aircraft—Ford, for instance, using EMALS [Electromagnetic Aircraft Launch System] and AAG [Advanced Arresting Gear]; while India employs a STOBAR [short takeoff barrier-assisted recovery] system to launch aircraft off a ski-jump ramp," said Metcalf.

"In terms of the art and science of shipbuilding and sustainment and the need for building efficiencies into everything we do, whether that's leveraging resources or building smarter, we share similar challenges and goals. So we can benefit from hearing new operating philosophies and ideas for streamlining business practices. All of that goes a long way toward enhancing interoperability at sea."

SOFTWARE FACTORY



[Release from U.S. Marine Corps Deputy Commandant for Information Communication Strategy and Operations Office](#)

March 10, 2023

AUSTIN, Texas – The Marine Corps established the Marine Corps Software Factory (MCSWF) to create a world-class Marine-led software development capability today, March 10, 2023.

The future operating environment will require Marines to scope and implement software-based solutions at the edges of the battlefield without connectivity or assistance from centralized or contracted support.

The MCSWF enhances Marine Corps modernization efforts by empowering Marines to develop applications for commanders at the speed of relevance.

“Our Marines have an amazing capacity for understanding complex technologies. We must empower our Marines to use that technological know-how to create a more lethal force,” stated Gen. David H. Berger, 38th Commandant of the Marine Corps. “The Marine Corps is fielding more complex systems and platforms right now, and we must invest in our Marines’ and Civilian Marines’ capacity to advance in parallel.”

The MCSWF will leverage recent endeavors in talent management, partnerships with industry, and innovations in cloud technology. The MCSWF will work closely with Manpower and Reserve Affairs (M&RA) to ensure ease of career implications for program participants and to ensure software factory outcomes are optimized across the modernization enterprise.

As the Marine Corps’ Chief Information Officer, Lt. Gen. Matthew Glavy, Deputy Commandant for Information (DC I), will serve as the executive sponsor for the MCSWF.

“The Marine Corps Software Factory is about outcomes, creating advantage for Marines at the tactical edge, today”, stated Glavy. “The MCSWF will provide viable capabilities to enhance mission readiness through the power of information.”

MCSWF is a three-year pilot to demonstrate a scalable, Marine-led software development capability. The three-year pilot will evaluate the demand from the fleet to better understand overall requirements.

March 25, 2021, MARADMIN 164/21 was released via Information,

Command, Control, Communications, and Computers (IC4) division soliciting participation in the inaugural Marine Corps Micro-Application Development Innovation Challenge. The Innovation Challenge yielded promising results and proved that given the right resources, talented Marines across the MOS spectrum can design and deliver software capabilities from the tactical to strategic levels. Subsequent micro-application innovation challenges consistently revealed untapped technical talent and a demand signal for organically developed software solutions within the Marine Corps.

The initial MCSWF cohort was sourced from the Communications Occupational Field. Future candidates will be solicited across the service from any MOS.

Marines selected to attend the MCSWF will undergo a three-year program consisting of three phases: a technical accelerator, one-to-one pairing enablement, and employment utilization. For the first three months, Marines will attend a technical accelerator to establish a baseline skillset. Then, Marines will work one-to-one with technical experts from industry while solving real Marine problem sets.

Marines who successfully complete the enablement phase will receive the 0673 Necessary MOS (Application Developer). Marines will spend the final 24 months in a utilization tour building Marine Corps software solutions while continuing to advance their skillsets.

The MCSWF is co-located with the Army Software Factory (ASWF) in Austin, Texas. The MCSWF has established a formal agreement with the ASWF showcasing the first collaborative software development effort in the DoD. Partnering with ASWF will accelerate Marine Corps software development modernization efforts at a significantly reduced cost.

The software factory is for Marines, powered by Marines. If anyone on the Marine Corps team is interested in joining the

factory or has an idea of how a software solution can better the Corps they are encouraged to reach out directly to the factory via email at mcswf@usmc.mil

To learn more about the MCSWF or how to get involved the following link to the MCSWF website is provided:
<https://www.hqmc.marines.mil/mcswf>

Amphibious Warfare Industrial Base Coalition Advocates for 31 Amphibs



WASHINGTON – Amidst a backdrop of uncertainty regarding the final fleet size of the U.S. Navy’s amphibious warfare ships that carry Marine Corps expeditionary units, the Amphibious Warfare Industrial Base Coalition (AWIBC) during a March 9 Congressional Breakfast event made their case for providing a

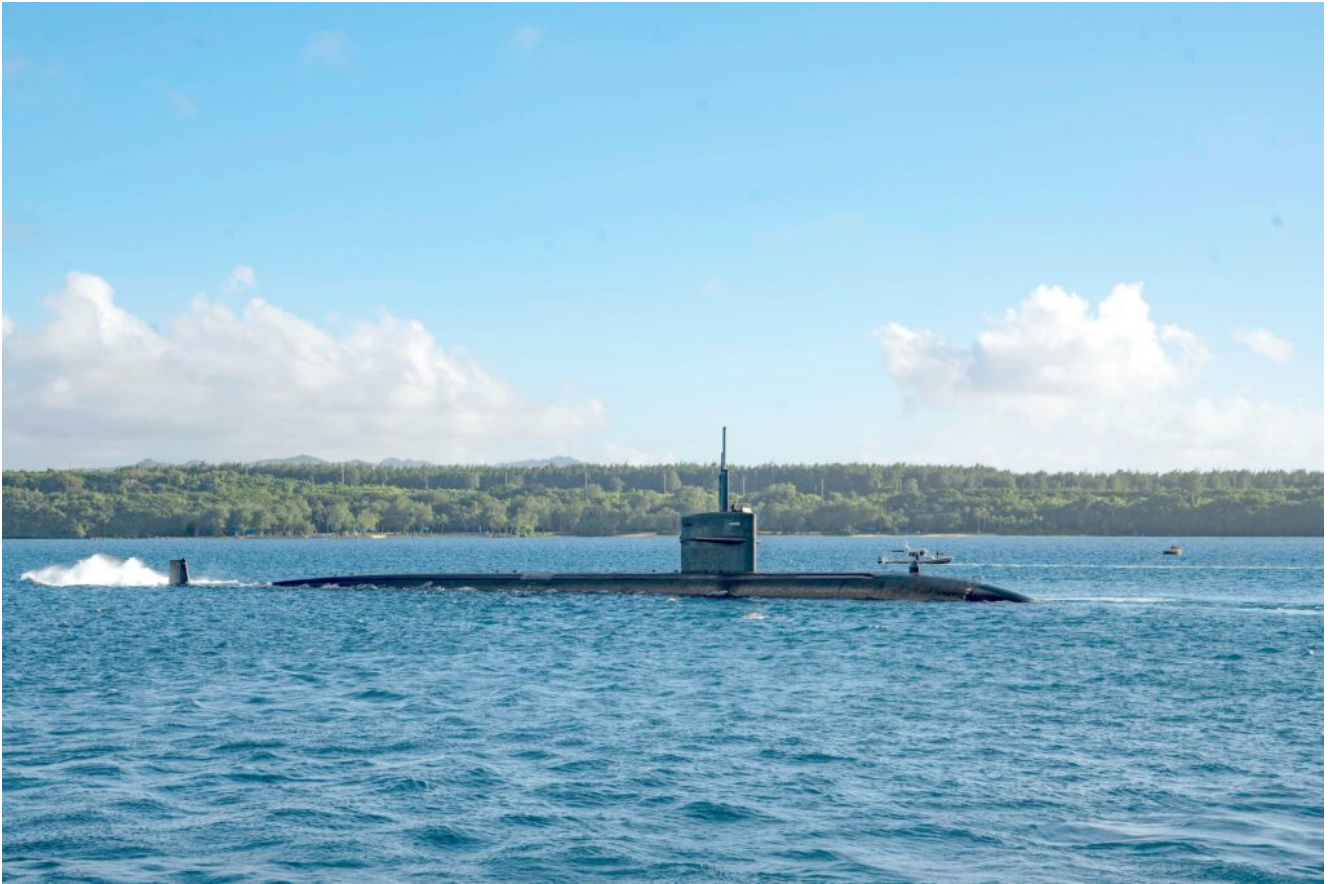
bare minimum of 31 amphibious warfare ships for future Marine Corps operations

This goal was echoed by the keynote speaker, Commandant of the Marine Corps, Gen. David H. Berger, who has argued in favor of this amphibious fleet size despite pushback from notable Department of Defense detractors, both active and retired.

The event also featured several members of Congress eager to support the commandant's vision for 31 such amphibious vessels. Sen. Roger Wicker, R-Mississippi, made clear that he would fight for this objective, with fellow Mississippian Rep. Trent Kelly, also voicing his support. As ranking member of the Senate Armed Services Committee and chair of the House Subcommittee on Seapower and Projection Forces, respectively, these two members have a lot of leverage to make this goal a reality.

Additional speakers included Sen. Tammy Baldwin, D-Wisconsin; Rep. Rob Wittman, R-Virginia, and Rep. Gallagher, R-Wisconsin, with AWIBC Chairman and retired Navy Capt. David Forster moderating.

Navy Integrates Information Warfare Teams on Submarines



NAVAL BASE GUAM (Jan. 17, 2023) The Los Angeles-class fast-attack submarine USS Key West (SSN 722) departs Apra Harbor, Guam, Jan. 17, 2023. Key West is one of five submarines assigned to Commander, Submarine Squadron 15. Commander, Submarine Squadron 15 is responsible for providing training, material and personnel readiness support to multiple Los Angeles-class fast attack submarines and is located at Polaris Point, Naval Base Guam. (U.S. Navy photo by Lt. Eric Uhden)

ARLINGTON, Va. – The Navy has begun integrating information warfare teams in submarines to increase the boats’ tactical information warfare combat capabilities, a senior admiral said.

“We partnered with [Vice Adm. William J. Houston, commander, Naval Submarine Forces] and the submarine force last year to put Information Warfare officers and Sailors as permanent party, as part of submarine crews,” said Vice Adm. Kelly Aeschbach, commander, Navy Information Forces, speaking March at the online Defense One State of the Navy seminar.

"We piloted the effort on two submarines, where we have an officer and three Sailors who have integrated with the crew and are allowing the crew to focus on the execution of their submarine duties," Aeschbach said.

The Information Warfare teams on board use their expertise to help the submarine crew with "electronic warfare, intelligence preparation of the environment, and the other requirements they have in terms of cyber security and assured communications," she said.

"The feedback so far has been really positive and I'm optimistic that we're probably going to move out with permanent integration of information warfare personnel on submarines, which I think is really powerful addition to the great work that our submarine force already does for us." the admiral said.

Aeschbach said that in the past information warfare personnel teams were deployed on board submarines for certain missions or operations but were not integrated full-time.

"The submarine force recognized how challenging and competitive the undersea environment is now, that it would really be force multiplier ... permanently embedded to bring that expertise to bear in support of their operations," she said.

The admiral did not specify the class(es) of the two submarines with the integrated teams.

Aeschbach also said the Navy has established the Fleet Information Warfare Command Pacific, led by Rear Adm. Michael J. Vernazza, "focused at the flag level on the delivery and integration of our information capabilities [in the Pacific Fleet] and I think it is really helping us move at the operational level of war in the completed integration of what we can deliver in space, cyber, intelligence, weather, etc., all of the capabilities that are in the information

portfolio.

Continuing Promise 2022 Team Continues its Promise to Haiti



[Release from U.S. Naval Forces Southern Command](#)

March 8, 2023

Continuing Promise 2022 Team Continues its Promise to Haiti

By 1st Lt Gregory Dreibelbis

JEREMIE, Haiti – Medical providers will continue their efforts providing high-quality adult, pediatric, optometry and dental care to those in need in Haiti.

“We had to take a short pause in our operations to ensure the safety of our personnel, but it’s important that we get back out there and continue our promise to the people of Haiti,” said Capt. Bryan Carmichael, commander of Amphibious Squadron Four and mission commander for Continuing Promise 2022. “We’ve developed a plan that gets our medical providers to and from the ship safely, and provides the people of Haiti with the care they need.”

The USNS Comfort is underway in the vicinity of Jeremie, Haiti, for its fifth and final mission stop of CP 22.

Medical services will be provided at Wharf de Jeremie from Dec. 14 to Dec. 16. A large donation of medical supplies will also be made before Comfort departs Haiti on the 17th of Dec.

Since its inaugural mission in 2007, Continuing Promise missions have treated more than 582,000 patients and conducted over 7,000 surgeries in the region. Comfort’s current mission is the 12th Continuing Promise mission conducted in the Caribbean, Central and South America.

U.S. Naval Forces Southern Command/U.S. 4th Fleet supports U.S. Southern Command’s joint and combined military operations by employing maritime forces in cooperative maritime security operations to maintain access, enhance interoperability, and build enduring partnerships in order to enhance regional security and promote peace, stability and prosperity in the Caribbean, Central and South American region.