

Controversial EABO Concept Has Potential but Will Be Vetted, Speakers Say



Brig. Gen. David Odom, Director of Expeditionary Warfare, OPNAV N95 addresses questions during the Expeditionary Advanced Base Operations session. *SOLARES PHOTOGRAPHY*

NATIONAL HARBOR, Md. – The Marine Corps’ concept of deploying small, lightly armed but highly mobile units into isolated locations within an adversary’s weapons engagement zone – called Expeditionary Advanced Base Operations – has the potential of quickly getting forces into a strategically vital area in response to an evolving threat when no other U.S. military assets are available, a senior Marine officer said April 5.

In addition to being a response to a threat, the concept also could serve as a deterrent by making an adversary stop to

think before taking offensive actions, Maj. Gen. Benjamin Watson, Commanding General, Marine Corps Warfighting Laboratory, told an audience at Sea-Air-Space 2022.

Although the EABO proposal has been controversial, partly because Marine Corps Commandant Gen. David Berger is executing a dramatic restructuring of Marine forces to facilitate it, sharply cutting heavy weapons like tanks and towed artillery, and reducing total end strength.

But Watson emphasized EABO is “a naval concept,” which was approved by both Berger and Chief of Naval Operations Adm. Michael Gilday, and would directly involve Navy assets, including aircraft carrier battle groups.

And EABO “is a concept. It’s not proven yet,” and will be tested repeatedly and in increasing detail in the future, Watson said, which was reinforced by other officials on the panel.

Brig. Gen. David Odom, director Expeditionary Warfare on the Navy staff, echoed both the naval aspects of EABO and the intensity of the experimentation process that lies ahead. Odom cited a number of recent exercises, including Nobile Focus, which involved two Marine expeditionary units, Navy surface action ships and Japanese Self Defense Forces. That exercise and further trials tested one of the critical challenges of the EABO concept – how to support and sustain these isolated units.

The sustainment and support question must be addressed by substantial “engineering” work, including procuring new amphibious ships and unmanned systems, Odom said.

The Marines are strongly urging production of a light amphibious warfare ship, which would be much smaller and more nimble than existing amphibs. The new Navy budget proposed delaying starting the LAW program.

Tim Kao, vice president of data science at the Center for Naval Analysis, noted the challenge of sustainment is created by the development of precision anti-ship missiles and other systems by potential adversaries such as China, which prohibit past supply procedures like those used in Operation Desert Storm.

And Kao said in considering EABO, "You really have to think through how we contribute to deterrence."

Retired Rear Adm. Jamie Barnett, vice president of Global Communications Solutions at Viasat, said his firm's extensive and growing fleet of communications satellites could help the EABO units by providing the secure connections to keep them from being isolated.

Small Businesses Present Ideas to OSBP



(Left to right) Hanani Wade and William Lash with Chirality Capital Consulting present their business during the Navy is Open for Business session. *SOLARES PHOTOGRAPHY*

During the Tuesday afternoon Navy is Open for Business forum, 11 small businesses had the opportunity to pitch their products and ideas to a panel of Department of the Navy procurement experts. The companies, which were chosen from a group of applicants to the Department of the Navy Office of Small Business Programs, included:

Chirality Capital Consulting

Chirality, from the Greek word for hand, is based on mirror images. The concept behind Chirality Capital Consulting is that the left hand (the company) is a mirror image of the right hand (the federal government). Chirality provides program and product management; organizational design and development; technology modernization; data analytics; training logistics; and diversity, equity and inclusion capabilities to clients inside and outside the defense space.

Chitra Productions

CEO Vibhaa Vermani came to the U.S. as a bride in an arranged marriage 30 years ago. In 2008, she launched Chitra Productions. Products include risk management framework support. The typical Department of Defense RMF process takes 12 to 18 months to achieve, Vermani said, but Chitra products help make approvals faster and less expensive.

Giesler

In the private sector, Geisler has developed technologies that help secure the power grid and can network and encrypt data in fractions of a milliseconds. Working with the Department of Defense, it can also encrypt sensors around Navy vessels in real time without interrupting any systems.

International Trade Management Group

There's a need to automate, secure and create resiliency in our supply chains. ITM creates logistic strategies to enhance global supply-chain assets and ensure visibility and accountability in the physical supply chain.

JA Moody

Seawater is a highly corrosive substance that can shorten the life of a ship. This family-owned business creates fluid products that use cold-spray technology that don't heat metal to the melting point, and can double the lifecycle of a bow. In 2021, it introduced the Vanessa Hardened Seat Next Generation TOTS Valve to the U.S. Navy.

Maritime Arresting Technologies

This company sees itself as an evangelist for nonlethal weapons. Products include prophylactic maritime port security barriers that can detect security breaches and determine the intent. Maritime also manufactures the Stingray counter unmanned water vehicle net, which forms a barrier from the sea

surface to seabed and captures hostile divers and UUVs. The company's newest product is a recoilless launcher that can deploy non-kinetic effectors from small, unmanned platforms.

Maureen Data Systems/FylaxCyber

Nearly six ransomware attacks occur every minute. Maureen Data Systems is partnering with Black Kite to develop the Ransomware Susceptibility Index to help both defense and private clients understand how likely they are to experience an attack, provide continuous system monitoring and identify which vendors are most susceptible to attacks.

Metamagnetics

This company spun out of the Northeastern University Center for Microwave Magnetic Materials and Integrated Circuits in 2009, and now designs and manufactures microwave and millimeter-wave components. Its products are designed to enhance the effectiveness of mission-critical radar, communication and power-supply systems, and its flagship technology can mitigate high-powered jamming that affects a signal of interest.

Mistral

This systems integrator and ideas company works with warfighters and first responders. Its products include the C-Master Diver Navigation System, which allows up to 15 combat divers to securely communicate with each other, and provides the divers with mission-specific crucial data.

Physical Sciences

This company creates powerful, next-generation lithium-ion battery technology for maritime systems. Its manufacturing process creates more energy and power in the batteries. It also uses nonflammable electrolytes, making the batteries safer to handle than traditional lithium-ion batteries. The

batteries are operationally deployed, and in use today.

Vision Engineering Solutions

U.S. warfighters need more imagery and intelligence from space. At the same time, data products from space are increasing in number and complexity. Optical communications can increase bandwidth over RF networks and are more secure, but there are a lack of optical-communication ground stations to communicate this data. Vision has a Phase II Small Business Innovation Research contract with the Navy to provide these optical ground stations.

CMS Breakfast Speakers: New Strategy, Posture Focus on Integrated Deterrence



Dr. Mara E. Karlin (middle), Assistant Secretary of Defense for Strategy, Plans and Capabilities, speaks during a panel discussion at the CMS breakfast. *SOLARES PHOTOGRAPHY*

NATIONAL HARBOR, Md. – An essential aspect of the recently released National Defense Strategy is that it was developed in conjunction with the Nuclear Posture Review, which creates a focus on “integrated deterrence,” a top Defense Department official said April 5 at the Center for Maritime Strategy breakfast.

“So, when you think about the national security challenge, you also think about the nuclear challenge. It seems so obvious,” said Mara Karlin, assistant secretary of defense for strategy, plans and capabilities.

That scenario forces a more rigorous and integrated process, which also includes cyber and can apply to our pacing challenge of China and the threat of Russia, Karlin said. That leads to an “integrated deterrence” that can bring together actions that can work across all these challenges.”

Retired Adm. James Foggo, session moderator and dean of the Center for Maritime Strategy think tank, which hosted the breakfast, said he did not agree with the strategy's description of Russia as an "acute" challenge.

Karlin explained that "China poses a geopolitical challenge and Russia does not." Although the Pentagon is focused on Russia's invasion of Ukraine and its actions in other regions, "that does not pose a geopolitical challenge in the same way as China."

Also speaking at the session, Adm. Samuel Paparo, commander of the U.S. Pacific Fleet, said his first year in that command has been a "very dynamic" time. Much of the fleet is now operating in the Pacific, after the withdrawal from Afghanistan allowed it to refocusing its effort on the U.S. Central Command region to the Pacific, where it deals with the challenge from both China and Russia.

Paparo stressed how Pacific Fleet is part of a joint naval force that includes extensive involvement of Navy, Marine Corps and Coast Guard elements.

"The morale of the naval forces is high, and it is operating on a high operational level," he said.

Paparo noted that a Russian naval group operated in the Hawaiian area last year, which warranted a "very robust U.S. response." But asked about China as the "pacing threat," the admiral said the fleet "operates every day as if the PRC [Peoples Republic of China] is going to attack Taiwan."

Along with the other U.S. forces, the fleet operates in a way that "any potential adversary would look out and say, "today is not the day," to take aggressive action.

Lt. Gen. Karsten Heckl, commanding general Marine Corps Combat Development Command, echoed Karlin's and Paparo's statements, calling for a "tri-service" naval force and for more

integration of the national deterrence strategy.

“Everything hinges on the national defense strategy and the integration piece, [which] I think is critical,” Heckl said. “I think we need to do a better job of integrating” so it has real applicability to day-to-day operations.

Decker, Jenkins Among Those Honored at SecNav Luncheon Awards Ceremony



Jo Decker of BAE Systems won the Nimitz award for industry leadership. *LISA NIPP*

The Secretary of the Navy Luncheon on Tuesday, April 5 was capped by an awards ceremony, where the Navy League of the

United States and Secretary Carlos Del Toro doled out the year's top honors.

The Fleet Admiral Chester W. Nimitz Award, which honors a leader of industry who has made a major contribution to our nation's maritime strength or enhanced our national security, went to Jo Decker, vice president of business winning and strategy at BAE Systems, for her decades-long career "in driving solutions to critical technology challenges in the national security and public safety environment."



Saildrone CEO Richard Jenkins won the Michelson award for civilian innovation. *LISA NIPP*

The Albert A. Michelson Award, which honors a civilian scientist, technical innovator or technical organization for scientific or technical achievement, was given to Richard Jenkins, founder and CEO of Saildrone. Last year, the company sent its flagship autonomous platform into the eye of Hurricane Sam, a Category 4 that stayed off the East Coast in

the Atlantic Ocean. The company took scientific measurements and HD video “that could transform our understanding of hurricane forecasting,” according to the award citation.

The award ceremony, which also included the Navy and Marine Corps’ group and individual Safety Awards, closed with the Secretary of the Navy’s Distinguished Public Service Award, which went to Navy League Past National President William A. Stevenson III for his efforts to reshape the organization’s board of directors and overseeing the implementation of active-duty membership during his tenure.

Safety Awards

Adm. Vern Clark Award Winners

Helicopter Training Squadron 28, Naval Air Station Whiting Field, Milton, Florida

AWF1 Carlos M. Gomez, San Diego

Gen. James L. Jones Safety Award Winners

1st Radio Battalion, 1 Marine Expeditionary Force, Camp Pendleton, California

Benjamin M. Lebidine, Camp Pendleton, California

Navy Budget Should be Driven by Strategy, Not the Reverse, Del Toro Says



In his speech Del Toro reiterated his support for Adm. Mike Gilday's vision for distributed maritime operations. *LISA NIPP* NATIONAL HARBOR, Md. – The U.S. Navy budget “should be driven by strategy and not the strategy driven by the budget itself,” said Navy Secretary Carlos Del Toro at the April 5 luncheon keynote at Sea-Air-Space 2022. “That’s why we’ve put together a clear strategy to deliver the lethal, resilient, sustainable, survivable, agile and responsive course called for in the 2022 National Defense Strategy.”

The budget faces likely headwinds in Congress, where some lawmakers say it doesn't do enough, but Del Toro emphasized the importance of maintaining the trust and support of American taxpayers so each dollar reaches the American warfighter in the most efficient and effective way, while also ensuring the warfighter is equipped with the most effective platforms and equipment.

Del Toro said the Navy Department's strategy is rooted in three guiding principles.

The first, he said, is to maintain and strengthen the nation's maritime dominance, so forces can deter potential adversaries and fight and win if necessary. The second deals with empowering U.S. Sailors and Marines by fostering a culture of warfighting excellence founded on treating each other with dignity and respect. Del Toro said the third principle is to strengthen strategic partnerships across the Joint Force with industry and with international partners around the globe.

"It's clear, it's direct, it's concise," Del Toro said. "In order to maintain our maritime dominance, we have to be serious about building and maintaining the right capabilities to win tomorrow's wars. The National Defense Strategy for integrated deterrence requires us to campaign forward from the South China Sea to the Arctic to the Mediterranean and to the Gulf. And that is indeed what we are doing."

Del Toro said right now the Navy has 74 ships deployed around the globe, including four aircraft carriers and two assault ships. Furthermore, he said, every one of these ships operates as part of a fully networked, agile and survivable fleet capable of delivering coordinated, long-range fires and unmatched lethality from many points at once.

"That's the power of distributed maritime operations," said Del Toro. "I strongly support, let me be clear, I strongly support Adm. [Michael] Gilday's vision for distributed maritime operations and all aspects of the Navy's navigation plan."

He said the Navy plans to continue progress on new programs such as the Columbia-class submarine and Constellation-class frigate, and "we will also invest in our amphibious fleet, fully funding an additional LHA and an additional LPD [landing platform/dock] this year," Del Toro said. "These warships are

vital for the organic mobility and persistence of our Marine Corps. Always in high demand as a Swiss Army knife to meet the needs of the Joint Force, the modern amphibious ready group and marine expeditionary unit are indeed the '911 call' for combatant commanders in the most dynamic and volatile situations, humanitarian disasters and combat."

Del Toro said he is intent on maintaining as much fiscal transparency as possible – something he said is informed by "an abiding respect for the American taxpayer of today and tomorrow.

"We must build and prepare the most powerful and agile force that we can in the most efficient way possible while preserving options for future leaders to adjust to a changing security environment," Del Toro explained. "We have not always done that in our past. I don't want tomorrow's secretary of the Navy to have to choose between building the right capabilities or maintaining high-cost legacy platforms that don't meet our needs today."

Program Manager: Navy, Industry Must Change the Way It Communicates During Contract Process

NATIONAL HARBOR, Md. – The F/A-18 and EA-18G recently found a way to shrink a complex contract to a 90-day turnaround by changing their approach to contracting entirely, and it's the kind of approach the Navy needs in order to work better and more efficiently with industry, a Navy official said during

comments at the Navy League's Sea-Air-Space conference April 4.

Capt. Jason M. Denney, F/A-18 and EA-18G program manager (PMA-265) at Naval Air Systems Command, said that the program had figured out a way to dramatically shrink the contracting process in an experiment, and it involved doing a few things fundamentally different to how they had been done in the past.

"[We asked] can we do a contract with industry, a full-up complex contract from start to finish in 90 days?" Denney said. "Yeah, we can. On the industry and government side at the beginning there was a lot of naysaying, a lot of folks saying it's not possible, we can't do it and here's why. But then you say, 'Well, let's challenge those assumptions.' Instead of saying why you can't, turn those into what barriers need to be removed so that you can."

As the program began to answer those questions, they discovered new processes and a new way of interacting with industry and government that shortens those time frames, he said.

"And this can't be a stunt," he said. "It can't be something we do once, work overtime and weekends, get it across the finish line, and say, 'Oh my God, that was terrible. Let's never do that again.' We need to work on normal working hours per day. It can't be something that completely consumes us because it's not sustainable."

So what the program did is rather than go back and forth between prime contractors and subcontractors over emails or through contracting letters, they brought everyone in at the beginning of the contracting effort – not just the prime contractor.

"We brought everyone ... to the kickoff meeting to ensure alignment," he said. "So we can ensure everyone had the same mental model of what we are trying to accomplish rather than a

telephone game two or three steps down. I told them to bring your concerns and questions.

“For example, one of the things the prime said when we started discussing the timeline for the proposal, they said, ‘Well, we have a lot of assumptions,’” Denney continued. “OK, have you discussed those with your sub? ‘No.’ Well, they’re sitting right next to you right now. Talk about assumptions and turn them into facts.”

Instead of hashing those things out over email over a period of months, the program believes they were able to accomplish most of what they needed in an afternoon, Denney said.

Improving communication between the government, the prime contractor and the subcontractor also helps to resolve barriers that come up, Denney argued.

“We need to identify the barriers early and ask for that help so that leadership can get engaged and remove the barrier before it stops forward progress on it, so it’s not a weakness,” he said. “We’ve been taught our entire professional careers, ‘Hey, handle this at your own level and take it to a point where [you can’t go any further] and then elevate it.’ Well, that’s too late.”

Coast Guard’s Atlantic Commander Says More Attention to South Atlantic Nations

Needed



Vice Adm. Stephen Poulin discusses what the changing security environment in Europe means for the U.S. Coast Guard. *LISA NIPP*

NATIONAL HARBOR, Md. – The widening political and economic effects of Russia’s invasion of Ukraine may help focus attention on the strategic significance and strategic needs of the Atlantic Basin, a top U.S. Coast Guard commander says.

“The security environment in Europe has changed. I believe with that change will come a broad demand for the U.S. Coast Guard,” Vice Adm. Stephen Poulin told a panel discussion of the maritime security needs of the region April 4 at Sea-Air-Space 2022.

“Most of our Arctic partners are in the Atlantic. We have to maintain strong relationships with our European neighbors,” said Poulin, commander of the Coast Guard’s Atlantic Area. There is “a growing thirst” for U.S. Coast Guard presence “in

certain parts of Europe, especially in the Mediterranean.”

There is an interconnectedness between Mediterranean security and Atlantic security, Poulin said, noting the Coast Guard has built ties with maritime services in Greece, Malta, Italy, Lebanon, Jordan, Israel, Algeria and Tunisia. Four of six Fast Response Cutters have been delivered to Bahrain, where they are based with Patrol Forces Southwest Asia, the Coast Guard’s largest unit outside of the United States. The final two FRCs are slated for delivery this summer.

The Biden Administration’s \$13.8 billion fiscal 2023 Coast Guard budget includes \$40 million to support maritime security issues in the Atlantic Basin, including illegal, unregulated and underreported fishing, illegal trafficking and transnational crime.

Poulin said that move would allow him to achieve more persistent engagement with all the Atlantic nations “but in particular our African partners.”

“This isn’t just about IUU fishing,” Poulin said, noting as much as 5% of illegal narcotics flow leaves South America and winds up going through Africa or Europe. There is a growing threat of armed robbery and piracy in West Africa’s Gulf of Guinea, he said, adding “that is happening where there is a growing expectation in the future of higher offshore energy production.”

Another panelist, Lyston Lea II, principal adviser to the U.S. National Maritime Intelligence Integration Office, said the prime security challenges facing the Atlantic Basin are climate change, illicit activities such as IUUF, and great power competition. Solutions, he said, include “meaningful unclassified data sharing and more partnerships between government, the private sector and allies.”

Lea, who said IUUF was a bad acronym and he prefers calling it “evil fishing,” said he was pleased to see so many policy

makers taking IUUF seriously as an economic, political and environmental issue and not simply about “dead fish,” as one lawmaker told him in a contentious meeting in 2014.

CVN 78 Quietly Declared IOC in December



USS Gerald R. Ford (CVN 78) transits the James River after leaving Newport News Shipyard during sea and anchor, Feb. 25. *U.S. NAVY / Mass Communication Specialist 3rd Class Jacob Mattingly*

NATIONAL HARBOR, Md. – The lead ship in the Navy’s new fleet of aircraft carriers, the USS Gerald R. Ford (CVN 78), has achieved initial operational capability, the program manager revealed at Sea-Air-Space 2022 on April 5.

The ship actually achieved IOC in late December of 2021, but the program did not announce it at the time, said Capt. Brian Metcalf, PMS-378 program manager.

“IOC was just recently declared and set on December of 2021 with the turnover of the last elevator,” Metcalf said. “We didn’t announce it. Some people know what IOC means and some people don’t. It’s an acquisition-specific milestone. The conditions on the ship don’t really change because of IOC. So, we did not make a public announcement on it.”

The Ford is slated for its first operational deployment this fall, Metcalf said. All 11 of the advanced weapons elevators have been turned over to the crew, he said, and a total of 17,000 individual elevator cycles have been completed.

Coast Guard Adm. Linda L. Fagan Nominated to be First Woman to Serve as Commandant



Adm. Linda L. Fagan, nominated to be the 27th Commandant of the U.S. Coast Guard. *U.S. COAST GUARD*

WASHINGTON, D.C. – President Joe Biden nominated Adm. Linda L. Fagan to serve as the 27th Commandant of the U.S. Coast Guard. Upon confirmation, Adm. Fagan will be the first woman to serve as commandant of the Coast Guard, the service said April 5.

Fagan currently serves as the 32nd vice commandant, having assumed the duties on June 18, 2021. The vice commandant is the vice service chief and chief operating officer, responsible for executing the Commandant's Strategic Intent,

managing internal organizational governance, and serving as the Component Acquisition Executive.

Previously, Fagan served as commander of the Coast Guard Pacific Area overseeing operations from the Rocky Mountains to the waters off the East Coast of Africa. Fagan is the Coast Guard's first-ever Gold Ancient Trident, as the officer with the longest service record in the Marine Safety field.

Pending confirmation, Fagan is expected to relieve the current commandant of the Coast Guard, Adm. Karl L. Schultz, during a change of command ceremony planned for June 1, 2022, in Washington, D.C. Schultz will retire following the change of command this summer.

"Adm. Fagan is an exceptional senior Coast Guard officer and nominee, possessing the keen intellect, the depth of operational experience, and the well-honed leadership and managerial acumen to serve with distinction as our Service's 27th commandant," said Schultz.

Fagan has selected and the president has nominated Vice Adm. Steven D. Poulin as the Coast Guard's 33rd vice commandant. Poulin currently serves as the commander of the Coast Guard Atlantic Area and is responsible for all Coast Guard missions from the Rocky Mountains to the Persian Gulf.

Pending confirmation, Poulin is expected to relieve Fagan as vice commandant of the Coast Guard during a change of watch ceremony planned for May 24, 2022, in Washington, D.C.

USCGC Harriet Lane Returns Home Following 50-Day Patrol



A small-boat crew mall boat transports migrants from their unseaworthy vessel to the Coast Guard Cutter Harriet Lane on the Atlantic Ocean, March 5, 2022. *U.S. COAST GUARD / Petty Officer 1st Class Mackenzie Young*

PORTSMOUTH, Va. – The crew of USCGC Harriet Lane (WMEC 903) returned to homeport in Portsmouth on April 4 following a 50-day patrol in the North Atlantic Ocean, the Coast Guard Atlantic Area said in a release.

While on patrol, the Harriet Lane crew navigated over 6,559 miles along the southeastern coast of the United States, extending as far south as the northern coast of Cuba and east to the Bahamas, performing migrant interdiction and search and rescue operations in support of the U.S. Coast Guard 7th District.

The Harriet Lane patrolled the Florida Straits to aid with a recent surge in unsafe and illegal migration by sea. The crew interdicted six unseaworthy vessels carrying approximately 467 individuals of Cuban or Haitian origin and cared for more than

520 migrants aboard the cutter during a four-week time span while awaiting logistics for repatriation.

The crew also assisted in two search-and-rescue cases after receiving notification of an individual stranded on Anguilla Cay, Bahamas, and another case where several people were stranded in the water near Cuban territorial waters.

“I remain in awe of this steadfast crew. They answered the call on multiple occasions during our patrol, ensuring safety of life at sea while preventing illegal entry into the United States,” said Cmdr. Ben Goff, commanding officer of Harriet Lane. “This mission can take an emotional toll, but our team stuck together and persevered through every challenge and adversity presented. The crew shifted gears upon return to homeport and met the next challenge of readying Harriet Lane for an important maintenance upgrade cycle with aplomb. We are forever grateful for the outstanding support we receive across the Coast Guard and from our loved ones at home. I’m looking forward to getting our crew well-earned downtime with friends and family.”

Following this patrol, the vessel will undergo a nine-month planned maintenance and upgrade period at the Coast Guard Yard in Baltimore.

The Harriet Lane is a 270-foot medium-endurance cutter responsible for a variety of missions, including search and rescue, drug interdiction, migrant interdiction, other law enforcement and marine environmental protection.

The U.S. Coast Guard national security and medium-endurance vessels homeported on the East Coast operate under the ultimate authority of the U.S. Coast Guard Atlantic Area commander located in Portsmouth, Virginia, overseeing all Coast Guard operations east of the Rocky Mountains to the Persian Gulf.