

Coast Guard Cutter Juniper Completes Patrol in Oceania



The crew of the Coast Guard Cutter Juniper (WLB 201) return to Honolulu after completing a 45-day patrol in Oceania in support of Operation Aiga, Oct. 1. During the 10,000 nautical-mile patrol, the cutter's crew conducted operations to counter illegal, unreported, and unregulated fishing and strengthened relations with foreign allies while promoting maritime sovereignty and resource security of partner nations in the Indo-Pacific. *U.S. COAST GUARD*

HONOLULU – The crew of the Coast Guard Cutter Juniper (WLB 201) returned to Honolulu after completing a 45-day patrol in Oceania in support of Operation Aiga Oct. 8, the Coast Guard 14th District said in a release.

During the 10,000 nautical-mile patrol, the cutter's crew conducted operations to counter illegal, unreported, and unregulated (IUU) fishing and strengthened relations with foreign allies while promoting the collective maritime sovereignty and resource security of partner nations in the Indo-Pacific.

Operation Aiga, the Samoan word for family, is designed to integrate Coast Guard capabilities and operations with the United States' Pacific Island Country partners in order to effectively and efficiently protect shared national interests, combat IUU fishing and strengthen maritime governance on the high seas.

"During our deployment in Oceania, Juniper conducted fisheries enforcement in an effort to counter and deter illegal fishing activities in the Central Pacific," said Cmdr. Chris Jasnoch, the Juniper's commanding officer. "We were able to establish a presence on the high seas and in the U.S. Exclusive Economic Zone [EEZ] in American Samoa while also patrolling our partner

nation's EEZs."

The Juniper's crew worked under the Western and Central Pacific Fisheries Commission (WCPFC), which strives to protect the region's fish stocks on the high seas. The WCPFC has 26 member nations and seven participating territories, 18 of which have enforcing authority. The United States is both a WCPFC member and an enforcing nation.

"We get to take part in a unique, rewarding mission in the Pacific," said Lt. j.g. Ryan Burk, the operations officer on the Juniper. "We have the privilege of building and strengthening relationships with our Pacific Island partners, while protecting and preserving global resources."

During the patrol the Juniper embarked a Mandarin linguist from the U.S. Marine Corps to query 11 foreign fishing vessels and board four fishing vessels, generating vital information reports for IUU fishing in the region.

The crew also conducted joint operations with a French navy Falcon 200 aircraft to identify and intercept vessels on the high seas. They also conducted a fueling evolution with the Coast Guard Cutter Oliver Berry's crew, another participant in Operation Aiga.

"We strengthened our joint capabilities with the French Navy in the fight against IUU fishing activities on the high seas in support of the WCPFC," said Jasnoch.

To promote American Samoa's maritime transportation system, the Juniper crew serviced vital aids to navigation in Pago Pago Harbor and in neighboring islands, demonstrating the cutter's multi-mission capabilities.

In addition to normal buoy maintenance, Juniper accomplished the first Waterways Analysis and Management System Report for Pago Pago since 2003. This report integrates the opinions of Pago Pago Harbor's regular users to review the relevance of

existing aids and reevaluate where new aids would be useful, ensuring the sustainability and safety of the waterway.

Juniper's crew also put together a donation box for the children in Pago Pago, including sporting equipment, books and toys for the Boys and Girls Club of American Samoa.

"Despite COVID restrictions preventing an in-person event, it felt good to know that we made a difference," said Ensign Elaine Weaver, the Juniper's community relations officer.

The Juniper is a 225-foot seagoing buoy tender home ported in Honolulu and is responsible for maintaining aids to navigation, performing maritime law enforcement, port and coastal security, search and rescue and environmental protection.

SECNAV: Developing Capabilities to Deter China is Navy Department's Top Governing Concept



Secretary of the Navy Carlos Del Toro delivers remarks at the christening ceremony of the Arleigh Burke-class guided-missile destroyer USS Carl M. Levin (DDG 120) Oct. 2, at General Dynamics Bath Iron Works shipyard. His new strategic guidance says China is the "pacing challenge" for the U.S. maritime services. *U.S. NAVY / Mass Communication Specialist 2nd Class T. Logan Keown*

ARLINGTON, Va. – The U.S. Navy's and Marine Corps' top priority will be to develop capabilities to deter China, the

secretary of the Navy said in his strategic guidance to the service.

In a document released Oct. 8, "One Navy-Marine Corps Team: Strategic Guidance from the Secretary of the Navy," Secretary Carlos Del Toro named China as the top challenge facing the Navy and Marine Corps.

"Since my confirmation as the 78th Secretary of the Navy, I have characterized the most pressing challenges facing the Department of the Navy as the 'Four Cs:' China, Culture, Climate Change, and COVID," Del Toro wrote. "The People's Republic of China represents the pacing challenge against which we must plan our warfighting strategies and investments."

Of the four, Del Toro wrote, "the long-term challenge posed by the People's Republic of China is the most significant for the Department. The People's Liberation Army Navy [PLAN] has radically expanded both its size and capabilities, growing to become the world's largest fleet. Complementing its modern surface combatants are hundreds of coast guard and maritime militia vessels that Beijing employs to compete in the 'gray zone,' the contested arena between routine statecraft and conflict. For the first time in at least a generation, we have a strategic competitor who possesses naval capabilities that rival our own, and who seeks to aggressively employ its forces to challenge U.S. principles, partnerships, and prosperity.

"Similarly, Russia, Iran, and other authoritarian states use gray-zone aggression and coercion to challenge the rules-based international order. The Department of the Navy will be expected to contribute our unique warfighting potential to compete in the gray zone, deter further aggression, and prepare to prevail in conflict as part of an integrated warfighting approach with our fellow services.

"As our central governing concept, the top priority for the

Department of the Navy will be to develop concepts of operations and capabilities that bolster deterrence and expand our warfighting advantages vis-a-vis the People's Republic of China," he wrote. "We will ensure our Fleet and Fleet Marine Forces [FMF] are organized, trained, equipped, and employed in support of this priority, and that we are able to campaign and win now and in the future. In doing so, we must remain able to deter the full range of threats to our nation's security from other authoritarian states and transnational challenges that will continue to threaten our national security and economic interests. The Department of the Navy must always stand ready to address the multitude of crises that develop globally."

Del Toro listed four measures to enable strategic advantage: Expand forward presence; enhance warfighting readiness; innovate and modernize ; and combat climate change.

To read the entire document, click here: https://media.defense.gov/2021/Oct/07/2002870427/-1/-1/0/SECNAV%20STRATEGIC%20GUIDANCE_100721.PDF

Multiple Allied Carrier Strike Groups Operate Together in 7th Fleet



The United Kingdom's carrier strike group led by HMS Queen Elizabeth (R 08), and Japan Maritime Self-Defense Forces led by (JMSDF) Hyuga-class helicopter destroyer JS Ise (DDH 182) joined with U.S. Navy carrier strike groups led by flagships USS Ronald Reagan (CVN 76) and USS Carl Vinson (CVN 70) to

conduct multiple carrier strike group operations in the Philippine Sea. *U.S. NAVY / Mass Communication Specialist 3rd Class Gray Gibson*

PHILIPPINE SEA – U.S. Navy carrier strike groups led by flagships USS Ronald Reagan (CVN 76) and USS Carl Vinson (CVN 70) joined with Japan Maritime Self-Defense Force's (JMSDF) Hyuga-class helicopter destroyer JS Ise (DDH 182) and the United Kingdom's carrier strike group (CSG 21) led by HMS Queen Elizabeth (R08) to conduct multiple carrier strike group operations in the Philippine Sea, Oct. 3, Commander, Task Force 70 Public Affairs said Oct. 8.

The integrated at-sea operations brought together more than 15,000 Sailors across six nations and demonstrates the U.S. Navy's ability to work closely with its unmatched network of alliances and partnerships in support of a free and open Indo-Pacific.

Carrier Strike Group (CSG) 5 from Ronald Reagan is operating with CSG 1 from Carl Vinson for the first time during its 2021 deployment and marks the second time operating with UK CSG 21 and JS Ise this year.

"We are picking up right where we left off in 5th Fleet with the Queen Elizabeth team and building on what we started with the JMSDF after first leaving Japan," said Rear Adm. Will Pennington, commander, Carrier Strike Group 5/Task Force 70. "Adding the fantastic Vinson team to this potent force dynamically displays our capabilities across all domains, keeping us ready to respond to a range of maritime challenges."

The strike groups conducted flight operations and air defense exercise scenarios as well as simulated strikes against maritime targets. The operations brought together F/A-18 Super Hornets from Carrier Air Wing (CVW) 5 aboard Ronald Reagan, along with F-35Bs from both Royal Air Force and U.S. Marines

operating from Queen Elizabeth, and F-35Cs from Carrier Air Wing (CVW) 2 aboard Carl Vinson.

“Interoperability across air platforms, to include the addition of the Air Wing of the Future, is just one way we have integrated operations for enhanced lethality, readiness and maneuverability across our collective forces,” said Rear Adm. Dan Martin, commander, Carl Vinson Carrier Strike Group (VINCSG)/CSG 1. “This is Carl Vinson strike group’s fourth exercise with allies and partners since entering 7th Fleet, and we have continued to improve our ability to conduct prompt and sustained operations at sea with a more mobile, agile and flexible force. Through alliances and partnerships, we have developed the right operational concepts, plans, proficiencies and capabilities to bolster our maritime advantage.”

Vinson and U.K. CSG conducted joint interoperability flights together in 7th Fleet in August, the first time CSG-21 engaged with the F-35 “C” model, assigned to CVW-2. The two F-35B squadrons have been deployed together aboard HMS Queen Elizabeth for her inaugural, global deployment, demonstrating the interoperability the F-35 provides.

“The UK Carrier Strike Group offers the largest 5th Generation air wing afloat today and working with our close allies to develop operating procedures and capabilities while concurrently showcasing the agility of land and carrier-based aviation in the Indo-Pacific demonstrates our commitment to the region,” said Commodore Steve Moorhouse, OBE Royal Navy, Commander U.K. Carrier Strike Group.

The training and events provided commanders the chance to practice capabilities across the maritime domain, as participating forces focused on anti-air, anti-surface, and anti-submarine warfare tactics and procedures.

“In addition to the two carrier strike groups of the U.S.

Navy, I feel very honored to be able to train with the Royal Navy's most advanced carrier strike group, which is an extremely valuable experience," said Rear Adm. KONNO Yasushige, commander of JMSDF Escort Flotilla 2. "Through this training, we enhanced our tactical skills and interoperability with the participating navies. In order to realize a free and open Indo-Pacific, the JMSDF will work closely with the naval forces of the U.S., Britain, the Netherlands, and Canada, which share the same objectives, to respond to global challenges and defend maritime order based on the rule of law."

Joining the JS Ise from the JMSDF were the destroyers JS Yamagiri (DD 152) and JS Kirishima (DDG 174). The frigates HMCS Winnipeg (FFH 338) from the Royal Canadian Navy and HMNZS Te Kaha (F 77) from the Royal New Zealand Navy, represented their countries in the operations.

In addition to the carrier, the Queen Elizabeth Strike Group is comprised of anti-submarine frigates HMS Richmond (F 239) and HMS Kent (F 78), guided-missile destroyers HMS Defender (D 36) and HMS Diamond (D 34), Royal Fleet Auxiliary's RFA Fort Victoria and RFA Tidespring, U.S. guided-missile destroyer USS The Sullivans (DDG 68), and Dutch frigate HNLMS Evertsen (F 805).

CSG 1 includes aircraft carrier USS Carl Vinson (CVN 70), the squadrons of Carrier Air Wing (CVW) 2, Destroyer Squadron (DESRON) 1, Arleigh Burke-class guided-missile destroyers USS Chafee (DDG 90), USS Stockdale (DDG 106) and Ticonderoga-class guided-missile cruiser USS Lake Champlain (CG 57).

CSG 5 includes the U.S. Navy's only forward-deployed aircraft carrier USS Ronald Reagan (CVN 76), the embarked staffs of Task Force 70 and Destroyer Squadron (DESRON) 15, Ticonderoga-class guided-missile cruiser USS Shiloh (CG 67), and aircraft from Carrier Air Wing (CVW) 5.

The Ronald Reagan Carrier Strike Group and CSG 1 are deployed to the U.S. 7th Fleet area of operations in support of a free and open Indo-Pacific region.

U.S. 7th Fleet conducts forward-deployed naval operations in support of U.S. national interests in the Indo-Pacific area of operations. As the U.S. Navy's largest forward-deployed fleet, 7th Fleet interacts with 35 other maritime nations to build partnerships that foster maritime security, promote stability, and prevent conflict.

Coast Guard Cutter Diligence Returns from 54-day Caribbean Sea patrol



An overloaded Haitian vessel interdicted by Coast Guard Cutter Diligence and Coast Guard Cutter Bernard C. Webber Sep. 14, 2021. During this patrol, Diligence's crew performed extensive migrant interdiction operations in support of Operation Southeast Watch. *U.S. COAST GUARD / Petty Officer 3rd Class Christian Homer*

PENSACOLA, Fla. – The crew of Coast Guard Cutter Diligence returned to homeport in Pensacola, Florida, Oct. 6 after a 54-day Caribbean Sea patrol, the Coast Guard 8th District said Oct. 8.

During this patrol, Diligence's crew performed extensive migrant interdiction operations in support of Operation Southeast Watch. The crew of Diligence played a role in the interagency effort to detect and deter vessels engaged in

Connecticut Strikes Underwater Object



The Seawolf-class fast-attack submarine USS Connecticut (SSN 22) departs Puget Sound Naval Shipyard for sea trials following a maintenance availability in this 2016 photograph. *U.S. NAVY / Thiep Van Nguyen II*

PEARL HARBOR, Hawaii – The submarine USS Connecticut (SSN 22) “struck an object while submerged on the afternoon of Oct. 2, while operating in international waters in the Indo-Pacific region,” the Navy said Oct. 7.

There were no life-threatening injuries, according to the release.

“The submarine remains in a safe and stable condition,” the Navy said. “USS Connecticut’s nuclear propulsion plant and spaces were not affected and remain fully operational. The extent of damage to the remainder of the submarine is being assessed. The U.S. Navy has not requested assistance. The incident will be investigated.

The Connecticut, commissioned in 2005, is the third boat of the Seawolf class but is unique in that it features a 100-foot hull extension aft of the sail. The multi-mission hull extension houses enhanced payloads that allow the submarine to conduct special missions and research and development projects that aid in the advancement of future submarine technologies and capabilities.

In January 2005, the Los Angeles-class attack submarine USS San Francisco (SSN 711) struck a sea mount while submerged southeast of Guam. The submarine’s bow sonar dome was crushed, but the pressure hull was not compromised. Dozens of crewmen were injured and one later died of injuries. The submarine was repaired and returned to fleet service in 2009 with the bow

from the ex-USS Honolulu installed.

DoN Concludes Investigations into Assault Amphibious Vehicle Tragedy



An AAV7A1 assault amphibious vehicle conducts a wet-gap amphibious crossing on Camp Lejeune, North Carolina, Aug. 10, 2021. *U.S. MARINE CORPS / Lance Cpl. Jacqueline C. Arre*
ARLINGTON, Va. – The U.S. Navy and Marine Corps released findings of separate investigations into the assault amphibious vehicle (AAV) tragedy that occurred July 30, 2020, the Navy said Oct. 6.

The investigations revealed that a combination of maintenance failures and human error caused the deaths of eight Marines and one Sailor.

The Navy investigation, conducted by commander, 3rd Fleet, examined the Navy's role in the incident and revealed gaps in doctrine and procedures by the Navy and Marine Corps.

"The Navy and Marine Corps learned from this tragedy and we are codifying the lessons we have learned as an organization so that the deaths of these Marines and Sailor are not in vain," said Vice Adm. Roy Kitchener, commander, Naval Surface Force, U.S. Pacific Fleet. "We are reworking procedures and doctrine, clarifying aspects of amphibious operations, and instituting new training requirements to prevent future tragedies.

"The investigation by 3rd Fleet led to comprehensive updates

to the Wet Well Manual to include clarification regarding safety boat requirements, ship requirements to ensure positive control of AAVs during evolutions, as well as additional improvements to the integration of training between the Navy and Marine Corps," Kitchener said. "Additionally, all Navy commanding officers will attend the Senior Amphibious Warfare Course before taking command. Future AAV operations will require a comprehensive and integrated communications plan to be submitted before AAV operations can occur."

The Marine Corps previously concluded two investigations: a safety investigation, Oct. 1, 2020, and a command investigation, Feb. 25, 2021. As a result of these initial investigations, the Marine Corps directed 23 institutional actions to ensure the safe execution of AAV waterborne operations. These actions fall into one of three categories, equipment, procedures or training.

Equipment actions include a combination of equipment advances and additional inspections such as procurement and sustainment of a Waterborne Egress Capability program, electronic tablets for crewmembers to manage associated technical and procedural manuals, and new criteria for hull watertight integrity, bilge pump function, communications systems, and emergency egress lighting systems.

To address procedural actions, the Marine Corps administered publication and policy reviews to operating procedures, technical manuals, and safety structure requirements during training. These include updates to training and qualification prerequisites, authority and decision-making procedures, and safety boat requirements.

Finally, training actions include implementing additional standards for water survival, underwater egress training for both crew members and embarked personnel, and standardized knowledge tests for crew members.

Recently, the Marine Corps concluded a subsequent command investigation, led by Lt. Gen. Carl E. Mundy, focused on the formation of the 15th Marine Expeditionary Unit (MEU). The investigation found a confluence of factors, including COVID-19 impacts, task-saturation and reduced manning, poor communication and inadequate training and equipping played significant roles in contributing to the conditions that allowed for the tragedy to occur. The investigation's recommendations include a comprehensive review of relevant orders, programs and training curricula as well as increases in material inspection and reporting requirements, leadership manning, preparation and oversight.

Senior Marine Corps and Navy personnel are conducting a Strategic Review of Amphibious Operations to build upon the findings and recommendations of these investigations. That review will assess all aspects of current amphibious operations with special consideration for future concepts of amphibious operations.

To view the Navy investigation, visit the [SECNAV FOIA website](#).

To view the Marine Corps Investigation, visit the [USMC FOIA website](#).

The Navy Command Investigation will be posted on the SECNAV FOIA reading website. Due to technical issues there may be a slight delay. A copy of the Navy investigation is [available in the meantime here](#).

SENEDIA to Award \$2M in Reimbursement Subsidies for Submarine Workforce Training



The Virginia-class attack submarine USS California (SSN 781) makes its way up the Thames River and past the city of New London, Connecticut, returning home to Naval Submarine Base New London on Saturday, June 12, 2021 following an extended docking selected restricted availability at Portsmouth Naval Shipyard in Kittery, Maine. *U.S. NAVY / John Narewski*

MIDDLETOWN, R.I. – The Southeastern New England Defense Industry Alliance (SENEDIA) is offering \$2 million in training reimbursement subsidies to strengthen the New England submarine shipbuilding workforce, the alliance said in an Oct. 7 release. Applications are currently being accepted for this Incumbent Worker Trade/Industrial Skills Training Program, made possible through financial support from the Department of Defense Industrial Base Analysis and Sustainment National Imperative for Industrial Skills program.

Eligible employers can receive \$30,000 in total to train their current workforce, up to \$10,000 per trainee.

“By investing in our employees today, we are ensuring the strength of our industry tomorrow,” said Molly Donohue Magee, executive director of SENEDIA. “We know that the demand for highly skilled workers in submarine shipbuilding will continue to increase, so we urge employers to take advantage of this exciting opportunity to advance both the skills of their current employees and the prospects of their companies.”

This funding is available for trades and industrial skills training for New England-based (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont) incumbent – or currently employed – workers. Companies that

currently support or could support the submarine shipbuilding supply chain are encouraged to apply. Applications will be reviewed on a first-come/first-served basis, with applications remaining open only until the available funding has been exhausted. To learn more about this program or to apply, visit www.BuildSubmarines.com/Training.

“We were the first organization to sign up for this opportunity, because we recognize that this direct investment in our talent pipeline will pay dividends both in the professional skill of our employees, and in the future growth of our company,” said Colin McClennan, vice president and general manager of Evans Capacitor Company, a division of Quantic Electronics. McLennan serves as the Rhode Island co-chair for the partnership and is the vice chair for Membership on the SENEDIA Board of Directors.

Tom Spock of CIRCOR is the Massachusetts co-chair for the partnership.

“Our region is the hub for submarine shipbuilding nationally, and this workforce development initiative serves to further reinforce the strength of our industry in New England,” said Spock, CIRCOR vice president. “I encourage employers across Massachusetts and beyond to reach out to SENEDIA and our growing group of co-chairs to learn more. This is a first come, first served program, so you should act without delay in order to extend this exciting and rewarding opportunity to your employees.”

Employers that are interested in participating in the Incumbent Worker Trade/Industrial Skills Training Program can also learn more at an upcoming webinar on Oct. 21 at 9 a.m. EST. At this session, SENEDIA team members will walk companies through the process of signing up and accessing funds, as well as helping employers to identify whether they are eligible. To register for the webinar, visit www.BuildSubmarines.com/Training.

“With \$2 million on the table and up to \$30,000 available per employer with no matching required, this is a no-brainer for defense industry companies,” said Zenagui Brahim, president of the New Hampshire Manufacturing Extension Partnership, a Regional Stakeholder in the partnership. “The New Hampshire MEP and my colleagues across the region are proud to partner with this effort to provide valuable training and education to incumbent workers, while expanding and strengthening the supply chain. If you aren’t sure whether or not you qualify, reach out to learn more before these funds are exhausted.”

SENEDIA has additionally included a training organization database on the BuildSubmarines website, to help connect training organizations with program applicants. Training organizations that wish to be included in this database can enter their information at www.BuildSubmarines.com/Training-Organization-Form.

“Small business owners do not often have the time or resources to explore professional development or talent recruitment opportunities. This program, and all the avenues to connect and collaborate that SENEDIA offers, allows employers to expand current capacity and invest in the future success of their workers at no cost to them,” said Christopher Jewell, chief financial officer and principal of Collins and Jewell Company in Connecticut and the Connecticut co-chair for the partnership. Collins and Jewell will be offering training to its employees on welding quality management and a process auditing and corrective action through this program.

SENEDIA invites interested organizations to join the Next Generation Submarine Shipbuilding Supply Chain Partnership, the mission of which is to help the New England submarine shipbuilding supply chain with workforce and economic development initiatives. This industry-led partnership is supported by more than 40 regional stakeholders from state/local government, institutes of higher education, and regional workforce and economic development agencies.

U.K. First Sea Lord Appointed Chief of Defence Staff



Adm. Sir Tony Radakin, U.K. Royal Navy First Sea Lord and pending chief of the defense staff, is saluted aboard USS Gerald R. Ford (CVN 78) by Capt. Paul Lanzilotta, Ford's commanding officer, May 6, 2021. The First Sea Lord and a U.K. delegation spent two days in Hampton Roads as part of the U.S./ U.K. Counterpart visit series, meeting with U.S. Navy fleet leadership to discuss strengthening collective maritime security efforts in this maritime era of great power competition. *U.S. NAVY / Mass Communication Specialist 3rd Class Zachary Melvin*

LONDON – Adm. Sir Tony Radakin KCB ADC has been appointed new chief of the defense staff in the United Kingdom by the Queen, the U.K. Ministry of Defence said in an Oct. 7 release. He will take over the post from Gen. Sir Nicholas Carter on Nov. 30.

Radakin has been the First Sea Lord and chief of naval staff since June 2019. Commissioned in 1990, his operational service has involved the Iran/Iraq Tanker War, security duties in the Falklands, NATO embargo operations in the Adriatic, countering smuggling in Hong Kong and the Caribbean, and three command tours in Iraq – both ashore and at sea. He has commanded from lieutenant to rear admiral of ashore, afloat and international forces. This includes HMS Blazer and Southampton University Royal Naval Units, HMS Norfolk, the Naval Training Team in Iraq, the Iraqi Maritime Task Force, Portsmouth Naval Base, and commander of U.K. Maritime Forces and NATO's High Readiness Maritime Component Commander.

"I'm delighted to congratulate Adm. Sir Tony Radakin on his

appointment as chief of the defense staff, a post he will take up on Nov. 30," said U.K. Defence Secretary Ben Wallace. "Adm. Tony brings an unparalleled wealth of experience to the role at a time of significant change for the armed forces and Ministry of Defence. We are modernizing to address the challenges posed by an increasingly unstable world and I know he will lead the armed forces with distinction in his new post.

"Adm. Tony has been an outstanding First Sea Lord and chief of naval staff overseeing a period of transformation in the Royal Navy that has seen more ships deployed, for longer, all over the world," Wallace said. "That includes the inaugural voyage of HMS Queen Elizabeth at the head of our new Carrier Strike Group, which set sail in May."

"I am delighted to welcome Admiral Sir Tony Radakin as the next Chief of the Defence Staff," said Prime Minister Boris Johnson. "He has proven himself an outstanding military leader as First Sea Lord and chief of the naval staff and I have every confidence he will be an exceptional chief of the defense staff. Under his command we have more Royal Navy sailors on the front line, more warships at sea – including our two world-class aircraft carriers – and we are leading a shipbuilding renaissance which is creating jobs and protecting lives around the U.K."

"I am humbled to have been selected as the next chief of the defense staff," Radakin said. "It will be an immense privilege to lead our outstanding people who defend and protect the United Kingdom. I would like to thank Gen. Sir Nick Carter for his leadership and wise stewardship of the U.K.'s armed forces over the last three years.

"I am looking forward to working further with The Rt. Hon. Ben Wallace MP and the rest of the department's senior leadership team as we modernize the armed forces and implement the integrated review. The government has given us clarity and

additional resource to counter the threats we face as a nation. It is now time to get on and deliver.”

U.S. Coast Guard to Commission 45th Sentinel-Class Cutter



PORTSMOUTH, Va. – The U.S. Coast Guard will commission the USCGC Emlen Tunnell (WPC 1145), Patrol Forces Southwest Asia’s fourth Sentinel-class cutter, into service at Penn’s Landing in Philadelphia at 10 a.m. ET, the Coast Guard Atlantic Area said in an Oct. 7 release.

Due to COVID mitigation, in-person attendance is limited, and the event is not open to the public.

Adm. Karl Schultz, commandant of the U.S. Coast Guard, will preside over the ceremony. Yvonne Gilmore Jordan, the eldest first cousin to Tunnell, is the ship’s sponsor.

The cutter’s namesake is Steward’s Mate 1st Class Emlen Tunnell, a native of Bryn Mawr, Pennsylvania, who served in the U.S. Coast Guard from 1943 to 1946. During this time, he rescued two shipmates. The first was aboard the USS Etamin at anchor in Papua New Guinea in 1944. When a crewman became engulfed in flame following a Japanese torpedo attack, he beat out the fire, sustaining burns, and carried him to safety. The second rescue came aboard the USCGC Tampa in 1946 when a shipmate fell overboard off Newfoundland. Tunnell risked the 32-degree Fahrenheit water suffering shock and exposure to save him. The U.S. Coast Guard awarded the Silver Lifesaving

Medal to Tunnell posthumously for his heroism.

Tunnell was also a lauded athlete beginning in high school and then college before he joined the service. While in the Coast Guard, he played football and basketball, and upon his departure, he resumed college. Tunnell went on to play professional football for the New York Giants and the Green Bay Packers. He also served as an assistant coach for the Giants. Notably, Tunnell is the first African American to play for the NY Giants, African American talent scout, and African American full-time assistant coach. He is also the first African American inducted into the Pro-Football Hall of Fame.

The Emlen Tunnell was officially delivered to the U.S. Coast Guard on July 1 in Key West, Florida. It is the 45th Sentinel-class fast response cutter. Each of these cutters carries the name of a U.S. Coast Guard enlisted hero. While the ship is commissioning in Philadelphia, it will homeport in Manama, Bahrain, part of U.S. Coast Guard Patrol Forces Southwest Asia (PATFORSWA).

Established in 2002 in support of Operation Iraqi Freedom, PATFORSWA played a crucial role in maritime security and maritime infrastructure protection operations. PATFORSWA is a maritime humanitarian presence on the seas, providing U.S. Navy's 5th Fleet with combat-ready assets. Utilizing the U.S. Coast Guard's unique access to foreign territorial seas and ports, our crews formulate strong and independent relationships throughout the Arabian Gulf and leverage the full spectrum of flexible vessel boarding capabilities at sea and maritime country engagements onshore.

Navy Awards Austal USA \$144 Million Contract for T-ATS Ship



A rendering of the Navajo-class Towing, Salvage and Rescue Ship (T-ATS). *AUSTAL USA*

MOBILE, Ala. – The U.S. Navy awarded Austal USA a \$144 million two-ship Towing, Salvage, and Rescue Ship (T-ATS) detailed design and construction contract Oct. 5, the company said in an Oct. 6 release.

This contract award marks the first steel new ship construction program for the company. Austal USA will utilize its proven ship manufacturing processes and innovative methods that incorporate lean manufacturing principles, modular construction, and moving assembly lines, all housed under the company's new state-of-the-art enclosed steel production facility set to open in April.

“The Austal USA team is excited to get to work on this program and leverage our new steel manufacturing line to support the U.S. Navy's and U.S. Coast Guard's requirements for steel ships,” Austal USA President Rusty Murdaugh said. “Our consistent on-budget and on-schedule delivery of quality ships continues to lead the industry. Our highly skilled workforce prides itself on maintaining the excellence our customers have come to know and expect from Austal.”

This award follows the Navy's \$3.6 million T-ATS functional design contract awarded to Austal USA in June.

T-ATS will provide ocean-going tug, salvage, and rescue capabilities to support U.S. fleet operations and will be a multi mission common hull platform capable of towing heavy ships. These ships will be able to support current missions,

including oil spill response, humanitarian assistance, and wide area search and surveillance. The platform also enables future capability initiatives like modular payloads with hotel services and appropriate interfaces.

Austal USA broke ground on its \$100 million steel manufacturing facility in March 2020. The line will be ready to cut steel in April.

The T-ATS award is one of several steel shipbuilding programs the company is pursuing as it diversifies its capabilities. Austal USA previously announced it submitted a bid to build the U.S. Coast Guard's Offshore Patrol Cutter and continues to execute a Light Amphibious Warship concept studies and preliminary design contract for the Navy and Marine Corps. Austal's new steel line and facility expansion also positions it well to be the follow-on frigate yard for the U.S. Navy.