Coast Guard Cutter Steadfast Returns to Port after 60-Day Patrol

A view of the Coast Guard Cutter Steadfast at sunrise off the coast of San Diego Dec. 2, 2019. The crew of the Steadfast was transiting north to their homeport of Astoria, Oregon, following a 60-day patrol in the Eastern Pacific Ocean. U.S. Coast Guard / Petty Officer 1st Class Jonathan O'Connor

ASTORIA, Ore. – The Coast Guard Cutter Steadfast returned to homeport Thursday following a 60-day counter drug patrol in the Eastern Pacific Ocean, the Coast Guard 13th District said in a Dec. 5 release.

The Steadfast crewmembers steamed over 10,500 miles, conducted over 100 readiness drills, enforced maritime safety and security and deterred illicit narcotics movements in the region.

The 210-foot cutter provided maritime domain awareness and served as an on-scene law-enforcement asset while patrolling the Eastern Pacific Ocean.

During patrol breaks, crewmembers volunteered for a number of community service projects.

Crewmembers partnered with the community and the local Navy League to paint and refurbish the exterior of the local elementary school for children with special needs in Puerto Vallarta, Mexico.

Crewmembers also teamed with the Bacaanda Foundation to assist in the construction of a retaining wall that supports access to a primary school, creating a safe-walking path for children in Huatulco, Mexico.

Steadfast crewmembers also represented the Coast Guard, among several other U.S. and Australian navy vessels, during the 2019 San Francisco Fleet Week Parade of Ships, and hosted more than 1,500 public tours.

For the parade's grand finale, in front of more than three million viewers, members of the Coast Guard's Maritime Security Response Team repelled from a Coast Guard helicopter to the Steadfast's flight deck just after the cutter passed under the Golden Gate Bridge.

Steadfast is a Reliance Class cutter that has been home ported in Astoria since 1994. Previously, based in St. Petersburg, Florida, where the cutter earned the nickname "El Tiburon Blanco," or "White Shark," from drug smugglers for its notoriously effective law enforcement operations in the Caribbean.

Navy, Marines Single Integrated Naval Force Means Sweeping Changes

The two senior officers who are leading the drive to design the future naval forces said they are directing a closely integrated Navy and
Marine Corps force structure assessment and plan to review the initial findings
on a rolling basis in future years.

Vice Adm. James Kilby, Deputy Chief
of Naval Operations for Warfighting Requirements and Capabilities, and Lt. Gen.

Eric Smith, Deputy Marine Corps Commandant for Combat Development and Integration, said they have been directed by their service chiefs to scrape the traditional separated force structure design process and develop a single integrated naval force.

A key element in that cooperative effort is the sweeping changes in the numbers and type of ships in the amphibious forces proposed in Marine Corps Commandant Gen. David Berger's planning guidance. Ronald O'Rourke, the veteran naval forces analyst at Congressional Research Service, said, "If much of this is implemented, it would result in a once-in-a-generation change in Navy force structure." The scope of the potential changes also is shaped by Chief of Naval Operations Adm. Michael Gilday's revision of his predecessor's "Design for Maritime Superiority," which emphasizes offensive capabilities, extensively promotes unmanned systems and demands affordability.

Those three and Michael Petters, CEO at Huntington Ingalls Industries – the Navy's biggest shipbuilder – appeared in a panel at a Dec. 5 U.S. Naval Institute forum asking the question: "Are we building the naval power the nation needs?"

Kilby said the Navy's force structure assessments in the past "were done pretty much in isolation" by the Navy staff. But the CNO and Berger said, "Turn that on its head," and he and Smith "are creating that integrated piece," which will be given to the systems requirements officials to

flesh out. He said the first iteration would be finished by the end of this month and they will continue from there. The joint assessment team would remain and continue the process in a “rolling assessment, an ongoing analysis.”

Smith said, “We don’t have all the answers, but what we know is we’re a joint naval force. … I’m in support of the fleet.” That would mean as the Marines develop new longer-range precision weapons, “I’m assuming my missiles should be able to shoot a ship,” he said. Kilby said they had to learn from the joint assessments whether “this force mix allow us to do things differently.” For example, he said, “If what the Marines do influences what happens at sea, I can change my plans.”

Petters and O’Rourke said the drive for a significantly different force and the need to field new systems faster to keep pace with their peer competitors’ rapid development could change the way the Navy designs and tests new ships, using more prototyping and accepting the risk of failure.

Navy to Christen Littoral Combat Ship Mobile

The LCS Mobile will be commissioned Dec. 7 in Mobile, Alabama.

U.S. Navy
ARLINGTON, Va. – The Navy will christen its newest Independence-variant littoral combat ship (LCS), the future USS Mobile (LCS 26), during a 10 a.m. Central Time ceremony Saturday, Dec. 7, in Mobile, Alabama, the Defense Department said in a Dec. 4 release.

U.S. Rep. Bradley Byrne, representing Alabama's first district, will deliver the christening ceremony's principal address. His wife, Rebecca Byrne, president and CEO of the Community Foundation of South Alabama, will serve as the ship's sponsor. In a time-honored Navy tradition, Rebecca Byrne will christen the ship by breaking a bottle of sparkling wine across the bow.

"USS Mobile is a marvel of engineering," said Acting Navy Secretary Thomas Modly. "She will extend our capabilities for any mission, from the middle of the ocean to the shallowest of waters, enhancing our ability to project power ashore and at sea. This Independence-class LCS will extend the maneuverability and lethality of our fleet to confront the many challenges of a complex world."

LCS is a highly maneuverable, lethal and adaptable ship designed to support focused mine countermeasures, antisubmarine warfare and surface warfare missions, according to the Navy. The ship integrates new technology and capability to affordably support current and future mission capability from deepwater to the littorals. Using an open architecture design, modular weapons, sensor systems, and a variety of manned and unmanned vehicles to gain, sustain and exploit littoral maritime supremacy, LCS provides U.S. joint force access to critical areas in multiple theaters.

The LCS class consists of two variants, the Freedom variant and the Independence variant, designed and built by two industry teams. The Freedom variant team is led by Lockheed Martin in Marinette, Wisconsin (for the odd-numbered hulls).

The Independence variant team is led by Austal USA in Mobile, Alabama (for LCS 6 and the subsequent even-numbered hulls).

LCS 26 is the 13th Independence-variant LCS and the 26th in the class. It is the fifth ship named in honor of the port city on Alabama's Gulf Coast. The first Mobile was a side wheel steamer that operated as a Confederate government operated blockade runner. It was captured by U.S. forces at New Orleans in April 1862, commissioned as Tennessee and later renamed Mobile. The second Mobile was a passenger liner operated by Hamburg Amerika Lines between Germany and the United States until the outbreak of World War I. It was taken over by the Allied Maritime Council and assigned to the United States after the Armistice and commissioned March 1919. The third Mobile (CL 63) was commissioned March 24, 1943. It participated in numerous campaigns in the Pacific during World War II and received 11 battle stars for her service by the time she was decommissioned May 1947. The fourth Mobile (LKA 115) was an amphibious cargo ship that served from September 1969 until decommissioning in February 1994.

New Gerald R. Ford-Class Aircraft Carrier John F. Kennedy to be Christened Dec. 7

The aircraft carrier Pre-Commissioning Unit (PCU) John F. Kennedy (CVN 79) show in October reaching a construction milestone, Oct. 29, 2019, as its dry dock area is flooded three months ahead of its slated production schedule leading

up to the christening of the second Ford-class aircraft carrier, scheduled for Dec. 7, 2019. U.S. Navy / Mass Communication Specialist 3rd Class Adam Ferrero

ARLINGTON, Va. —The Navy's newest aircraft carrier, the future USS John F. Kennedy (CVN 79), will be christened on Saturday, Dec. 7, 2019, during an 11 a.m. ceremony at Newport News, Virginia, the Defense Department said in a Dec. 4 release.

John F. Kennedy is the second aircraft carrier of the Gerald R. Ford class, slated to replace USS Nimitz (CVN 68), when that ship is decommissioned.

Former NASA Administrator Charles F. Bolden, also a retired major general of the U.S. Marine Corps, will deliver the ceremony's keynote address. Ambassador Caroline Kennedy, President Kennedy's daughter, will serve as the ship's sponsor and break a bottle of American sparkling wine against a plate welded to the hull.

"USS John F. Kennedy will carry the legacy of its namesake and the power of our nation," said Acting Navy Secretary Thomas Modly. "The advanced technology and warfighting capabilities this aircraft carrier brings to our global challenges will strengthen our allies and partners, extend our reach against potential adversaries and further the global mission of our integrated naval force."

CVN 79 is the second aircraft carrier to honor President John F. Kennedy for a lifetime of service to the nation. The president wore the uniform of our nation as a Navy lieutenant during World War II and served as the 35th president of the United States from January 1961 to November 1963.

John F. Kennedy, along with its embarked air wing and other strike group assets, will provide the core capabilities of forward presence, deterrence, sea control, power projection, maritime security and humanitarian assistance.

Built by Huntington Ingalls Industries' Newport News Shipbuilding division, the Gerald R. Ford class incorporates advances in technology, such as a new propulsion system, electric plant, Electromagnetic Aircraft Launch System (EMALS), Advanced Arresting Gear (AAG), machinery control, radars and integrated warfare systems.

At 1,092 feet in length and 100,000 tons, CVN 79 incorporates more than 23 new technologies, comprising dramatic advances in propulsion, power generation, ordnance handling and aircraft launch systems. These innovations will support a 33% higher sortie generation rate at a significant cost savings, when compared to Nimitz-class carriers. The Gerald R. Ford class also offers a significant reduction – approximately $4 billion per ship – in life-cycle operations and support costs compared to the earlier Nimitz class.

The ceremony can be viewed on the Navy Live blog at http://navylive.dodlive.mil.

Navy Officials: Dry Dock Availability Will Be Ready for Submarine Force Growth

The Los Angeles-class fast-attack submarine USS Jefferson City departs Pearl Harbor Naval Shipyard after completing an engineered overahul to prolong the life of the submarine. U.S. Navy/Chief Mass Communication Specialist Amanda R. Gray

WASHINGTON – The Navy's officials in charge of shipbuilding noted a silver lining in the cloud of the service's upcoming trough in the force level of submarines in the fleet: a chance

to keep pace on the maintenance backlog while the dry dock infrastructure is built up to handle the following increase in submarines.

Because of decisions made decades ago in the post-Cold War drawdown, the Navy is facing a decline in its submarine force in the mid-2020s as the Los Angeles-class attack submarines (SSNs) are retired. Until recently, the building of the Virginia-class SSNs, at one per year, has been too slow to replace the retiring Los Angeles class. The result is a deficit in the force level in the mid-2020s that risks being as low as 41 boats.

However, the Navy is looking at extending the life of several Los Angeles-class SSNs to help alleviate the shortage. Also, production of the Virginia class has increased from one boat per year to two, which by the mid-2020s will starting to help raise the force level.

On Dec. 4, the Navy awarded a five-year multiyear contract to submarine builders General Dynamics Electric Boat and Huntington Ingalls Newport News Shipbuilding to build nine Block V Virginia-class SSNs, two per year, with an option for a 10th. The two-per-year rate will enable the Navy gradually to increase its submarine force structure.

The Navy is instituting its Shipyard Infrastructure Optimization Plan to improve the capacity and capabilities of its shipyards, including the upgrade of its dry docks.

“We’re going to take advantage as there’s going to be a little downturn as the submarine numbers go down,” said James F. Geurts, assistant secretary of the Navy for research, development and acquisition, testifying Dec. 4 on Capitol Hill before a joint hearing of the Senate Armed Services Committee’s subcommittees on seapower and readiness and management. “That will give us the spot to recapitalize so that as the numbers grow back up we will have all the capacity

we need.”

“We’re going to build the dry docks along with the maintenance plan along with the growth in the fleet to make sure that we get the maintenance done on time, to get the dry docks done on time to support the maintenance we’re going to need down the road,” Vice Adm. Thomas J. Moore, commander of Naval Sea Systems Command, said in testimony before the subcommittees.

The Navy in recent years has departed from its usual practice of having nuclear submarine maintenance performed only in the Navy-owned shipyards to keep up with the maintenance backlog.

“We have sent some submarines to our nuclear submarine shipbuilders to do maintenance availabilities,” Geurts said. “Quite frankly, the performance there hasn’t been exactly stellar, either. A lot of that is the same issues we have in the public [Navy-owned] yards. You get a trained workforce doing maintenance that’s different from doing construction. It’s taken us awhile to get the training and proficiency up there.

“I foresee on the submarine side always wanting the capacity to do some of that work in the private construction yards because that give us some surge capacity … and opportunities where we need to balance out workload.”

Undersecretary Affirms Need for Low-Yield Nuclear Weapons

to Counter Russian, Chinese Arsenals

Undersecretary of Defense for Policy John Rood at a Defense Writers Group breakfast on Dec. 4. Defense Writers Group

A senior defense official reaffirmed the importance of the nuclear deterrent triad and the need for new sea-based, low-yield nuclear weapons to counter increased nuclear arsenals by Russia and China and Russia's professed doctrine of early use of low-yield weapons to prevent a U.S. nuclear response.

Undersecretary of Defense for Policy John Rood noted the findings by last year's Nuclear Posture Review (NPR) that "the United States was reducing our reliance on nuclear weapons, reducing the size of our nuclear stockpile, while at the same time Russia and China are moving in the opposition direction, increasing their reliance on nuclear weapons … and increasing the numbers and types of nuclear weapons."

While the NPR endorsed the need to recapitalize the existing nuclear triad of land-based Minuteman III and submarine-launched Trident D-5 ballistic missiles and nuclear-capable U.S. Air Force bombers, it also "recommended pursue of some complementary capabilities," Rood told a Defense Writers' breakfast Dec. 4. President Trump then supported development of "a sea-launched cruise missile and a submarine-launched ballistic missile"

with low-yield
nuclear capability, he added.

“The ballistic missile is more advanced, utilizing the existing submarine-launched ballistic missile, the D-5, with a modified warhead for low yield. That program, we think, is going well. But for the [ship-launched] cruise missile, we are not as advanced,” and were still going through an analysis of alternatives, Rood said.

Rood said the need for the new low-yield weapons came from intelligence reports of Russian emphasis on use of nuclear weapons earlier in a conflict, “and the mistaken belief that they have the ability to use a low-yield nuclear weapon earlier in the conflict in a way to deter response.”
He cited Russian President Vladimir Putin’s public statements advocating the early use of low-yield nuclear weapons “as a way of deterring an adversary.”

“We saw the need of aggressive action to restore deterrence, which had gotten weaker than we would like … with these supplemental capabilities” that would show “we had a variety of capabilities that were more survivable than the existing low-yield weapons” that are aircraft delivered.
“We see this as very stabilizing” and in no way supporting the concept of early use of low-yield nuclear weapons, Rood said, countering the warnings from arms-control advocates.

Rood also supported the administration’s withdrawal from the

Intermediate-Range Nuclear Missile Treaty because Russia fielded land-based missiles with a range beyond the INF limits, and the subsequent U.S. work to develop similar weapons. He said there has been some testing of a possible medium-range cruise missile but none for a ballistic missile. He avoided answering a question about whether any European ally has indicated willingness to host such a weapon by saying there had been no decision yet on developing any specific system.

And he restated the administration's adamant position that Turkey's possession of the Russian-built S-400 air- and missile-defense system "could never be compatible" with NATO, but added that Turkey remains an ally and member of the alliance. He did not answer a question of what Turkey could do to regain access to the F-35 program, for which it had been a component producer and intended buyer.

Coast Guard, Port Partners Increase Joint Inspection Operations During Busy

Shipping Season

A member of Coast Guard Maritime Safety and Security Team New York and K9 Ruthie inspect goods in the Port of Philadelphia for contraband, Nov. 13. Interagency teams brought an increased presence to the ports during November to inspect goods brought in for the holiday seasons. U.S. Coast Guard Sector Delaware Bay/Petty Officer 1st Class Seth Johnson

PHILADELPHIA – Members of Coast Guard Sector Delaware Bay, Coast Guard Maritime Safety and Security Team New York, Customs and Border Protection, and multiple state and local police agencies increased maritime operations to deter illegal activity within the ports of Philadelphia and Wilmington, Delaware, over the past three weeks, the Coast Guard 5th District said in a Dec. 3 release.

These combined joint agency efforts were focused on a period of heavy import and export before the holidays, accounting for more than $1.2 billion of commerce throughout the Delaware Bay watershed.

During this time period, the Coast Guard and partner agencies conducted more than 470 hours of extensive joint operations that included the inspection of 235 vehicles before export, screening 150 ferry passengers and the pier side examination of 62 shipping containers.

“The Delaware River contributes more than $77 billion dollars in economic value each year,” said Capt. Scott Anderson, Coast Guard Sector Delaware Bay Commander and Captain of the Port. “These types of joint operations help unify law enforcement efforts in the port to disrupt, detect and deter illegal activities by sharing unique capabilities and resources between agencies.”

In March 2019, an interagency task force seized 537 kilograms of contraband from a commercial vessel at the port of

Philadelphia and in June 2019, nearly 20 tons of cocaine was seized, with an estimated street value of $1.3 billion.

The Delaware River port facilities can receive more than 3,000 deep draft vessels each year. There are more than 70 private and public facilities capable of servicing bulk, break bulk and containerized cargos.

Philadelphia is the largest North American port for the importing of paper, meat, cocoa beans and fruit. The Delaware River is also the largest energy port on the East Coast.

BAE Systems Selected by DARPA to Create Autonomy Software for Multi-Domain Mission Planning

BAE Systems will develop software for military operators that will enable semi-autonomous multi-domain mission planning. BAE Systems.

BURLINGTON, Mass. – BAE Systems has been awarded a contract by the U.S. Defense Advanced Research Projects Agency (DARPA) to develop software that will enable semi-autonomous multi-domain mission planning, the company said in a Dec. 3 release. The technology will be designed for military operators to leverage battlespace resources from across various domains, such as space, air, land and sea, for more effective, efficient missions, according to the company.

Military operators currently use manual processes to assess

availability and coordinate use of sensors, communications, weapons and other assets across domains. DARPA's Adapting Cross-Domain Kill-Webs (ACK) program will seek to help operators adapt to dynamic situations with software technology that automatically identifies the best options. In response, BAE Systems' FAST Labs research and development organization, along with teammate Carnegie Mellon University, will create software called Multi-domain Adaptive Request Service (MARS).

MARS aims to help operators make informed decisions by automatically identifying available capabilities across domains, and then rapidly assessing the costs and benefits to use those capabilities when adjusting mission tasks. The software also includes a visual interface that will allow the exploration of available asset options, helping operators arrive at the best course of action to deliver the desired effect on targets.

"Multi-domain mission planning is complex because it involves a tremendous amount of distributed variables such as domains, systems, resources, and manned and unmanned platforms," said Chris Eisenbies, product line director of the Autonomy, Controls and Estimation group at BAE Systems. "Our hope is that MARS will provide warfighters with the ability to automatically leverage the resources they need and quickly determine the most effective way to accomplish their mission no matter what type of battlespace they are operating in."

MARS builds on BAE Systems' robust autonomy portfolio and 20-year history pioneering autonomy technology. Work on the ACK program, valued at $3.1 million, is being performed at the company's facilities in Burlington, Massachusetts, and Arlington, Virginia.

Navy Goes Big With Virginia Block V Sub Multi-Year Contract, Builders to Add Thousands of Workers

James Geurts, assistant secretary of the Navy for Research, Development and Acquisition, praised the multi-year contract as one that will ensure stability. General Dynamics Electric Boat.

ARLINGTON, Va. – The Navy awarded it largest shipbuilding contract ever with an order for nine Block V Virginia-class nuclear-powered attack submarines (SSNs), with an option for a 10th SSN, Navy officials said in a Dec. 2 media roundtable in the Pentagon. The $22.2 billion contract to General Dynamics Electric Boat (EB), teamed with Huntington Ingalls Industries' Newport News Shipbuilding (NNS) as a major subcontractor to EB, will mean that the shipbuilders will soon be building three submarines per year – including one Columbia-class ballistic-missile submarine – and will add thousands of new jobs to meet the demand.

The nine Block V boats will be funded over five years through the 2019–2023 budgets, beginning with SSN 802, the only boat in the block that will be built without a Virginia Payload Module (VPM), a hull extension that adds four payload tubes for up to 28 more Tomahawk cruise missiles (for a total of 40, including the bow tubes) or other future payloads, including special operations forces equipment. The VPM-equipped Block V boats will enable the Navy eventually to retire the four Ohio-class guided-missile submarines.

The contract allows approximately $455 million for the long-lead purchase of material and equipment for the option of a 10th Block V boat, enabling the Navy to order the material at economic order quantities and preserve the supplier industrial base. If the option is exercised, the 10th boat would cost an additional $1.9 billion, raising the contract value to a total of $241 billion.

Government-furnished equipment, such as nuclear reactors and propulsion machinery, will add $13 billion to the program, said James F. Geurts, assistant secretary of the Navy for Research, Development and Acquisition, speaking to reporters at the roundtable.

Geurts said the multi-year aspect of the contract will garner savings of a minimum of 7% ($1.8 billion) and potentially 17% ($4.4 billion) is the planned delivery schedule is sustained.

> *"Block V Virginias and Virginia Payload Module are a generational leap in submarine capability for the Navy. These design changes will enable the fleet to maintain our nation's undersea dominance."*
>
> *Rear Adm. David Goggins, the Navy's program executive officer for Submarines*

The first Block V boats, SSN 802, are scheduled for a 70-month construction period. The second and third boats – SSNs 803 and 804, the first subs with the VPM – are under a 74-month construction schedule. Subsequent boats are planned for 72-month construction timelines. Delivery of SSN 802 is scheduled for 2025, with the subsequent boats following through 2029.

Rear Adm. David Goggins, the Navy's program executive officer for Submarines, also speaking at the roundtable, said the Navy has delivered 18 Virginia-class SSNs, with all 10 Block IV boats under construction, and that the program has shortened the total span of the construction program by 3.5 years. He

said the last Block IV boat, SSN 801, will be completed in 60 months.

“Over the life of the Virginia program, shipbuilders have driven delivery timelines from 88 months in Block I to a current average rate of 68 months, while doubling the build rate of submarines to two ships per year and consistently increasing ship capability,” EB said in a Dec. 2 release.

Goggins praised the increasing quality of production of the Virginia SSNs, noting that the newest, the future USS Delaware, scored a 0.96 on its review by the Bureau of Inspection and Survey.

EB and NNS have a teaming arrangement whereby each builder produces certain sections of the submarines and alternate as final assembly and delivery yards for the Virginia class. Because EB will be the delivery builder for the upcoming Columbia class, NNS will be the delivery yard for six of the nine or 10 Block V SSNs, and EB will deliver three, plus one more, the 10th, if the option is exercised.

Kevin Graney, president of Electric Boat, also speaking at the roundtable, said that EB has invested $1.7 billion in new facilities in Connecticut and Rhode Island, including a 750,000-square-foot construction hall for the Virginia Payload Modules. He said EB has hired 15,000 new workers and expects to hire 13,000 more by 2027 for the two submarine programs.

Jennifer Boykin, president of Newport News Shipbuilding, said that the parent company, Huntington Ingalls, has hired 10,000 workers and expects to hire 1,500 more. Huntington Ingalls has invested more than $1 billion in new facilities, more than half to the NNS yards.

Geurts praised the multi-year contract as one that will ensure stability for the shipyard and their work force, noting that the contract “was built for stability,” a factor that will enable shipyard workers “to know their future” and for

shipyards to “retain high-caliber talent.”

He also noted that “the greatest risk to Columbia was an unstable Virginia program.”

“Block V Virginias and Virginia Payload Module are a generational leap in submarine capability for the Navy,” Goggins said in a Dec. 2 release. “These design changes will enable the fleet to maintain our nation’s undersea dominance.”

“The Block V contract balances the right mix of undersea quantity and capability with a profile that continues to stabilize the industrial base. This balance and stability will enable the success of submarine acquisitions across the enterprise,” said Virginia-class Program Manager Capt. Christopher Hanson. “Our warfighters, the Navy and the nation will benefit greatly from the new capabilities that the Block V submarines will bring to the fleet.”

Royal Navy Seeks U.S. Coast Guard Help in Training Ship Crews

ARLINGTON, Va. — The Coast Guard is seeking volunteers to help the U.K. Royal Navy train its engineering Sailors on board the Royal Navy’s ships.

In a Nov. 27 message from Coast Guard headquarters, the service has solicited 11 personnel to fill engineering billets on Royal Navy ships and one other person — a yeoman, to provide shore-based administrative support for the 11

engineers. The 11 engineering personnel requested include three chief or first-class electrician’s mates, two chief or first-class machinery technicians, five first-class machinery technicians, and one damage controlman.

The message said the Coast Guardsmen would be assigned “for a three-year tour with the United Kingdom’s Royal Navy (UKRN), on Royal Navy vessels. The UKRN has requested USCG support to help raise the level of engineering proficiency and specialty knowledge in the fleet.”

Upon arrival in the United Kingdom, the Coast Guardsmen “would complete three months of orientation and training followed by sea assignments. There will only be one USCG member attached to each UKRN ship,” the message said.

The Coast Guard has provided such personnel for Royal Navy ships in previous years.