Marine Exchange of Southern California Commemorates 100 Years of Maritime Excellence

San Pedro, July 1, 2023

The Marine Exchange of Southern California, a beacon of maritime operations, is proud to announce its centennial anniversary. For a remarkable 100 years, the Marine Exchange has steadfastly promoted the safety, security, efficiency, reliability, and environmental soundness of the Marine Transportation System in the Southern California region.

Since its establishment 1 July 1923, the Marine Exchange of Southern California has been a cornerstone of the maritime industry, fostering collaboration, innovation, and excellence in the region. Over the past century, it has seamlessly navigated the changing tides to meet the evolving needs of the industry, providing invaluable services and support to a vast array of maritime stakeholders. The Marine Exchange maintains records of ship arrivals and departures stretching back to its inception and has evolved into the Maritime Information Center and Vessel Traffic Service for the Los Angeles-Long Beach Port Complex.

As the compass navigating maritime operations in Southern California, the Marine Exchange operates around the clock to

chart the course of the smooth flowing commerce and safeguarding the vital waterways of the region. With its state-of-the-art vessel tracking systems, comprehensive maritime information services, and efficient communications networks, the Marine Exchange has revolutionized the way ships navigate and operate in the four major ports of Southern California: Port Hueneme, Los Angeles, Long Beach, and San Diego, as well as the offshore marine oil terminal at El Segundo. For example, the Marine Exchange worked with Industry and Public Sector Partners to develop the new queuing system for labor, which helped manage, increase safety, and increase air quality, the record-breaking backup of container ships during 2020-2022, which reached a peak of 109 on 9 January 2022.

To commemorate this remarkable milestone, the Marine Exchange brought together industry leaders, government officials, and stakeholders in a Centennial Celebration to pay homage to its rich maritime heritage and a century's worth of contributions to the maritime community. On June 29, the Marine Exchange kicked off their 100th year with a celebration featuring a ceremony, speeches, cake-cutting, and an exhibition showcasing 100 years' worth of keepsakes and photos. In attendance was a range of industry professionals and elected officials including Long Beach Vice Mayor Cindy Allen, MX Board President Bob Clark, President of the Long Beach Board of Harbor Commissioners Sharon Weissman and Commissioner Bonnie Lowenthal, Los Angeles Harbor Commissioners Diane Middleton and Lee Williams, Port of Los Angeles Deputy Executive Director and LA Port Police Chief Tom Gazsi, US Coast Guard Captain Stacey Crecy, ILWU Local 94 Vice President Duane Martinez, Los Angeles City Councilmember Tim McOsker, and representatives from the offices of California State Senator Steven Bradford, Assemblymember Mike Gipson, and Assemblymember Josh Lowenthal.

21 members of the Coast Guard Auxiliary Divisions 5 and 6

provided safety and security support throughout the event.

“We are thrilled to celebrate this momentous milestone in our history,” said Captain Kip Louttit, USCG, Retired, Executive Director of the Marine Exchange of Southern California. “For 100 years, we have been at the forefront of maritime operations, and this anniversary is a testament to our unwavering commitment to a safe, secure, efficient, reliable, and environmentally sound Marine Transportation System in Southern California waterways. We are proud to honor our storied past and engage with the maritime community to chart a course for an even brighter future.” For more information about the Marine Exchange of Southern California’s centennial celebration, please visit their official website at mxsocal.org, or contact info@mxsocal.org

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Bell H-1 Fleet Surpasses Half a Million Flight Hours

A U.S. Marine Corps AH-1Z Viper helicopter, with Marine Light Attack Helicopter Squadron (HMLA) 469, fires an Air Intercept Missile (AIM-9 Sidewinder missile) during a live-fire training event near Okinawa, Japan, Sept. 29, 2020. HMLA-469 conducted a live-fire exercise using AIM-9 Sidewinder missiles to improve proficiency with the weapon system. (U.S. Marine Corps photo by Cpl. Ethan M. LeBlanc)
Release from Bell Textron

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FORT WORTH, Texas (June 28, 2023) – The current H-1 fleet of AH-1Z Vipers and UH-1Y Venoms reached a major flight milestone by surpassing the 500,000-flight hour mark. Nearly 400 AH-1Z and UH-1Y helicopters, built by Bell Textron Inc., a Textron Inc (NYSE:TXT) company and operated by the U.S. Marine Corps and their allies, combined to achieve the milestone.

“The H-1 continues to be the premier example of a family of aircraft that can do more with less and deliver unmatched interoperability and expeditionary agility,” said Mike Deslatte, Bell H-1 vice president and program director. “We

are thrilled to reach this tremendous milestone and excited for the future of both the Viper and the Venom as they continue to grow in number and capability around the world."

The H-1 Viper and Venom provide tremendous versatility to the fleet. Both variants demonstrated integration with advanced weapons and datalink capabilities.

"We are proud that the first 500,000 flight hours of the UH-1Y and AH-1Z included constant deployments to austere deserts, numerous types of naval vessels, and frigid cold environments in support of U.S. and allied service members on the ground and at sea," said Nate Green, Bell H-1 program manager. "With the Viper and Venom sharing 85 percent commonality of parts, a major advantage of this program is that a single readiness improvement or capability upgrade can often support both aircraft."

Bell supports the future of H-1s through its work on the Marine Corps Structural Improvement Electrical Power Upgrade (SIEPU) program. Structural and electrical modifications optimize the aircraft to improve mission capabilities, aircrew safety, and interoperability. Bell is currently working to increase the electrical power capacity on the platform, which will allow the airframe to support the integration of additional capabilities for years to come.

"This milestone highlights the crucial missions our customers have accomplished with the H-1 during this time. Congratulations to the U.S. Marine Corps and their allies on this tremendous milestone. Bell is proud to be your partner on this platform," added Deslatte.

Bell provides diverse and comprehensive services to H-1 squadrons, including parts, maintenance, training, on-site field representatives, and data analytics, supporting worldwide operations.

BAE Systems and ELTA Systems, Ltd. successfully test manned-unmanned teaming requirements on Amphibious Combat Vehicle

Release From BAE Systems

STAFFORD, Virginia – June 28, 2023 – BAE Systems has successfully tested manned- unmanned teaming (MUM-T) on the Amphibious Combat Vehicle (ACV) C4UAS as a technology

demonstration using IAI/ELTA Systems Ltd's Rex MK II Unmanned Infantry Combat Support System. The teaming technology enhances mission effectiveness through greater situational awareness and decision making capabilities.

The successful demonstration of MUM-T capabilities shows the versatility of the built-in growth capacity in the ACV C4UAS. The ability to incorporate MUM-T into mission planning expands mission parameters and tactical sphere while decreasing the risk to human and technological assets in uncertain or hostile environments.

"This is an exciting next chapter to show the growth potential of the ACV C4UAS," said Garrett Lacaillade, vice president of the Amphibious Vehicles product line for BAE Systems. "Pairing an unmanned system like the Rex provides increased situational awareness, supports mission success, and reduces the risk to our Marines."

The ACV is an adaptable amphibious platform built to meet the operational needs of the Marine Corps, allowing space for new capabilities as technology evolves such as reconnaissance, electronic warfare, anti-air, and uncrewed aerial systems (UAS) systems integration. Built in partnership with Iveco Defence Vehicles, the ACV is a unique mix of true open-ocean amphibious capability, land mobility, survivability, payload, and growth potential.

The Rex MK II system is an unmanned autonomous vehicle that provides direct support to maneuvering infantry units. It can perform a variety of tasks including tactical logistic support, tactical intelligence, surveillance, and reconnaissance (ISR), operating lethal weapons through target acquisition and evacuating wounded Marines.

ACV production and support is taking place at BAE Systems locations in: Stafford, Virginia; San Jose, California; Sterling Heights, Michigan; Aiken, South Carolina; York,

Pennsylvania; and, Phoenix, Arizona.

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Keel Authenticated for the Future USNS Point Loma

SEAPOWER
The Official Publication of the Navy League of the United States

Release from Naval Sea Systems Command

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June 27, 2023

By Team Ships Public Affairs

Mobile, AL – The keel for the future USNS Point Loma, Expeditionary Fast Transport Ship (EPF 15), the second of the Spearhead-class EPF Flight II configuration, was laid at

Austal USA, June 27.

The keel-laying ceremony represents the joining together of a ship’s major modular components on land, and is a significant milestone in ship production. The keel is authenticated with the ship sponsors’ initials etched into a ceremonial keel plate that is later incorporated into the ship. EPF 15’s sponsor is Mrs. Beth Asher.

“The keel laying is the beginning of a ship’s journey, and we look forward to the many milestones ahead,” said Program Executive Office, Ships Strategic and Theater Sealift Program Manager Tim Roberts. “EPF 15 will build on the capabilities established by the Flight I configuration, providing a wide variety of mission tools, when and where our fleet needs support.”

EPFs operate in shallow waterways. These versatile, non-combatant transport ships are used to quickly move the troops, military vehicles, and equipment needed to support:

- Overseas contingency operations
- Humanitarian assistance
- Disaster relief
- Special operations forces efforts
- Theater security cooperation activities

- Emerging joint sea-basing concepts

The Flight II is a modified configuration that allows the ship to deploy as a fast transport or with Role 2 enhanced (2E) medical capability, or both. Medical capability includes an intensive care unit, ward beds, limited X-ray, laboratory, and dental support. Additional capabilities which support the ship’s medical mission include V-22 flight operations and the ability to deploy 11-meter rigid hull inflatable boats.

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

HII is Awarded Contract Modification for Aircraft Carrier John F. Kennedy (CVN 79)

Release from HII

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NEWPORT NEWS, Va., June 23, 2023 (GLOBE NEWSWIRE) – HII (NYSE: HII) announced today that its Newport News Shipbuilding (NNS) division has received contract modifications totaling $393.3

million from the U.S. Navy to shift the delivery strategy for the aircraft carrier *John F. Kennedy* (CVN 79).

The contract action announced today revises the delivery approach for the second *Gerald R. Ford*-class aircraft carrier, shifting work previously planned for Post-Shakedown Availability (PSA) completion at NNS into the baseline construction contract. Under the new delivery strategy, *John F. Kennedy* will now deliver to the Navy July 31, 2025.

“The contract modification reflects extensive collaboration with the Navy, as we have supported their decision to change the delivery strategy,” said Lucas Hicks, NNS vice president for *John F. Kennedy* (CVN 79) new construction aircraft carrier program. “This strategy will decrease post-delivery work required and increase ship capability and readiness at delivery. We understand the importance of *Kennedy* and look forward to delivering this mission-ready capability to the Navy.”

A photo accompanying this release is available at: https://hii.com/news/hii-is-awarded-contract-modification-for-aircraft-carrier-john-f-kennedy-cvn-79

Kennedy continues the legacy of highly capable nuclear-powered aircraft carrier platforms. *Ford*-class enhancements incorporated into the design include an enhanced flight deck, improved weapons handling systems and a redesigned island, all to support increased operational efficiency and reduced manning requirements. The *Ford*-class also features a new nuclear power plant, increased electrical power-generation capacity, and growth margin for future technologies.

Thousands of shipbuilders and suppliers from across the country are supporting the construction of *Kennedy* at NNS, which is the nation’s sole designer, builder and refueler of nuclear-powered aircraft carriers. Two other *Ford*-class aircraft carriers are currently under construction at NNS:

Enterprise (CVN 80) and *Doris Miller* (CVN 81).

Pacific Marines F-35cs Fly From California To Australia For First Time

U.S. Marine Corps Lt. Col. Michael O’Brien, center, the commanding officer of Marine Fighter Attack Squadron (VMFA) 314, Marine Aircraft Group (MAG) 11, 3rd Marine Aircraft Wing (MAW), and Maj. Robert Ahern, an F-35C Lighting II pilot assigned to VMFA 314, prepare to conduct aerial refueling over the Pacific Ocean, June 17, 2023. VMFA-314 flew four F-35C Lightning IIs from Marine Corps Air Station Miramar, California to Williamtown, Australia to train alongside Allies and partners in the Indo-Pacific region. Ahern is a

Mechanicsburg, Pennsylvania, native, and O’Brien is a Harrisburg, Pennsylvania, native. (U.S. Marine Corps photo by Lance Cpl. Gadiel Zaragoza)
Release from U.S. Marine Corps Forces Pacific

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June 23, 2023

ROYAL AUSTRALIAN AIR FORCE BASE WILLIAMTOWN, NSW, Australia – This week, U.S. Marine Corps F-35C Lightning II aircraft flew from California to Australia for the first time for training and operations in the region. Four jets from Marine Fighter Attack Squadron (VMFA) 314, Marine Aircraft Group (MAG) 11, 3rd Marine Aircraft Wing (MAW) departed Marine Corps Air Station Miramar, California, June 17, and arrived at Royal Australian Air Force (RAAF) Base Williamtown, New South Wales, Australia, June 22.

The jets flew a total of approximately 7,800 miles, conducting four stopovers en route. They were supported with cargo and personnel transport by a U.S. Marine Corps KC-130J Super Hercules from Marine Aerial Refueler Transport Squadron (VMGR) 352, MAG-11, 3rd MAW, and supported with refueling by U.S. Air Force KC-135 Stratotankers from the 171st Air Refueling Wing, Pennsylvania Air National Guard, and 141st Air Refueling Wing, Washington Air National Guard.

“The VMFA-314 Black Knights are beyond excited to bring the first land-based I MEF fifth-generation stealth fighters all the way from California to Australia. Over the past year, we’ve trained in our own Marine Corps F-35Cs with the Royal Australian Air Force F-35As and E-7 Wedgetails in the U.S., and now it is time to train with our valued Allies on their side of the globe,” said Lt. Col. Michael O’Brien, commanding officer, VMFA-314.

VMFA-314 trained with RAAF No. 3 Squadron and their F-35As in Hawaii in December 2022 during exercise Pacific Edge 23. The

two units also trained together in the Joint Simulation Environment at Naval Air Station Patuxent River, Maryland, in February 2023.

The VMFA-314 detachment is slated to conduct unit-level and bilateral integrated training at RAAF Base Williamtown through mid-July.

“This movement and the training to come not only demonstrate the force mobilization capability of the F-35C, but the advanced stage of tactical and logistical interoperability between the RAAF and USMC. We have a long history of security cooperation dating back to World War II, and we are now focused on strengthening our relationship while integrating our most capable, cutting-edge platforms as well,” O’Brien said.

The Marines and aircraft of VMFA-314 are the first element of a larger U.S. Marine Corps footprint from I Marine Expeditionary Force based in San Diego, California, slated to arrive for training in the region.

Textron Puts Its Cottonmouth ARV to the Test for the Marine Corps

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ARLINGTON, Va. – Textron has been demonstrating the capabilities of its Cottonmouth candidate for the U.S. Marine Corps' Advanced Reconnaissance Vehicle (ARV) competition and has been granted funding to continue testing through calendar year 2023.

The ARV is to be an amphibious, wheeled armored vehicle to replace the Corps' current Light Armored Vehicle in its reconnaissance battalions. It is to be equipped as a node in the command-and-control network during expeditionary operations and is to be able to serve as a battlefield quarterback, deploying sophisticated full-spectrum sensors and unmanned systems – including unmanned aerial vehicles and unmanned surface vessels—and manned/unmanned teaming.

Textron built and demonstrated an earlier concept demonstrator vehicle, called Alpha, mainly to demonstrate its automotive performance in terrain. The company followed with a company-owned Cottonmouth prototype, in which integration of

government-furnished systems was accomplished. The prototype Cottonmouth was mission delivered to the Nevada Automotive Test Center for testing by the Marine Corps in December 2022.

During 2020-2021, Textron built the Alpha prototype with company funding.

“We ran the same test profile that we believed the Marines were going to run on what became our prototype deliverable for their testing under the contract agreement,” said David Phillips, Textron’s senior vice president, Land and Sea Systems, in a June21 interview with Seapower. “We had de-risked it from the standpoint of automotive, rugged, reliable, ran it through all of the cross-country, smoke testing, various different soil types, so that we could submit our proposal to the Marine Corps with actual data, not just paper.”

In September 2021, Textron began fabrication of the deliverable prototype at its Slidell, Louisiana, facility, and began systems integration work at its Hunt Valley, Maryland facility, where “we were able to test out components before actually installing them in the vehicle. The biggest difference between the Alpha prototype – which was mainly automotive – and what delivered and are testing now is the integration of all the capability: all the government furnished radios, communications equipment, computers, cyber, all of the things that make the vehicle a system,” Phillips said.

In September 2022, Textron delivered a “replica systems integration lab” to the Naval Information Warfare Systems – Atlantic in Charleston, South Carolina.

The prototype Cottonmouth was mission delivered to the Nevada Automotive Test Center for testing by the Marine Corps in December 2022.

“The vehicles have performed very well with the Marines,”

Phillips said, of the automotive and durability testing it went through. “It accumulated a thousand miles across the variety of relevant Marine Corps mission profiles.”

Phillips said that the prototype’s electronic systems currently are being tested by the Marine Corps Tactical Systems Support Activity, including “sensing and disseminating data across the battlefield, and beyond the battlefield to the fleet and higher headquarters.”

The ARV prototype was able to operate and communicate with a Group 2 unmanned aerial system at a distance of 50 kilometers, he said, noting that the prototype has accrued 500 hours of testing of the electronic systems.

The vehicle’s swim characteristics “in the plunging surf” were successfully tested at Camp Pendleton, California. In the water the ARV is propelled by waterjets geared to the vehicle’s Cummings diesel engine, said Zach Bupp, Textron’s program director, Land Systems.

The Textron ARV is a “clean-sheet design,” Phillips said, saying that it was the best way for the Marine Corps to have its Tier 1 and 2 requirements met, as well as the “vast majority of their lower-tier requirements.”

He characterized the Textron design as revolutionary rather than evolutionary.

Phillips said that size and weight are critical requirements because of transportability, noting that four Textron ARVs – at 37,00 pound each – could be carried on of the Navy’s LCAC 100-class ship-to-shore connectors.

The Textron ARV rides on six wheels rather than eight, which Philips said reduced the weight and complexity of the vehicle and prosed no problems with operations in the terrain in which it was tested.

He also said his company is doing trade studies of subsystems that could be installed on the Cottonmouth to create a family of systems that could be deployed in an ARV-centric reconnaissance battalion.

Philips said the government's Milestone B decision for selection and to authorize low-rate initial production is expected during the first or second quarter of calendar year 2025.

Northrop Grumman Enhances G/ATOR with New Performance Capabilities

Northrop Grumman successfully completed Full-Rate Production

Lot One of G/ATOR and will deliver 46 awarded systems to the Marine Corps. (Photo Credit: Northrop Grumman)

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Release From Northrop Grumman Corporation

BALTIMORE – June 14, 2023 – Northrop Grumman Corporation (NYSE: NOC) continues to enhance the functionality of AN/TPS-80 Ground/Air Task-Oriented Radar (G/ATOR) with new performance upgrades that will extend the range and add advanced capabilities following the completion of Full Rate Production lot one to the U.S. Marine Corps. While in production, G/ATOR has proven to be an agile expeditionary air defense capability suitable for air base defense. Based on the success of the fielded systems, new performance upgrades that will extend the range and capability are planned for next year for the Multifunction radar systems in production.

"The advanced functionality significantly increases the range of the current system, enhances cruise missile defense capability and establishes G/ATOR as the most agile ground-based surveillance and integrated fire control system available today," said Melissa Johanson, director, advanced land sensors, Northrop Grumman. "We are committed to outpacing modern adversary threat systems for partner and allied forces with advanced surveillance and fire control capability."

G/ATOR combines five of the Marine Corps' single-mission radars into one multi-mission system for total air and missile defense surveillance. This provides a new level of protection and situational understanding for warfighters and enables them to make better decisions when it matters most. The Marine Corps has been granted funding from Congress for eight additional G/ATOR systems. To date, 21 of the awarded 46 Northrop Grumman systems have been fielded.

G/ATOR is one piece of the solution providing joint forces with an operational picture and deep breadth of data to

operate in today’s contested environment, in support of the U.S. Marine Corps’ Force Design 2030 strategy.

U.S., Iraq, Kuwait Conduct Third Joint Patrol in Arabian Gulf

ARABIAN GULF (June 6, 2023) Mine countermeasures ship USS Gladiator (MCM 11), Iraq patrol boat P-312 and Kuwait missile-attack craft Failaka (P3715) sail together in the Arabian Gulf, June 6, 2023. **(Photo by Cpl. Jensen Guillory)**

Release from U.S. Naval Forces Central Command Public Affairs

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By U.S. Naval Forces Central Command Public Affairs | June 09, 2023

MANAMA, Bahrain – Maritime forces from Iraq, Kuwait and the United States completed a joint patrol in the Arabian Gulf, June 6, marking the third time in less than a year the three nations sailed together to promote regional maritime security.

U.S. Navy mine countermeasures ship USS Gladiator (MCM 11) operated with patrol boat P-312 from Iraq as well as Kuwait's missile-attack craft Failaka (P3715). The three nations previously conducted similar exercises in the Arabian Gulf in December and August last year.

Gladiator is a mine countermeasures ship designed to clear mines from vital waterways. The ship is forward-deployed to Bahrain where U.S. 5th Fleet is headquartered.

The U.S. 5th Fleet operating area includes 21 countries, the Arabian Gulf, Gulf of Oman, Red Sea, parts of the Indian Ocean and three critical choke points at the Strait of Hormuz, Bab al-Mandeb and Suez Canal.

FLEET BATTLE PROBLEM 2023-1 COMMENCES; FOCUSES ON INTEGRATED MARITIME

CAPABILITIES WITH U.S. NAVY AND U.S. MARINE CORPS

Release from U.S. Fleet Forces Command

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By U.S. Fleet Forces Command And U.S. Marine Forces Command Public Affairs

09 June 2023

NORFOLK, Va. – U.S. Fleet Forces Command and U.S. Marine Forces Command will conduct Fleet Battle Problem 2023 (FBP 23-1) June 9-13 on land and off the coast of Camp Lejeune, North Carolina and the Virginia Capes to further develop integrated maritime capabilities with the II Marine Expeditionary Force and U.S. 2nd Fleet.

FBPs occur multiple times a year to practice and assess new warfighting concepts that culminate in large and complex events, such as Large Scale Exercise (LSE). FBP 23-1 will focus on integrated naval capabilities, distributed logistics, and capabilities in support of Expeditionary
Advanced Base Operations (EABO).

“Across the spectrum of the Navy’s operational level of war learning continuum, Fleet Battle Problems employ real-world equipment and conditions to create challenging and realistic environments designed to enable our Navy and Marine Corps team to assess innovative capabilities and explore new operational concepts,” said Adm. Daryl Caudle, commander, U.S. Fleet Forces Command. “These Battle Problem events are an investment toward developing an integrated maritime force ready to keep pace with the latest technologies, innovative tactics, and warfighting concepts needed to overmatch our adversaries.”

FBP 23-1 allows the Navy and Marine Corps to maintain and improve EABO and Littoral Operations in a Contested Environment (LOCE). Both LOCE and EABO contribute to naval operating concepts, such as Distributed Maritime Operations (DMO), that place a growing emphasis on Navy-Marine Corps integration.

“The Navy-Marine Corps team continues to innovate and adapt to current and potential threats,” said Lt. Gen. Brian Cavanaugh, the commanding general of Marine Forces Command. “Working together in events like Fleet Battle Problem strengthens our warfighting team, builds on our
integration and simply makes us a better Naval force ready to answer our Nation’s call.”

Events like Fleet Battle Problem 23-1 improve how the Navy and Marine Corps work together to form a strong and cohesive Maritime Force capable of projecting American power from sea to shore at home and around the world.