

Latvia Joins International Maritime Security Construct in Middle East as 11th Member



Graphic illustration of the Latvia flag and International Maritime Security Construct logo. U.S. Naval Forces Central Command welcomed Latvia, Dec. 1, as the 11th member of the multinational maritime coalition established three years ago to deter attacks on commercial shipping in the Middle East. *U.S. NAVY*

MANAMA, Bahrain – U.S. Naval Forces Central Command (NAVCENT) welcomed Latvia, Dec. 1, as the 11th member of a multinational maritime coalition established three years ago to deter attacks on commercial shipping in the Middle East, U.S. Naval Forces Central Command Public Affairs said in a Dec. 1 release.

Latvia has joined the International Maritime Security Construct (IMSC) and its operational arm, Coalition Task Force Sentinel, which are headquartered in Bahrain with U.S. 5th Fleet.

Latvia is the third nation to become a member of IMSC this

year. Seychelles and Romania joined in October and March respectively.

“We are excited to strengthen and expand IMSC with Latvia’s addition,” said Vice Adm. Brad Cooper, commander of NAVCENT, U.S. 5th Fleet and Combined Maritime Forces. Cooper also serves as IMSC’s multinational task force commander. “Latvia is already a key NATO ally, and we now welcome them to a growing international naval coalition in the Middle East, which protects some of the most important waterways in the world.”

IMSC was formed in July 2019 in response to increased threats to freedom of navigation for merchant mariners transiting international waters in the Middle East. Coalition Task Force Sentinel was established four months later to deter state-sponsored malign activity and reassure the merchant shipping industry in the Bab al-Mandeb and Strait of Hormuz.

“Our coalition continues to grow and build commercial and military partnerships,” said United Kingdom Royal Navy Commodore Ben Aldous, commander of IMSC and Coalition Task Force Sentinel. “In an international rules-based system, a shared, common voice resonates louder than a state acting on its own.”

In addition to Latvia, Seychelles and Romania, IMSC member-nations include Albania, Bahrain, Estonia, Lithuania, Saudi Arabia, the United Arab Emirates, United Kingdom and United States.

Vigor Begins Maintenance Work on Destroyer USS John Paul Jones



The Arleigh Burke-class guided-missile destroyer USS John Paul Jones (DDG 53) arrives to its new homeport at Naval Station Everett, Washington, Aug. 23, 2021. *U.S. NAVY / Mass Communication Specialist 2nd Class Aranza Valdez*
SEATTLE, Wash. – Vigor, a Titan company, has been awarded a \$131 million U.S. Navy contract to complete a docking selected restricted availability (DSRA) on USS John Paul Jones (DDG 53) at Harbor Island in Seattle, the company said in a Dec. 1 release. The ship arrived at Harbor Island on Nov. 4, becoming the fourth U.S. Navy vessel currently undergoing maintenance at the Seattle shipyard.

“We are excited to welcome USS John Paul Jones to Harbor Island, where our skilled workers will offer excellent service

in support of the U.S. Navy,” said Adam Beck, executive vice president of Ship Repair at Vigor. “Vigor is proud to have built a reputation of completing challenging availabilities safely and with excellent quality. We are grateful the Navy continues to choose our shipyards for this critical work.”

The DSRA will consist of underwater hull preservation, propulsion overhaul, structural work, valve overhaul, sonar work, deck preservation and significant modifications and alterations. The project will employ more than 600 skilled workers during its year-long stay at Harbor Island.

In addition to USS John Paul Jones, USS Chosin (CG 65), USS Omaha (LCS 12) and USS Cape St. George (CG 71) are currently undergoing maintenance at Harbor Island. This is the first time since Vigor began operating the Harbor Island shipyard in 2011 that four U.S. Navy ships have been onsite undergoing maintenance concurrently. Additionally, USS Tulsa (LCS 16) has recently arrived at Vigor’s Swan Island shipyard in Portland, Oregon, while work commenced earlier this year on USS Michael Murphy (DDG 112) at Pearl Harbor Naval Shipyard.

“Vigor’s deep relationship with the U.S. Navy supports hundreds of jobs across the Pacific Northwest, Alaska and Hawaii,” Beck said. “We are grateful for the continued opportunity to support our national defense, and our skilled workers look forward to showing our standard of excellence in our work. Not only do Vigor employees consistently perform tremendous work, they do so while making Vigor shipyards among the safest in the industry.”

HII Delivers Destroyer Lenah Sutcliffe Higbee to U.S. Navy



Arleigh Burke-class guided missile destroyer Lenah Sutcliffe Higbee *HII*

PASCAGOULA, Miss. – HII’s Ingalls Shipbuilding division delivered the Arleigh Burke-class guided missile destroyer Lenah Sutcliffe Higbee (DDG 123) to the U.S. Navy Dec. 1, the company said in a release. Delivery of DDG 123 represents the official transfer of the ship from the shipbuilder to the Navy.

“Delivering an incredibly capable finished ship to the Navy is always an important event for our Ingalls team,” said Kari Wilkinson, president of Ingalls Shipbuilding. “We are absolutely committed to the work that we do for our customers, communities and country.”

Lenah Sutcliffe Higbee is the 34th Arleigh Burke-class

destroyer Ingalls has delivered to the Navy and will be the final Flight IIA ship built at Ingalls as the Navy transitions to Flight III destroyers. Ingalls currently has in production the future Arleigh Burke-class Flight III destroyers Jack H. Lucas (DDG 125), Ted Stevens (DDG 128), Jeremiah Denton (DDG 129) and George M. Neal (DDG 131).

Arleigh Burke-class destroyers are highly capable, multi-mission ships that can conduct a variety of operations, from peacetime presence and crisis management to sea control and power projection, all in support of the national defense strategy. Guided missile destroyers are capable of simultaneously fighting air, surface and subsurface battles. These ships contain a myriad of offensive and defensive weapons designed to support maritime defense needs well into the 21st century.

DDG 123 is named to honor Lenah Sutcliffe Higbee, a Navy nurse and first woman to receive the Navy Cross for her heroic actions during World War I. Higbee joined the Navy in October 1908 as part of the newly established Navy Nurse Corps, a group of women who would become known as "The Sacred Twenty," and became the second superintendent of the Navy Nurse Corps in January 1911. The ship's motto truly reflects the heritage of this naval hero – *Bellatrix illa*, meaning "she is a warrior."

Amphibious Assault Ship USS Tripoli Returns Home from

Maiden Deployment



Amphibious assault carrier USS Tripoli (LHA 7) transits San Diego Harbor as the ship returns to homeport, Nov. 29, 2022. Tripoli returned to Naval Base San Diego following its initial deployment to the U.S. 3rd and 7th Fleets in support of a free and open Indo-Pacific. *U.S. NAVY / Mass communication Specialist 2nd Class Brett McMinoway*

SAN DIEGO – USS Tripoli's deployment to the U.S. 3rd and 7th Fleet areas of operations was particularly significant for its diplomatic and military engagements with regional partners and Allies, as well as successful integration with the 31st Marine Expeditionary Unit (MEU) to support maritime security operations, theater security cooperation, crisis response and maintaining a forward Navy-Marine Corps presence, Expeditionary Strike Group Three said in a Nov. 30 release.

"I am proud of Tripoli for a successful first deployment," said Rear Adm. James Kirk, commander, Expeditionary Strike

Group (ESG) 3. “The ship and crew are on the leading edge, setting the example and testing the limits of the assault ship. LHAs are designed to support the future of the Marine Corps Air Combat Element, and Tripoli has done just that. I am excited to see what else they can bring to the fight.”

The U.S. Marine Corps embarked 16 F-35Bs aboard Tripoli, which flew missions in support of exercises Valiant Shield 22 and Noble Fusion. The Navy and Marine Corps team seamlessly integrated to complete training and certification exercises before joining the Armed Forces of the Philippines for bilateral exercise Kamandag 2022. Overall, the crew completed 2,052 hours of flight operations and traveled 40,303 nautical miles during exercise support. Tripoli operated alongside other partners and Allies throughout the Indo-Pacific during the deployment, including Japan and the Republic of Singapore. Port calls included stops in Tasmania, Australia, Japan, Singapore and the Philippines.

“The Sailors and Marines aboard Tripoli went above and beyond during this deployment to demonstrate the unique capabilities of this ship,” said Capt. John C. Kiefaber, Tripoli’s commanding officer. “Whether it was launching and recovering aircraft at night, acting as a base of operations for the 31st Marine Expeditionary Unit to conduct operations ashore or serving as an instrument of diplomacy to our ally and partner nations, the crew performed their duties professionally and demonstrated why they are the Navy’s greatest asset. I couldn’t be more proud.”

During the deployment, 140 Tripoli Sailors advanced to the next highest paygrade. The crew also excelled at earning individual qualifications; more than 167 Sailors earned their Enlisted Surface Warfare Specialist (ESWS) qualification, 192 Sailors earned their Enlisted Air Warfare Specialist (EAWS) qualification and 3 Sailors earned their Enlisted Information Warfare Specialist (EIWS) qualification, a new program for

Tripoli. In the Wardroom, 12 officers earned their Surface Warfare Officer qualification, three officers earned their Surface Warfare Supply Corps Officer qualification, two officers earned their Naval Aviation Supply Officer qualification, four officers earned their Surface Warfare Medical Department Officer qualification and 16 officers earned their Officer of the Deck (Underway) qualification.

“A Sailor earning their primary warfare pin is a great way for them to better themselves and it’s a milestone in their career, but also it’s important Sailors have a deeper understanding of the role that they and their shipmates play in the ship’s operations,” said Command Master Chief Matthew Logsdon.

Tripoli, an America-class amphibious assault ship, commissioned in July 2020. The ship is homeported in San Diego and operates under ESG 3. Amphibious assault ships provide the ability to operate seamlessly and simultaneously on the sea, ashore and in the air allowing the integration of forces to be distributed more broadly, and increasing operational unpredictability anywhere around the globe by varying our domain, forces and timing.

ESG 3 comprises four amphibious squadrons, 15 amphibious warships and eight naval support elements including approximately 18,000 active-duty and reserve Sailors and Marines. As deputy commander for Amphibious and Littoral Warfare, U.S. 3rd Fleet; Commander, ESG 3 also oversees Mine Countermeasures Group 3 and the 14 littoral combat ships and tow subordinate divisions under Littoral Combat Ship Squadron 1. ESG 3 is postured in support of U.S. 3rd Fleet as a globally responsive and scalable naval command element, capable of generating, deploying, and employing naval forces and formations for crisis and contingency response, forward presence, and major combat operations focusing on amphibious operations, humanitarian and disaster relief and support to

defense civil authorities, and expeditionary logistics.

SeeByte to Extend U.S. Navy Autonomous Systems and Machine Learning Capability



Sailors assigned to the Independence-variant littoral combat ship USS Charleston (LCS 18) and Explosive Ordnance Disposal Mobile Unit 5 transport a simulated Mark 18 Mod 2 Kingfish unmanned underwater vehicle during a mine countermeasures exercise. *U.S. NAVY / Mass Communication Specialist 2nd Class Ryan M. Breeden*

EDINBURGH – SeeByte Ltd, a developer of smart software solutions for uncrewed maritime systems, has been awarded an indefinite-delivery/indefinite-quantity (IDIQ) contract to support the U.S. Navy's Mk18 Uncrewed Underwater Vehicle

Family of Systems program, the company announced in a Nov. 29 release.

The awarded IDIQ has a total potential value of \$87 million and a duration of up to 10 years. Under this contract, SeeByte will provide engineering, technical support, training and simulation services including upgrades to SeeByte's Mission-Level Autonomy system, Neptune, development of Automatic Target Recognition modules and a bespoke training and simulation toolkit (Unmanned Systems Simulator).

The U.S. Navy uses the Mk18 Mod 1 Swordfish and Mk1 Mod 2 Kingfish UUVs for mine countermeasures.

7th Fleet Cruiser Conducts Freedom of Navigation Operation in South China Sea



Ticonderoga-class guided-missile cruiser USS Chancellorsville conducts routine underway operations in the South China Sea, Nov. 29, 2022. *U.S. NAVY*

SPRATLY ISLANDS, South China Sea – On Nov. 29, 2022, USS Chancellorsville (CG 62) asserted navigational rights and freedoms in the South China Sea near the Spratly Islands, consistent with international law, U.S. 7th Fleet Public Affairs said in a release.

At the conclusion of the operation, USS Chancellorsville exited the excessive claim area and continued operations in the South China Sea. The freedom of navigation operation (“FONOP”) upheld the rights, freedoms and lawful uses of the sea recognized in international law by challenging restrictions on innocent passage imposed by the People’s Republic of China (PRC), Vietnam and Taiwan.

Unlawful and sweeping maritime claims in the South China Sea pose a serious threat to the freedom of the seas, including the freedoms of navigation and overflight, free trade, and unimpeded commerce, and freedom of economic opportunity for

South China Sea littoral nations.

USS Chancellorsville conducted this FONOP in accordance with international law and then continued on to conduct normal operations in waters where high seas freedoms apply. The operation reflects continued commitment to uphold freedom of navigation and lawful uses of the sea as a principle. The United States is defending every nation's right to fly, sail and operate wherever international law allows, as USS Chancellorsville did here.

The PLA Southern Theater Command's statement about the operation is the latest in a long string of PRC actions to misrepresent lawful U.S. maritime operations and assert its excessive and illegitimate maritime claims at the expense of its Southeast Asian neighbors in the South China Sea. The PRC's behaviors stands in contrast to the United States' adherence to international law and our vision of a free and open Indo-Pacific region. All nations, large and small, should be secure in their sovereignty, free from coercion, and able to pursue economic growth consistent with accepted international rules and norms.

The PRC's statement about this mission is false.

The United States challenges excessive maritime claims around the world regardless of the identity of the claimant. Customary international law of the sea as reflected in the 1982 Law of the Sea Convention provides for certain rights and freedoms and other lawful uses of the sea to all nations. The international community has an enduring role in preserving the freedom of the seas, which is critical to global security, stability and prosperity.

The United States upholds freedom of navigation for all nations as a principle. As long as some countries continue to claim and assert limits on rights that exceed their authority under international law, the United States will continue to

defend the rights and freedoms of the sea guaranteed to all. No member of the international community should be intimidated or coerced into giving up their rights and freedoms.

The PRC, Vietnam, Taiwan, Malaysia, Brunei and the Philippines each claim sovereignty over some or all of the Spratly Islands. The PRC, Vietnam and Taiwan purport to require either permission or advance notification before a foreign military vessel engages in “innocent passage” through the territorial sea. Under customary international law as reflected in the Law of the Sea Convention, the ships of all states – including their warships – enjoy the right of innocent passage through the territorial sea. International law does not allow for the unilateral imposition of any authorization or advance-notification requirement for innocent passage, so the United States challenged these requirements. By engaging in innocent passage without giving prior notification to or asking permission from any of the claimants, the United States challenged the unlawful restrictions imposed by the PRC, Taiwan and Vietnam. The United States demonstrated that innocent passage is not subject to such restrictions.

U.S. forces operate in the South China Sea on a daily basis, as they have for more than a century. They routinely operate in close coordination with like-minded allies and partners who share our commitment to uphold a free and open international order that promotes security and prosperity. All of our operations are conducted safely, professionally and in accordance with international law. These operations demonstrate that the United States will fly, sail and operate wherever international law allows – regardless of the location of excessive maritime claims and regardless of current events.

U.S. Launches New Unmanned & AI Systems Integration Event



Various unmanned systems sit on display in Manama, Bahrain, Nov. 19, prior to exercise Digital Horizon 2022. The three-week unmanned and artificial intelligence integration event, beginning Nov. 23, will involve employing new platforms in the region for the first time. *U.S. ARMY / Sgt. Brandon Murphy*
MANAMA, Bahrain – U.S. 5th Fleet began a three-week unmanned and artificial intelligence integration event in Bahrain, Nov. 23, that will involve employing new platforms in the region for the first time, U.S. Naval Forces Central Command (NAVCENT) Public Affairs said in a Nov. 23 release.

The event, called Digital Horizon, will advance the command's efforts to integrate new unmanned technologies while establishing the world's first unmanned surface vessel fleet by end of next summer. U.S. 5th Fleet's efforts are focused on improving what U.S. and regional navies are able to see above,

on and below the water.

“I am excited about the direction we are headed,” said Vice Adm. Brad Cooper, commander of U.S. Naval Forces Central Command, U.S. 5th Fleet and Combined Maritime Forces. “By harnessing these new unmanned technologies and combining them with artificial intelligence, we will enhance regional maritime security and strengthen deterrence. This benefits everybody.”

Cooper established a staff called Task Force 59 in September 2021 to speed new tech integration across U.S. 5th Fleet. Since its launch, the task force has deployed a suite of new unmanned systems from operational hubs in Bahrain and Aqaba, Jordan.

Digital Horizon will include 17 industry partners bringing 15 different types of systems, 10 of which will operate with U.S. 5th Fleet for the first time.

The unmanned aerial vehicles will include two vertical take-off and landing systems, AeroVél's Flexrotor and Shield AI's V-BAT as well as Easy Aerial's tethered UAV. The unmanned surface vessels will include the Elbit Systems Seagull, Exail DriX, L3Harris Arabian Fox MAST-13, Marine Advanced Robotics WAM-V, MARTAC T-38 Devil Ray, Ocean Aero TRITON, Open Ocean Robotics Data Xplorer, Saildrone Explorer, Seasats X3 and SeaTrac SP-48.

Industry partners Accenture Federal Services and Big Bear AI will also employ data integration and artificial intelligence systems during the event, and Silvus Technologies will provide line-of-sight radio communications while an unmanned surface vessel from Ocious participates from off the coast of Western Australia.

“The pace of innovation is amazing,” said Capt. Michael Brasseur, commander of Task Force 59. “We are challenging our industry partners in one of the most difficult operational

environments, and they are responding with enhanced capability, fast. I am extremely proud of the entire team, including our many partners across government, academia, and industry for their commitment to Digital Horizon, as we discover new capability together.”

Over the past year, Task Force 59 operated USVs in regional waters for more than 25,000 hours, which equates to 12 years of nine-to-five testing five days a week. The Saildrone Explorer USV in particular has operated at sea for as long as 220 consecutive days without refueling or maintenance.

NAVCENT is headquartered in Manama, Bahrain and includes maritime forces operating in the Arabian Gulf, Gulf of Oman, Red Sea, parts of the Indian Ocean and three critical choke points at the Strait of Hormuz, Suez Canal and Bab al-Mandeb.

Gerald R. Ford Carrier Strike Group Returns to Homeport Concluding Inaugural Deployment



The USS Gerald R. Ford (CVN 78) returns to Naval Station Norfolk after completing their inaugural deployment to the Atlantic Ocean with the Gerald R. Ford Carrier Strike Group Nov. 26. *U.S. NAVY / Mass Communication Specialist First Class Nathan T. Beard*

NORFOLK – The first-in-class aircraft carrier USS Gerald R. Ford (CVN 78), flagship of the Gerald R. Ford Carrier Strike Group (GRFCSG), returned to Naval Station Norfolk, after successfully completing its inaugural deployment throughout the Atlantic while conducting exercises and port visits with allies and partners, Nov. 26, the U.S. 2nd Fleet said in a release

The flagship set sail from Norfolk, Virginia, Oct. 4, and traveled more than 9,275 nautical miles with GRFCSG.

During the scheduled deployment, Ford operated with eight allies and partners – Canada, Denmark, Spain, France, Germany, the Netherlands, Finland and Sweden – to strengthen interoperability, while conducting a range of maritime operations and exercises.

“This deployment brought together an incredible group of Allies and partners with one single focus – to contribute to a peaceful, stable and conflict-free Atlantic region through our combined naval power,” said Vice Adm. Dan Dwyer, commander, U.S. 2nd Fleet and Joint Force Command Norfolk. “Opportunities to interoperate and integrate make our nations, our navies, and the NATO Alliance stronger.”

While deployed, GRFCSG participated in Exercise Silent Wolverine, demonstrating high-end naval warfare and integrated NATO interoperability in the maritime approaches to Europe. Silent Wolverine was an opportunity for Ford to train and test capabilities while demonstrating the U.S. commitment to Allies and partners through seamless integration.

“We sailed with our Allies and partners and trained together, tirelessly, day and night, and we are stronger for it,” said Capt. Paul Lanzilotta, Ford’s commanding officer. “Through integrated and combined operations such as live and inert ordnance expenditure by Carrier Air Wing (CVW) 8, anti-submarine warfare, anti-surface warfare, and air defense, we set the stage for operating with Ford-class technologies in a deployed environment. We completed more than 1,250 sorties, expended 78.3 tons of ordnance, and completed 13 underway replenishments – and we accomplished this because of what Ford-class aircraft carriers bring to the fight.”

The Sailors participating in Ford’s first deployment integrated multiple foreign nations’ ships into the strike group to operate together efficiently.

“Leading the men and women of the Gerald R. Ford Strike Group has been awe-inspiring. Every day these Sailors committed themselves 100% to a safe and successful inaugural deployment of Ford and the strike group,” said Rear Adm. Greg Huffman, commander, Carrier Strike Group (CSG) 12. “This deployment laid a strong foundation for the strike group, created momentum to carry us forward for future operations, and has

prepared us to answer our nation's call when needed."

Ford made their first international port visit in Halifax, Nova Scotia, and their first European port visit in Portsmouth, U.K. For Ford Sailors, these port visits offered a long-awaited opportunity to explore and learn from different cultures.

Boatswain's Mate 3rd Class Selena Penalzoza, from Orlando, Florida, assigned to Ford's deck department, has been stationed aboard Ford for three years before deploying for the first time.

"It was amazing getting to see the [ship's] first deployment and my first port visit. This deployment has been a new experience for everyone onboard", said Penalzoza. "We've been working more than on other underways and standing more watch, and it's all for a great cause."

Ford is the first new U.S. aircraft carrier designed in more than 40 years, introducing 23 new technologies that offer impressive advances to its aircraft launch system, propulsion, power generation, ordnance handling and more. Ford's advanced technologies reduce the amount of personnel required to maintain and operate the ship's systems compared to Nimitz-class carriers.

"On our ship, you don't hear Sailors saying, 'that's the way we've always done it' because we're using new gear, new technologies," said Lanzilotta. "Our Sailors are the ones who make all of these new technologies real. The Sailors make it come to life. I am so proud of all their hard work and dedication that made Ford operational and allowed the Gerald R. Ford Carrier Strike Group to conduct a successful first deployment."

While operating in the Atlantic, Ford hosted 215 distinguished visitors, 175 foreign dignitaries, 46 NATO flag officers and senior enlisted leaders and more than 60 U.S. and

international reporters aboard.

The U.S. commands and units that participated in the GRFCSG deployment include; CSG 12, CVW 8, Destroyer Squadron 2, Ticonderoga-class guided-missile cruiser USS Normandy (CG 60), Arleigh Burke-class guided missile destroyers USS McFaul (DDG 74) and USS Ramage (DDG 61) stationed at Naval Station Norfolk in Norfolk, Virginia, and USS Thomas Hudner (DDG 116) stationed at Naval Station Mayport in Mayport, Florida.

The nine U.S. aircraft squadrons assigned to CVW-8 that embarked Ford for this deployment were Strike Fighter Squadron (VFA) 213, Strike Fighter Squadron (VFA) 31, Strike Fighter Squadron (VFA) 37 and Strike Fighter Squadron (VFA) 87 stationed at Naval Air Station Oceana in Virginia Beach, Virginia; Electric Attack Squadron (VAQ) 142 stationed at Naval Air Station Whidbey Island in Whidbey Island, Washington; Airborne Command and Control Squadron (VAW) 124; Fleet Logistics Support Squadron (VRC) 40; Helicopter Maritime Strike Squadron (HSM) 70; and Helicopter Sea Combat Squadron (HSC) 9, stationed at Naval Station Norfolk in Norfolk, Virginia.

Navy Declares Initial Operational Capability for Boeing's HAAWC



In an artist's rendering, a High Altitude Anti-Submarine Warfare Weapon Capability or HAAWC deploys from a Boeing P-8A Poseidon multi-mission maritime patrol aircraft. *BOEING*
ST. CHARLES, Mo. – Boeing's High Altitude Anti-Submarine Warfare Weapon Capability, or HAAWC, has satisfied all requirements for initial operational capability status from the U.S. Navy, the company said in a Nov. 22 release.

The all-weather HAAWC enables the Boeing P-8A Poseidon to deploy Mk54 torpedoes from near or below its cruising altitude.

"The initial operational capability milestone marks the

readiness of HAAWC for fleet introduction for the Navy and its international partners,” said Dewayne Donley, Boeing’s HAAWC program manager. “We’re excited to deliver greater flexibility and capability by way of higher-altitude launches from longer distances than previously possible.”

The milestone follows the [award of a full-rate production contract](#) for the system to Boeing in August, squadron training, and the receipt of low-rate initial production units.

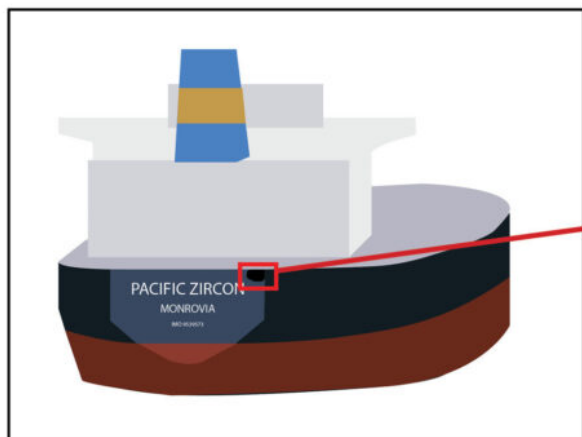
HAAWC consists of a modular Air Launch Accessory, or ALA, kit that attaches to a Mk54 torpedo, transforming it into a precision-guided glide weapon.

“It’s a major achievement for our team in reaching our goal of establishing a new high ground in anti-submarine warfare,” said Bob Ciesla, vice president of Boeing Weapons. “We look forward to continuing to work alongside the Navy toward the full deployment and operational capability of the system.”

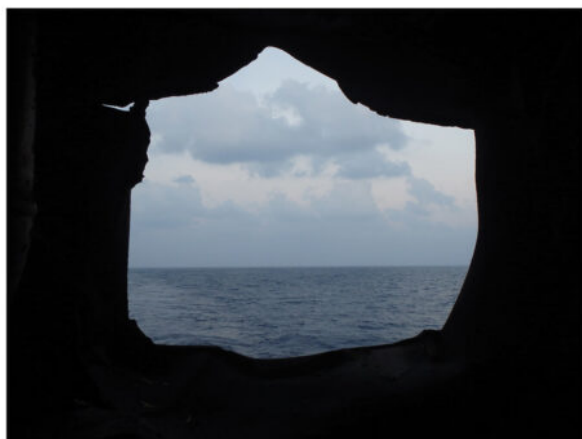
Additional fielding of HAAWC units are scheduled through 2024, with the potential for production to continue into 2030 under the current contract.

The long-range anti-submarine warfare, anti-surface warfare, intelligence, surveillance and reconnaissance P-8A aircraft has amassed more than 450,000 mishap-free flight-hours to date in support of broad-area, maritime and littoral operations, and performs humanitarian and search and rescue missions around the globe.

U.S. Navy Analysis Confirms Iranian Link to Drone Attack



Initial point of impact of the Shahed-136 unmanned aerial vehicle on the M/T Pacific Zircon.



Graphic illustration and images captured by a U.S. Navy explosive ordnance disposal team aboard M/T Pacific Zircon, Nov. 16, showing the location where an Iranian-made unmanned aerial vehicle (UAV) penetrated M/T Pacific Zircon's outer hull during an attack Nov. 15. *U.S. NAVY*

MANAMA, Bahrain – A U.S. Navy lab in Bahrain has confirmed Iran's connection to a Nov. 15 aerial drone attack on a Liberian-flagged commercial tanker transiting international waters in the Middle East, U.S. Naval Forces Central Command Public Affairs said in a Nov. 22 release.

Two U.S. Navy explosive ordnance technicians boarded M/T Pacific Zircon, Nov. 16, to assess the damage and collect unmanned aerial vehicle (UAV) debris fragments for forensic analysis. During a two-hour survey and evidence collection

process, the technicians also obtained explosive residue samples for lab testing.

U.S. 5th Fleet transported the gathered evidence to a lab at its Bahrain headquarters where technicians confirmed Iran's connection to the attack. The aerial drone that hit the commercial tanker was identified as a Shahed-136 UAV, fitting a historical pattern of Iran's increasing use of a lethal capability directly or through its proxies across the Middle East. Iran has supplied aerial drone technology to the Houthis in Yemen used in attacks against Saud Arabia and the United Arab Emirates earlier this year.

Additionally, the Shahed-136 platform is the same aerial drone Iran has supplied to Russia for use against Ukraine.

On Nov. 15, the explosive-laden aerial drone attacked Pacific Zircon at approximately 7:30 p.m. in the Northern Arabian Sea, tearing a 30-inch-wide hole into the back of the ship while subsequently penetrating and damaging internal compartments. The UAV's explosive impact also damaged a shipboard boiler, potable water tank and life raft.

"The Iranian attack on a commercial tanker transiting international waters was deliberate, flagrant and dangerous, endangering the lives of the ship's crew and destabilizing maritime security in the Middle East," said Vice Adm. Brad Cooper, commander of U.S. Naval Forces Central Command, U.S. 5th Fleet and Combined Maritime Forces. Cooper also serves as the multinational task force commander for the International Maritime Security Construct, a 10-member naval coalition whose forces provide maritime security near the Strait of Hormuz and Bab al-Mandeb.

Upon learning of the attack, the British Royal Navy dispatched frigate HMS Lancaster (F229) to the scene. U.S. 5th Fleet also directed guided-missile destroyer USS The Sullivans (DDG 68), patrol coastal ship USS Chinook (PC 9) and a P-8 Poseidon

maritime patrol aircraft to assist and assess the situation.