

# Navy Accepts Delivery of Future USS Cooperstown



The future USS Cooperstown. *LOCKHEED MARTIN*

WASHINGTON – The Navy accepted delivery of the future USS Cooperstown (LCS 23) at the Fincantieri Marinette Marine shipyard in Marinette, Wisconsin, Sept. 20, PE0 Unmanned and Small Combatants Public Affairs said in a release.

The ship is the 12th Freedom-variant Littoral Combat Ship designed and delivered by the Lockheed Martin-led industry team. Delivery marks the official transfer of the ship from the shipbuilder to the Navy. Following delivery, the ship will sail away for a commissioning ceremony in New York City before transiting to its homeport in Mayport, Florida.

“Today marks a significant shipbuilding milestone in the life of the future USS Cooperstown, ‘America’s Away Team,’ an exceptional ship and the latest inductee into the Navy’s arsenal conducting operations around the globe.” said Capt.

Andy Gold, PMS 501 (Littoral Combat Ships) program manager.

LCS 23 is the second Freedom-variant ship outfitted with the combining gear correction that will allow unrestricted operations. The correction addresses a class-wide flaw that was identified as the fleet deployed these ships in greater numbers.

The future USS Cooperstown will be the first naval ship to honor the Village of Cooperstown in Otsego County, New York. The village is located at the southern end of the historic Otsego Lake in the central region of the state. Cooperstown, New York, is the home of the National Baseball Hall of Fame and Museum, which is the source of the ship's motto, "America's Away Team."

Several more Freedom variant ships are under construction at the Fincantieri Marinette Marine shipyard in Marinette, Wisconsin. The future USS Marinette (LCS 25) is scheduled for delivery in early 2023. Additional ships in various stages of construction include the future ships USS Nantucket (LCS 27), USS Beloit (LCS 29) and USS Cleveland (LCS 31). LCS 31 will be the final Freedom-variant LCS.

The LCS class is now the second-largest surface ship class in production. The future USS Cooperstown is the fourth LCS delivered in Fiscal Year 2022, following the deliveries of the Freedom-variant USS Minneapolis-Saint Paul (LCS 21), Independence-variant USS Canberra (LCS 30), and Independence-variant USS Santa Barbara (LCS 32).

The LCS is a fast, agile, mission-focused platform designed to operate in near-shore and open ocean environments, capable of winning against 21st-century coastal threats such as mines and swarming small craft. The ships are capable of supporting forward presence, maritime security, sea control and deterrence.

"I look forward to seeing Cooperstown step up to the plate

with her sister ships in Mayport to bring her slugging capabilities to the fleet.” Gold said.

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## USS Hué City Decommissioned After 31 Years of Service



Cmdr. Thad D. Tasso, commanding officer USS Hué City (CG 66), salutes as he arrives for the decommissioning ceremony of the Ticonderoga-class guided-missile cruiser USS Hué City (CG 66) after 31 years of naval service. *U.S. NAVY / Mass Communications Specialist 2nd Class Darien G. Kenney*  
NAVAL STATION NORFOLK – With plank owners, former crew members and veterans of the Battle of Hué in attendance, the crew of USS Hué City (CG 66) decommissioned their ship at a Naval Station Norfolk, Virginia, ceremony on Sept. 23, the ship’s public affairs office said in a release.

The event comes just nine days after the ship's 31st commissioning anniversary. Hundreds gathered to celebrate the ship's distinguished history and military service and to honor those who sacrificed in the battle for which the ship is named.

The ceremony's presiding officer and a native of Hue, Vietnam, Rear Adm. Huan Nguyen, Naval Sea Systems Command Deputy Commander for Cyber Engineering, shared his 1968 Tet Offensive experiences and the important place USS Hué City holds in the Navy.

"To me, the Hue City represents the very simple democracy and freedom and fighting spirit of all the heroes who defend and protect her," said Nguyen. "Those values are what continue to inspire me to serve our great nation, to live a life of fidelity, courage and honor. It is the crew, former and present, that I would like to honor and thank."

"BZ to the USS Hue City, to the former and present crew. Thank you for your service and may her fighting spirit live on forever."

Current Hué City Commanding Officer, Cmdr. Thad D. Tasso, spoke of the unbreakable connection between a ship and the Sailors who serve onboard and of the life-long connections made through shared experiences and challenges. His words resonated with the audience as they bade farewell to their ship.

"While the decommissioning of a ship is traditionally a somber affair, it is also an opportunity for us to celebrate our warship's heritage and the impact she has had on our Navy," said Tasso.

Hué City was built at Ingalls Shipbuilding in Pascagoula,

Miss., and commissioned there Sept. 14, 1991. The ship is named in commemoration of the Vietnam War battle which was fought in and around the city of Hué during the 1968 Tet Offensive from Jan. 31 to March 2, 1968. During the battle, three understrength U.S. Marine battalions, consisting of fewer than 2,500 men, attacked and soundly defeated more than 10,000 entrenched enemy troops, liberating the city of Hué and handing the enemy a costly defeat.

The Ticonderoga-class, guided-missile cruiser is the only U.S. Navy warship to be named in commemoration of a Vietnam War battle.

Over its 31 years of service, Hué City has played an important part in the Navy's timeless role of protecting America at sea. The ship and its crew completed several deployments, supported numerous exercises and provided important humanitarian assistance, including off the coast of New York in response to the 9/11 terrorist attacks.

From 2002 to 2017, the ship deployed seven times in support of the Global War on Terror and Operation Enduring Freedom. The ship deployed for the final time in 2017 to support Operation Inherent Resolve.

"For 31 years USS Hué City defended our nation and kept the oceans of the world free," added Tasso.

"Her crew sailed with the full knowledge of the heritage that sailed with them and in striving to remain true to it, built a legacy of success of their own. As she now takes her rightful place in our Navy's history, I can think of no more fitting epitaph for her service than 'she was worthy of the name she bears'."

After decommissioning, the ship is slated to be towed Oct. 31, to the Navy's Inactive Ship's facility in Philadelphia, where

it will be in a Logistical Support Asset status.

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# CNO, Commander of Belgian Navy Discuss Increasing Capabilities and Capacity



Chief of Naval Operations Adm. Mike Gilday meets with Commander of the Belgian Navy Rear Adm. Jan de Beurme at the Pentagon for an office call, Sept. 23. *U.S. NAVY / Mass Communication 1st Class Michael Zingaro*

WASHINGTON – Chief of Naval Operations Adm. Mike Gilday met with the Commander of the Belgian Navy Rear Adm. Jan de Beurme at the Pentagon for an office call on Sept. 23, the CNO's

Public Affairs office said in a release.

The leaders discussed building maritime capabilities and capacity, as well as deterrence, defense and the need to continue to protect the stability and prosperity of the seas.

“Collectively, our capacity expands when we sail in company with like-minded navies around the world, and we are grateful for the continued partnership and collaboration with Belgium,” said Gilday. “We will continue to strengthen the bonds we share through increased operations, interoperability, and continued cooperation.”

Both heads of navy emphasized the need to develop high-end warfare capabilities, such as advanced mine countermeasures and ballistic-missile defense, while also leveraging enhanced capabilities and technology. The Belgian navy is currently leading a Belgian-Dutch mine countermeasures replacement program, which will supply the Belgian and Royal Netherlands navies with six new minehunter vessels each.

The U.S. Navy and Belgian navy regularly operate together around the world. In July, the Navy participated in the Bulgarian exercise Breeze alongside Allies and partners Albania, Belgium, Georgia, Greece, Italy, Latvia, Romania, Turkey and the United Kingdom. This summer the U.S. and Belgium were two of the 16 NATO Allied and partner nations that participated in exercise Baltic Operations 22, the premier maritime-focused exercise in the Baltic Region.

Beurme attended the U.S.-led 2021 International Seapower Symposium in Newport, Rhode Island, and will see Gilday again in Venice, Italy, next month for the Trans-Regional Seapower Symposium. This was their first official meeting.

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# Cruiser USS Anzio Decommissioned After 30 Years of service



Sailors and plank owners of the Ticonderoga-class, guided-missile cruiser USS Anzio (CG 68) haul down the pennants, the jack and the ensign during the ship's decommissioning ceremony onboard Naval Station Norfolk, Sept. 22. Anzio was decommissioned after 30 years of service. *U.S. NAVY / Mass Communication Specialist 3rd Class Bradley Rickard*

NAVAL STATION NORFOLK – With plank owners, former crew members, and families of the Battle of Anzio veterans looking on, USS Anzio (CG 68) crew decommissioned their ship at a Naval Station Norfolk ceremony Sept. 22, Naval Surface Force Public Affairs said in a release.

Retired Capt. H. Wyman Howard Jr., Anzio's first commanding

officer, fondly remembered how the ship was brought to life three decades ago.

“Four hundred young men with the average age of 20 years old, 66% of whom had never been to sea before, ran onto Anzio and brought her alive,” said Howard during his remarks.

“At the commissioning, I wrote the following letter to Team Anzio: ‘This day marks the most significant milestone in the life of Anzio: she comes alive! ... Whether you fought at the Anzio beachhead, welded a piece of her steel, supervised her construction, or gave your love and support to us during 20 months of hard work, you are a valued member of Team Anzio. Thank you for all the hours, hard work, and sacrifices you made to make this day a reality.’”

The event comes just months after the ship’s 30th commissioning anniversary. Hundreds gathered to celebrate the ship’s distinguished history and military service.

Anzio was built by Ingalls Shipbuilding in Pascagoula, Miss., and commissioned in Norfolk, May 2, 1992.

It is the second ship to bear the name Anzio and honors the Allied Forces beachhead invasion at Anzio and Nettuno, Italy, during World War II. The strategic importance of the Battle of Anzio to the overall Allied effort in Europe, however, is often underestimated. The two German corps engaged on the Anzio front were originally destined for Normandy. The success of the Allied landings on the beaches in France in June 1944 were due largely to the tenacity of the Allied forces at Anzio.

The Ticonderoga-class, guided-missile cruiser deployed for the first time Oct. 20, 1994, as part of the Dwight D. Eisenhower Battle Group. During that deployment the crew participated in operations conducted in the Mediterranean Sea, Indian Ocean, Arabian Gulf, Adriatic Sea and Black Sea. It would be the first of many Anzio deployments.

Over the years, the Anzio team supported Operation Iraqi Freedom, firing more than a dozen Tomahawk missiles while on station and served as the flagship for Combined Task Force 151 supporting anti-piracy efforts off the horn of Africa. The crew also picked up 10 U.S. Navy Sailors for transport and medical evaluations after being held in Iranian custody having been captured after their two naval boats unintentionally entered Iranian waters.

After decommissioning, the ship is slated to be towed in November to the Navy's Inactive Ship's facility in Philadelphia, Pa., where it will be in a Logistical Support Asset status.

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## **Admiral: Safety, Retention, and Efficiency Are Navy's Top Priorities for Shipyard Workers**



Rear Adm. Scott Brown visited Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) in May to review shipyard operations in his new role as the deputy commander for industrial operations, Naval Sea Systems Command. *U.S. NAVY / Marc Ayalin*

VIRGINIA BEACH, Va. – Retaining shipyard workers and increasing their efficiency are the top priorities – aside from ensuring their safety – for the Navy’s deputy commander of industrial operations, he said at an American Society of Naval Engineers Conference in Virginia Beach on Sept. 20.

Rear Adm. Scott Brown, deputy commander of logistics, maintenance and industrial operations at Naval Sea Systems Command, said the Navy is doing all it can to maximize its workforce’s capabilities while also growing it to meet maintenance challenges.

The Navy has been battling a submarine maintenance backlog for years, causing the service to even resort to sending some attack submarines to private yards and hiring more personnel. A Congressional Budget Office report predicted the Navy is

likely to see labor supply shortages for the next few decades.

Brown said his top three priorities were safety, production capacity, and throughput and efficiency.

On the subject of safety, he stated there were 37,000 shipyard workers and their safety remains his top priority. After that, he is focused on production capacity as retention proves difficult in a hot economy where there is a high demand for workers. His office is trying to deal with that by focusing on retention so there are fewer gaps the Navy must fill through hiring, he said.

The final priority is throughput in efficiency, as Brown stated he wanted to make the workforce they have now as productive as they can possibly be.

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## **U.S., Israel Complete Unmanned Exercise in Gulf of Aqaba**



Vessels from the Israeli Navy and U.S. Naval Forces Central Command operate in the Gulf of Aqaba with two unmanned surface vessels, a Devil Ray T-38, top, and Saildrone Explorer, bottom, during exercise Digital Shield, Sept. 21. *U.S. NAVY MANAMA*, Bahrain – Forces from Israel and the U.S. completed a four-day exercise in the Gulf of Aqaba on Sept. 22, U.S. Naval Forces Central Command Public Affairs said.

The exercise, called Digital Shield, was a bilateral training event between U.S. Naval Forces Central Command and Israeli naval forces that focused on enhancing maritime awareness using unmanned systems and artificial intelligence in support of vessel boarding operations.

U.S. participants included members of NAVCENT's unmanned systems and artificial intelligence task force, Task Force 59, and the U.S. Coast Guard. A Devil Ray T-38 and Saildrone Explorer unmanned surface vessel also participated.

“Integrating unmanned systems with our partners advances our integration efforts,” said Lt. Cmdr. William Ricketts from Task Force 59. “Ultimately, we are strengthening ties and innovating new capabilities with regional partners to enhance maritime security.”

NAVCENT established Task Force 59 in September 2021 to integrate new unmanned systems and artificial intelligence into U.S. naval operations across the Middle East. Since its launch, the task force has operated a suite of new unmanned systems based at operational hubs in Bahrain and Aqaba, Jordan.

The task force partners with industry and international forces for operational evaluation and employment. The Middle East region's unique geography, climate and strategic importance offer an ideal environment for unmanned innovation.

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.

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## **CNO Meets with Chief of Royal Australian Navy; Discusses Increased Operations and Partnership**



Chief of Naval Operations Adm. Mike Gilday hosted the new head of the Royal Australian Navy, Vice Adm. Mark Hammond, at the Pentagon on Sept. 22. *U.S. NAVY / Chief Mass Communication Specialist Amanda Gray*

WASHINGTON (NNS) – Chief of Naval Operations Adm. Mike Gilday hosted the Royal Australian Navy's Chief of Navy Vice Adm. Mark Hammond at the Pentagon on Sept. 22, Gilday's press office announced.

During the visit, the two leaders focused on interoperability and their ongoing work to expand and strengthen maritime security in the Indo-Pacific region.

"Our partnership with Australia is rooted in our shared common values and friendship," said Gilday. "Our history and like-minded goals allow us to work seamlessly together across a range of military operations to keep the seas open and free."

Gilday and Hammond discussed progress of the trilateral security partnership signed in September 2021, known as AUKUS – referencing Australia, the United Kingdom, and United States

– which was implemented to develop and provide joint advanced military capabilities to promote security and stability in the Indo-Pacific region.

Since the announcement, each of the participating countries have reaffirmed their commitment to a free and open Indo-Pacific, and more broadly to an international system that respects human rights, the rule of law and the peaceful resolution of disputes free from coercion.

“We are excited for the future and are honored to work with the Royal Australian Navy day-in and day-out, committed to a warfighting force capable of assurance, deterrence, and the high-end fight,” said Gilday.

The U.S. and Australian navies share mutual interest in maintaining freedom of navigation and adherence to the rules-based international order.

The two navies conduct frequent cooperative deployments, and regularly operate together during flagship theater exercises like Pacific Partnership, Rim of the Pacific and Australian-led Kakadu.

This was Gilday’s first in-person meeting with Hammond, who assumed command of the Royal Australian Navy in June 2022.

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**USS Higgins Conducts  
Operations with Royal  
Canadian Navy in South China**

# Sea



The Royal Canadian Navy Halifax-class frigate HMCS Vancouver (FFH 331) cruises behind U.S. Navy Arleigh Burke-class guided-missile destroyer USS Higgins (DDG 76) while conducting integrated operations in the South China Sea, Sept. 19. *U.S. NAVY / Mass Communication Specialist 1st Class Donovan K. Patubo*

SOUTH CHINA SEA – Royal Canadian Navy Halifax-class frigate HMCS Vancouver (FFH 331) concluded exercises in the South China Sea with Arleigh Burke-class guided-missile destroyer USS Higgins (DDG 76) Sept. 18, Commander, Task Force 71/Destroyer Squadron 15 Public Affairs announced Sept. 21.

Vancouver and Higgins conducted bilateral surface action group operations demonstrating interoperability in the execution of joint exercises in the South China Sea and highlighted the U.S. Navy's support to Canada's Indo-Pacific deployment and their presence and role in the Western Pacific.

“Working with USS Higgins in the South China Sea has been an

incredible opportunity for HMCS Vancouver,” said Cmdr. Kevin Whiteside, HMCS Vancouver commanding officer. “The two teams seamlessly integrated, conducting a variety of training exercises together. As part of our deployment on Operation PROJECTION, Team Vancouver has been delivering robust capabilities, working with our partner navies since we departed home in June. It was awesome working with the Higgins team, demonstrating our commitment to promoting stability in the Indo-Pacific region.”

The bilateral training between U.S and Canadian maritime forces served to strengthen skills in maritime operations, anti-submarine warfare operations, air warfare operations and maneuvering.

“It has been an honor to sail alongside HMCS Vancouver for the past few weeks,” said Cmdr. Joseph McGettigan, Higgins commanding officer. “Operating with our closest allies and partners in the South China Sea provides us an opportunity to deepen our relationships as well as improve our capabilities as a combined force. Gaining familiarity with these waters and each other, provides us a greater ability to assure the stability of the region and demonstrates our shared commitment to a free and open Indo-Pacific.”

Higgins is assigned to Task Force 71/Destroyer Squadron 15, the Navy’s largest forward-deployed DESRON and the U.S. 7th fleet’s principal surface force.

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## **Inaugural Navy Exercise Tests**

# Dozens of Ship Maintenance Technologies



From left: Subin Varghese, a doctoral student in electrical engineering at the University of Houston, and Vedhus Hoskere, assistant professor of civil engineering at the university, launch a Skydio X2E unmanned aerial vehicle to scan the Self Defense Test Ship as Electrician's Mate 2nd Class Somantha Him-Gross and Hull Maintenance Technician 2nd Class Marco Perez of the Navy's Surge Maintenance program look on while underway off the coast of Port Hueneme, California, during the Repair Technology Exercise, or REPTX, on Aug. 29. *U.S. NAVY / Eric Parsons*

NAVAL BASE VENTURA COUNTY, Calif. – A variety of robots crawling in, on and below a decommissioned U.S. Navy destroyer, as well as replacement parts being additively manufactured on site, comprised just a small part of the activity that took place during the first-ever U.S. Navy Repair Technology Exercise, or REPTX, held Aug. 22-Sept. 1 at Naval Base Ventura County in Ventura County, California.

Teams from various companies as well as academic and government laboratories arrived from around the world with their technology applications to conduct demonstrations and field experiments aboard the decommissioned Spruance-class destroyer, known as the Self Defense Test Ship. The ship is operated by personnel from Naval Surface Warfare Center, Port Hueneme Division (NSWC PHD) in Port Hueneme, California, a field activity of Naval Sea Systems Command and located at NBVC.

NAVSEA's Naval Systems Engineering and Logistics Directorate Technology Office (NAVSEA 05T) sponsored REPTX 2022, which was hosted by NSWC PHD and held both pierside and aboard the SDTS, which took to the sea for the second week of the event.

The purpose of the inaugural exercise was to see if the technology can tackle real-world fleet maintenance and battle-damage related repairs of ships while operating in a true maritime environment – boosting the Navy's ability to keep ships at sea by aiding Sailors in carrying out needed repairs.

"The format provides a realistic fielding environment, both pierside and underway, allowing teams the chance to field, adjust, learn and retest their solutions," said Janice Bryant, sustainment technology program manager at NAVSEA 05T.

"REPTX didn't just showcase technology but applied it to solve Navy challenges," Bryant added. "It was a problem-centric event that promoted collaboration rather than competition. Many problems require a complex solution, and multiple participants have independent pieces of that solution."

The more than 60 REPTX participants demonstrated technologies designed to address four focus areas: visualization, command and control aids, forward manufacturing and expeditionary maintenance.

The technology also needed to be capable of taking on a "day job" – in other words, serving a purpose that adds value to

Navy ships and crew on a routine basis. And, it has to be user-friendly enough for a ship's crew to learn quickly.

"Our priorities as a warfare center are to deliver and sustain readiness, modernize and maintain the current fleet, and field the surface fleet of the future," said Capt. Andrew Hoffman, NSWC PHD commanding officer. "REPTX demonstrates these priorities by allowing both industry, government and academia to work side-by-side while exploring innovative maintenance concepts that we can rapidly deliver to our forward-deployed warfighters."

Approximately 20 reservists from the Navy's Surge Maintenance (SurgeMain) program provided that ship's crew perspective as they got hands-on with much of the technology, learning how to operate the remote-controlled robotics, wearing augmented reality (AR) headsets to view repair instructions and videos, measuring corrosion on the deckplate of the SDTS, and more.

"The SurgeMain sailors typically don't get chances like this to provide input on new technologies, so it was hugely important for them to have that opportunity," said REPTX Project Manager Suzie Simms. "At the end of the event, all of the SurgeMain sailors who participated said they want to be involved again next year."

Scenarios where reservists were able to remotely control robots included identifying unknown objects on the side of the ship's hull, detangling a fouled propeller, measuring the depth of metal wastage due to corrosion using ultrasonic waves, and inspecting tight spaces that would be difficult or dangerous for a human to go into.

Several companies brought AR technology to the SDTS, providing both communication and real-time visuals during simulated battle damage assessment scenarios as well as repair work instructions and videos that can be viewed through the headset while simultaneously looking at the damaged area.

Additive manufacturing technology installed in compact shipping containers both pierside and aboard the SDTS provided the capability to 3D print replacement parts as needed in a variety of materials.



Sarcos Mechanical Engineer Parker Hill (left) focuses on a monitor while guiding a remotely operated vehicle through an underwater demonstration as Hull Maintenance Technician Petty Officer 2nd Class Remedios Verduzconuñez with the Navy's Surge Maintenance program observes the ROV's progress on Aug. 25 at Naval Surface Warfare Center, Port Hueneme Division. The demonstration aboard the Self Defense Test Ship tested the ROV's ability to clear a rudder or propeller fouled by debris. *U.S. NAVY / Eric Parsons*

Other scenarios involved ship-to-shore communication systems, inspection and repair tools, and above- and below-water visualization devices.

Technology suppliers assisted SurgeMain reservists in using and demonstrating the technology aboard the SDTS during week two – this time in a true maritime environment as the vessel went underway off the coast of Port Hueneme. Unmanned aerial

vehicle (UAV) operators got a chance to fly their camera-equipped drones around the ship to inspect it.

The main goals of the UAV demonstrations during REPTX were to identify issues like corrosion and misplaced items and to test the UAVs' capabilities to aid in battle damage assessment and repair – a key focus area for the Navy – by rapidly creating digital models, among other things.

In one scenario, a flange with a leaky gasket was the focus of a collaborative effort on the last underway day of REPTX. The SDTS crew had identified the issue in the ship's state room, and several technology suppliers worked on a fix with SurgeMain sailors.

A reservist used an AR headset during the scenario to connect remotely with a subject matter expert elsewhere to help inspect and measure the faulty flange.

Armed with measurements of the flange assembly, two additive manufacturing companies participating in REPTX later 3D-printed parts that could be used to replace the flange and gasket in the state room.

Other underway demonstrations tested, repaired and monitored vital equipment on the ship.

Participants and organizers agreed that some of the best things to come out of REPTX were the spontaneous collaborations between attending organizations that revealed more efficient uses of their individual technologies when used together.

Along with the focus on collaboration, organizers designed the event to be educational for everyone involved.

“REPTX facilitated learning on both the government and participant sides,” said Jason Bickford, research manager at NSWC PHD. “We’ve heard unanimous positive feedback from

participants that it was a valuable experience for them.”

The learning experience was impactful in that it was hands on, operationally based and held aboard an active ship.

Bryant said that next steps include determining how to invest \$2 million in follow-on funding to further develop technologies for fielding in the fleet. The REPTX team will also release to the public a comprehensive after action report on the event.

Meanwhile, discussions are underway for a sequel.

“Events like REPTX enable NAVSEA to be more agile and competitive in the future fight,” Bryant said. “Providing access to Navy assets, crew and problems allows traditional and non-traditional players to engage together, quickly and effectively. Continuing efforts like REPTX are essential as the Navy looks to build a more resilient and sustainable fleet and innovative and responsive industrial base.”

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## **USS Zumwalt Operates with 7th Fleet for the First Time**



USS Zumwalt (DDG 1000) approaches the Gov. William Preston Lane Memorial Bridge, also known as the Chesapeake Bay Bridge, as the ship travels to its new home port of San Diego, California, in 2016. *U.S. NAVY / Liz Wolter*

ARLINGTON, Va. – The guided-missile destroyer USS Zumwalt (DDG 1000) is operating under the command of the U.S. 7th Fleet for the first time, according to a Navy release.

The Zumwalt completed its first port call in Guam on Sept. 19, according to Commander, Task Force 71/Destroyer Squadron 15 Public Affairs. This “marks the farthest it’s ever been from its home port of Naval Base San Diego since its commissioning,” the squadron’s release said.

While in the region, the Zumwalt is assigned to Task Force 71/Destroyer Squadron 15, the 7th fleet’s principal surface force.

The Zumwalt is the lead ship of a three-ship class of DDGs, two of which have been commissioned and one is still under construction. All three are or will be assigned to Surface

Development Squadron One in San Diego.

The Zumwalt class has been selected to be the initial platform for the Navy's Conventional Prompt Strike capability. The ships' Advanced Gun Systems will be removed to make way for Large Missile Vertical Launch Systems to handle hypersonic missiles because the ship's existing Mk57 launchers for its Standard and Tomahawk missiles are too small to accommodate the CPS missile.

The Zumwalt will be the first ship to receive the modifications. The Navy's Supervisor of Shipbuilding, Conversion, and Repair, Bath, Maine, awarded General Dynamics Bath Iron Works a \$20 million cost-plus-fixed-fee contract modification "for procurement of long-lead time material for the Large Missile Vertical Launch System [LMVLS] launch module fabrication on DDG 1000," an Aug. 18 Defense Department contract announcement said. Work is expected to be completed by June 2024.

The Navy plans to field the Conventional Prompt Strike capability on the Zumwalt in 2025. The Conventional Prompt Strike capability will be fielded later in the decade on the Block V version of the Virginia-class attack submarine.

The Zumwalt is commanded by Capt. Amy McInnis.