

Houthi Attacks on Commercial Shipping in International Water Continue



Release from U.S. Central Command

USCENTCOM

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SOUTHERN RED SEA – Today, there were four attacks against three separate commercial vessels operating in international waters in the southern Red Sea. These three vessels are connected to 14 separate nations. The Arleigh-Burke Class

destroyer USS CARNEY responded to the distress calls from the ships and provided assistance.

At approximately 9:15 a.m. Sanaa time, the CARNEY detected an anti-ship ballistic missile attack fired from Houthi controlled areas of Yemen toward the M/V UNITY EXPLORER, impacting in the vicinity of the vessel. UNITY EXPLORER is a Bahamas flagged, U.K. owned and operated, bulk cargo ship crewed by sailors from two nations. The CARNEY was conducting a patrol in the Red Sea and detected the attack on the UNITY EXPLORER.

At approximately 12 p.m., and while in international waters, CARNEY engaged and shot down a UAV launched from Houthi controlled areas in Yemen. The drone was headed toward CARNEY although its specific target is not clear. We cannot assess at this time whether the Carney was a target of the UAVs. There was no damage to the U.S. vessel or injuries to personnel.

In a separate attack at approximately 12:35 p.m., UNITY EXPLORER reported they were struck by a missile fired from Houthi controlled areas in Yemen. CARNEY responded to the distress call. While assisting with the damage assessment, CARNEY detected another inbound UAV, destroying the drone with no damage or injuries on the CARNEY or UNITY EXPLORER. UNITY EXPLORER reports minor damage from the missile strike.

At approximately 3:30 p.m. the M/V NUMBER 9 was struck by a missile fired from Houthi controlled areas in Yemen while operating international shipping lanes in the Red Sea. The Panamanian flagged, Bermuda and U.K. owned and operated, bulk carrier reported damage and no casualties.

At approximately 4:30 p.m., the M/V SOPHIE II, sent a distress call stating they were struck by a missile. CARNEY again responded to the distress call and reported no significant damage. While en route to render support, CARNEY shot down a UAV headed in its direction. SOPHIE II is a Panamanian flagged

bulk carrier, crewed by sailors from eight countries.

These attacks represent a direct threat to international commerce and maritime security. They have jeopardized the lives of international crews representing multiple countries around the world. We also have every reason to believe that these attacks, while launched by the Houthis in Yemen, are fully enabled by Iran. The United States will consider all appropriate responses in full coordination with its international allies and partners.

Navy Reserve Launches Mobilization and Deployment Support Command (MDSC)



[Release from Commander, Navy Reserve Forces Command Public Affairs](#)

Dec. 1, 2023

By Commander, Navy Reserve Forces Command Public Affairs

Mobilization and Deployment Support Command (MDSC) officially launched during a ribbon-cutting ceremony on Naval Station Norfolk, December 1, 2023.

MDSC reflects the Navy Reserve's rapid alignment with the concept of Adaptive Mobilization, a process intended to improve warfighter readiness by enabling the Navy to respond with speed, agility and quantity of personnel in support of large-scale contingencies and to improve processes and procedures that will ensure effective mass mobilization capability.

"MDSC is being established to provide oversight of all Reserve Component (RC) mobilizations and Active Component (AC) Individual Augmentee (IA) mobilizations," said Rear Admiral Michael J Steffen, Commander, Navy Reserve Forces Command. "This is a wholesale re-imagining of the legacy, centralized mobilization process and is the realization of the Reserve's shift from operational support through a centralized center of excellence to strategic reserve via adaptive, distributed mobilizations."

The establishment of MDSC coincides with the disestablishment of Expeditionary Combat Readiness Center (ECRC), which transferred to Navy Reserve Forces Command (CNRFC) in January 2022.

MDSC will retain the Mobilization Center of Excellence role to train, oversee and execute the Navy's mobilization processes

and continue to deploy steady-state IA Sailors across the globe, while adjusting processes and procedures to encompass the Navy's focus on Adaptive Mobilization in support of large-scale contingencies and mass mobilization requirements.

According to Steffen, MDSC will continue to set the standard across all Distributed Activation processing sites to provide deployment ready and mission capable warfighters to effectively implement the strategic, operational and tactical objectives of the Navy.

"With the drawdown in missions supporting the Global War on Terror, the return of strategic competition and the new reality of multi-domain warfare, MDSC's new mission and capabilities now align to the Navy's focus in decentralizing the mobilization processing from a singular center at MDSC to the regional REDCOMs and other strategic locations," said Steffen. "Our Reserve Force is laser-focused on warfighting readiness and our swift transformation will further sharpen our focus on one thing, and one thing only... our ability to fight and win."

USS RAMAGE RETURNS TO HOMEPORT FOLLOWING 6TH FLEET DEPLOYMENT



[Release from Carrier Strike Group 12 Public Affairs](#)

[By Carrier Strike Group 12 Public Affairs](#)

04 December 2023

NORFOLK, Va. – The Arleigh-Burke class guided-missile destroyer USS Ramage (DDG 61) – part of Carrier Strike Group (CSG) 12, Gerald R. Ford CSG returns to Norfolk, VA after a 7-month deployment to the US Naval Forces Europe area of operations, Dec. 03, 2023.

The Gerald R. Ford Carrier Strike Group remains on deployment in the Eastern Mediterranean as part of the Pentagon's response to the Oct. 7th Hamas attacks on the Gaza strip. While abroad, the USS Ramage served as an air defense unit for the strike group off the coast of Israel, and closely monitored Russian Federation Navy units for signs of

aggression.

A recent contract for the maintenance of Ramage was awarded to BAE systems in Jacksonville. The crew's early return to Norfolk provides an opportunity to prepare for an imminent homeport change to Mayport, Florida.

"I'm looking forward to Florida. It feels closer to home than any place I could be stationed," says Fire Controlman Third Class Tyler Allen Wade Dickey from Refugio, Texas. "This crew is the best team I've ever been a part of. There's isn't anything we can't accomplish together."

In 214 days, the crew of the Ramage accomplished 40 replenishments at sea, logged over 400 helicopter landings, sailed over 50,000 miles, and prepared over 190,000 meals.

While deployed with Carrier Strike Group 12, the Ramage crew conducted maritime security operations and engaged with allied and partner nations. In May, the crew of the Ramage was able to quickly replace critical acoustic equipment and celebrate the Battle of the Atlantic 80th Anniversary in Liverpool, UK. In June, members of the Ramage crew volunteered to clear debris from a public park and planted 100 decorative plants around the municipality of Bar, Montenegro. The July visit to Durres, Albania allowed Ramage leadership to meet with local senior security officials. During the August port visit to Limassol, Cyprus the support of local contractors allowed the crew to complete an intensive week of scheduled upkeep.

The Gerald R. Ford CSG remains flexible to conduct operations wherever needed. In September, Arleigh-Burke class guided-missile destroyer USS Ramage (DDG 61) and Ford-class aircraft carrier USS Gerald R. Ford (CVN-78) shared a port visit in Trieste, Italy prior to conducting dual-carrier operations with ITS Cavour (CVH 550) and Italy's 2nd Naval Division.

"Throughout our deployment, we've conducted joint operations with the British, Spanish, Italian, French, Hellenic, and

Turkish Navies.” says Cmdr. Tim Yuhas, commanding officer of the USS Ramage. “These strong strategic relationships between the U.S. and our allies maintains our superior readiness and are critical to our ability to respond to any contingency in the Mediterranean.”

Strengthening partnerships during the deployment to the Naval Forces Europe area of operations builds enduring relationships and emphasizes our shared commitment to promoting safety and stability within the region, while seeking opportunities to enhance our interoperability as NATO allies.

CSG-12, Gerald R. Ford CSG, is on a scheduled deployment in the U.S. Naval Forces Europe-Africa area of operations, employed by U.S. Sixth Fleet to defend U.S., allied, and partner interests.

The Gerald R. Ford Carrier Strike Group is comprised of its flagship and namesake, the Ford-class aircraft carrier USS Gerald R. Ford (CVN-78), Carrier Air Wing Eight (CVW-8), Destroyer Squadron Two (DESRON-2), the Ticonderoga-class guided-missile cruiser USS Normandy (CG-60), and the Arleigh Burke-class guided-missile destroyers USS Ramage (DDG 61), USS McFaul (DDG 74), and USS Thomas Hudner (DDG 116).

The squadrons of CVW-8 embarked aboard Gerald R. Ford are the “Tridents” of Helicopter Sea Combat Squadron (HSC) 9, the “Spartans” of Helicopter Maritime Strike Squadron (HSM) 70, the “Bear Aces” of Airborne Command and Control Squadron (VAW) 124, the “Ragin’ Bulls” of Strike Fighter Squadron (VFA) 37, the “Blacklions” of VFA-213, the “Golden Warriors” of VFA-87, the “Tomcatters” of VFA-31, the “Gray Wolves” of Electronic Attack Squadron (VAQ) 142, and the “Rawhides” of Fleet Logistics Support Squadron (VRC) 40.

Headquartered in Naples, Italy, NAVEUR-NAVAF operates U.S. naval forces in the U.S. European Command (USEUCOM) and U.S. Africa Command (USAFRICOM) areas of responsibility. U.S. Sixth

Fleet is permanently assigned to NAVEUR-NAVAF, and employs maritime forces through the full spectrum of joint and naval operations.

U.S. Navy deployment puts Leidos autonomy on display



Unmanned surface vessel Seahawk arrives at Sydney Harbor as part of Integrated Battle Problem 23.2. Photo: [U.S. Navy/Ensign Pierson Hawkins](#)

[Release from Leidos](#)

November 28, 2023

A U.S. Navy task group including four unmanned surface vessels (USVs) [reached Sydney Harbor](#) late last month after crossing the Pacific Ocean for the first time and visiting several [western Pacific ports](#).

Each of the fleet's unmanned vessels ([Seahawk](#), [Sea Hunter](#), [Ranger](#) and [Mariner](#)) are designed and outfitted with state-of-the-art Leidos autonomy technology.

The [deployment](#), named Integrated Battle Problem (IBP) 23.2, marks a number of historic milestones in naval autonomy.

Retired U.S. Navy Vice Admiral [David Lewis](#), Leidos Sr. Vice President for Maritime Operations, said it's the first time these vessels have operated together as a task group, traveled beyond Hawaii, crossed the International Date Line, crossed the Equator and visited a Western Pacific foreign port.

Before IBP 23.2, they operated extensively in the Caribbean Sea and Panama Canal and on numerous Eastern Pacific tours.

Lewis said he sees many comparisons to President Theodore Roosevelt's voyage of the [Great White Fleet](#), a group 16 U.S. Navy battleships that sailed around the world from 1907-1909 in a display of American naval power.

- "In many ways, this deployment is showing the world that the U.S. Navy has embraced autonomy, the next generation of maritime high technology," he said. "This isn't just a few ships out on a short cruise. This deployment brings together autonomy and multidomain task group operations. I see it as the operational debut of 21st century American technology on the world stage, which is what the Great White Fleet represented in its day."

Lewis added that the deployment signals a transition of advanced technology out of the laboratory and prototype stages and into the heart of today's most stressing maritime operational environment, the Western Pacific.

[Gerry Fasano](#), Leidos Defense Group President, emphasized the

significance of USVs actively enhancing the fighting envelope of U.S. Navy surface combatants in an organized Surface Action Group.

- “The integration of autonomous surface vessels with manned combatants on display in this deployment will give fleet commanders much-needed enhancements to maritime domain awareness, accelerating the speed and lethality of existing maritime kill chains,” says Fasano.

An historic learning opportunity: Lewis said the deployment will reveal a lot about how autonomous vessels operate on deployment.

- “We have significant knowledge about cruisers, destroyers and submarines, which we’ve deployed for decades,” he said, “but when you do things you’ve never done before, like deploy a Surface Action Group of autonomous warships across the vast Pacific, unexpected things will happen, and that’s the point. We’re going to learn a lot, and that’s a very good thing.”

Lewis also emphasized the importance of cohesive and continuous maintenance for autonomous systems to support naval operations.



The task group of IBP 23.2 crossing the Pacific Ocean. Photo: [U.S. Navy/Ensign Pierson Hawkins](#)

Ray Sheldon, Gibbs & Cox President, said before the deployment, Ranger and Mariner had logged nearly 100,000 miles in supervised autonomy near U.S. shores.

“The Western Pacific has some of the roughest seas in the world,” says Sheldon, “so they’re being put to the test like never before. They’re being asked to operate dependably over a great deal of sheer distance and operational time. All four vessels have a remarkably high reliability record, but not necessarily when exposed to rough waters on the high seas, and that can make a big difference. It’s a harsher operating environment than anything we’ve tested, but these are the types of conditions we’ve been preparing for.”

Dan Brintzinghoffer, Leidos Vice President and Division Manager in the Leidos Maritime Business, said that because the deployment will last for several months, his team has positioned hundreds of spare parts aboard Ranger and Mariner.

“Whether it’s harsh operating conditions, severe weather or other mission factors, it’s safe to say we will learn a lot during the extended time at sea,” says Brintzinghoffer. “We know we will experience individual systems issues and learn

from those occurrences. The question is, as you stress the system of systems, how do the vessels respond? Normally, there is crew onboard to assist if there are any system issues, but this assistance now must come in the form of an autonomous or semi-automated response. We believe we have the right parts, technology and software in place to keep system availability high.”



Clockwise from top left: Unmanned surface vessels Seahawk, Ranger, Sea Hunter and Mariner. Photos: Leidos

Meet the fleet: [Sea Hunter](#), a fully autonomous vessel, was the first of the four ships to be completed in 2015. In 2019, [Fortune](#) called Sea Hunter “the first of a new class of warships that use artificial intelligence in place of a crew.”

[Seahawk](#), also fully autonomous, was the second. Like Sea Hunter, Leidos designed Seahawk to be completely autonomous from the hull up. The company supervised construction of the vessel, which joined the Navy’s [Surface Development Squadron One](#) in 2021.

“Seahawk and Sea Hunter are autonomous down to the pump, motor and engine, capable of self-reconfiguration and decision-making about how to operate apart from human guidance,” says

Lewis.

[Ranger](#), a large semi-autonomous platform, is a fast supply vessel (FSV) converted to operate autonomously by Leidos subsidiary [Gibbs & Cox](#). Leidos purchased Ranger partially completed, selected the shipyard and oversaw the reconstruction effort.

[Mariner](#), also semi-autonomous, is the newest ship in the fleet, a converted FSV that incorporates lessons learned from Ranger into its mechanical and electrical designs to make them more reliable and conducive to autonomy.

“Ranger and Mariner, while not as autonomous as Seahawk and Sea Hunter, can navigate effectively without a crew, but because they weren’t originally designed for autonomy, they aren’t quite at the same level,” said Lewis. “However, these are platforms with substantial capacity. They’ve done surveillance missions, but they also have the potential to be weapons platforms.”

Looking ahead: Beyond the deployment, Lewis sees fully autonomous mission planning as the ultimate form of naval autonomy.

“If the vessel was on a wartime mission and took damage or encountered severe weather, for example, the truly autonomous ship can replan itself to carry out the mission despite damage or equipment casualties without human reprogramming,” he said. “That’s a huge challenge, and it’s something we’re working on implementing every day at Leidos.”

USS Paul Ignatius (DDG 117) Completes Second Forward-Deployed Naval Forces-Europe Patrol



[Release from Commander, U.S. 6th Fleet](#)

Dec. 1, 2023

By Ensign Karolyn Batista, USS Paul Ignatius Public Affairs Officer

ROTA, Spain – The Arleigh Burke-class guided-missile destroyer USS Paul Ignatius (DDG 117) returned to Rota, Spain, on November 28, 2023, following a six-month deployment throughout the U.S. Naval Forces Europe-Africa (NAVEUR-NAVAF) and U.S. Sixth Fleet area of operations and marking the completion of its second Forward-Deployed Naval Forces-Europe

(FDNF-E) patrol.

During their extended deployment, USS Paul Ignatius Sailors participated in various critical missions aimed at deterrence, safeguarding national security interests, and promoting global stability. The ship participated in various port visits, exercises, bilateral and multinational operations throughout the European and African theaters, contributing to maritime security and defense cooperation. Most recently, the ship integrated into the Gerald R. Ford Carrier Strike Group currently deployed to the eastern Mediterranean Sea.

Under the leadership of commanding officer Cmdr. Corry Lougee, Paul Ignatius' crew displayed professionalism, expertise, and unwavering commitment to their mission, country, and allies and partners throughout their deployment.

"From conducting maritime exercises and missions in the Baltic Sea to extended operations in the Eastern Mediterranean Sea and providing a strong deterrence, this crew gave 117% effort and finished our patrol strong," said Lougee. "Getting extended on deployment can be tough for the crew and our families, but our time under the Gerald R. Ford Carrier Strike Group brought us closer together as a team, and our mission and sense of purpose was clear."

Paul Ignatius completed a demanding and unpredictable deployment, exemplifying the U.S. Navy's steadfast commitment to ensuring the safety and security interests of our nation, our allies, and our partners.

Family and friends warmly greeted the ship's arrival and its Sailors. The reunion was a joyous occasion, celebrating not only the safe return home Paul Ignatius but also the significant and historic contributions the crew made.

Four U.S. Navy destroyers, including Paul Ignatius, are based in Rota, Spain and are assigned to Commander, Task Force 65 in support of NATO's Integrated Air Missile Defense architecture.

These FDNF-E ships have the flexibility to operate throughout the waters of Europe and Africa, from the Cape of Good Hope to the Arctic Circle, demonstrating their mastery of the maritime domain.

For more than 80 years, NAVFAC-NAFAC has forged strategic relationships with our Allies and partners, leveraging a foundation of shared values to preserve security and stability.

Headquartered in Naples, Italy, NAVFAC-NAFAC operates U.S. naval forces in the U.S. European Command (USEUCOM) and U.S. Africa Command (USAFRICOM) areas of responsibility. U.S. Sixth Fleet is permanently assigned to NAVFAC-NAFAC and employs maritime forces through the full spectrum of joint and naval operations.

Navy to Christen Amphibious Assault Ship Bougainville



[Release from the U.S. Department of Defense](#)

Dec. 1, 2023

The Navy will christen its newest America-class amphibious assault ship, the future USS Bougainville (LHA 8), during a 9 a.m. CST ceremony Saturday, Dec. 2, in Pascagoula, Mississippi.

Under Secretary of the Navy Eric Raven will deliver the christening ceremony's principal address. Remarks will also be provided by Vice Adm. Del Crandall Jr., Judge Advocate General of the Navy, Maj. Gen. James H. Adams III and Mrs. Kari Wilkinson, Executive Vice President of HII and President of Ingalls Shipbuilding. The ship's sponsor is Mrs. Ellyn Dunford, wife of Gen. Joseph F. Dunford Jr., USMC (Ret.), 19th Chairman of the Joint Chiefs of Staff and 36th Commandant of the Marine Corps.

Bougainville is the third ship of the America-class of amphibious assault ships built to facilitate forward presence and power projection. LHA 8 is the first Flight I ship of the America-class with a reincorporated well deck to increase

operational flexibility while maximizing the aviation capability inherent on the Flight 0 ships, USS America (LHA 6) and USS Tripoli (LHA 7).

Designed to support the Marine Corps tenets of Operational Maneuver from the Sea and Ship to Objective Maneuver, America class ships are capable of rapid combat power buildup ashore. The America class also accommodates the Marine Corps' Air Combat Element including F-35B Joint Strike Fighter and MV-22 Osprey, essential to maintaining power projection, air superiority and theater logistics.

LHA 8 is the second Navy ship to be named Bougainville. The name honors and commemorates the site of a major World War II campaign during which Navy and Marine Corps forces captured the Island of Bougainville, isolating Japan's Rabaul air base and assisting in providing an advantage to the Allied forces.

The ceremony will be live streamed at: https://youtube.com/live/H-NPeY_NZ_I?feature=share and <https://fb.me/e/3QC53JWbD>. The links becomes active approximately 30 minutes prior to the event at 9:50 a.m. CST.

Media may direct queries to the Navy Office of Information at (703) 697-5342. More information on the amphibious assault ship program can be found at: <https://www.navy.mil/Resources/Fact-Files/Display-FactFiles/Article/2169814/amphibious-assault-ships-lhdlhar/>

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Combined Multinational Effort Averts Attempted Seizure in the Gulf of Aden



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

By U.S. Naval Forces Central Command Public Affairs | November 30, 2023

MANAMA, Bahrain – A combined naval effort between multiple nations thwarted an attempted seizure of an oil tanker in the Gulf of Aden, Nov. 26.

The Arleigh Burke-class guided-missile destroyer USS Mason (DDG 87) assigned to Task Force (TF) 55, a P8 patrol and reconnaissance aircraft from TF-57, a Japan Maritime Self-

Defense Force destroyer JS Akebono (DD 108), a JMSDF P-3C maritime surveillance aircraft, and the Republic of Korea Navy destroyer ROKS Yang Man-chun (DDH 973), all working with Combined Maritime Forces' Philippine-led Combined Task Force (CTF) 151, responded to reports of a seizure of the M/V Central Park, an oil tanker, as the ship was transiting in international waters.

Working in coordination with U.S. Naval Forces Central Command, the aircraft kept a watchful eye on events until surface units could converge on Central Park's location. After several hours the perpetrators, unable to gain control of the ship, abandoned the vessel and attempted to escape on their skiff.

Tracking their movements, the international force cornered the skiff and the individuals surrendered to Sailors from Mason and were taken into custody in accordance with international law.

"This was an international effort and the textbook definition of teamwork," said Vice Adm. Brad Cooper, NAVCENT commander. "We remain deeply committed to ensuring maritime security to support the free flow of commerce and safe navigation."

U.S. Naval Forces Central Command/U.S. 5th Fleet's area of operations encompasses about 2.5 million square miles of water area and includes the Arabian Gulf, Red Sea, Gulf of Oman, Gulf of Aden, Arabian Sea and parts of the Indian Ocean. This expanse, comprising 21 nations, includes three critical choke points at the Strait of Hormuz, the Suez Canal and the Strait of Bab al Mandeb.

Iranian UAV Creates Safety-of-Flight Risk to IKE Carrier Strike Group in Arabian Gulf



U.S. Naval Forces Central Command public affairs

MANAMA, Bahrain – Statement from the commander of U.S. Naval Forces Central Command, Vice Adm. Brad Cooper:

“Iranian unmanned aircraft took unsafe and unprofessional actions near USS Dwight D. Eisenhower (CVN 69) (IKE) during the course of routine flight operations in international waters, Nov. 28.

“The Dwight D. Eisenhower Carrier Strike Group (IKECSG) was conducting routine flight operations in the international waters of the Central Arabian Gulf when it detected an

unmanned aerial vehicle (UAV). The UAV was visually identified as Iranian. Its closest point of approach to IKE was approximately 1,500 yards. Multiple hails and warnings were ignored by Iran.

“This Iranian action violated safety precautions outlined in a daily Notice to Airmen (NOTAM). The NOTAM directed manned and unmanned aircraft to remain greater than 10 nautical miles from the aircraft carrier in order to ensure safety of flight of military and civilian aviation.

“No injuries were reported and no aircraft was damaged.

“This unsafe, unprofessional, and irresponsible behavior by Iran risks U.S. and partner nation lives and needs to cease immediately.

“U.S. naval forces remain vigilant and will continue to fly, sail and operate anywhere international law allows while promoting regional maritime security.”

Littoral Combat Ship, Unmanned Systems Pair Up to Advance Lethality in the Middle East



[Release from U.S. Naval Forces Central Command Public Affairs](#)

By Mass Communication Specialist 2nd Class Jacob Vernier |
November 29, 2023

MANAMA, Bahrain – U.S. Naval Forces Central Command (NAVCENT) continues advancing lethality at sea, utilizing the Freedom-class littoral combat ship USS Indianapolis (LCS 17) as a staging base and command center for a host of unmanned systems during live weapons firing exercises in the international waters of the central Arabian Gulf, Nov. 27.

Digital Talon 2.0, the second exercise of its type in as many months, showcased “manned-unmanned teaming” by meshing together Indianapolis, three unmanned surface vehicles, and an unmanned aerial vehicle to create a single common operating picture and what is known as a “mesh network” providing targeting data to all stations taking part in the exercise.

NAVCENT’s Task Force 59 – the Navy’s first Unmanned and Artificial Intelligence Task Force – partnered with Indianapolis to demonstrate the ability of unmanned platforms

to pair with traditionally crewed ships. The manned and unmanned teams identified, targeted, engaged and then destroyed simulated hostile forces at sea, represented through the use of a target boat.

“This second iteration of Digital Talon continues building on our earlier successes,” said Capt. Colin Corridan, TF-59 commodore. “We keep progressing toward fulfilling NAVCENT’s priorities of deterrence and de-escalation by demonstrating live firing from a tight ‘manned-unmanned teaming’ model.”

In multiple firing events, a T-38 Devil Ray unmanned surface vessel (USV), equipped with a Lethal Miniature Aerial Missile System, and successfully scored direct hits on the target boat each time. As with the previous Digital Talon exercise, a human operator ashore at TF-59’s Robotics Operations Center made the engagement decisions.

The unmanned vehicles taking part in the exercise included a Flexrotor unmanned aerial vehicle; an Arabian Fox MAST-13 USV; and an additional T-38 Devil Ray USV.

Digital Talon 2.0 took a significant step forward, Collidan said, noting the results from this event, “have proven these unmanned platforms paired with our manned combat ships can enhance fleet lethality. In doing so, we are strengthening regional maritime security and enhancing deterrence against malign activity.”

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