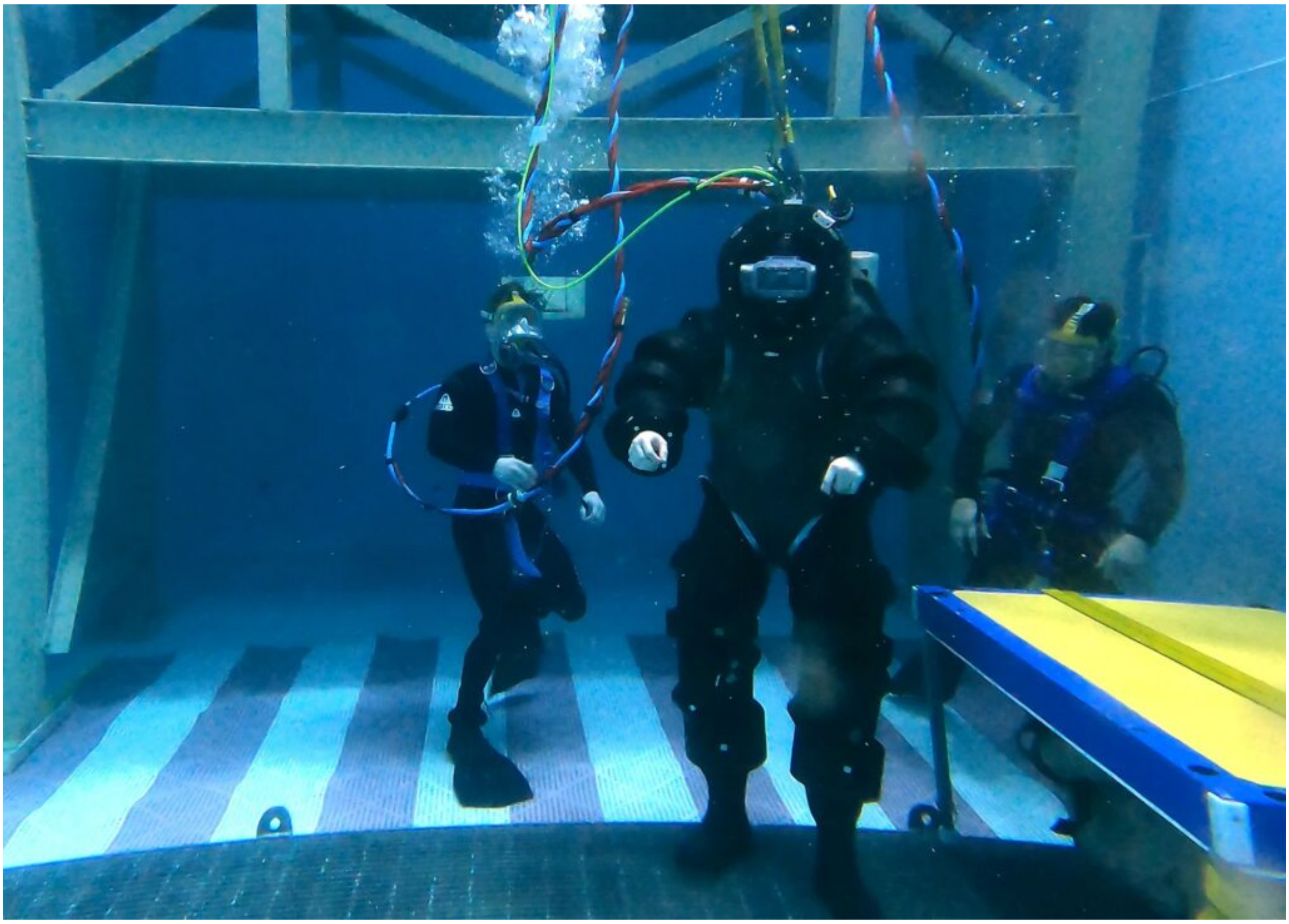
ONE TEAM, NSWC PCD brings flexibility to the future of diving



[Release from Naval surface Warfare Center Panama City Division]

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ONE TEAM, NSWC PCD brings flexibility to the future of diving

By Jeremy Roman, NSWC PCD Public Affairs

PANAMA CITY, Fla. –

After months of planning, the mission to rapidly deliver solutions to ensure warfighting dominance moved one step closer during the Deep Sea Expeditionary with No Decompression

(DSEND) Suit In-Water Concept Demonstration held at the U.S. Navy Experimental Diving Unit (NEDU), Feb. 7 – 8.

The DSEND demo tested the capabilities of a new concept suit aimed to help divers navigate their environment more efficiently. Allie Williams, Naval Surface Warfare Center Panama City Division (NSW PCD) Fleet Diving In-Service Engineering Agent, explained some of the highlights from this successful demonstration.

"This test was conducted as a proof of concept demonstrating the DSEND suit's flexibility and maneuverability under the diver's own power," said Williams. "The operator was [also] wearing a Divers Augmented Vision Display (DAVD) system inside the suit to demonstrate the future permanent integration of DAVD, as well."

While performance-capable, the current Atmospheric Diving Suit (ADS) is also heavy, lacks maneuverability and requires relatively large sea craft for deployment. This project aims to innovate the previous ADS on several fronts including improvements to its current rotary joint design. For example, the current ADS does not allow movement in the same direction as natural human joints, which can contribute to diver fatigue. This new suit concept would enhance a diver's range of motion, without considerable strain or force, while providing the added benefit of allowing the user to swim independent of propulsion systems.

An additional program objective is to develop a swimmable dive suit that maintains atmospheric pressure internal to the suit and can withstand pressures up to 300 feet of seawater (fsw). Further development could enable it to greater depths.

"The demo went well and served as a good proof of concept for the project. We received good feedback and it was valuable to have the chance for follow-on testing," said Williams. "This program will provide new capabilities to the warfighter by creating a more flexible and lightweight ADS, compared to the previous more costly and burdensome capabilities.”

Not only does this demonstration move the project closer to interoperability capability, it also strengthens partnerships through the organizational collaboration of Naval Sea Systems Command 00C3, Office of Naval Research 342, NSWC PCD, Naval Undersea Warfare Center Keyport, Nuytco Research, Mide Technology, Coda Octopus and NEDU. They will continue their respective work to complete their primary objective, which is to develop a suit that will replace the 300 fsw Mixed Gas Diving Systems and eventually go to greater depths.

HII Receives Additive Manufacturing Approval from Naval Sea Systems Command

[Release from BAE Systems]

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NEWPORT NEWS, Va., March 07, 2023 (GLOBE NEWSWIRE) — Global all-domain defense partner HII (NYSE: HII) announced today that its Newport News Shipbuilding division recently received approval as a vendor to provide some additive manufacturing components to Naval Sea Systems (NAVSEA) platforms.

The certification enables NNS to use additive manufacturing, or 3D printing, to fabricate pipefittings or other potential components for use on aircraft carriers, submarines and other NAVSEA platforms.

“Innovation is driving our business transformation at Newport News Shipbuilding,” NNS Vice President of Engineering and Design Dave Bolcar said. “Our continued advances in additive manufacturing are revolutionizing naval engineering and shipbuilding. This will continue to propel our progress in efficiency, safety and affordability as we remain steadfast in our mission to deliver the critical ships our Navy needs to protect peace around the world.”

Photos accompanying this release are available at: https://hii.com/news/hii-receives-additive-manufacturing-approval-from-naval-sea-systems-command-2023/.

In 2018, NAVSEA approved the technical standards for 3D printing after extensive collaboration with HII and industry partners that involved the rigorous printing of test parts and materials, extensive development of an engineered test program and publishing of the results.

The first 3D-printed metal part, a piping assembly, was delivered to the U.S. Navy for installation on the NNS-built USS *Harry S. Truman* (CVN 75) in January 2019. Since then, NNS has received approval for several other metal 3D-printed parts on U.S. Navy ships of varying criticality.

This most recent certification is for stainless steel (316/316L grade) additively manufactured pipefittings. NNS is also pursuing approvals that will enable broader use and implementation of additive manufacturing across the naval enterprise. The highly digitized process could lead to cost savings and reduced production schedules for naval ships.

NNS is the only builder and refueler of nuclear-powered U.S. Navy aircraft carriers and one of just two shipyards building nuclear-powered submarines for the Navy.

BOLLINGER KICKS OFF CONSTRUCTION OF T-ATS 10 WITH

STEEL CUTTING CEREMONY

Release from Bollinger Shipyards

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USNS MUSCOGEE CREEK NATION is the fifth Bollinger-built T-ATS

T-ATS to replace the aging Safeguard-class rescue and salvage ships and Powhatan-class tugboats

Pascagoula, MS – (March 7, 2023) – Joined by senior U.S. Navy officials at Bollinger Mississippi Shipbuilding, Bollinger Shipyards LLC ("Bollinger") last week officially commenced construction of the future USNS MUSCOGEE CREEK NATION, the tenth Navajo-class Towing, Salvage and Rescue Ship ("T-ATS") and the fifth T-ATS vessel being constructed by Bollinger since acquiring the program in April of 2021.

"Bollinger is honored to be entrusted by the Navy to build the

Navajo-class Towing, Salvage and Rescue Ship. We're excited to be able to utilize our newly acquired facility in Pascagoula to maximize our mobility and efficiency on the T-ATS program as we officially kick off construction on the fifth of five T-ATS ships to be built by Bollinger," said Ben Bordelon, President and CEO of Bollinger Shipyards. "The T-ATS program is an important part of our expanding portfolio and relationship with the Navy as we work to support critical fleet modernization efforts. Maximizing Bollinger Shipyards resources across the Gulf Coast is something we're incredibly proud of. This program sustains jobs in both our facilities between Houma and Pascagoula."

The Navajo-class provides ocean-going tug, salvage, and rescue capabilities to support fleet operations, and are tasked with coming to the aid of stricken vessels. Their general mission capabilities include combat salvage, lifting, towing, retraction of grounded vessels, off-ship firefighting, and manned diving operations. The T-ATS platform replaces and fulfills the capabilities that were previously provided by the Powhatan-class Fleet Ocean Tug (T-ATF 166) and Safeguard-class Rescue and Salvage Ships (T-ARS 50) class ships.

Named for the Muscogee Creek Nation, the ship honors the self-governed Native American tribe located in Okmulgee, Oklahoma. The Muscogee people are descendants of not just one tribe, but a union of several. Muscogee Creek Nation is the largest of the federally recognized Muscogee tribes, which is the fourth largest tribe in the U.S. with more than 86,000 citizens – some of which have or continue to serve across the U.S. Armed Forces. This will be the first Navy vessel to carry the name Muscogee Creek Nation.

In addition to T-ATS 10, Bollinger is constructing USNS Navajo (T-ATS 6), USNS Cherokee Nation (T-ATS 7), USNS Saginaw Ojibwe Anishinabek (T-ATS 8) and the USNS Lenni Lenape (T-ATS 9).

About the Navajo-class Towing, Salvage and Rescue Ship

Platform

The Navajo-class is a new series of towing, salvage and rescue ships (T-ATS) being constructed for the U.S. Navy. The Navajo-class is a multi-mission common hull platform that will be deployed to support a range of missions such as towing, rescue, salvage, humanitarian assistance, oil spill response and wide-area search and surveillance operations using unmanned underwater vehicles (UUV) and unmanned aerial vehicles (UAV). The vessels will replace the existing Powhatan-class T-ATF fleet ocean tugs and Safeguard-class T-ARS rescue and salvage ships in service with the US Military Sealift Command.

About Bollinger Shipyards LLC

Bollinger Shipyards LLC (www.bollingershipyards.com) has a 76-year legacy as a leading designer and builder of high performance military patrol boats and salvage vessels, research vessels, ocean-going double hull barges, offshore oil field support vessels, tugboats, rigs, lift boats, inland waterways push boats, barges, and other steel and aluminum products from its new construction shipyards as part of the U. S. industrial base. Bollinger has 14 shipyards, all strategically located throughout Louisiana with direct access to the Gulf of Mexico, Mississippi River and the Intracoastal Waterway. Bollinger is the largest vessel repair company in the Gulf of Mexico region.

USS John Finn joins Task

Force 71 in Japan

The Arleigh Burke-class guided-missile destroyer USS John Finn (DDG 113) arrives at Commander Fleet Activities Yokosuka (CFAY). Finn arrives from Naval Base San Diego to CFAY, becoming the latest forward-deployed asset in the U.S. 7th Fleet. For 75 years, CFAY has provided, maintained, and operated base facilities and services in support of the U.S. 7th Fleet's forward-deployed naval forces, tenant commands, and thousands of military and civilian personnel and their families. (U.S. Navy photo by Mass Communication Specialist 1st Class Kaleb J. Sarten)

Release from Commander, Task Force 71 / Destroyer Squadron 15 Public Affairs

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[USS John Finn joins Task Force 71 in Japan]

06 March 2023

From Lt. Cmdr. Joseph Keiley, Commander, Task Force 71 /

Destroyer Squadron 15 Public Affairs

YOKOSUKA, Japan - The Arleigh Burke-class guided-missile destroyer USS John Finn (DDG 113) arrived in its new forward-deployed location of Yokosuka, Japan, March 4, joining Commander, Task Force (CTF 71)/Destroyer Squadron (DESRON) 15.

The forward presence of John Finn enhances the national security of the United States and improves its ability to protect strategic interests. John Finn is a multi-mission ship with air warfare, submarine warfare, and surface warfare capabilities. It is designed to operate independently or with carrier strike groups, surface action groups, and amphibious ready groups.

"John Finn is another fantastic addition to our team here in Japan," said Capt. Walter Mainor, commander, Task Force 71. "The dedicated crew will be a key part of our mission to work with our Allies and partners, and ensure we remain committed to maritime security in the region and uphold the promise of a free and open Indo-Pacific."

The United States values Japan's contributions to the peace, security, and stability of the Indo-Pacific and its long-term commitment and hospitality in hosting U.S. forces forward deployed there. These forces, along with their counterparts in the Japan Self-Defense Forces, make up the core capabilities needed by the Alliance to meet common strategic objectives.

Maintaining the most advanced ships and a forward-deployed naval force (FDNF) capability supports the United States' commitment to the defense of Japan and the security, stability, and prosperity of the Indo-Pacific region. This allows the most rapid response times possible for maritime and joint forces, and brings the most capable ships with the greatest amount of striking power and operational capability to bear in the timeliest manner.

“We are excited for the opportunity to join 7th Fleet and the FDNF ships in Yokosuka, Japan” said Cmdr. Angela Gonzales, John Finn’s commanding officer. “Our Sailors have trained diligently over the past few years in preparation for this transition. We are ready to support our Allies and partners in the region in maintaining maritime security. Additionally, we are appreciative of the hospitality shown to our families who arrived in Japan earlier this year. We are eager to arrive in Yokosuka.”

John Finn is a Flight IIA Arleigh Burke-class Aegis guided-missile destroyer that can deploy with two MH-60 variant helicopters. It also has improved ballistic missile defense, anti-air and surface warfare capabilities. The ship is 155 meters in length; displacing approximately 9,200 tons, with a crew size of approximately 270 Sailors. The ship was commissioned July 15, 2017.

CTF 71/DESRON 15 is the Navy’s largest forward-deployed DESRON and the U.S. 7th Fleet’s principal surface force. 7th Fleet is the U.S. Navy’s largest forward-deployed numbered fleet, and routinely interacts and operates with Allies and partners in preserving a free and open Indo-Pacific region.

Gerald R. Ford Carrier Strike Group Commences Multi-Week

Exercise to Fully Certify as Combat-Deployable U.S. Warship

[Release from Carrier Strike Group 12 Public Affairs]

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03 March 2023

From Carrier Strike Group 12 Public Affairs

ATLANTIC OCEAN – The Sailors, ships, squadrons and staffs of the Gerald R. Ford Carrier Strike Group (GRFCSG) commenced their final deployment certification exercise, Composite Training Unit Exercise (COMPTUEX), March 2.

“The GRFCSG demonstrated to the world what high-end naval warfare and integrated NATO interoperability looks like when it sailed on its inaugural deployment in 2022," said Rear Adm. Greg Huffman, Commander, Carrier Strike Group (CSG) 12. "Now, the strike group is initiating its final step in fully certifying as a combat-deployable warship. COMPTUEX will further demonstrate that our carrier strike group is a combat-ready naval force capable of conducting a full spectrum of integrated maritime, joint, and combined operations."

The crew of the first-in-class aircraft carrier USS Gerald R. Ford (CVN 78) man the rails as the ship returns to Naval Station Norfolk, Nov. 26, following the inaugural deployment with the Gerald R. Ford Carrier Strike Group (GRFCSG). More than 4,600 Sailors assigned to Ford operated in U.S. 2nd Fleet and 6th Fleet, increasing interoperability and interchangeability with NATO Allies and partners. Throughout the deployment, the GRFCSG sailed more than 9,200 miles, completed more than 1,250 sorties, expended 78.3 tons of ordnance, completed 13 underway replenishments and hosted more than 400 distinguished visitors. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jackson Adkins)

Orchestrated by CSG 4 staff, COMPTUEX is designed to test and push the limits of the first-in-class aircraft carrier USS Gerald R. Ford (CVN 78) through a thorough, multi-week scenario that will prepare the crew for high-end warfighting.

"It is an honor to lead our awesome team through this challenging exercise, and I am confident our Sailors will deliver," said Capt. Paul Lanzilotta, Ford's commanding officer. "Gerald R. Ford Sailors and those hard-working professionals on our extended team, Carrier Air Wing Eight and embarked staffs have worked diligently toward this goal for years, learning and mastering an array of new systems. Their fortitude and resiliency inspires and humbles me every day. After we complete COMPTUEX, Ford and our crew will be fully integrated with the carrier strike group as a cohesive, multi-mission fighting machine, ready to sail over the horizon to support national tasking."

Focused on a range of simulated combat situations, including aircraft, submarine and missile attacks, ship casualties and engineering and communication drills, COMPTUEX's scenario will evolve and mirror the real-world geopolitical environment to prepare the GRFCSG for its upcoming deployment.

"Going into COMPTUEX, the capstone training event prior to deployment, every warrior in Carrier Air Wing (CVW) 8 is looking forward to getting underway to further hone our tactical edge while operating from the sea onboard the world's most advanced and capable aircraft carrier, the USS Gerald R. Ford," said Capt. Dan Catlin, Commander, CVW 8.

This will be Ford's first COMPTUEX. This training will allow the carrier strike group to increase staff proficiency across various warfighting functions and provided a unique experience to exercise naval interoperability.

"The Greyhounds are excited for the challenges we'll face during COMPTUEX to prepare ourselves to deploy as part of the Gerald R Ford Strike Group," said Capt. Mac Harkin, Commander, Destroyer Squadron (DESRON) 2. "We are excited to be a part of this team along with Ford, CAG 8, IWC and Normandy as we train and prepare for our upcoming deployment."

The GRFCSG includes the staffs of CSG 12, CVW-8 and DESRON 2 stationed in Norfolk, Va. Participating units include the aircraft carrier USS Gerald R. Ford, Ticonderoga-class guided-missile cruiser USS Normandy (CG 60), and Arleigh Burke-class guided-missile destroyers USS Ramage (DDG 61), USS McFaul (DDG 74) homeported in Norfolk, Va. and USS Thomas Hudner (DDG 116) homeported in Mayport, Fl. CVW-8 squadrons include strike fighter squadrons VFA-213, VFA-31, VFA-37 and VFA-87 stationed in Norfolk, Va. at Naval Air Station Oceana; electronic attack squadron VAQ-142 stationed in Whidbey Island, Wash. at Naval Air Station Whidbey Island; airborne command and control squadron VAW-124 stationed in Norfolk, Va. at Naval Air Station Oceana; fleet logistics support squadron VRC-40 stationed in Norfolk, Va. at Naval Air Station Oceana; helicopter maritime strike squadron HSM-70 stationed in Jacksonville, Fl. At Naval Air Station Jacksonville; and helicopter sea combat squadron HSC-9 stationed in Norfolk, Va. at Naval Air Station Oceana.

USS Gerald R. Ford is the U.S. Navy’s newest and most advanced aircraft carrier. As the first-in-class ship of Ford-class aircraft carriers, CVN 78 represents a generational leap in the U.S. Navy’s capacity to project power on a global scale. Ford-class aircraft carriers introduce 23 new technologies, including Electromagnetic Aircraft Launch System, Advanced Arresting Gear and Advanced Weapons Elevators. The new systems incorporated onto Ford-class ships are designed to generate a higher sortie rate with a 20% smaller crew than a Nimitz-class carrier, paving the way forward for naval aviation.

CSG 4 is a team that consists of experienced Sailors, Marines, government civilians and reservists, who mentor, train and assess U.S. 2nd Fleet combat forces to forward deploy in support and defense of national interests. CSG 4’s experts shape the readiness of U.S. 2nd Fleet Carrier Strike Groups (CSG), Expeditionary Strike Groups (ESG), Amphibious Readiness Groups (ARG) and independent deploying ships through live, at sea and synthetic training, as well as academic instruction. Along with its subordinate commands, Tactical Training Group Atlantic (TTGL) and Expeditionary Warfare Training Group Atlantic (EWTGL), CSG 4 prepares every Atlantic-based CSG, ARG and independent deployer for sustained forward-deployed high-tempo operations.

For more information about the USS Gerald R. Ford (CVN 78), visit https://www.airlant.usff.navy.mil/cvn78/ and follow along on Facebook: @USSGeraldRFord, Instagram: @cvn78_grford, Twitter: @Warship_78, DVIDS www.dvids.net/CVN78 and LinkedIn at USS Gerald R. Ford (CVN 78).

HII Hosts Chief of Naval Operations Adm. Michael Gilday at Newport News Shipbuilding

[Release from HII](#)

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HII Hosts Chief of Naval Operations Adm. Michael Gilday at Newport News Shipbuilding

NEWPORT NEWS, Va., March 03, 2023 (GLOBE NEWSWIRE) — HII (NYSE: HII) hosted Chief of Naval Operations Adm. Michael Gilday for a visit to the company's Newport News Shipbuilding division on Thursday during a scheduled visit to Hampton Roads. While in Newport News, Gilday met with NNS leadership and toured the shipyard.

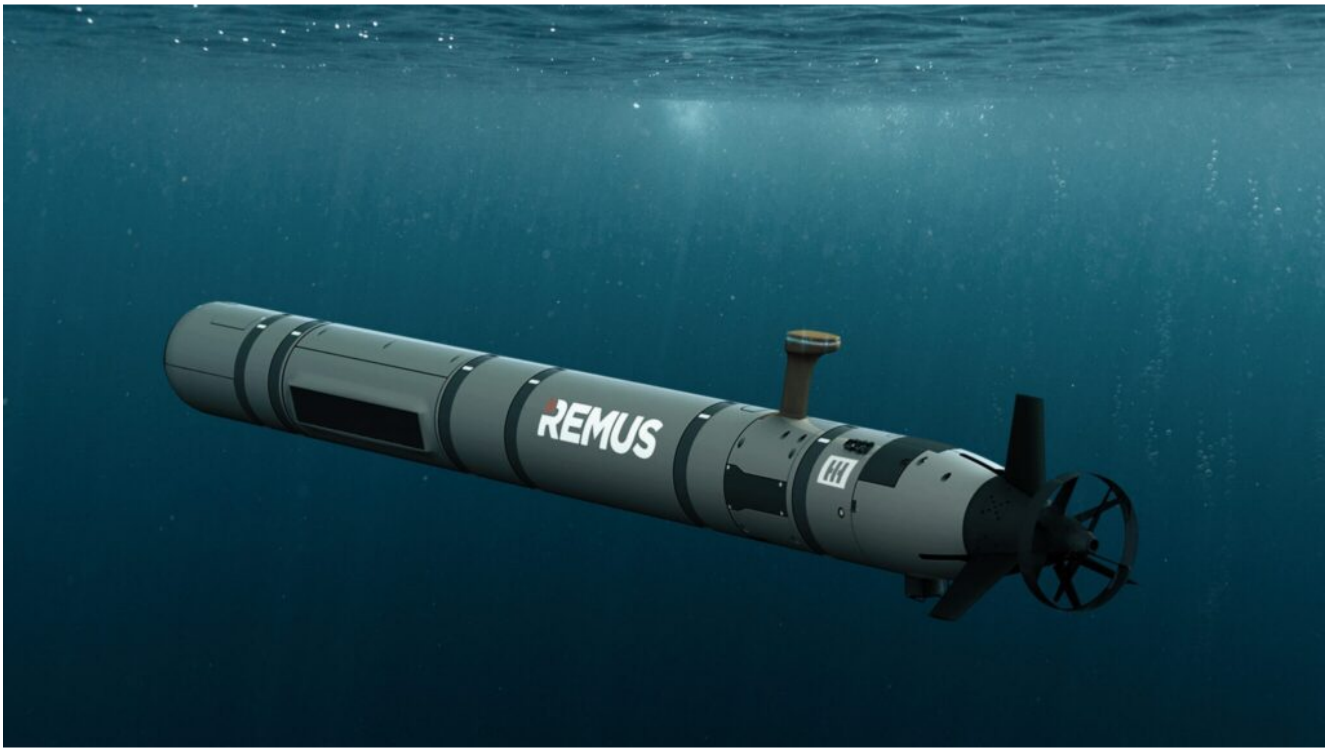
"We are always grateful to have Adm. Gilday spend time at the shipyard," NNS President Jennifer Boykin said. "We understand the Navy's national security mission starts right here, in our dry docks, at our piers and on the design tools. We value each opportunity to showcase our commitment to safety, innovation and continuous improvement by the thousands of dedicated shipbuilders and suppliers who are working hard to deliver the highest-quality aircraft carriers and submarines to our Navy partner."

Photos accompanying this release are available at: https://hii.com/news/hii-hosts-chief-of-naval-operations-adm-michael-gilday-at-newport-news-shipbuilding/.

During the visit, Gilday toured construction progress on *Columbia*– and *Virginia*-class submarines and received updates on the three *Gerald R. Ford*-class aircraft carriers under construction at NNS: *John F. Kennedy* (CVN 79), *Enterprise* (CVN 80) and *Doris Miller* (CVN 81). Additionally, he received briefings on the latest advances in the shipyard's infusion of digital technology to improve efficiencies and the investments HII is making at NNS, including the recent groundbreaking on the Multi-Class Submarine Production Facility.

With a workforce of 25,000 people, NNS is the largest industrial employer in Virginia. The shipyard is the nation's sole designer, builder and refueler of nuclear-powered aircraft carriers and one of only two shipyards capable of designing and building nuclear- powered submarines for the U.S. Navy.

HII AND OCEAN AERO TO PARTNER ON ADVANCED UNMANNED MARITIME CAPABILITIES



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HII and Ocean Aero to Partner on Advanced Unmanned Maritime Capabilities

MCLEAN, Va. and GULFPORT, Miss., March 02, 2023 (GLOBE NEWSWIRE) — HII (NYSE: HII) and Ocean Aero initiated a strategic agreement to advance the combined capabilities of their respective unmanned maritime platforms and autonomy software solutions. The unmanned solution providers recently commenced multiple, simultaneous efforts to enhance the operational reach and duration of the platforms, collaborative autonomy behaviors, shared sensor fusion and perception capabilities, and accelerated seabed-to-shore data transmission methods.

“We are pleased to partner with Ocean Aero to further expand the operational capabilities of the U.S. Armed Forces, partner nations and other maritime-focused commercial institutions," said Duane Fotheringham, president of the Unmanned Systems business group at HII's Mission Technologies division. "We are excited to combine the best of our individual products to deliver an exceptional suite of solutions to our customers."

Kevin Decker, Ocean Aero chief executive officer, added: "This is the perfect time for us to partner with HII. With rising maritime challenges increasing worldwide, we need new capabilities to meet them. Incorporating our two firms' autonomous vehicle value propositions will unlock new tools for our customers at home and abroad."

HII and Ocean Aero are involved in several unmanned maritime systems initiatives and exercises across the globe. Ocean Aero recently completed Digital Horizon, the U.S. Fifth Fleet Maritime Domain Awareness exercise in the Arabian Gulf, where HII's REMUS vehicles (MK18 Mod 1 and MK18 Mod 2) have been deployed continuously since 2013. The HII-Ocean Aero team is already planning to demonstrate their combined capabilities at an upcoming event in the region, in addition to other planned events and exercises for U.S. and international partners.

HII is the preeminent unmanned underwater vehicle manufacturer and a pioneer in the UUV industry, continuously producing REMUS vehicles since the early 2000s. HII manufactures a full range of REMUS UUVs, from small to extra-large, with endurance ranging from several hours to months at depths down to 6,000 meters. More than 600 REMUS UUVs have been sold across the globe, with a majority of those still in operational use today. Additionally, HII's Odyssey autonomy software solution offers scalable autonomy aligned with open architecture standards, including Unmanned Maritime Autonomy Architecture.

Ocean Aero pioneered the world's first and only environmentally powered Autonomous Underwater and Surface Vehicle, the TRITON, which collects data both above and below the ocean’s surface and relays it to users from anywhere at any time. Dual modalities allow users to integrate a variety of sensor payloads and communications capabilities, expanding the ocean data collection possibilities and breaking paradigms created by manned platforms. Persistent collections and real-time data transmissions are feeding the most complex models for weather, climate and ocean health and creating transformational change in the maritime space.

Admiral: Navy Reserve Needs 32 C-130J Transports by 2030

MISAWA, Japan (July 12, 2021) A C-130T Hercules, assigned to the Condors of Fleet Logistics Support Squadron (VR) 64, recovers at Naval Air Facility (NAF) Misawa. NAF Misawa provides aviation and ground logistic support and services to all permanent and transient U.S. Navy and U.S. Marine Corps forces in Northern Japan. (U.S. Navy photo by Mass Communication Specialist 3rd Class Benjamin Ringers)

WASHINGTON — The recapitalization of the Navy Air Reserve's fleet of C-130 Hercules transport aircraft with modern C-130J Super Hercules aircraft remains the top procurement priority of the Navy Reserve, the Chief of Navy Reserve said, pointing out the challenge of sustaining high mission-capable rates for the existing fleet of C-130s.

The Navy Air Reserve's C-130T and KC-130T Hercules, "are in every theater around the globe right now and they are the most responsive intra-theater lift capability of any service," said Vice Adm. John B. Mustin, speaking March 1, 2023, in an online conversation with retired Rear Adm. Frank Thorp IV, president and CEO of the U.S. Navy Memorial in Washington in one of the memorial's SITREP Speaker Series events.

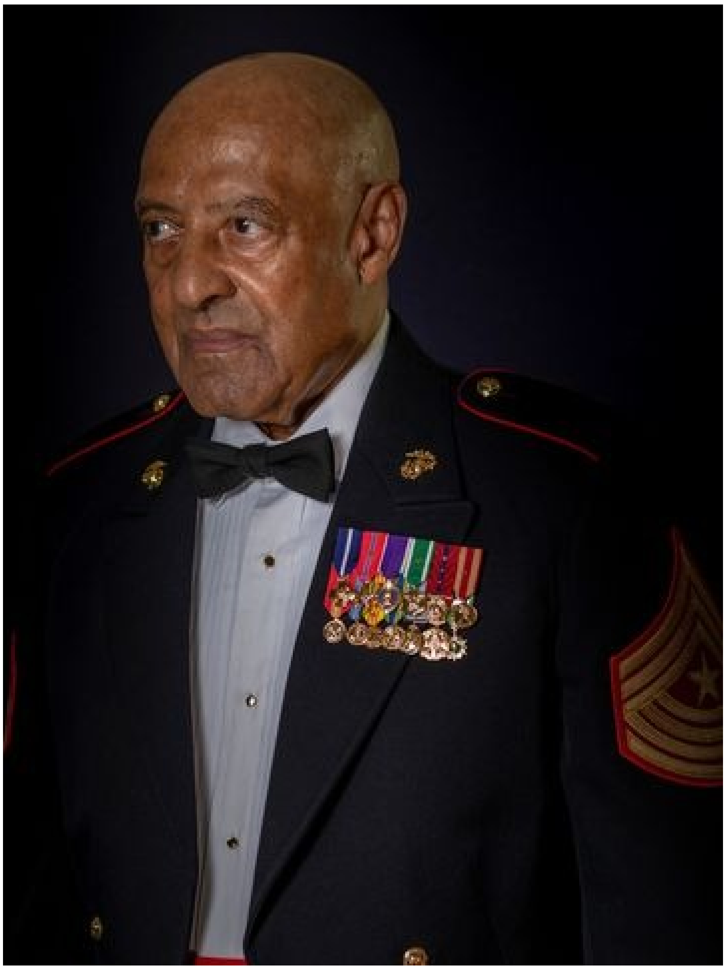
"And that's a Reserve-only mission," Mustin said. "There are no active-duty [fleet logistics] C-130s. Mine are on average over three decades old, which means the mission-capable rates are low [and] the pressure on the supply chain is challenging. Lockheed doesn't make them anymore because they've transitioned to C-130J/KC-130J; I'm flying [C-130T] 'Tangoes.' Every other service that flies Hercs — active and reserve — has transitioned to Juliets. I'm the only one flying Tangoes."

Five Navy Air Reserve fleet logistics squadrons operate a total of 16 C-130Ts and 11 KC-130Ts. Five other KC-130Ts are operated by the two Navy test wings to support test and evaluation activities. The KC-130Ts were transferred from the Marine Corps Reserve when its two reserve Marine aerial refueler/transport squadrons upgraded to the KC-130J, a process completed in April 2021.

“We are in the process now — and the CNO [chief of naval operations] has identified this as a priority in his Navigation Plan — to recapitalize the Navy Reserve Herc fleet by 2030. So, I need 32 of these by 2030,” he said. “But they’re not cheap. So, we’re pursuing the first on the Navy’s Unfunded Priority List to kick-start in [fiscal 2024] the procurement of those new airplanes.”

Last June, Mustin testified before the Senate Appropriations Committee’s Defense subcommittee Congress that a fleet of “[m]odern KC-130Js will realize an additional $200 million in annual transportation cost savings.”

Navy Accepts Delivery of USNS John L. Canley



[Release from Naval Sea Systems Command]

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March 1, 2023

By Team Ships Public Affairs

SAN DIEGO – The Navy accepted delivery of USNS John L. Canley (ESB 6), March 1.

ESB-class ships are highly flexible platforms that support various military operations such as Airborne Mine Counter Measures (AMCM), Special Operations Force (SOF) operations, Crisis Response Sea-basing (e.g., Special Purpose Marine Air Ground Task Force), Intelligence, Surveillance, and Reconnaissance (ISR) and Unmanned Aviation Systems (UAS) operations. The ships are part of the critical access infrastructure that supports the deployment of forces.

"Today's delivery highlights the strengths of the Navy and our industry partners, working together to bring ESB 6 and its range of capabilities to the fleet," said Tim Roberts, Strategic and Theater Sealift program manager, Program Executive Office, Ships. "Sergeant Major Canley nobly served his country, and his namesake ship will help provide the warfighter with capability and access."

The ESB ship class has a flight deck with four aviation operating spots capable of supporting MH-53E helicopters; accommodations; workspaces; and ordnance storage for embarked forces, enhanced command, control, communications, computers, and intelligence. These ships also feature a reconfigurable mission deck area to store equipment, including mine sleds and Rigid Hull Inflatable Boats.

Construction of the future USS Robert E. Simanek (ESB 7) is ongoing at General Dynamics NASSCO shipyard in San Diego.

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

International Maritime Exercise 2023 Kicks Off Operational Phase

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

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02 March 2023

From U.S. Naval Forces Central Command Public Affairs

MANAMA, Bahrain — The Middle East region's largest maritime exercise, International Maritime Exercise (IMX) 2023, kicked off its operational phase March 2 during an opening ceremony at U.S. 5th Fleet's headquarters in Bahrain.

The ceremony capped a week of academic discussions covering a series of topics including the naval planning process, maritime operations center procedures, and disaster response coordination.

IMX 2023 is an 18-day naval training event hosted by U.S. Naval Forces Central Command (NAVCENT). This year's iteration is combined with exercise Cutlass Express, which is led by U.S. Naval Forces Europe-Africa.

The combined exercises include 7,000 personnel, 35 ships, and 30 unmanned and artificial intelligence systems from more than 50 nations and international organizations.

IMX and Cutlass Express are designed to demonstrate global resolve in preserving the rules-based international order, offering a unique opportunity for participants to collaborate and showcase regional maritime security cooperation.

“The incredible level of international representation is truly remarkable,” said Vice Adm. Brad Cooper, commander of NAVCENT, U.S. 5th Fleet and Combined Maritime Forces. “Maritime forces are always at our best when we work and lead together.”

Cooper is the IMX 2023 exercise commander. Senior officers from United Arab Emirates and France are serving as the deputy commander and vice commander, respectively. Additionally, IMX’s chief of staff is from Pakistan and the maritime operations center director is from Egypt.

International naval forces participating in the exercise are divided into five operational task forces led by Bahrain, Jordan, Kenya, Saudi Arabia and the United States. Training evolutions will span across the Arabian Gulf, Arabian Sea, Gulf of Oman, Gulf of Aden, Red Sea, Indian Ocean and East African coastal regions.

The operational phase will include partner exchanges on mine countermeasures; visit, board, search and seizure; unmanned systems and artificial intelligence integration; explosive ordnance disposal; vessel defense; search and rescue; and mass casualty response, among other focus areas.

This is the eighth iteration of IMX since its establishment in 2012.

IMX and Cutlass Express are scheduled to conclude March 16 and 17, respectively. A full list of nations and international organizations participating is available at: https://www.dvidshub.net/feature/IMX23.