FRCE Inducts First Navy CMV-22B For Maintenance

The first U.S. Navy CMV-22B inducted for maintenance at Fleet Readiness Center East (FRCE) occupies a stall in the depot's Hangar 1. With receipt of this aircraft, the depot now services all three variants of the V-22 platform, which also include the Marine Corps MV-22B and the Air Force CV-22. (U.S. Navy photo)
12 November 2024

From Heather Wilburn, Fleet Readiness Center East

MARINE CORPS AIR STATION CHERRY POINT, N.C. – Fleet Readiness Center East (FRCE) met a new milestone with the induction of its first Navy CMV-22B Osprey for maintenance Aug. 21. With receipt of this aircraft, the depot now services all three variants of the V-22 platform, which also include the Marine Corps MV-22B and the Air Force CV-22.

Fleet Readiness Center East (FRCE) met a new milestone with the induction of its first Navy CMV-22B Osprey for maintenance Aug. 21. With receipt of this aircraft, the depot now services

all three variants of the V-22 platform, which also include the Marine Corps MV-22B and the Air Force CV-22.

The CMV-22B is the newest member of the Osprey family, entering service in June 2020 on the West Coast and April 2024 on the East Coast. In comparison, the Marine Corps MV-22B Osprey has been in use since achieving initial operational capability in 2007, and the Air Force CV-22 variant has been in operational use since 2009. FRCE will take on responsibility for the Navy's East Coast-based CMV-22B fleet.

FRCE Commanding Officer Capt. Randy J. Berti said the new workload comes in as a direct result of the quality workmanship the command is known for across the board.

"FRC East's maintenance of all three variants of the V-22 Osprey, for three different branches of the U.S. Armed Forces, really highlights the reputation for excellence our artisans, engineers and support staff have built," Berti said. "I couldn't be more proud that the Navy is entrusting us with this new mission. Every day, our workforce strives to provide high-quality service to the fleet at the best possible cost, and our success in that effort leads to the mutual trust and respect we have with our customers – our nation's warfighters. The work we do here makes a real-world difference for them."

The Navy is fielding the CMV-22B for long-range, medium-lift aerial logistics capabilities, including the carrier onboard delivery (COD) mission. Like all V-22 aircraft, the tiltrotor, vertical/short takeoff and landing aircraft can take off and land as a helicopter but transit as a turboprop aircraft, and is capable of shore-based, "expeditionary" or sea-based operations. Its features include an extended operational range compared to the MV-22B, and the aircraft offers increased mission flexibility over the Navy's legacy C-2A Greyhound, which it is replacing.

FRCE V-22 Branch Head Allen Williamson said the depot will

provide Planned Maintenance Interval (PMI) 1 service to the CMV-22B aircraft. He anticipates the work scope will closely mirror the PMI-1 evolutions already performed on the MV-22B, which the depot has serviced since 2009, at Marine Corps Air Stations Cherry Point and New River, and the Air Force CV-22 variant at FRCE's detachment at Hurlburt Field, Florida.

"While the CMV-22B does have some additional capabilities, the maintenance specifications largely remain the same between the Navy and Marine Corps variants of the Osprey," he said. "The CMV-22B aircraft is structurally identical to the MV-22B, with the exception of the stub wing fuel tanks. Those tanks on the Navy aircraft are actually quite a bit larger, to provide that extra flight range needed for carrier delivery operations.

"There are very, very low flight hours on these initial CMV-22 aircraft we'll be receiving, so they're essentially in new condition," Williamson continued. "We presume the work scope is going to build in the future, based on the theater they'll be operating in. The Navy has indicated they plan to deploy the aircraft on ships, which is a harsh environment, and they will be high-use aircraft. With that in mind, I believe there will be a learning curve in regard to what condition we can expect to see these aircraft in as they come in for maintenance in the future, based on the environmental factors."

Williamson said his guidance to the artisans on the production line is to approach the CMV-22B maintenance as if it were a new capability, rather than an extension of the familiar workload. This will give the team the opportunity to look at the aircraft and its needs with fresh eyes, rather than with preexisting expectations, he added.

"Obviously, the instructions should marry over fairly well – everything, we presume, is the same," Williamson explained. "But especially with this first aircraft, we're emphasizing to the team that they should take their time and really explore

whether there are any additional differences in the aircraft itself, of the way we work it versus how we would work an MV."

At the moment, Williamson said, the biggest difference in CMV-22B depot-level maintenance appears be the aircraft's paint job – the newer variant uses a different type of paint than the standard MV-22B and, as a Navy aircraft, has different markings than the Marine Corps version.

"The aircraft uses a high-gloss paint, so the prep and the application are going to be a little bit different than what we're used to with the standard MV-22B," said Paint and Clean Branch Head Matt Sinsel. "There will be some differences in the masking process, because the paint scheme is a little higher-profile than the standard grey Ospreys.

"Spraying high gloss is nothing new for the our team; we do it with the Marine Helicopter Squadron 1 Ospreys, and we do it with the white-top H-1 helicopters for the Air Force, and the State Department H-46 helicopters," he added. "But there will be some differences, and there will be some learning involved."

Sinsel said the unique paint scheme of the CMV-22B also gives his team another opportunity to use the laser projection system the depot began using in January to streamline the final finish process, during which an aircraft's insignia and other markings are applied to the finished base paint. The system acts as a guide for the precise placement of the markings without having to use paper stencils.

Despite the anticipated challenges that come along with learning the ins and outs of maintaining a new aircraft – even one so similar to familiar products – leaders believe the new workload offers FRCE a chance to shine by rounding out its support of the entire V-22 family.

"The V-22 program at FRCE has received its accolades,"

Williamson said. “We’re known for what we do, and not just within the brick-and-mortar site at Cherry Point. We have our detachment at New River, which is revered in its own light for the way they conduct a PMI. We have the In-Service Repair team down at New River that is making depot-level repairs while embedded with the Marine squadrons. And we have Hurlburt Field, where we support Air Force Special Operations Command. This isn’t a totally new workload, but it adds a new capability.

“I don’t think the Navy would have considered us for the CMV-22 workload if we didn’t have that track record of superior performance with the products we return to the fleet, and didn’t have the good rapport that we already have with our current customers,” he continued. “I think this is a chance for us to succeed. This is an opportunity to show the Navy that we own the maintenance process on the MV-22s, now let us keep this CMV business for a while and show them our success in providing the fleet with a quality product that we know is going to make that next flight window with no issues.”

FRCE is North Carolina’s largest maintenance, repair, overhaul and technical services provider, with more than 4,000 civilian, military and contract workers. Its annual revenue exceeds $1 billion. The depot provides service to the fleet while functioning as an integral part of the greater U.S. Navy; Naval Air Systems Command; and Commander, Fleet Readiness Centers.

Navy to Commission Future USS

John Basilone

From the Navy Office of Information, Nov. 7, 2024

Arleigh Burke-class guided-missile destroyer USS John Basilone (DDG 122) will be commissioned, Saturday, Nov. 9, 2024, at 10:00 a.m. EST in New York.

The Honorable Carlos Del Toro, Secretary of the Navy, will deliver the commissioning ceremony's principal address. Remarks will also be provided by Admiral Daryl Caudle, Commander, U.S. Fleet Forces Command, Lieutenant General Roberta Shea, Commanding General, Fleet Marine Force Atlantic; Commander, United States Marine Corps Forces Command; and Commander, Marine Corps Forces Northern Command, The Honorable Zach Iscol, Commissioner of New York City Emergency Management, Ms. Diane Hawkins, Niece of Gunnery Sergeant John Basilone, and Charles F. Krugh, President of General Dynamics Bath Iron Works. The ship's sponsors are Ryan Manion and Amy Looney, the president and vice president of the Travis Manion

Foundation, which empowers veterans and families of fallen heroes to develop character in future generations.

“Gunnery Sergeant Basilone’s relentless valor on the battlefields of Guadalcanal and Iwo Jima represented the best America has to offer and are exemplary of the Sailors and Marines serving today,” said Secretary Del Toro. “USS John Basilone (DDG 122) will be named after one of the most decorated Marines in our Nation’s history and will pay tribute to his legacy and the countless others who have served our country with distinction.”

The ship honors U.S. Marine Corps Gunnery Sgt. John Basilone, who received the Medal of Honor for his heroism during the Battle of Guadalcanal in 1942. He was killed in action during the February 1945 invasion of Iwo Jima and was posthumously awarded the Navy Cross. Basilone is the only enlisted Marine to be honored with both the Navy Cross and the Medal of Honor. DDG 122 will be the second ship named in honor of Basilone.

“Marines are known for their perseverance and loyalty to one another. Perhaps no Marine exemplified these traits better than Gunnery Sergeant John Basilone, the only enlisted Marine in World War II to be awarded both the Medal of Honor and the Navy Cross,” said 20th Sergeant Major of the Marine Corps, Carlos Ruiz. “As a true Marine Corps legend, it is fitting that this highly capable warship, led by an equally exceptional crew, will bear his name.”

Arleigh Burke-class destroyers are the backbone of the U.S. Navy’s surface fleet. These highly capable, multi-mission ships conduct a variety of operations, from peacetime presence to national security. Arleigh Burke-class guided-missile destroyers provide a wide range of warfighting capabilities in multi-threat air, surface, and subsurface environments.

Flight IIA DDGs host dual helicopter hangars, allowing for expanded anti-submarine, anti-surface, and anti-air warfare

capabilities through integrated operations with helicopter squadrons.

The ceremony will be live-streamed at http://www.dvidshub.net/webcast/35147. The link becomes active approximately ten minutes prior to the event at 9:50 a.m. EST.

Media may direct queries to the Navy Office of Information at (703) 697-5342. More information on the littoral combat ship program can be found at: https://www.navy.mil/Resources/Fact-Files/Display-FactFiles/Article/2169871/destroyers-ddg-51/.

GA-ASI and US Navy Fly MQ-20 Avenger Using MD-5 GCS to Perform Command Autonomy Maneuvers

From General Atomics Aeronautical Systems Inc.

SAN DIEGO – 07 November 2024 – On November 5, 2024, General Atomics Aeronautical Systems, Inc. (GA-ASI) used its MQ-20 Avenger Unmanned Aircraft System to perform commanded autonomy maneuvers as part of a demonstration with the U.S. Navy (USN). The USN used its MD-5 Ground Control Station (GCS) with Lockheed Martin's MDCX™ autonomy platform to command and control the jet-powered UAS. Working collaboratively with the USN and Lockheed Martin, the GA-ASI team successfully executed the flight demonstration over a Proliferated Low Earth Orbit (PLEO) datalink.

The USN's Unmanned Carrier Aviation program office PMA-268 used GA-ASI's MQ-20 as a surrogate to demonstrate how its Unmanned Carrier Aviation Mission Control Station (UMCS) can command a variety of unmanned aircraft. The MD-5 GCS was operated from the USN's test facility at Patuxent River, Maryland, while the MQ-20 was flown out of GA-ASI's Desert Horizon flight operations facility in El Mirage, California.

This flight was the first time a GA-ASI UAS completed bi-directional communications using the UMCS operation codes while performing autonomous behavior. The procedure was

completed using the PLEO datalink.

“This effort was a prime example of industry partners and government agencies working together to perform important new capabilities,” said GA-ASI President David R. Alexander. “The team efficiently and safely demonstrated aircraft flight control from another government agency’s control station. Using GA-ASI’s Tactical Autonomy Core Ecosystem (TacACE) software, the team not only executed airborne commands, but did so in a safe, controlled environment.”

The demonstration was part of an effort to advance technology for future Collaborative Combat Aircraft (CCA). GA-ASI initiated the demonstration between PMA-268 and Lockheed Martin’s Skunk Works to demonstrate connectivity between the Navy’s UMCS and GA-ASI’s MQ-20 Avenger. MQ-20 is a jet-powered platform used extensively as a CCA surrogate test bed for autonomous UAS technology development. GA-ASI was recently selected for the U.S. Air Force’s CCA program.

VCNO Visits Shipyards, Navy Leadership in Northeast Focused on Readiness

VCNO Adm. Jim Kilby tours General Dynamics Bath Iron Works. (General Dynamics Bath Iron Works)
From the Navy Office of Information, Nov. 6, 2024

WASHINGTON – Vice Chief of Naval Operations Adm. Jim Kilby visited the Northeast with a focus on Navy readiness and maintenance, Oct. 29-Nov. 1, 2024.

Kilby spent time at General Dynamics Electric Boat in Groton, Connecticut, including time aboard USS Hartford (SSN 768), which is undergoing an engineering overhaul at the facility, engaging with the submarine's leadership and the crew.

Electric Boat is the prime contractor and lead design yard for the Navy's Virginia-class fast-attack submarines. Following Electric Boat, Kilby toured Naval Submarine New London and participated in a ribbon cutting at a new AI & Machine Learning Lab for the Undersea Warfighting Development Center. UWDC leads undersea superiority and enables the combat lethality and desired effects generated from, and within, the Undersea Domain.

SUBASE New London supports 16 fast attack submarines and is home to more than 70 tenant commands and their 9,500 active duty, reserve and civilian personnel. Kilby spent time at Portsmouth Naval Shipyard in Kittery, Maine, with shipyard and labor leadership, civilian personnel and Sailors assigned to the base and submarine crews. Portsmouth Naval Shipyard is America's leader for attack submarine maintenance, repair, and modernization.

Kilby ended his Northeast visit in Bath, Maine, with General Dynamics Bath Iron Works. The shipyard specializes in the design, building and support of the Navy's surface combatants and is the lead designer and builder of the Arleigh Burke-class destroyers. Kilby reviewed operations with the leadership of Supervisor of Shipbuilding, Bath, the Navy's on-site technical, contractual and business authority overseeing the design and construction of six ship classes at three private shipyards including Bath Iron Works.

During his visits, Kilby discussed Quality of Service for the Sailors assigned to the base and shipyard workers; including childcare, parking, quality food options and unaccompanied housing. Kilby also discussed the important role shipyards play in executing the CNO's Navigation Plan 2024.

"We should all see ourselves, uniformed and civilian, in CNO's NAVPLAN," said Kilby. "Every one of us plays a part, large or small, in the execution – whether from taking care our people to getting our ships out of maintenance on time – we all have a role." While at Bath Iron Works, he addressed the crew of the future USS John Basilone (DDG 122) prior to the ship's sail away.

"You should all be extraordinarily proud to be a part of the namesake John Basilone," said Kilby. "He was a true American hero, a relentlessly brave Marine and warfighter and I'm looking forward to seeing this ship bear his name and welcome you into the fleet next month."

A sail away is a ship’s final departure from the construction yard for its homeport or commissioning site. It signifies the end of the new construction period and the beginning of its life preparing to perform the mission it was designed to undertake.

The future USS John Basilone (DDG 122) is a Flight IIA Arleigh Burke-class guided-missile destroyer and named for Marine Corps Gunnery Sgt. John Basilone, who received the Medal of Honor for his heroism during the Battle of Guadalcanal in 1942. He was killed in action during the February 1945 invasion of Iwo Jima and was posthumously awarded the Navy Cross. Basilone is the only enlisted Marine to be honored with both the Navy Cross and the Medal of Honor. The ship is scheduled for commissioning in New York City, Nov. 9, 2024.

VAW-123 Sends their Last E-2C Hawkeye to the Boneyard

TUCSON, Ariz. – An E-2C Hawkeye aircraft assigned to Airborne Command & Control Squadron (VAW) 123 prepares to land Davis-Monthan Air Force Base, the largest aircraft boneyard in the world in Tucson, in September 2024. VAW-123 transferred two of their four E-2C Hawkeye aircraft to the boneyard. This event was part of the squadron's transition to the E-2D Advanced Hawkeye to be completed in mid-2025. (Photo courtesy U.S. Navy)

By Commander, Naval Air Force Atlantic Public Affairs, Nov. 4, 2024

TUCSON, Ariz. – Airborne Command & Control Squadron (VAW) 123 transferred two of their four E-2C Hawkeye aircraft to the Davis-Monthan Air Force Base, the largest aircraft boneyard in the world in Tucson, in September.

This event was part of the squadron's transition to the E-2D Advanced Hawkeye to be completed in mid-2025.

VAW-123's other two E-2C were transferred to VAW-120 Fleet Replacement Squadron to be used for training the next generation of Hawkeye pilots. For more than 50 years, the E-2C

has provided the Navy’s command and control capabilities.

Lt. Terrance Lawrence, assigned to VAW-123, was one of the pilots chosen to deliver an E-2C to the boneyard. The squadron first received the E-2C in November 1973. Since then, this platform has been used for sea and land-based military operations, search and rescue missions, drug interdiction, humanitarian efforts and disaster relief.

Lawrence, a naval aviator since 2021, had not experienced delivering an aircraft to its final resting place.

“It was something that I knew not a lot of other aviators get to do; it is pretty rare that you get to participate in this type of flight,” Lawrence said. “This was a special and unique opportunity that does not come up often. I volunteered immediately.”

Lt. Avesta Shwany, also of VAW-123, flew the second E-2C and reflected on the experience for her and her crew upon departing Norfolk for the boneyard.

“Getting to be a part of the last crew was incredibly bittersweet,” Shwany said. “This aircraft carries a lot of memories to so many aircrew members, especially from this most recent deployment to the Red Sea.”

Shwany added that the aircraft had seen combat and played a vital role in many missions.

“Taking this aircraft to the boneyard signified the end of an era, and the beginning of our delta transition. I think everyone was surprised with how emotional we were dropping her off and saying our goodbyes,” Shwany said.

Lawrence said he was proud to be the last person to fly the E-2C for his squadron. The aircrew that accompanied both

aircraft to Tucson took the opportunity to mark their place in history by ceremoniously signing the inside of the aircraft as a final farewell.

“This aircraft meant a lot,” Lawrence said. “I was sentimental about it, especially after spending nine months flying it in the Red Sea.”

The 10 aircrew who participated in the nearly six-hour flight to the boneyard, took time to tap the side of the aircraft, as they said their farewell before transferring it to the staff at Davis-Monthan Air Force Base.

“This plane has all of these stories associated with it especially just after deployment,” Lawrence added. VAW-123 was deployed aboard the USS Dwight D. Eisenhower Carrier Strike Group and returned from a nine-month deployment in July 2024.

The crew also had an opportunity to step back in time and witness aviation history.

“We toured the boneyard, which has over 4,000 aircraft stored,” Lawrence said. “I am proud to be one of the last pilots to be part of that aircraft’s history.”

With VAW-123 marking its transition to the E-2D, west-coast based VAW-116 is the only fleet squadron in the Navy flying the E-2C until its scheduled sundown.

Lawrence said he looks forward to flying the E-2D which features a state-of-the-art radar with upgraded capabilities and aircraft systems that improve supportability and increase readiness. The E-2D enhances operational capabilities by increasing time on station allowing for extended range from the carrier, increased persistence and operational flexibility.

SECNAV Announces Service Life Extensions for 3 Cruisers

USS Cape St. George (CG 71) (U.S. Navy photo by MC3 Susan C. Damman)
From SECNAV Public Affairs, Nov. 4, 2024

WASHINGTON – The Department of the Navy plans to operate three Ticonderoga-class (CG 47) cruisers beyond their expected service life: USS Gettysburg (CG 64), USS Chosin (CG 65), and USS Cape St. George (CG 71). This decision adds 10 years of cumulative ship service life from fiscal year 2026 to 2029.

All three cruisers received extensive hull, mechanical and engineering, as well as combat system upgrades as part of an extended modernization program. USS Gettysburg (CG 64) and USS

Chosin (CG 65) completed modernization in fiscal year 2023 and fiscal year 2024, respectively. USS Cape St. George (CG 71) is on schedule to complete modernization this fiscal year.

Like the recently announced service life extension of 12 destroyers, extending these three cruisers will bolster the Fleet as new ships are built.

“As a former cruiser Sailor, I know the incredible value these highly-capable warships bring to the Fleet and I am proud of their many decades of service,” said Secretary Del Toro. “After learning hard lessons from the cruiser modernization program, we are only extending ships that have completed modernization and have the material readiness needed to continue advancing our Navy’s mission.”

The decision follows a successful re-arm at sea demonstration aboard USS Chosin (CG 65) on Oct. 11, 2024. The Transferrable Reload At-sea Mechanism (TRAM) demonstration was the first time the Navy transferred missile canisters from a replenishment ship to a warship while at sea. This transformational logistics capability enables U.S. Navy ships to rearm without needing to pull into port.

The service life extensions align with Secretary Del Toro’s priority of Warfighting Excellence and Chief of Naval Operations Adm. Lisa Franchetti’s Navigation Plan, which prioritizes putting more ready players on the field.

HII Hosts United Kingdom

Defense Leaders at Newport News Shipbuilding

HII hosted United Kingdom defense leaders at the company's Newport News Shipbuilding division on Tuesday, Oct. 29, 2024. Adm. William Houston, director of the U.S. Naval Nuclear Propulsion Program, accompanied them (Photo by Ashley Cowan/HII).

NEWPORT NEWS, Va., Nov. 01, 2024 (GLOBE NEWSWIRE) — HII (NYSE: HII) hosted United Kingdom defense leaders at the company's Newport News Shipbuilding division Tuesday.

Madelaine McTernan, chief of defence nuclear at the Ministry of Defence, led the U.K. delegation. Adm. William Houston, director of the U.S. Naval Nuclear Propulsion Program, accompanied them.

"It was an honor to welcome the United Kingdom delegation to the shipyard and share best practices as we strengthen our partnership," NNS President Jennifer Boykin said. "We appreciate every opportunity to demonstrate the pride and commitment our shipbuilders have for building the nuclear-

powered vessels our U.S. Navy needs to protect freedom and prosperity around the world.”

“I am grateful for this opportunity to visit our partners in the United States and see the expertise on display today,” McTernan said. “This visit comes following the renewal of the 1958 Mutual Defence Agreement which shows our commitment to strengthening our bilateral relationship with our trusted partner, as we look to how we can safeguard our nation’s security in an increasingly challenging world.”

“The 1958 Mutual Defense Agreement is a cornerstone of our collective security, underscoring the profound trust and collaboration between the United States and the United Kingdom,” Houston said. “Over the past 65 years, our partnership with the UK, our shipbuilders and our suppliers, has not only strengthened our undersea capabilities but has also ensured the safety and stability of our nations in an increasingly complex global environment. Together, we uphold the principles of freedom and security, and our shared commitment to safe and effective naval nuclear propulsion remains a testament to the enduring bond between our navies.”

NNS is the United States’ sole designer, builder and refueler of nuclear-powered aircraft carriers and one of only two shipyards capable of designing and building nuclear-powered submarines.

Navy Awards Honeywell $16M Contract for SEWIP Block 2

Antenna Array Panels

From Honeywell

CHARLOTTE, N.C., November 4, 2024 – Honeywell (NASDAQ: HON) has been awarded a $16 million contract from the U.S. Navy for the full build, test, and integration of 25 antenna array panels supporting the Surface Electronic Warfare Improvement Program (SEWIP) Block 2. The contract win comes on the heels of Honeywell's $1.9 billion acquisition of CAES Systems Holdings, LLC, which was announced in September.

SEWIP is an integrated shipboard combat system that provides a full suite of next-generation electronic warfare capabilities. Block 2 adds new defensive technologies and functional capabilities that allow the Navy to better detect threats and provide greater situational awareness. The antenna array panels support early detection, analysis, threat warning and protection from anti-ship missiles.

"CAES has supported SEWIP since its onset and that work will grow as a part of Honeywell. Our engineers have longstanding expertise and history with the program," said Clayton McClain, Honeywell General Manager, Mission Systems Division. "The

SEWIP antenna array panel reflects the culmination of the technologies developed at our Lansdale, Pennsylvania facility over the years, and we are proud to support the Navy as it maintains its critical programs and countermeasure systems."

The SEWIP antenna array panels will be built at Honeywell's Lansdale location with the work expected to be completed by August 2027. The contract is the first Block 2 panel award from the Navy Supply Systems Command to Honeywell.

Honeywell is a premier supplier of advanced electronic systems that enables customers to fully utilize the electromagnetic spectrum by combining decades of experience with electronic warfare systems and advanced technology. Learn more about Honeywell's electronic warfare capabilities here.

USS The Sullivans Deploys

By U.S. Fleet Forces Public Affairs

MAYPORT, Florida – The guided-missile destroyer USS The Sullivans (DDG 68) departed Naval Station Mayport for a scheduled deployment, Nov. 2.

USS The Sullivans is scheduled for an independent deployment to U.S. 5th fleet area of operations where it will conduct maritime security missions to support stability and freedom of navigation in the region. The Sullivans' crew is trained and ready to engage in a variety of activities, from escorting ships to participating in joint exercises with allied and partner navies in the Middle East.

This deployment, the ship's fifth deployment in three years, reflects the Navy's ongoing commitment to ensuring a strong U.S. presence in critical areas and further bolsters the U.S. deterrence posture in the region, providing increased options to the combatant commander.

Earlier this year, The Sullivans returned from the Eastern

Atlantic and Mediterranean Sea. The ship provided Ballistic Missile Defense (BMD) for Commander, U.S. European Command amidst the Israel-Hamas conflict. The Sullivans, alongside USS Delbert D. Black (DDG 119), additionally provided on-station relief for USS Thomas Hudner (DDG 116) and USS Mcfaul (DDG 74), allowing both ships to return home after multiple deployment extensions. The crew provided escort to the USS Gerald R. Ford Carrier Strike Group and USS Bataan Amphibious Readiness Group, and acted as Surface Action Group Commander, along with other U.S. Destroyers, while Gerald R. Ford conducted a port visit to Souda Bay, Crete.

USS John S. McCain Returns Home from Deployment

USS John S. McCain (DDG 56) arrives at Naval Station Everett. (MC1 Andrew Gordon)

From Naval Station Everett, Nov. 1, 2024

EVERETT, Washington – The Arleigh Burke-class guided-missile destroyer USS John S. McCain (DDG 56) returned to Naval Station Everett, Oct. 31, 2024 following an eight-month deployment with the Theodore Roosevelt Carrier Strike Group (TRCSG) to the U.S. 3rd, 5th, and 7th Fleet areas of operation.

“I am incredibly proud of the dedication, resilience, and professionalism shown by our team throughout this deployment,” said Cmdr. Parina Somnhot, commanding officer of John S. McCain. “Our Sailors always answered the call and helped ensure mission success.”

John S. McCain deployed in March and operated both independently and as part of the TRSCG. The TRCSG deployed to the Indo-Pacific region to support regional security and stability, to keep sea lanes open, and to reassure our allies and partners of the U.S. Navy’s unwavering commitment to the region. The strike group was later ordered to the U.S. Central Command area of responsibility to strengthen U.S. military force posture and capabilities throughout the Middle East in light of escalating regional tensions.

John S. McCain conducted various exercises with foreign navies, strengthening important relationships with allies and partners. These exercises enhanced warfighting readiness, interoperability, and maritime coordination between allies and partners.

The Arleigh Burke-class guided missile destroyers are warships that provide multi-mission offensive and defensive capabilities. Destroyers can operate independently or as part of carrier strike groups, surface action groups, and expeditionary strike groups.

The Theodore Roosevelt Carrier Strike Group is comprised of Carrier Strike Group 9 staff, Destroyer Squadron (DESRON) 23 staff, the flagship Nimitz-class aircraft carrier USS Theodore Roosevelt (CVN 71), with embarked Carrier Air Wing (CVW) 11, and DESRON 23 ships that include guided-missile destroyers USS Daniel Inouye (DDG 118), USS Russell (DDG 59) and John S. McCain.

An integral part of U.S. Pacific Fleet, U.S. 3rd Fleet operates naval forces in the Indo-Pacific and provides the realistic, relevant training necessary to execute the U.S. Navy's role across the full spectrum of military operations – from combat operations to humanitarian assistance and disaster relief. U.S. 3rd Fleet works together with our allies and partners to advance freedom of navigation, the rule of law, and other principles that underpin security for the Indo-Pacific region.

For more information on John S. McCain, please visit https://www.surfpac.navy.mil/ddg56/.