

ONR SCOUT Tests Tech for Monitoring Illicit Maritime Cargo



Vessels participate in an ONR SCOUT-sponsored experimentation event at Joint Expeditionary Base Little Creek-Fort Story, Virginia, at the entrance of the Chesapeake Bay. *U.S. NAVY / Max Hopkins, Demonstration Assessment Team, Naval Surface Warfare Center Indian Head Division*

ARLINGTON, Va. – To improve capabilities for monitoring aircraft and vessels carrying illicit maritime cargo such as drugs, for longer periods of time and over greater distances, the Office of Naval Research-sponsored SCOUT initiative recently conducted a dynamic experimentation event at Joint Expeditionary Base Little Creek-Fort Story, Virginia, at the entrance of the Chesapeake Bay.

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The goal of the event was to find creative solutions to pinpoint “dark targets” – aircraft or watercraft operating with little to no radio-frequency signatures – found in maritime operating areas covered by the Joint Interagency Task Force South, ONR said in a Sept. 19 release. It sought ways to use unmanned technologies to expand intelligence, surveillance and reconnaissance capabilities beyond those of traditional maritime patrol aircraft such as the P-3 Orion and P-8 Poseidon.

JIATF-S currently works with U.S. Southern Command and partner naval forces to leverage all-domain technologies and unmanned capabilities to target, detect and monitor illicit drug trafficking in the air and maritime domains. This facilitates interdiction and apprehension to reduce the flow of drugs, as well as degrade and dismantle transnational criminal organizations.

ONR SCOUT is an ongoing, multiagency experimentation campaign for identifying alternative ways to bring unmanned technologies to warfighter problems, operationalize them and bring them to scale. SCOUT is committed to getting nontraditional, commercial-off-the-shelf, government-developed and/or government-sponsored technologies to the fleet rapidly.

“SCOUT is an innovation vehicle and investment strategy for the rapid development of autonomous platforms that address today’s warfighter challenges,” said Chief of Naval Research Rear Adm. Lorin Selby. “Through experimentation with partners like JIATF-S, we can connect innovators, industry, acquisition professionals and fleet stakeholders to attack and solve key operational problems.”

“This is a pressing issue for JIATF-S because every day multiple suspect vessels are near and in the area of

operations conducting illicit trafficking,” said U.S. Coast Guard Lt. Cmdr. Duane Zitta, JIATF-S chief of operational demonstration and experimentation. “Because of this vast area, JIATF-S is looking for alternative capabilities and technologies to provide unmanned counter-operations that can detect and monitor suspect activity, ultimately helping prevent illegal movement to the United States.”

The JEB Little Creek-Fort Story experimentation event was a partnership involving ONR SCOUT, JIATF-S, the Naval Research and Development Establishment, and industry partners in the Chesapeake Bay area. It was one of multiple sprint events (scenario-based demonstrations of technology capabilities and characteristics) held this year that will lead to a large-scale main experimentation event in March 2023.

During the Chesapeake Bay event, participants engaged in simulated drug-running and -hunting scenarios during “cat-and-mouse” games involving a specialized vessel owned by SOUTHCOM and JIATF-S, a “Gotcha” boat formerly used by drug traffickers and seized by JIATF-S, and various targets of interest.

Participants employed sophisticated sensor systems and technologies, ranging from coordinated unmanned aircraft systems to wide-area motion imagery. Data collected during the exercises was fed into an onsite maritime operations center and synthesized, providing operators with real-time information about targets and each technology’s performance.

The technology tested at JEB Little Creek-Fort Story will undergo further refinement and improvement before the March 2023 main experimentation event.

Ishee Assumes Command of U.S. 6th Fleet and Naval Striking and Support Forces NATO



Vice Adm. Thomas E. Ishee relieved Vice Adm. Gene Black III as commander, U.S. 6th Fleet and commander, Naval Striking and Support Forces NATO in a change of command ceremony held onboard U.S. Naval Support Activity Naples, Italy, Sept. 15.

U.S. NAVY

U.S. NAVAL SUPPORT ACTIVITY NAPLES, Italy – Vice Adm. Thomas E. Ishee relieved Vice Adm. Gene Black III as commander, U.S. 6th Fleet and commander, Naval Striking and Support Forces NATO (STRIKFORNATO) in a change of command ceremony held onboard U.S. Naval Support Activity Naples, Italy, Sept. 15.

Adm. Stuart Munsch, commander, U.S. Naval Forces Europe-Africa

(NAVEUR-NAVAF) and commander, Allied Joint Forces Command Naples, presided over the ceremony. Munsch outlined Black's extensive accomplishments as 6th Fleet commander and presented Black with the Distinguished Service Medal.

"Gene has sustained an unprecedented level of activity as the fleet commander for the Euro-Atlantic area, recalibrating our combined forces for dynamic operations, as the tenets of strategic competition dictate, to deter Russian aggression and stand ready to defend NATO," said Munsch. "No one can look at the tenor you've set and argue that our adversaries haven't factored your warfighting command of 6th Fleet and STRIKFORNATO into their calculus."

As 6th Fleet commander and deputy commander of NAVEUR-NAVAF, Black provided regional, national and international leadership with credible Navy and NATO combat capabilities across the European and African areas of operations. He also spearheaded the establishment of a European Navy-Marine Corps task force (Task Force 61 Naval Amphibious Forces Europe/ 2d Marine Division (TF-61/2)). TF 61/2 is charged with command and control of high-end U.S. forces, including Amphibious Ready Groups and Marine Expeditionary Units; Reconnaissance and Counter-Reconnaissance Marines; and intelligence and collection units able to integrate with theater allies and partners.

"The establishment of Task Force 61/2 has brought an enhanced rapid response capability to the 6th Fleet area of operations and has displayed the strength and flexibility of the Navy-Marine Corps team," said Brig. Gen. Andrew Priddy, commanding general of TF 61/2.

Additionally, Black's leadership of STRIKFORNATO yielded the first transfer of authority of a U.S. Carrier Strike Group to NATO since the Cold War, setting a new standard in NATO cohesion and cooperation. 6th Fleet and STRIKFORNATO executed multiple phases of the Project Neptune series in 2021 and

2022, expanding transfer of authority of allied carrier strike groups and of the USS Kearsarge (LHD 3) ARG and 22nd MEU, substantially increasing flexibility and cohesion throughout the alliance.

“Demonstrating and enhancing NATO’s high-end maritime warfare capabilities shows the world the true strength and teamwork of our alliance,” Black said of Neptune Shield, held in May 2022. “NATO’s capacity to conduct integrated operations in the maritime domain ... validates more than seven decades of Alliance interoperability.”

Ishee, previously the Director of Global Operations for U.S. Strategic Command, spoke of his appreciation for the team he will lead, while outlining his vision and goals for the command.

“History is unfolding before our eyes, and our nation, the alliance, other allies and our partners around the world are relying on 6th Fleet and STRIKFORNATO to maintain freedom of navigation, defend our nations and the alliance, and support our partners,” said Ishee. “We will continue to build these enduring relationships through training and exercises, common values, and shared experiences and vision.”

Black has been selected for reappointment to the grade of vice admiral and assignment as deputy chief of naval operations for operations, plans, and strategy, N3/N5, Office of the Chief of Naval Operations, Washington, D.C.

U.S. 6th Fleet is permanently assigned to NAVEUR-NAVAF, and employs maritime forces through the full spectrum of joint and naval operations.

Littoral Combat Ship USS Coronado Decommissioned



Capt. Marc Crawford, center, commodore of Littoral Combat Ship Squadron ONE, gives the order to decommission Independence-variant littoral combat ship USS Coronado (LCS 4) during a decommissioning ceremony Sept. 14. *U.S. NAVY / Mass Communication Specialist 2nd Class Vance Hand*

SAN DIEGO – Independence-variant littoral combat ship USS Coronado (LCS 4) was decommissioned in San Diego, Sept. 14, the Navy said in a release.

As an operational unit, Coronado and its crew played an important role in the defense of the nation and maritime freedom. As a test and training ship, Coronado and its Sailors were key to determine the operational configuration and deployment capabilities of today's LCS platform.

"Today we recognize the great contribution Coronado and its crew made in developing the operational concepts foundational

to the current configuration and deployment of littoral combat ships,” said Rear Adm. Wayne Baze, the ceremony’s guest speaker and commander of Expeditionary Strike Group 3. “Thanks to Coronado, the future of LCS looks bright.”

Coronado and its Sailors contributed a tremendous amount of work and time to ensure the future success of the LCS program during the ship’s time in naval service. The ship worked alongside allied and partner nations while on a 14-month rotational deployment to the Indo-Pacific in 2017, including inaugural port visits to Cam Ranh, Vietnam and Lamut, Malaysia. While deployed, Coronado supported presence operations and maritime security operations to include the advancement of the LCS manned-unmanned teaming concepts through successful targeting exercises with an embarked MQ-8B Fire Scout. The ship’s successful operations demonstrated the relevance of LCS as a platform that provides flexible options and tactical advantages.

“Since April 5th, 2014, Coronado has been the vanguard for proving the capabilities of the LCS platform and establishing the mission sets,” said Cmdr. Spike Lamson, Coronado’s commanding officer. “The dedication of her crews and supporting teams have guaranteed the future success of this class of ship and the crews that will operate them over-the horizon. I am proud to have served alongside her Sailors, and I am grateful for the opportunity to give Coronado the farewell she deserves.”

Built by Austal USA in Mobile, Alabama, Coronado was commissioned April 5, 2014, at Naval Air Station North Island. The ship deployed to U.S. 7th Fleet, integrated with a carrier strike group, performed exercises with partner navies and conducted joint maneuvers with other U.S. Navy warships. Upon decommissioning, Coronado will be designated as Out of Commission, In Reserve asset, and its Sailors will receive follow-on orders to new assignments.

The first USS Coronado (PF 38) served in World War II and was decommissioned in 1945. The second USS Coronado (AGF 11) served in U.S. 2nd, 5th and 6th Fleets and as the flagship for Commander, U.S. 3rd Fleet. The second Coronado was decommissioned in 2006 and sunk during Exercise Valiant Shield in 2012.

CNO: Navy Needs to Maintain the Lead on Ship Design



An artist's conception of the future USS Constellation (FFG 62). *FINCANTIERI MARINETTE MARINE*

ARLINGTON, Va. – The chief of naval operations praised the trend of the Navy leading the teams developing its ship designs in a recent interview, citing a recent success, and looking forward to more with the next-generation frigate and destroyer designs.

"We're learning a lot, as we can see with FFG [the FFG 62 Constellation-class frigate program]," said Adm. Michael Gilday, speaking in a Sept. 14 interview with Deputy Editor Bradley Peniston during Defense One's State of Defense webinar, commenting on the subject of the Navy's DDG(X) next-generation destroyer program.

"We're beginning to make progress on that first ship [FFG 62]," Gilday said.

"I think it's important that the Navy maintain the lead on design," he said. "So, what we've done with DDG(X) is we've brought in the private shipbuilders so that they can help inform the effort. So, it's a team, but it's Navy-led. So, both of the companies that produce DDGs are involved in that initial design. Our intent is to go into build with a mature design. So, that would mean at more than the 80% complete point when we actually start bending metal.

"We have seen great success of that, with Columbia [-class ballistic-missile submarine] as an example, where we were at more than 80% design that we began that first hull," Gilday said.

"So that's going to be something that we're going to play close attention to, because it actually drives down technical risk," he said. "Technical risk has been a challenge for us, whether it has been Zumwalt [DDG 1000], LCS [littoral combat ship] or Ford [aircraft carrier] in particular. [With] those three builds, we have accepted technical risk, and it has cost us in terms of keeping those ships not only on budget but also on schedule."

The CNO said the design plan for DDG(X) will be to migrate the Arleigh Burke-class DDG combat systems to the larger-hull DDG(X), much as with the successful migration of the combat systems of the Ticonderoga-class guided-missile cruiser to the Arleigh Burke in the late 1980s. He said the DDG(X) also will

have increased space, weight, and power to handle future capability growth over time, possibly to include hypersonic missiles, which require larger launchers than the current Mk41 and MK75 vertical launching systems.

CNO Visits Aviation Commands, Tailhook Convention



Chief of Naval Operations Adm. Mike Gilday meets with Sailors during lunch at Naval Air Station Lemoore. Gilday traveled to Nevada and California, Sept. 8-13, to meet and speak with Sailors and Navy leaders. *U.S. NAVY / Mass Communication 1st Class Michael B. Zingaro*

LAS VEGAS – Chief of Naval Operations Adm. Mike Gilday traveled to Nevada and California, Sept. 8-13, to visit local commands, meet with Sailors and attend conferences, the CNO's

public affairs office said in a release.

Gilday visited Naval Air Station Fallon, Naval Air Station Lemoore, and Reno, Nevada.

He first visited Naval Aviation Warfighting Development Center in Fallon, Nevada, for the Aviation and Surface Warfare Commander's Symposium, where he spoke.

"We need to continue to ensure tactical aviation readiness and improved ground forces training can meet the demands of today and the threats of tomorrow," said Gilday. "NAS Fallon and the Fallon Range Training Complex is the nation's premier training environment comprised of airspace and challenging ranges ... it's a true center of warfighting excellence where our air wings are preparing to win high-end conflict."

He then traveled to Reno, Nevada, for Tailhook Association's Hook '22, a three-day event that featured presentations and panels with leaders from across naval aviation. At the symposium, he met with Sailors, attended a winging ceremony for three new aviators and was the guest of honor at the Tailhook Banquet, where he provided remarks.

"The aircraft carrier and its unmatched weapons system, the embarked air wing, represents what is and what will remain the centerpiece of naval combat power," said Gilday. "The carrier has been a versatile platform for more than a century and will continue to be so because we have adapted the air wing to a changing world and its capabilities to a changing threat spectrum."

"The carrier is the world's most lethal and flexible military machine and the most effective tool for sea control and power projection ever created," he added. "The aircraft carrier, naval aviation and our Navy have a great legacy and an even greater future thanks to our people."

The symposium was a chance for junior officers, senior

leaders, aircrew, Navy civilians, retirees and industry partners to gather and talk about items of interest to naval aviation, such as the Air Wing of the Future, unmanned capabilities, readiness, maintenance, training and manning.

Following Hook '22, Gilday travelled to NAS Lemoore, California, for F/A-18 and F-35 program updates and to meet with Sailors.

“The men and women here are shaping the future of our force,” said Gilday. “Advanced capabilities help to ensure our Navy will maintain warfighting advantages against increasingly competitive adversaries,” said Gilday.

“Going forward, we will continue investing in the next generation air dominance family of systems, manned and unmanned aircraft, netted sensors and weapons, and in our aircraft carriers,” the CNO said. “The last 100 years of carrier aviation has been impressive and we will continue to adapt and carry on that adaptation and warfighting ethos ... the carrier is here to stay.”

The Navy recently deployed its first Navy F-35C and CMV-22B as part of the USS Carl Vinson Carrier Strike Group. Additionally, the first Marine Corps F-35Cs deployed with the USS Abraham Lincoln Carrier Strike Group. The USS Gerald R. Ford (CVN 78) will deploy for the first time later this year.

USS Ronald Reagan Departs

Yokosuka to Resume Patrol



Sailors man the rails aboard the U.S. Navy's only forward-deployed aircraft carrier, USS Ronald Reagan (CVN 76), as the ship departs Commander, Fleet Activities Yokosuka, Sept. 12. *U.S. NAVY / Mass Communication Specialist Seaman Natasha ChevalierLosada*

YOKOSUKA, Japan – The U.S. Navy's only forward-deployed aircraft carrier, USS Ronald Reagan (CVN 76), and its strike group departed Commander, Fleet Activities Yokosuka Sept. 12 to continue promoting peace and stability in the Indo-Pacific region, according to the ship's public affairs.

Ronald Reagan's departure marks the end of a scheduled maintenance availability period.

"We're excited to be back at sea, and are grateful for the excellent support from our maintenance teams ashore," said Capt. Fred Goldhammer, Ronald Reagan's commanding officer. "Not only was our completion of scheduled maintenance and in

port training beneficial in ensuring the combat readiness of 'Warship 76,' but this brief period allowed our crew an opportunity to recharge and reconnect with our families and friends."

While departing, hundreds of Reagan Sailors manned the rails in service dress white uniforms as the ship made its way to sea for the second time this year.

During this routine deployment, Ronald Reagan, its strike group ships, the embarked Carrier Air Wing 5, Carrier Strike Group 5 and Destroyer Squadron 15 staffs, will continue working with allies and partners, promote adherence to a rules-based international order, as well as maintain presence and flexibility.

Prior to Reagan's return to Yokosuka, the ship conducted operations in the Philippine Sea.

The Ronald Reagan Carrier Strike Group includes the Ticonderoga-class guided-missile cruiser USS Chancellorsville (CG 62), as well as Arleigh Burke-class destroyers USS Barry (DDG 52) and USS Benfold (DDG 65), assigned to DESRON 15.

The Ronald Reagan Carrier Strike Group is forward-deployed to the U.S. 7th Fleet area of operations in support of a free and open Indo-Pacific region. Under Commander, U.S. Pacific Fleet, 7th Fleet is the U.S. Navy's largest forward-deployed numbered fleet, and routinely interacts and operates with 35 maritime nations.

James Honea Takes the Helm as the Next MCPON



Chief of Naval Operations Adm. Mike Gilday hands the Master Chief Petty Officer of the Navy cutlass to MCPON James Honea during the Change of Office ceremony held at Mahan Hall, United States Naval Academy, Sept. 8. *U.S. NAVY / Senior Chief Mass Communication Specialist Anastasia McCarroll*

ANNAPOLIS, Md. – Master Chief Petty Officer of the Navy Russell Smith passed the ceremonial cutlass, via the Chief of Naval Operations Adm. Michael Gilday, to James Honea during a change of office and retirement ceremony Sept. 8, the Office of the Master Chief Petty Officer of the Navy said Sept. 10.

The ceremony held at the U.S. Naval Academy's Mahan Hall marked the end of more than three decades of Naval service for MCPON Smith.

Smith has served as the 15th MCPON since Aug. 29, 2018. During

his term, he instituted Laying the Keel, an updated leadership development career path, revised the command master chief instruction, and the Sailor of the Year program. More importantly, he tirelessly advocated policy and program improvements for the Navy's Sexual Assault Prevention and Response program as well as increased Sailor access for mental health care to congressional members during his annual testimonies before the House Armed Services Committee.

Gilday presided over the ceremony and highlighted Smith's accomplishments during his naval career while thanking him for his leadership.

"Your tireless efforts to provide Sailors with mental, morale, and spiritual support has helped make our fleet more resilient and much more effective," said Gilday. "Your leadership ensured that our most important resource, our people, are ready to serve and defend the nation we love. Having conducted more than 200 fleet visits all over the world, your outreach and willingness to be there for Sailors and their families is what truly made your service so remarkable. Thank you for everything you have done over these past four years. Our Navy and our Navy family are much stronger than it was four years ago."

After the ceremonial passing of the MCPON cutlass, Honea took the helm of the enlisted force as the Navy's 16th MCPON. During the ceremony, he spoke about his top priorities: warfighting competency, professional and character development, and quality of life.

"When I was selected for MCPON, I thought heavily on what my tenure means and what I could bring to you all," said Honea. "I'm glad I chose to be challenged by this adventure and I'm proud of what it has brought me. I thank you all for accepting the same challenge and being on this journey with me. I have always been proud to be your Shipmate, and I'm privileged to

be your MCPON.”

The MCPON serves as an adviser to the CNO and to the chief of naval personnel in matters dealing with enlisted personnel and their families. The MCPON is also an adviser to boards dealing with enlisted personnel issues; is the enlisted representative of the Department of the Navy at special events; may be called upon to testify on enlisted personnel issues before Congress; and maintains a liaison with enlisted spouse organizations.

CNO, Chief of Italian Navy Meet and Discuss Regional Security



Chief of Naval Operations Adm. Mike Gilday meets with Chief of Italian Navy Adm. Enrico Credendino at the Pentagon for an office call, Sept. 7. *U.S. NAVY / Mass Communication Specialist 1st Class Michael B. Zingaro*

WASHINGTON – Chief of Naval Operations Adm. Mike Gilday hosted Chief of Italian Navy Adm. Enrico Credendino at the Pentagon for an office call on Sept. 7, the CNO's public affairs office said in a release.

Gilday and Credendino discussed their visions to grow the already successful maritime partnership between Italy and the United States, emphasizing the need to strengthen the warfighting advantage in the region, maximize cooperative training opportunities, and improve capabilities sharing.

"An ally and partner like Italy is crucial to our success in the European theater," said Gilday. "Our navies have a long and storied history together – Harry S. Truman Carrier Strike Group's recent tri-carrier operations with ITS Cavour and FS Charles de Gaulle is a testament to the strength of our maritime partnership."

"I'm incredibly thankful to Adm. Credendino and the Marina Militare for their leadership in the security and stability of the wider Mediterranean region," Gilday added.

The two leaders also talked about the security environment in Europe, stressing the importance of continued interoperability among NATO forces. U.S. and Italian aircraft carriers have operated together this year in support of real-world contingency operations, and both chiefs expressed interest in expanding similar operations in the future.

"The U.S. Navy is the exemplary partner for Italian Navy – in bilateral cooperation, within the alliance and in coalitions – for the sake of maritime security and the prosperity of our nations. Our relationship reflects the long-standing and strong bonds of friendship between our people and our countries," said Credendino.

“That’s why I am deeply grateful to Adm. Gilday – the continuous effort in fostering cooperation is, indeed, the key to face present challenges to peace and stability, posed by the international scenario, in order to preserve our common reference values.”

The U.S. and Italian Navy regularly operate together around the globe. In addition to regional tasking earlier this year, the two navies have also participated in exercises and activities such as Neptune Strike 2022, Obangame Express and bilateral drills. These exercises highlight NATO’s ability to integrate high-end maritime warfare capabilities to defend the alliance.

Italy hosts American Sailors at Naval Support Activity Naples, Naval Air Station Sigonella and NSA Naples Detachment Gaeta.

This was the first meeting between the two heads of navy. Gilday has previously met with Credendino’s predecessor, current Italian Chief of Defense Staff Adm. Giuseppe Cavo Dragone.

DoD Submits Updated Red Hill Defuel Plan to Hawaii D0H



A Naval Facilities Engineering Systems Command contractor pours a water sample in February to conduct real-time monitoring at Red Hill Well in support of Joint Base Pearl Harbor-Hickam's water recovery efforts. *U.S. NAVY / Mass Communication Specialist 2nd Class Mar'Queon A.D. Tramble*
JOINT BASE PEARL HARBOR-HICKAM, Hawaii – The Department of Defense submitted on Sept. 7 its updated plan to defuel the Red Hill Bulk Underground Storage Facility to the Hawaii Department of Health, Commander Navy Region Hawaii public affairs said in a release.

Under the analysis completed as of the submission of Supplement 1.A, DoD projects completion of defueling by July 2024.

The new timeline reflects the DoD's commitment to defuel Red Hill safely while consolidating and accelerating work at every opportunity. A team of experts from DoD, Navy and Defense Logistics Agency worked together over two months to refine and improve the defueling plan. The team condensed the repair timeline, determined certain activities could be conducted in

parallel, and reduced the duration of the final phase of defueling from 8 months to approximately 5 months.

The DoD Red Hill Defueling Plan Supplement 1.A includes information on the DoD unpacking plan, infrastructure repairs and enhancements, training updates, schedule updates, and general comments addressing DOH feedback. Moving forward, DoD will continue to identify opportunities to accelerate timelines without sacrificing safety.

“This plan represents considerable work by our DoD and Navy team along with the regulators, and we remain completely focused on the safe and expeditious defueling of the facility,” said Rear Adm. Steve Barnett, commander, Navy Region Hawaii. “As we move forward, we will continually refine and improve this plan, and keep stakeholders and the community informed throughout the process. Every action we take must protect the environment and the community.”

The DoD plans to provide the Department of Health with an additional defueling plan supplement later this month. The next supplement will incorporate analysis from recent and expected studies that DoD did not receive in time to address in Supplemental 1.A, and which may identify additional infrastructure modifications to support defueling. If the incorporation of the above reports and their findings affect the defueling plan and its timelines, the next supplement will provide supporting details.

Throughout execution of this plan, DoD will coordinate with DOH and the U.S. Environmental Protection Agency to meet the requirements of and timelines established in the State’s Emergency Order, ensure compliance with environmental safeguards and defuel Red Hill in accordance with applicable federal, state and local regulations.

More information on the defueling work, including the updated plan, can be found here: www.navy.mil/jointbasewater.

Littoral Combat Ships Conduct Joint Oceania Maritime Support Initiative



Independence-variant littoral combat ship USS Oakland (LCS 24) stations behind a fishing vessel while Tactical Law Enforcement Team Pacific Coast Guardsmen conduct an Oceania Maritime Support Initiative vessel compliance boarding, Aug. 19. U.S. NAVY / Mass Communication Specialist 2nd Class Ian Zagrocki

PACIFIC OCEAN – Independence-variant littoral combat ships USS Jackson (LCS 6) and USS Oakland (LCS 24) deployed to the Oceania region with embarked U.S. Coast Guard Pacific Tactical Law Enforcement Team detachments to conduct maritime law enforcement operations in support of U.S. and Pacific Island

nations fisheries laws, August 2022, Commander, Littoral Combat Ship Squadron One Public Affairs Office said Sept. 7.

The Oceania Maritime Support Initiative (OMSI) is a secretary of defense program that leverages Department of Defense assets transiting the region to improve maritime security and maritime domain awareness, ultimately supporting regional stability and partnerships in Oceania.

“The joint Navy and Coast Guard OMSI mission capitalizes on the agility and mission adaptability LCS was designed for,” said Cmdr. Derek Jaskowiak, commanding officer of Oakland. “It is our privilege to support our partner nations through presence in Oceania and to ensure continued security, stability, and prosperity throughout the region.”

Finishing up their OMSI patrol in late August, Oakland operated alongside the U.S. Coast Guard, a detachment from Helicopter Maritime Strike Squadron 35, and partners throughout the region to suppress illicit maritime activities like illegal, unregulated, unreported fishing and transnational crime.

“Partnering with the U.S. Navy in support of the OMSI mission enables the Coast Guard to extend our reach into and throughout Oceania as the tyranny of distance when operating in the Pacific is exceptionally vast,” said Lt. C.K. Williams, chief intelligence officer of USCG Sector Honolulu.

Jackson will continue the OMSI mission through September 2022.