

Navy Accepts Delivery of Fleet Replenishment Oiler USNS John Lewis



The USNS John Lewis (T-AO 206), the lead ship of a new class of fleet replenishment oilers. *U.S. NAVY*

WASHINGTON – The Navy accepted delivery of the lead ship of its new class of fleet replenishment oilers, USNS John Lewis (T-AO 205) on July 27, Team Ships Public Affairs said July 29.

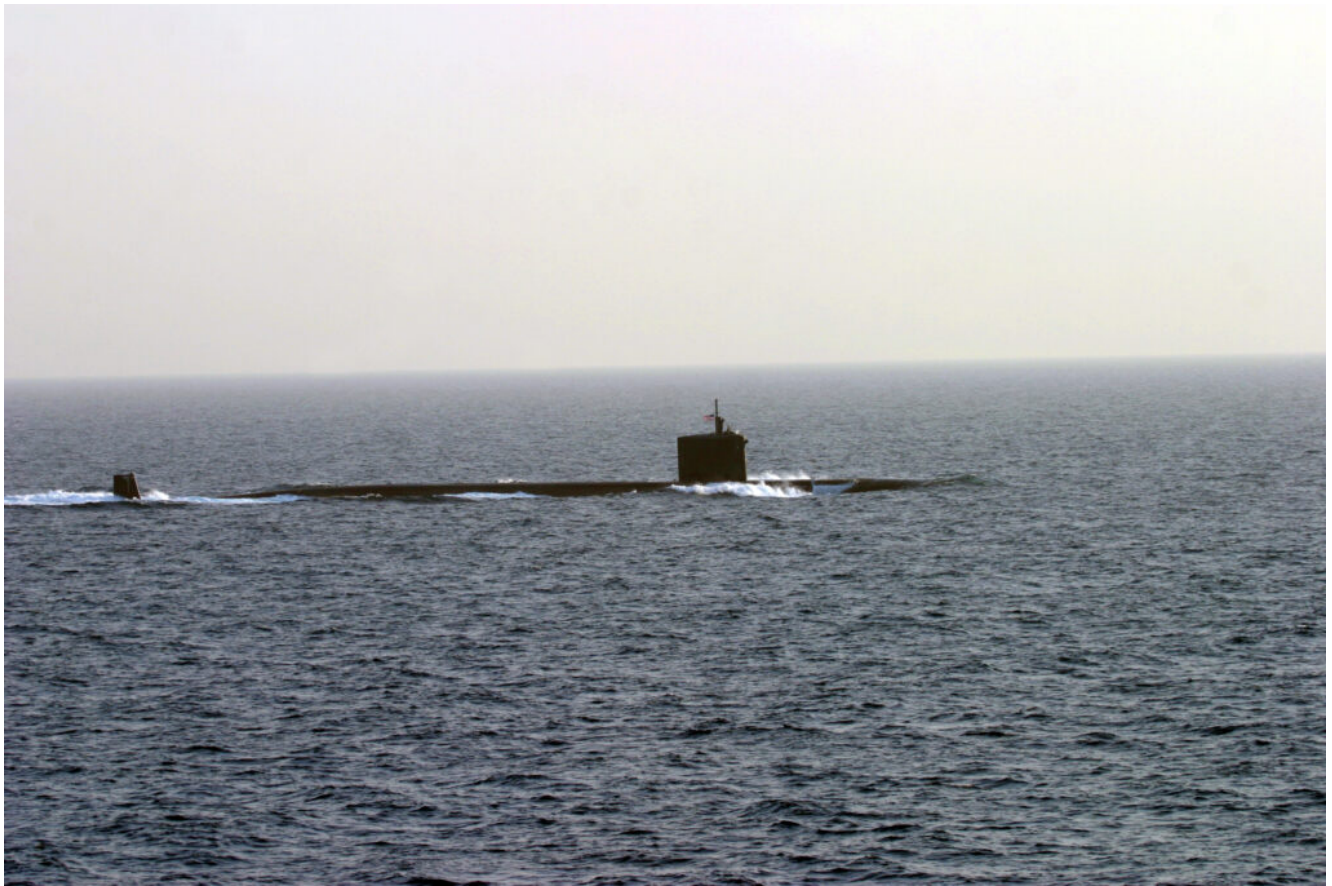
T-AO 205's delivery follows the completion of acceptance trials with the Navy's Board of Inspection and Survey to test the readiness and capability of the craft and to validate requirements.

"USNS John Lewis will provide much needed capability to the fleet as the primary fuel pipeline at sea," said John

Lighthammer, program manager of the Auxiliary and Special Mission Shipbuilding Program Office. "This is the first of a 20-ship class providing the Sailors and merchant mariners another tool to support at-sea operations."

The new John Lewis-class T-AOs will be operated by Military Sealift Command to provide diesel fuel and lubricating oil, and small quantities of fresh and frozen provisions, stores, and potable water to Navy ships at sea, and jet fuel for aircraft. The new T-AOs will add capacity to the Navy's Combat Logistics Force and become the cornerstone of the fuel delivery system.

General Dynamics Electric Boat Awarded \$698M Contract Mod to Overhaul USS Hartford



The Los Angeles-class attack submarine USS Hartford, shown underway in the Persian Gulf in 2009. *U.S. NAVY*

GROTON, Conn. – General Dynamics Electric Boat announced June 29 it was awarded a modification of the previously awarded U.S. Navy contract for the repair, maintenance and modernization of the submarine USS Hartford (SSN 768).

The contract modification has a value of \$697.9 million. Work will be performed at the company's shipyard in Groton, Connecticut, and is expected to be completed in October 2026.

USS Hartford is a Los Angeles-class submarine built by General Dynamics Electric Boat and commissioned in 1994.

"This engineered overhaul of the USS Hartford will enhance its warfighting capability and extend the ship's service life, returning a valuable asset to the U.S. Navy submarine fleet," said Kevin Graney, president of General Dynamics Electric Boat.

Navy to Commission Amphibious Transport Dock Ship Fort Lauderdale



The Navy's newest amphibious transport dock ship, USS Fort Lauderdale, transports the Navy's newest connectors to their new homeport. *U.S. NAVY*

ARLINGTON, Va. — The Navy will commission its newest amphibious transport dock, the future USS Fort Lauderdale (LPD 28), during a 10 a.m. EDT ceremony Saturday, July 30, in Fort Lauderdale, Florida, the Defense Department said July 29.

The future USS Fort Lauderdale is the first naval ship to honor the city of Fort Lauderdale, Florida.

“Tomorrow we commission the future USS Fort Lauderdale, bringing a powerful war ship with a dedicated and determined crew to life,” said Secretary of the Navy Carlos Del Toro. “This ship will play an integral part in strengthening America’s partnerships and protecting our country’s security abroad.”

The future USS Fort Lauderdale is the 12th San Antonio-class ship, designed to support embarking, transporting, and bringing elements of 650 Marines ashore by landing craft or air-cushion vehicles. A flight deck hangar further enhances the ship’s capabilities, which can support the MV-22 Osprey tilt-rotor aircraft.

The ceremony will be live streamed at: [USS Fort Lauderdale Commissioning](#). The link becomes active approximately 10 minutes prior to the event (9:50 a.m. EDT).

Initial Operating Capability Declared for Unmanned Influence Sweep System



The Minecountermeasure Unmanned Surface Vehicle is recovered onboard USS Manchester (LCS 14) during Unmanned Influence Sweep System initial operational test and evaluation June 2021. *U.S. NAVY*

WASHINGTON, D.C. – Program Executive Office, Unmanned and Small Combatants (PEO USC) announced July 28 the Unmanned Influence Sweep System, a critical component of the Navy's suite of mine countermeasure technologies, has achieved initial operating capability, or IOC.

The Office of the Chief of Naval Operations declared UISS IOC on July 22. The program completed formal testing and delivered a system with logistics and training material with appropriately trained Fleet personnel to execute minesweeping as part of the Mine Countermeasures Mission Package.

"UISS's declaration of IOC is a monumental achievement for the Navy's Mine Countermeasures Mission Package," said Capt. Godfrey "Gus" Weekes, LCS Mission Modules (PMS 420) Program

Manager. PMS 420 is the office that oversees the Unmanned Influence Sweep System within PEO USC.

Capable of being operated from littoral combat ships, shore, or vessels of opportunity, the Unmanned Influence Sweep System provides acoustic and magnetic minesweeping coupled with the semi-autonomous, diesel-powered, aluminum-hulled Mine Countermeasures Unmanned Surface Vehicle. The MCM USV is an integral part of the mine countermeasures mission package and serves as the tow platform for both minesweeping and mine hunting missions.

Notably, this is also the first IOC of an unmanned surface platform by the U.S. Navy, marking an important milestone in the evolution toward a hybrid fleet of manned and unmanned systems.

“Over the years, the program has worked tirelessly to mature and field the UISS system that will keep the Navy’s most valuable asset, our sailors, safer by keeping them out of the minefield. With this declaration, the program is inching closer toward system-wide IOC for the MCM MP,” Weekes said.

U.S. Navy Holds UAS Wide-Area Mission Demonstration



The Navy conducts a demonstration aboard USS Paul Hamilton (DDG-60) July 12 to identify and examine unmanned aircraft systems capable of wide-area missions from a Navy vessel at long ranges for extended periods while sending information back to the vessel. *U.S. NAVY*

PATUXENT RIVER, Md. – The Navy recently completed an unmanned aircraft system wide-area mission demonstration to assess capabilities that could benefit the fleet in the future, Naval Air Systems Command said July 27.

The Navy and Marine Corps Small Tactical UAS program office (PMA-263), Naval Air Warfare Center Aircraft Division AIRWorks, and Navy Warfare Development Command led the sea-based demonstration July 11-15 aboard USS Paul Hamilton (DDG 60) in San Diego.

Two vendors, Insitu Inc. and L3Harris, showcased multiple technologies designed to operate as a portable system in challenging conditions while providing the same wide-area coverage as a shore-based system.

“This event was a great opportunity to evaluate unmanned capability in a relevant environment, learn how it can support and enhance operations, and get direct feedback from the

fleet,” said Col. Victor Argobright, PMA-263 program manager. “A lot of work was done in a short time across the enterprise to make this happen.”

Earlier this year, PMA-263 and AIRWorks teamed in collaboration with Innovation and Modernization Patuxent River, the Naval Air Warfare Center Aircraft Division partner for experimentation, technology demonstrations, and prototyping, and with Navy Warfare Development Command’s Fleet Experimentation team to identify and examine a UAS capable of performing wide-area missions from a Navy surface vessel at long ranges for extended periods while relaying accurate, relevant information back to the host vessel.

The team downselected the vendors to participate in the demonstration based on their ability to provide a system able to operate without additional support systems, deploy without dedicated launch or recovery equipment and have maximum portability, self-sufficiency and modularity across UAS hardware and payloads.

“The USS Paul Hamilton team was pleased to be a part of this demonstration,” said Cmdr. Jake Ferrari, the ship’s commanding officer. “To see the energy put behind providing capabilities associated with UAS aboard surface vessels is exciting. I look forward to future efforts that will provide an enduring fleet capability that is integrated into sustained operations.”

The systems demonstrated wide-area surveillance capability across multiple mission sets. The government will review data gathered during the demonstration to further evaluate each system’s performance.

“Both vendors stepped up to the challenge and the crew of the USS Paul Hamilton provided outstanding support and feedback,” said Argobright. “It’s teamwork like this that’s needed to get capability in the hand of sailors as quickly as possible. We will be leveraging this effort and working with Navy

leadership on the next steps to make this happen.”

As part of a multi-phased merit-based selection process, the demonstration may lead to Insitu or L3Harris being awarded an Other Transaction Authority prototype project under the authority of 10 U.S.C. 2371b later this year. OTAs are used by the DoD to carry out prototype, research and production projects.

Pacific Partnership Concludes Palau Phase



Military Sealift Command hospital ship USNS Mercy (T-AH 19) sits at anchor upon its arrival off the coast of Koror, Palau during Pacific Partnership 2022. *U.S. NAVY / Mass Communication Specialist 2nd Class Brandie Nuzzi*

KOROR, PALAU – The Palau phase of Pacific Partnership concluded in Koror, Palau, on July 23, Lt.j.g. Molly Sanders wrote in a July 27 U.S 7th Fleet release.

In Palau, the Pacific Partnership 2022 team included representatives from the host nation, Australia, Japan, the United Kingdom and the United States.

During the mission stop, the Pacific Partnership 2022 team conducted more than 100 total medical engagements including more than 50 dental events and five patient surgeries, 71 animals seen for surgical and medical care, two humanitarian assistance and disaster relief workshops with 120 personnel trained, three band concerts with more than 600 attendees, and a search and rescue exercise conducted between four participating nations.

“The USNS Mercy is strengthening relationship between our countries. We greatly appreciate their presence here in Palau to further the capabilities of our local medical practitioners,” said Palau President Surangel S. Whipps Jr.

Participants said the coordination between partner nations during Pacific Partnership 2022 enhanced understanding and cooperation, as well as prepared those involved to respond in case of a natural disaster or humanitarian assistance and disaster relief. Pacific Partnership contributes to regional stability and security through exchanges that foster enduring partnerships, trust, and interoperability between nations.

“It has been our honor to bring Pacific Partnership to Palau,” said Capt. Hank Kim, Pacific Partnership 2022 mission commander. “We worked together to share knowledge and provide care that will instill bonds lasting long after PP22 departs Koror.”

This year’s mission has included stops in Vietnam and Palau

and an engineering engagement in Fiji. The hospital ship USNS Mercy (T-AH 19) serves as the Pacific Partnership 2022 mission platform.

Now in its 17th year, Pacific Partnership is the largest annual multinational humanitarian assistance and disaster relief preparedness mission conducted in the Indo-Pacific.

For more information about Pacific Partnership and USNS Mercy, visit www.facebook.com/USNSMERCY, www.facebook.com/pacificpartnership, or <https://www.msc.usff.navy.mil/ships/mercy/>.

US Navy Exercises Option for L3Harris Submarine Imaging Masts



Sailors attached to the Virginia-class fast attack submarine USS Montana (SSN 794) man the boat during a commissioning ceremony in Norfolk, Va., June 25. L3Harris will provide imaging masts for Virginia- and Columbia-class submarines. *U.S. NAVY / Senior Chief Mass Communication Specialist John Smolinski*

NORTHAMPTON, Mass. – The U.S. Navy exercised an option on a previously awarded L3Harris Technologies' contract to produce enhanced submarine imaging masts and spares, the company said July 27.

L3Harris will provide two configurations of its Type 20 low-profile mast to meet the Navy's operational requirements. Production will be performed at L3Harris' Northampton, Massachusetts, facility, with initial deliveries scheduled to begin in 2024.

As the world's largest submarine imaging system provider, L3Harris delivers precise, high-resolution optics and integrated sensor packages.

The Type 20 mast is a modular non-hull-penetrating imaging

sensor that uses a telescoping universal modular mast to deliver improved high-definition visual imaging capabilities.

“The Type 20 low-profile mast is the next-generation imaging mast that will provide enhanced capabilities to the Virginia- and Columbia-class submarines,” said Rosemary Chapdelaine, president, Maritime, L3Harris. “Under this contract, we will deliver technology advancements to support the U.S. Navy’s mission and operational requirements, which will enable the users to see and control the submarine integrated imaging systems.”

Austal USA Awarded Contract Option for 2 U.S. NAVY T-ATS Ships



An artist's conception of a T-ATS craft. *AUSTAL USA*
MOBILE, Ala. – Austal USA was awarded a \$156 million U.S. Navy contract option for the construction of two Navajo-class

Towing, Salvage, and Rescue Ships (T-ATS), the company said in a release. With the award, the company is now under contract for four T-ATS, having received awards for T-ATS 11 and 12 in October 2021.

T-ATS will provide ocean-going tug, salvage, and rescue capabilities to support U.S. Navy fleet operations and will be a multi mission common hull platform capable of towing heavy ships. These ships will also be able to support current missions, including oil spill response, humanitarian assistance, and wide area search and surveillance.

The contract award follows Austal USA's start of construction on its first T-ATS ship earlier this month that was celebrated at a ceremony attended by governmental officials and local community leaders. The highlight of the ceremony had U.S. Rep. Jerry Carl (R-Alabama) pushing the plasma cutter button making the first cut of steel for the ship.

"The T-ATS program is special to our team as it represents the start of construction of a new class of ship for our shipbuilding team. This contract is important because it provides us the backlog to really optimize production over the course of these four ships," Austal USA President Rusty Murdaugh said. "We're honored to have this contract and it illustrates the Navy's continued confidence in our team's demonstrated ability to deliver capability on-time and on-schedule."

General Atomics SeaGuardian

UAS Supporting RIMPAC 2022



An MQ-9B SeaGuardian UAS is supporting RIMPAC 2022 under a contract with the U.S. Navy. *GENERAL ATOMICS AERONAUTICAL SYSTEMS*

SAN DIEGO – An MQ-9B SeaGuardian unmanned aircraft system from General Atomics Aeronautical Systems Inc. is under contract with the U.S. Navy to support the Rim of the Pacific (RIMPAC) 2022 exercise, the company said July 27.

RIMPAC, the world's largest international maritime exercise, started in late June and continues until early August in Hawaii and Southern California operations areas.

GA-ASI's SeaGuardian is a maritime derivative of the MQ-9B SkyGuardian and remains the first UAS that offers multi-domain intelligence, surveillance, reconnaissance and targeting as an internal payload that can search the ocean surface and the depths in support of Fleet operations. The UAS is also providing real-time ISR data feeds to the U.S. Pacific Fleet Command Center using signals intelligence parametrics and full-motion video to the watch floor and intelligence centers for real-time, dynamic tasking.

As of July 25, 11 flights totaling over 80 hours have been

flown by SeaGuardian showcasing all operational payloads, which includes electronic intelligence, communication intelligence, Automatic Identification System, antisubmarine warfare monitor and control of sonobuoys, GA-ASI developed Lynx Multi-mode Maritime Radar, high-definition electro-optical/infra-red imaging system and Link 16.

SeaGuardian's multi-domain capabilities allows it to flex from mission to mission and pass real-time sensor data directly to the Fleet through Link 16 and satellite feeds to the shore-based command and intelligence centers, the company said.

During RIMPAC, the MQ-9B has effectively passed ISR&T information to various surface and air units, such as the aircraft carrier USS Abraham Lincoln, guided-missile destroyers, littoral combat ships, frigates, patrol boats, P-8 and P-3 maritime patrol aircraft and a litany of other U.S. and foreign units taking part in the exercise.

CNO's NAVPLAN Addresses Hybrid Fleet Force Structure Goals for 2045

CHIEF OF NAVAL OPERATIONS NAVIGATION PLAN

2022



ARLINGTON, Va. – The update to the chief of naval operation’s Navigation Plan incorporates the Navy’s Force Design 2045 ship and aircraft force level goals for 2045, a hybrid fleet in which manned ships will remain dominant but supplemented by significant numbers of unmanned systems.

The NAVPLAN, released July 26, has been informed by recent fleet exercises, including IMX-22 held by Task Force 59 earlier this year and the Rim of the Pacific exercises, CNO Adm. Michael Gilday, now in his third year in office, said during a July 26 roundtable with reporters.

The plan complies with the National Defense Strategy and the CNO’s priorities on Sailors, readiness, capability and capacity.

“The Navy must be capable of controlling the seas to deter

aggression against our allies and partners, and project power ashore as an integral part of the Joint Force,” the CNO says in the NAVPLAN. “The Navy will incorporate our force design imperatives – distance, deception, defense, distribution, delivery, and decision advantage – to effectively integrate with the joint force, deliver effects across all domains and defeat adversary forces in conflict.

“To accomplish this, the Navy must become a hybrid fleet. Manned, multi-mission platforms will remain at the core of our future fleet but augmented with new platforms and new capabilities. We will add to our current fleet a host of manned, unmanned and optionally manned platforms operating under, on, and above the seas. This future fleet will deliver an assured strategic deterrent; greater numbers of undersea capabilities; a mix of large and small modern surface combatants; and a resilient logistics enterprise that can sustain our distributed naval force.”

Gilday said the future fleet would require a 3% to 5% annual increase in the Navy’s budget, noting that the shipbuilding request of \$27 billion is the highest ever but also affirming that a long time will be required to build up the size of the fleet to meet the goals in 2045.

“I think it’s going to take a couple of decades to yield that hybrid fleet that we think that we ultimately need in order to fight the way we think we want to fight in a distributed manner, leveraging networking like JADC2 and the effort that we have ongoing with Overmatch,” Gilday said. “All that is going to take time. I’m being realistic. We don’t have the capacity in the industrial base to pump out that number of ships in a short period of time.”

Force Design 2045 envisions a hybrid fleet of “more than 350 manned ships, 150 large, unmanned surface and subsurface platforms, and approximately 3,000 aircraft,” the plan says, noting the numbers will be refined as the security environment

changes.

The capacity goals of Force Design 2045 include:

- 12 Columbia-class nuclear-powered ballistic-missile submarines
- 12 nuclear-powered aircraft carriers
- 66 nuclear-powered fast-attack and large-payload submarines, continuing with the Virginia class and developing the SSN(X)
- 96 large surface combatants, including the Flight III Arleigh Burke-class DDG and the DDG(X)
- 56 small surface combatants, including the Constellation-class FFG
- 31 large amphibious warships
- 18 light amphibious warships
- Approximately 150 unmanned surface and subsurface vessels
- 82 combat logistic and auxiliary ships
- Increased expeditionary logistics capacity
- Approximately 1,300 carrier-based fifth-generation strike fighters and Next-Generation Air Dominance Family of Systems
- Approximately 900 maritime patrol, reconnaissance, anti-submarine and anti-surface fixed-wing and rotary-wing aircraft, augmented by unmanned aircraft
- Approximately 750 intra-theater lift, training, and research and development aircraft.

“We will augment the force with an evolving complement of thousands of small, rapidly adaptable, and attritable unmanned platforms,” the NAVPLAN says. “These enablers will increase our sensing resilience, persistence, and coverage, provide cross-domain kinetic and non-kinetic effects, and enhance the survivability and sustainability of the future fleet. We will build future platforms with modernization in mind – hardware upgradeable and software updateable at the speed of innovation. We must build adequate space, weight, and power

into our large long-life capital investments to support evolving sensors and weapons systems.”

The NAVPLAN is available [here](#).