HII Awarded Contracts to Build Two More National Security Cutters

PASCAGOULA, Miss. – Huntington Ingalls Industries' (HII's) Ingalls Shipbuilding division has received two fixed-price incentive contracts from the U.S. Coast Guard to build two additional National Security Cutters (NSCs), the company said in a Dec. 21 release. The contract values for the a 10th and 11th ships in the program are $468.75 million for NSC 10 and $462.13 million for NSC 11.

"This additional funding for two NSCs is a great accomplishment on which to end the year," said Ingalls Shipbuilding President Brian Cuccias. "The outstanding work being done by skilled men and women of Ingalls, as well as the recognition by Congress and the U.S. Coast Guard as to the important contributions these ships make to our nation's defense, are the reason for this success. These ships provide capable assets that our Coast Guard customer uses to perform essential homeland security missions, and we look forward to delivering two more quality NSCs to help with this important work."

Ingalls has delivered seven NSCs, the flagships of the Coast Guard's cutter fleet, designed to replace the 12 Hamilton-class high-endurance cutters that entered service in the 1960s. The seventh ship, Kimball (WMSL 756), will be commissioned in Hawaii on Jan. 19.

Both the eighth ship, Midgett (WMSL 757), and the ninth, Stone (WMSL 758), are currently under construction at Ingalls. Midgett is scheduled for its first set of sea trials in the first quarter of 2019. Stone is scheduled to launch in 2019. NSCs are 418 feet long with a 54-foot beam and displace 4,500

tons with a full load. They have a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 120.

Coast Guard Cutter Mohawk Returns to Key West After 42-Day Patrol

KEY WEST, Fla. – The crew of the Coast Guard Cutter Mohawk, homeported in Key West, returned Sunday following a 42-day patrol in the Caribbean Sea, the 7th Coast Guard District said in a Dec. 24 release.

The cutter crew worked with multiple Customs and Border Protection and U.S. Navy maritime patrol aircraft while countering transnational criminal organizations attempting to smuggle drugs, humans and other dangerous cargoes to the United States.

Over the course of the patrol, Mohawk's crew, complimented by a deployable specialized forces team from U.S. Coast Guard Tactical Law Enforcement Team South, successfully interdicted and seized nearly $17 million of cocaine.

Part of the cutter's duties included a four-day engagement with the Guatemalan Naval Forces to exchange tactics and best practices, strengthening the collaborative efforts of regional security partners. Furthermore, crew members spent over 20 hours restoring a local K-12 community school to make it more habitable for the students. These efforts resulted in a new roof for one of the buildings, the rejuvenation of athletic and bathroom facilities, and the repainting of one of the

classrooms.

“Additionally, Mohawk’s crew conducted daily damage control, navigation, and combat drills to ensure the cutter remains ready to save lives, defend our nation and enforce federal laws,” said Ensign Kira Dabrowski, public affairs officer aboard the cutter. “Upon our return to homeport, the crew will continue to work diligently to prepare to return to sea and continue to serve the American people.”

The Mohawk is a 270-foot Famous-class cutter named after the Algonquin tribe of the Iroquoian Indians who lived in the Mohawk Valley of New York.

Bath Iron Works Awarded Contract for Fifth DDG 51 Destroyer

BATH, Maine – The U.S. Navy has awarded General Dynamics Bath Iron Works (BIW) a contract to build a fifth DDG 51 destroyer as part of the multiyear award announced in September, the company said in a Dec. 21 release. General Dynamics Bath Iron Works is a business unit of General Dynamics.

In the most recent multiyear competition, BIW was awarded four ships. The Navy held a separate competition for an option ship as part of its commitment to growing the fleet. The Arleigh Burke-class destroyer will be funded in the fiscal 2019 budget.

“Bath Iron Works is privileged to continue producing state-of-the-art surface combatants for the longest running naval

shipbuilding program in our nation's history," said Dirk Lesko, president of BIW. "This award demonstrates the vital role the DDG 51 plays in the security posture of the United States and the confidence the Navy has in our shipyard to produce these important assets."

There are currently five DDG 51 destroyers in production at BIW: Daniel Inouye (DDG 118), Carl M. Levin (DDG 120), John Basilone (DDG 122), Harvey C. Barnum (DDG 124) and Patrick Gallagher (DDG 127). The shipyard's backlog includes Louis H. Wilson Jr. (DDG 126) and the five ships that are part of the multiyear contract awarded this fall. BIW also is building the third Zumwalt-class destroyer, Lyndon B. Johnson (DDG 1002).

Austal USA Receives $21 Million Order for Post-Delivery LCS Work

MOBILE, Ala. – The Department of Defense has awarded Austal USA, as the prime contractor, a $21 million order against a previously awarded Basic Ordering Agreement to accomplish the post-shakedown availability (PSA) execution for the littoral combat ship USS Manchester (LCS 14), the company said in a Dec. 23 release.

This effort encompasses all of the manpower, support services, material, nonstandard equipment and associated technical data and documentation required to prepare for and accomplish the USS Manchester PSA. The work to be performed will include correction of government responsible trial card deficiencies, new work identified between custody transfer and the time of PSA, and incorporation of approved engineering changes that

were not incorporated during the construction period which are not otherwise in the building yard's responsibility under the ship construction contract.

"This order is evidence of the Navy's confidence in Austal USA to provide significant post delivery services and support for the LCS fleet," said Austal USA President, Craig Perciavalle, "and it directly supports our growth strategy in the service business in San Diego, and Mobile, as we continue to support an ever-growing fleet of small surface combatants."

With nine ships delivered, five under construction and five more under contract, Austal USA is proving to be a major player in the Navy's plan for a 355-ship fleet. The Independence-variant LCS, along with Austal USA's expeditionary fast transport, are designed, constructed and well positioned to meet the needs of the fleet today and into the future.

Cutter Resolute Returns Home After 59-Day Patrol

ST. PETERSBURG, Fla. – The crew of the Coast Guard Cutter Resolute returned home Dec. 31 to St. Petersburg following a 59-day patrol, the 7th Coast Guard District said in a release.

Resolute crew members patrolled more than 9,000 miles providing a law enforcement presence in the Caribbean Ocean in the vicinity of Hispaniola and Puerto Rico while deterring illegal migrant departures and playing a role in several Coast Guard operations.

"After spending the holidays deployed, Resolute crew members

are ready to be home with family and friends to celebrate the new year," said Cmdr. Roy R. Brubaker, commanding officer of the Resolute. "As always, the crew performed remarkably well amidst challenging weather conditions and mission demands."

During the patrol, the Resolute crew participated in a four-day operation targeting illicit flow of narcotics off the coast of Jamaica. At the conclusion of the operation, the Resolute crew transitioned to support Operation Unified Resolve and team with Coast Guard Sector San Juan crew members. Their joint efforts resulted in the interdiction of nine Dominican migrants attempting to illegally enter Puerto Rico. Crew members also patrolled the Windward Passage thus providing an overt presence and deterring illegal migration off the north coast of Haiti.

While conducting a port visit in Ocho Rios, Jamaica, Resolute crew members, and personnel of the U.S. Embassy Kingston staff, hosted the Mayor Councillor Michael Belnavis along with 80 students from Ocho Rios Primary School. The tour provided an opportunity for Jamaican youth to learn about the Coast Guard and see aspects of sea-going life first-hand.

In the final days of patrol, the crew served as on-scene commander in a 37-hour search for a missing cruise ship crew member. Search crews saturated 105 square nautical miles, but the crew member was not recovered.

The Resolute is a 210-foot Reliance-class cutter and has a crew of 78.

Leonardo's Contender for U.S. Navy Training Helicopter Performs First Flight

ROME – Leonardo has successfully completed the initial flight test of the TH-119 instrument flight rules (IFR) training helicopter Dec. 20, the company said in a release.

The TH-119, Leonardo's bid to replace the U.S. Navy's aging fleet of TH-57 Sea Ranger training helicopters, is a variant of the successful AW119, manufactured in the United States with strong local supplier base. By completing this important milestone, the TH-119 remains on track to achieve full FAA IFR certification early this year, making it the only single-engine IFR-certified helicopter in production in decades.

The TH-119 was flown by Leonardo pilot Patrick McKernan at the company's Philadelphia plant where all variants of AW119s are built. The helicopter performed excellently during the flight which included an assessment of general handling and avionics systems. If selected by the U.S. Navy, a fleet of over 125 TH-119s will be built in Philadelphia utilizing the plant's existing AW119 manufacturing and support facility.

"Already made in USA, the TH-119 is an affordable, off-the-shelf teaching helicopter that combines proven performance, flexibility and safety," said Andrew Gappy, Leonardo director of U.S. government sales. "It is built to accomplish every current Navy undergraduate training mission and flight skill maneuver with plenty of room to grow over the venerable TH-57."

A variant of the successful AW119 specifically configured for military training, the TH-119 is the only modern single-engine helicopter certified to operate in actual instrument conditions, resulting in more available training days. The

TH-119 is a full-spectrum training helicopter, meaning that with a single-variant configuration the Navy can accomplish fundamental training flights like sliding landings, hovering and full autorotations (without offloading any of them to simulation) equally as well as advanced training flights including NVG, instruments, navigation, tactics, hoist, external cargo and search and rescue.

The TH-119's dual-display Genesys Aerosystems advanced glass cockpit allows instruction from either pilot seat with full IFR capabilities including flight director and 3-axis full autopilot. Its unique 180-degree adjustable observer seat offers student pilots full view of the cockpit providing a better learning environment even while riding as a passenger. The TH-119 combines exceptional power margins, thanks to its popular and reliable 1,000-shaft-horsepower Pratt & Whitney Canada PT6-B engine, with the durability of a cocoon-type metal airframe and reinforced shock stabilized skids for touchdown maneuver training. To minimize time on the ground and maximize operational flexibility the TH-119 can "hot" pressure refuel.

JFD Completes Second Submarine Rescue System for Indian Navy

OLDMELDRUM, Scotland – JFD, the underwater capability provider serving the commercial and defense diving markets and part of James Fisher and Sons plc, has successfully delivered the second of two third-generation submarine rescue systems to the Indian Navy. The delivery represents a significant milestone

in the provision of a comprehensive submarine rescue capability that will enhance safety for submariners.

Under a $243.4 million contract, JFD is providing two complete third-generation fly-away submarine rescue systems to the Indian Navy, including deep-search-and-rescue vehicles (DSRV), launch-and-recovery systems equipment, transfer-under-pressure systems, and all logistics and support equipment required to operate the service. The contract also includes a 25-year all-encompassing maintenance support service.

The equipment was designed, manufactured, integrated and tested by JFD prior to shipping to India, with the second system expected to arrive in country in January. The system will be mobilized onto the rescue vessel in order to begin a full series of sea acceptance trials, with JFD personnel remaining in country to work in close partnership with the Indian Navy to complete comprehensive training on the safe operation of the system.

“JFD is pleased to have successfully completed the delivery of the second advanced submarine rescue system to the Indian Navy,” said Giovanni Corbetta, JFD managing director. “The third-generation system represents a step-change in real-world submarine rescue capability and has been specifically designed to provide a comprehensive and highly capable submarine rescue service whilst ensuring the system is as quick and simple to mobilize as possible to maximize the chances of a successful rescue.

“Protecting the lives of submariners is the foundation of our business, and our teams of experts have worked tirelessly to ensure the seamless delivery of all of the submarine rescue systems JFD operates across the globe, continually driving the highest standards in safety,” Corbetta said. “The active participation of the Indian Navy throughout the build, acceptance and ongoing trials of the two systems trials is key to conducting safe and efficient operations in support of

submarine rescue to allow them the ability to respond effectively to an emergency when a submarine is in distress.”

Having completed comprehensive factory acceptance testing which was signed off by the Indian Navy, the second system has been delivered to the customer just eight months after the first system. All of the technologies utilized in JFD’s third-generation system are proven in service, and while innovative in arrangement, the methodology is built on tried and tested approaches and therefore requires little shift in operating doctrine, existing procedures, training and crewing competencies.

The Indian Navy formally inducted its first DSRV into service at a ceremony in Mumbai on Dec. 12, meaning that the Indian Navy has now joined a select league of nations with the capability to search, locate and provide rescue to distressed submarines.

“The DSRV (induction) is a landmark event and it marks the culmination of years of focused efforts of the Navy in acquiring niche submarine rescue capability,” said Adm. Sunil Lanba, chief of the Naval Staff for the Indian Navy. “With these capabilities, the Indian Navy has joined the select league of navies that operate such assets.”

Munro Returns Home from 105-Day Western Pacific Patrol

ALAMEDA, Calif. – The crew aboard Coast Guard Cutter Munro returned Dec. 24 to their homeport in Alameda after a 105-day, 17,000-nautical mile, multimission deployment to the Western Pacific Ocean, according to the Coast Guard Pacific Area.

The crew conducted a Western Pacific Living Marine Resources patrol during the 105-day deployment. Munro's law enforcement teams conducted 10 at-sea inspections of foreign-flag fishing vessels on the high seas to counter illegal, unregulated and unreported fishing practices in the Western and Central Pacific Fisheries Commission area.

"The crew worked tirelessly to execute 10 fisheries boardings, 186 flight evolutions and dozens of boat operations in support of fisheries enforcement which demonstrates U.S. presence in the Western Pacific," said Munro's commanding officer Capt. Jim Estramonte. "Munro's successful deployment paves the way for future Coast Guard Oceania patrols. Having the opportunity to bring the cutter to Guadalcanal, a place of Coast Guard lore, made the patrol even more meaningful for the crew."

Coast Guard Repatriates 41 Migrants to the Dominican Republic

SAN JUAN, Puerto Rico – The Coast Guard repatriated 15 migrants Dec. 21 and 26 others Dec. 20 to the Dominican Republic, following the interdiction of four migrant vessels in Mona Passage waters off the Dominican Republic and Puerto Rico, the 7th Coast Guard District said in a release.

The interdictions were a result of ongoing efforts in support of Operation Unified Resolve, Operation Caribbean Guard and the Caribbean Border Interagency Group (CBIG).

"Crossing the perilous waters of the Mona Passage aboard grossly overloaded makeshift boats with no life-saving

equipment onboard is extremely dangerous and a potentially life-threatening situation," said Cmdr. Christopher Douglas, Coast Guard Sector San Juan chief of response. "The excellent interagency collaboration between the responding local and federal agencies led to the successful interdiction of all four migrant vessels and the safe recovery of 41 migrants."

"Ramey Border Patrol Sector has adjusted its presence in key locations around Puerto Rico, in response to the increased activity in our area," said Xavier Morales, Ramey Sector chief patrol agent in Aguadilla. "It is usual to see an increase in smuggling activities during the holiday season. Smugglers have the perception that law enforcement decreases during this period, however our agents remain vigilant, working 24 hours, seven days a week."

The crew of a Customs and Border Protection (CBP) DHC-8 maritime patrol aircraft detected the first migrant vessel Dec. 17 transiting without navigational lights, approximately 11 nautical miles north of Aguadilla, Puerto Rico. Coast Guard watchstanders in Sector San Juan diverted the Cutter Joseph Tezanos, while a CBP Caribbean Air and Marine and a Puerto Rico Police Joint Forces of Rapid Action marine unit also responded to interdict the suspect vessel.

The crew of the CBP marine unit arrived on scene and interdicted the 30-foot makeshift boat with eight migrants onboard, six men and two women, who claimed Dominican nationality. Joseph Tezanos arrived on scene soon thereafter, embarked the migrants and later transferred them to the Cutter Joseph Napier. Joseph Napier transported the migrants to La Romana, Dominican Republic, where they were repatriated and transferred to Dominican Republic Navy authorities Dec. 20.

Joseph Napier interdicted a second migrant vessel Dec. 20, after the crew of a patrolling CBP DHC-8 detected a 25-foot boat transiting toward Puerto Rico, approximately 15 nautical miles east southeast of Isla Saona, Dominican Republic. The

crew embarked 18 migrant adults from the makeshift boat, 16 men and 2 women, who claimed Dominican nationality. Joseph Napier rendezvoused with a Dominican Navy patrol vessel on Dec. 20 in waters south of Santo Domingo, where the crew embarked and received custody of the migrants.

Ramey Sector U.S. Border Patrol agents detected a third and fourth migrant vessel early Dec.20, approximately eight nautical miles north of Desecheo Island, Puerto Rico. Coast Guard watchstanders in Sector San Juan diverted the Cutter Winslow Griesser, which responded along with two Puerto Rico Police Joint Forces of Rapid Action marine units to interdict the suspect

vessels. A patrolling CBP Caribbean Air and Marine DHC-8 vectored-in the police units that closed-in and stopped both migrant vessels.

One of the interdicted vessels was carrying seven men, while the other was carrying eight, who claimed Dominican nationality. Winslow Griesser arrived on scene shortly thereafter and safely embarked the migrants from both vessels. The cutter rendezvoused with a Dominican Navy patrol vessel Dec. 21 in waters just off Samana, Dominican Republic, where the crew embarked and received custody of the migrants.

Once aboard a Coast Guard cutter, all migrants receive food, water, shelter and basic medical attention.

Winslow Griesser, Joseph Napier and Joseph Tezanos are 154-foot fast response cutters homeported in San Juan.

National Security Cutter Kimball Arrives at New Homeport in Hawaii

HONOLULU – The U.S. Coast Guard Cutter Kimball arrived at its new homeport of Honolulu Dec. 22, according to the 14th Coast Guard District.

Kimball is the seventh of the Coast Guard's national security cutters (NSCs) and the first to be homeported in Hawaii. The vessel is arriving following a transit from Pascagoula, Mississippi, where it was built.

A second NSC will arrive next year. Known as the Legend-class, NSCs are designed to be the flagships of the Coast Guard's fleet, capable of executing the most challenging national security missions, including support to U.S. combatant commanders. NSCs are 418 feet in length, 54 feet in beam and 4,600 long tons in displacement. They have a top speed of more than 28 knots, a range of 12,000 nautical miles, an endurance of up to 90 days and can hold a crew of up to 150. These new cutters are replacing the aging high-endurance Hamilton-class cutters (378 feet) that have been in service since the 1960s.

Kimball will routinely conduct operations from South America to the Bering Sea. The cutter's unmatched combination of range, speed, and ability to operate in extreme weather provide it the mission flexibility necessary to conduct alien migrant interdiction operations, domestic fisheries protection, search and rescue, counter-narcotics and homeland security operations at great distances from shore, keeping threats far from the U.S. mainland.

The cutter's namesake is Sumner J. Kimball. While Kimball was not a member of the Coast Guard, he was appointed the superintendent of the Life-Saving Service, a predecessor

service of the Coast Guard. Kimball reformed the Revenue Cutter Service and established a training school for young officers that would later develop into the U.S. Coast Guard Academy. His efforts to transform the collection of facilities around the U.S. coastline led to a coherent and well-trained organization.