

# Navy Awards BAE Systems Contract to Modernize Two DDGs



Sailors assigned to the Arleigh Burke-class guided-missile destroyer USS Carney pose for a command photo during the ship's port visit to Naval Station Souda Bay, Greece, in November 2018. U.S. NAVY / Mass Communication Specialist 1st Class Ryan U. Kledzik

JACKSONVILLE, Fla. – BAE Systems has received an \$83.5 million contract from the U.S. Navy to modernize the guided-missile destroyers USS Carney and USS Winston S. Churchill, the company said in an Aug. 11 release.

The modernization work will be performed sequentially by the company's shipyard in Jacksonville. The contracts include options that, if exercised, would bring the cumulative value to \$211.6 million.

The USS Carney will be first in the shipyard, arriving in September 2020. The 23-year-old ship just returned from a six-year operational period in Rota, Spain, and will undergo extensive repair and upgrade work that will take more than 400 days to complete. The shipyard will drydock the ship and perform maintenance of the underwater hull, renovation of crew habitability spaces and upgrades to shipboard systems. The modernization is scheduled to be completed in November 2021.

The Winston S. Churchill will undergo a 390-day maintenance period when the ship arrives in June 2021. The shipyard's work aboard the 18-year-old ship will include drydocking, replacement of steel structures onboard and support of the electronic systems upgrades. The modernization of the Winston S. Churchill is scheduled to be completed in July 2022.

“The modernization work aboard the Carney and Winston S. Churchill are significant for our Jacksonville maritime team and important for the service lives and mission capability of these combatants,” said Tim Spratto, general manager of BAE Systems Jacksonville Ship Repair. “The back-to-back sequencing of work is efficient and beneficial for our employees, our subcontractors and our Navy customer.”

BAE Systems’ Jacksonville shipyard has posted jobs and is expecting to hire workers in a number of trades, including welders, pipefitters, electricians, and painters, over the next two years to work on the two destroyers and for its ongoing repair and modernization work on other ships.

The award of these two ships will also provide work for our team of subcontractor partners and third-party vendors in the port.

Commissioned in 1996, the USS Carney is named after Adm. Robert Carney, who served as chief of naval operations during the Eisenhower administration. The USS Winston S. Churchill is named after the renowned British prime minister and was commissioned in 2001.

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## **Coalition Task Force Sentinel Moves to New HQ in Bahrain**

BAHRAIN – The International Maritime Security Construct (IMSC) held a ribbon-cutting ceremony Aug. 6 on board Naval Support Activity Bahrain to formally open the new operational headquarters for Coalition Task Force (CTF) Sentinel, the command said in a release.

The new and improved space will enhance the flow of information and allow for greater coordination in tracking merchant shipping as it transits through key waterways in the Arabian Gulf, Strait of Hormuz, the Bab el-Mandeb Strait and the Gulf of Oman.

Commodore Rob Bellfield, CTF Sentinel commander, praised the contributions made by regional partners who are members of the IMSC.

“Our partners in Bahrain, Saudi Arabia and the United Arab Emirates share their exceptional political and geographic knowledge of the region,” Bellfield said. “They know this region intimately because this is their home, which they graciously share with us. The interoperability between Sentry ships from the region and Sentinel ships from Australia, the United Kingdom and United States, as well as regional Naval Operation Centers, highlights the close relationship we have allowing CTF Sentinel to maintain an operational strength we may not otherwise achieve.”

The ceremony was limited to ensure social distancing and to mitigate against the spread of the novel coronavirus.

Representatives from the host nation, Bahrain, were in attendance.

“We are pleased to be here today for the opening of the new headquarters of CTF Sentinel,” said Rear Adm. Mohammed Yousif Al-Asam, commander of Royal Bahrain Naval Forces. “It marks another vital facet of the IMSC, which has proved to be effective in ensuring the freedom of navigation, the safety of all the maritime shipping in the region and the strategic passageways.”

In acknowledging this milestone, Vice Adm. Jim Malloy, commander of U.S. Naval Forces Central Command, U.S. 5th Fleet, Combined Maritime Forces, said, “IMSC’s success comes from standing and working together. This coalition fulfils a

much-needed role. Its watchwords of 'Vigilance, Surveillance, and Assurance' tell you exactly what CTF Sentinel is about and why the task force plays such a key role in the region. They are providing the much-needed collective eyes and ears to some of the world's most congested, contested waters."

Since the opening of the watch floor in November 2019, the Task Force Sentinel team has continued to expand in both capability and capacity.

Malloy praised the "enduring commitment of all nations that contribute to the free flow of merchant shipping through some of the world's busiest sea lanes."

The multinational, British-led CTF Sentinel deploys ships and aircraft throughout the region as part of the international surveillance and detection effort, ensuring freedom of navigation and free flow of commerce in international waters.

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## **Ike Carrier Strike Group Returns From Deployment**



The USS Dwight D. Eisenhower and its carrier strike group returned home to Norfolk Naval Station on Aug. 9 after seven months operating in 5th and 6th Fleets. U.S. NAVY

NORFOLK, Va. – The USS Dwight D. Eisenhower carrier strike group returned home to Norfolk Naval Station on Aug. 9 after seven months operating in 5th and 6th Fleet, commander, U.S. 2nd Fleet, said in a release.

Returning ships include the Nimitz-class carrier USS Dwight D. Eisenhower and the Ticonderoga-class guided-missile cruiser

USS San Jacinto. More than 1,800 Navy aviators from nine squadrons from Carrier Air Wing Three 3 returned Aug. 6-7 to their home bases in Naval Air Station Oceana, Norfolk Naval Station, Naval Air Station Whidbey Island, Washington, and Naval Air Station Jacksonville, Florida.

Ticonderoga-class guided-missile cruiser USS Vella Gulf, Arleigh Burke-class guided-missile destroyers USS James E. Williams and USS Truxtun are scheduled to return to Norfolk on Aug. 10. USS Stout remains on deployment and will return to Norfolk at a future date.

Dwight D. Eisenhower carrier strike group ships left Norfolk on Jan. 17 for the strike group's composite training unit exercise and follow-on deployment.

As the COVID-19 pandemic spread across the globe, the Ike strike group continued operations to maintain maritime stability and security and ensure access, deter aggression, and defend U.S., allied and partner interests.

"Words cannot express the admiration I have for each and every Sailor onboard. These young men and women were thrust into a situation no one could have predicted and they responded as only Navy Sailors can – they adapted and overcame the adversity. I witnessed their excellence day in and day out as they accomplished repairs never before attempted at sea," said Capt. Kyle Higgins, Ike's commanding officer.

Sailors assigned to the Eisenhower and San Jacinto transited to the equator and participated in a crossing-the-line ceremony, becoming the Navy's first "Iron Shellbacks," with more than 100 days at sea, on May 14. Ike petitioned Naval History and Heritage Command to commemorate this feat in conjunction with crossing the equator as a new title: "Iron Shellback."

While in U.S. 5th Fleet, Vella Gulf, James E. Williams, Stout

and Truxtun participated in Operation Sentinel, providing freedom of navigation and the free flow of commerce in and out of the heavily transited Strait of Hormuz and Strait of Bab el Mandeb.

Carrier Air Wing 3 supported U.S. Central Command with 166 sorties and 1,135 flight hours in support Operation Freedom's Sentinel and 112 sorties and 492 flight hours in support of Strait of Hormuz transits and deliberate presence patrols. During deployment, CVW-3 completed 10,466 rotary and fixed wing sorties, 7,751 traps with more than 21,995 mishap-free flight hours.

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## **General Dynamics Bath Iron Works, Union Reach Deal**

RESTON, Va. – General Dynamics announced Aug. 8 that the negotiating teams from Bath Iron Works and the International Association of Machinists and Aerospace Workers (IAM) Local S6 reached agreement on mutually acceptable terms to end the ongoing strike by shipyard workers in Bath, Maine.

Federal Mediation and Conciliation Service deputy director Rich Giacalone and IAM International President Robert Martinez helped to facilitate the tentative agreement.

“We are pleased to have reached agreement with our union partners and look forward to getting back to the job of building ships for the U.S. Navy,” said Phebe Novakovic, chairman and CEO. “We greatly appreciate the assistance of Director of Trade and Manufacturing Policy Peter Navarro and AFL-CIO Metal Trades Department President Jimmy Hart for their help in bringing the parties together.”

About 4,300 members of the Local S6 have been on strike since June 22. The agreement is subject to ratification vote by the union's members.

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## **T-45C Engine Shortages Force Waivers for Some Student Aviators**



A T-45C Goshawk makes an arrested landing on the flight deck of the aircraft carrier USS Abraham Lincoln. U.S. NAVY / Mass Communication Specialist 3rd Class Michael Singley

ARLINGTON, Va. – Training of some U.S. Marine Corps student aviators in carrier qualifications temporarily has been waived because of a shortage of engines for T-45C Goshawk jet training aircraft, a U.S. Navy spokeswoman said. The shortage also is forcing a reduction in part of the syllabus for Navy student aviators.

“Due to a shortage of T-45C engines, Chief of Naval Air Training temporarily waived a portion of the advanced strike syllabus for Navy T-45C students, and the carrier qualification syllabus for U.S. Marine Corps T-45C students who will fly the F/A-18C Hornet, F-35B Lightning II, and AV-8B Harrier, which do not deploy on aircraft carriers,” said Lt. Michelle Tucker, a spokeswoman for the Chief of Naval Air Training at Naval Air Station Corpus Christi, Texas.

“These temporary waivers account for about 10% of the original syllabus,” Tucker said. “Each service branch chose which parts of the syllabus to waive based on how their respective fleet aircraft are employed. The U.S. Marine Corps chose to retain

the tactical skillsets over carrier qualifications while the Navy retained carrier qualifications during this period. The Navy and Marine Corps will re-evaluate this decision once production has returned to normal levels.”

Because Marine F/A-18Cs no longer are scheduled to deploy on aircraft carriers – the last squadron to do so is currently deployed – the only Marine aviators needing carrier qualification in the foreseeable future are F-35C pilots.

During the Vietnam War, because of the high demand for pilots, some Marine aviators bound for tactical jet squadrons were trained by the Air Force and joined their first squadrons – land-based – without carrier qualification.

Training Wing 1 at NAS Meridian, Mississippi, and Training Air Wing 2 at NAS Kingsville, Texas, conduct all of the Navy’s strike training and carrier qualification for student naval aviators in the T-45C.

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## **Littoral Combat Ship USS St. Louis Joins the Fleet**



The newly commissioned Freedom-variant littoral combat ship USS St. Louis comes to life Aug. 8 during its commissioning ceremony at Naval Station Mayport, Florida. U.S. NAVY / Mass Communication Specialist 2nd Class Alana Langdon  
MAYPORT, Fla. – The U.S. Navy commissioned the Freedom-variant littoral combat ship USS St. Louis on Aug. 8, Littoral Combat Ship Squadron 2 said in a release.

Due to public health safety concerns and restrictions of large public gatherings related to the COVID-19 pandemic, the Navy

commissioned St. Louis at a private event.

“Nearly 200 years after the first ship to bear the name was launched, today we commission the seventh USS St. Louis,” Navy Secretary Kenneth J. Braithwaite said. “Much like that sloop of war did in 1828, LCS-19 and her crew will protect the U.S. and our interests near and abroad.

**Video from the commissioning ceremony is [here](#) on Facebook**

“Whether conducting counter-narcotic operations in the Caribbean or working to enhance interoperability with partners and allies at sea, USS St. Louis will provide maneuverability, stability and lethality in today’s era of Great Power Competition.”

Adm. Craig Faller, commander of U.S. Southern Command, said littoral combat ships, like the St. Louis, have played an important role supporting operations in his command’s geographic area of focus.

“The littoral combat ship has proven to be an effective and adaptable platform capable of multiple missions in our area of responsibility,” Faller said. “It has become an end-game enabler for U.S. Coast Guard law enforcement authorities who disrupt transnational criminal organizations and the smuggling of deadly narcotics. Adding the LCS to our enhanced counter-narcotics operation is helping save lives.”



The USS St. Louis flies ceremonial flags at Naval Station Mayport. U.S. NAVY / Mass Communication Specialist 2nd Class Alana Langdon

Rear Adm. Brad Cooper II, commander of Naval Surface Force Atlantic, welcomed the ship, which brings capabilities to counter diesel submarine, mines, and fast surface craft threats.

“St. Louis brings speed and agility to the fleet,”

Cooper said. "Congratulations to St. Louis' captain and crew for all of your hard work to reach this milestone. You join a proud surface force that controls the seas and provides the nation with naval combat power when and where needed."

Barbara Broadhurst Taylor, the ship's sponsor, offered congratulations to everyone who played a role in delivering USS St. Louis to service.

"To witness the skill and commitment of the officers and crew of USS St. Louis as they brought our magnificent ship to life has been one of the greatest honors of my life. All of us in the great city of St. Louis are proud to be part of our ship's historic legacy and extend our appreciation and lasting friendship to the crew and their families," Taylor said. "Your patriotism and dedication to preserving peace and freedom inspires us. May God bless our ship and all who sail her."

Charles Williams, assistant secretary of the Navy for energy, installations, and environment, expressed gratitude to the ship's sponsor for their commitment to the Navy. "I want to express the Navy's deep appreciation to the Taylor family. Much of what they do is anonymous but believe me when I say they are the preeminent philanthropic family of the St. Louis community and a donor to Navy causes," Williams said.

*"To witness the skill and commitment of the officers and crew of USS St. Louis as they brought our magnificent ship to life has been one of the greatest honors of my life."*

*Barbara Broadhurst Taylor, ship's sponsor*

St. Louis' commanding officer, Cmdr. Kevin Hagan, reported the ship ready.

"I'm incredibly proud of the work the crew of St. Louis put in to get this ship ready to sail. I am absolutely honored to

lead this crew through all of the trials required of a brand-new ship in the fleet,” Hagan said. “Their perseverance and dedication will set the foundation for our crew and for all future crews that will call USS St. Louis their home.”

St. Louis is the 22nd LCS to be delivered to the Navy, and the tenth of the Freedom-variant to join the fleet and is the seventh ship to bear the name. The first St. Louis, a sloop of war, was launched in 1828. It spent the majority of its service patrolling the coasts of the Americas to secure interests and trade. In addition, it served as the flagship for the West Indies Squadron working to suppress piracy in the Caribbean Sea, the Antilles and the Gulf of Mexico region.

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# **Bell Unveils New Manufacturing Technology Center**



FORT WORTH, Texas – Bell Textron Inc. unveiled on Aug. 10 its new 140,000-square-foot Manufacturing Technology Center (MTC) in Fort Worth, Texas, the company said in a release.

The MTC is a proving ground where Bell will test and refine technologies and processes – demonstrating manufacturing readiness and ability to successfully build and support Future Vertical Lift (FVL) aircraft. The facility provides capabilities that span all of Bell’s core manufacturing of rotor and drive systems, critical infrastructure and final assembly.

Since establishing a footprint in North Texas in 1951, Bell’s

facilities have been a hub for new technology in aviation. Many milestones, including first flight of the XV-15, V-22, 609 and 407, took place in the DFW metroplex. Building FVL aircraft will require the right blend of investment in manufacturing technology and a quality workforce, as well as strong partnerships with the state and community, to deliver an affordable, capable and reliable aircraft for the warfighter.

“The MTC is the next step in successfully deploying new manufacturing technologies and processes into Bell’s future factories,” said Glenn Isbell, vice president of rapid prototyping and manufacturing innovation for Bell Textron. “These future factories working together with our teammates and suppliers, will be designed to enable high-quality, high-rate production of the Bell V-280 Valor, Bell 360 Invictus and other future aircraft.”

Digital connectivity and integration form the backbone of the MTC. The facility will be monitored and controlled by a network of IT, Internet of Things (IoT) and cybersecurity systems that manage the inflow and outflow of materials, as well as the movement of activity throughout the factory.

By deploying a networked software infrastructure, the MTC will produce a digital twin of itself that gives everyone a common operating picture of the building, the equipment and the processes.

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## **DIU Awards ThinkKom Contract**

# to Evaluate Comms Antenna for Navy Ships

HAWTHORNE, Calif. – The Defense Innovation Unit (DIU) has awarded a contract to ThinKom Solutions to test and evaluate one of the company's commercial off-the-shelf aeronautical phased-array antenna systems as a solution for next-generation communications on U.S. Navy ships, the company said in a release.

Under the seven-month contract, ThinKom is delivering a ThinAir Ka2517 antenna system for on-board testing to meet Navy requirements for multidomain tactical communications. The Ka-band antenna, based on the company's patented VICTS technology, will demonstrate the capability to be integrated onto a Navy ship. A concurrent design study phase will evaluate performance modifications requested by the Navy.

DIU is a U.S. Department of Defense organization focused exclusively on fielding and scaling commercial technology across the U.S. military to help solve critical problems. Through its agile processes, contract authorities and diverse team of experts, DIU has reduced the time it takes to identify a problem, prototype a commercial solution and implement it into the field to 12 to 24 months.

ThinKom's industry-leading VICTS phased arrays are installed on more than 1,550 commercial aircraft and have accrued more than 17 million flight hours, demonstrating mean-time-between-failure rates well in excess of 100,000 hours. The Ka2517 terminals are in full production and currently operational on a fleet of U.S. government aircraft.

"ThinKom's VICTS technology currently meets all of the DIU requirements for a low-cost, low-risk COTS solution that can

be deployed on a DDG 1000-class destroyer,” said Bill Milroy, chief technology officer for ThinKom Solutions. “With millions of hours of service under the extreme dynamic and environmental conditions of modern commercial and military jet aircraft, ThinKom’s low-profile, compact VICTS antennas are ideally positioned to meet the Navy’s performance requirements on a platform at sea.”

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## **Coast Guard Offloads \$12 million in Seized Cocaine**



The crew of the Coast Guard Cutter Joseph Napier offloads 430 kilograms of cocaine at Sector San Juan on Aug. 5. U.S. COAST GUARD DISTRICT 7 / Ricardo Castrodad

SAN JUAN, Puerto Rico – The U.S. Coast Guard transferred custody of two suspected smugglers and 430 kilograms of seized cocaine to federal law enforcement at Sector San Juan on Aug. 5 following the interdiction of a go-fast boat in the Caribbean Sea, the Coast Guard’s 7th District said in a release.

The interdiction was the result of multiagency efforts in support of U.S. Southern Command’s enhanced counter-narcotics operations in the Western Hemisphere, the Organized Crime Drug Enforcement Task Force program and the Caribbean Corridor Strike Force. The U.S. Attorney’s Office for the District of Puerto Rico is leading the prosecution for this case.

The estimated wholesale value of the seized drug shipment is more than \$12 million.

“The positive outcome in this case is a reflection of the

professionalism and unwavering resolve of the Richard Dixon crew and of our fellow Coast Guardsmen and federal law enforcement partners involved in this case,” said Lt. Matthew Monahan, cutter Richard Dixon’s commanding officer. “Our collective efforts resulted in preventing 430 kilograms of cocaine from reaching the streets and the apprehension of two smugglers who will now have their day in court.”

The interdiction occurred on Aug. 2 afternoon following the detection of a suspicious 30-foot go-fast vessel, with two people aboard, by the crew of a patrolling U.S. maritime patrol aircraft.

The Richard Dixon responded to the sighting and interdicted the go-fast with the assistance of the cutter’s small boat. The cutter’s boarding team located 21 bales of suspected contraband aboard the go-fast that the smugglers attempted to conceal with a blue tarp. The boarding team placed the two men in custody and embarked them aboard the cutter along with the seized contraband.

The seized cocaine, destined for the United States, and two detainees were later transferred to the Coast Guard Cutter Joseph Napier and transported to San Juan, where CCSF federal law enforcement agents received custody.

The Richard Dixon and Joseph Napier are 154-foot fast-response cutters homeported in San Juan.

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## **Cutter Legare Offloads Nearly**

# 5,000 Pounds of Interdicted Drugs



Coast Guard Cutter Legare crew members offload about 3,900 pounds of marijuana in the rain on Aug. 5 in Port Everglades, Florida. U.S. COAST GUARD / Petty Officer 2nd Class Nicole J. Groll

MIAMI – Coast Guard Cutter Legare’s crew offloaded nearly 5,000 pounds of interdicted contraband, worth an estimated \$25.7 million, on Aug. 5 at Port Everglades, the Coast Guard 7th District said in a release.

The Coast Guard Cutter Winslow Griesser crew also interdicted nearly 1,100 pounds of cocaine, and the Cyclone-class patrol ship USS Shamal crew with an embarked Coast Guard Law Enforcement Detachment interdicted about 3,900 pounds of marijuana while on patrol in the Caribbean Sea from suspected drug smuggling vessels.

The Winslow Griesser is a 154-foot fast-response cutter homeported in San Juan, Puerto Rico. The Legare is a 270-foot medium-endurance cutter homeported in Portsmouth, Virginia. The USS Shamal is a 179-foot Cyclone-class coastal patrol ship homeported in Mayport, Florida.