

BAE Systems to Provide IFF Technology for E-2D Hawkeye



An E-2D Hawkeye aircraft assigned to the “Bluetails” of Carrier Airborne Early Warning Squadron (VAW) 121 lands aboard USS George H. W. Bush (CVN 77) during flight deck certification. *U.S. NAVY / Mass Communication Specialist 3rd Class Bryan Valek*

GREENLAWN, N.Y. – The U.S. Navy has awarded BAE Systems a \$26 million contract for Identification Friend-or-Foe (IFF) spares for the E-2D Advanced Hawkeye aircraft, the company said in a Sept.9 release. Under the contract, BAE Systems will provide Beamforming Networks (BFNs), an integral part of antenna control for the AN/APX-122A IFF Interrogator system, onboard the carrier-capable tactical aircraft.

“These sets will provide situational awareness and early warning for U.S. Navy sailors and warfighters,” said Donna Linke-Klein, director of Tactical Systems at BAE Systems. “The Advanced Hawkeye is essential for battle management command and control, and our interrogator systems enable operators to identify friendly forces and make informed decisions in a variety of threat environments.”

The AN/APX-122A IFF Interrogator system provides positive identification of friendly aircraft, giving E-2D Advanced Hawkeye operators the situational awareness they need to safely complete their missions. These missions include command and control, border security, search and rescue, and missile defense. The AN/APX-122A IFF Interrogator system is produced exclusively for the E-2D, due to the extraordinary requirements for this aircraft.

The Coast Guard and American Maritime: A Vital Post-9/11 Partnership



A Coast Guard rescue team from Sandy Hook, New Jersey, races to the scene of the World Trade Center terrorist attack. A subsequent call for “all available boats” led to the largest maritime evacuation in history. *U.S. COAST GUARD / PA2 Tom Sperduto*

Twenty years ago this week, al Qaeda carried out attacks on the World Trade Center and the Pentagon, and perhaps would have succeeded in attacking a third target but for the bravery of the airline passengers who forced their plane down in Shanksville, Pennsylvania.

These attacks would ultimately claim thousands of lives and dramatically alter America’s domestic security posture and the geopolitical landscape for years to come. But in the tense, chaotic hours that followed the unimaginable horror of commercial airliners striking the Twin Towers, amid the uncertainty of whether more was on the way, the U.S. Coast Guard and U.S. maritime industry were focused on a single shared mission in New York: Get people to safety.

When the local Coast Guard commander put out the call for “all available boats” to make their way to lower Manhattan to help rescue people stranded due to the closure of bridges and tunnels, the response was widespread and immediate. An armada of tugboats, ferries and other vessels quickly arrived on the scene and, in a collective undertaking of tremendous skill and grit, safely evacuated 500,000 people. It was the largest maritime evacuation in history, even exceeding the heroic

achievement at Dunkirk in 1940.

This kind of proactive collaboration to keep people safe has long defined the relationship between the Coast Guard and the U.S. maritime industry. And in the years since 9/11, they have continued their close partnership to keep our waterways and our nation secure – a partnership made possible by a mix of sound policy, focused coordination and shared commitment. The continued strength, agility and effectiveness of the partnership in the face of existing and emerging threats will depend on several key factors.

The Jones Act

First, the Jones Act, the law requiring that vessels moving cargo between two U.S. points be American built, owned and crewed, plays a foundational role in our maritime security and must remain sacrosanct. By keeping our domestic maritime industry in American hands, the law ensures a reliable pipeline of experienced American mariners for the long-term – the kind that works seamlessly with the Coast Guard and risks their own lives to evacuate half a million people from New York, without hesitation. It also greatly reduces the potential for malign actors who might seek to use our waterways to carry out attacks, decreasing the operational burden on the Coast Guard and allowing the service to channel its limited resources where they are needed most.

The Jones Act is also instrumental to the durability of what the Center for Strategic and Budgetary Assessments [calls](#) the Defense Maritime Industrial Base – the vast network of public and private sector maritime entities that collectively serve as a major component of our national security. The U.S. must be able to rely on American shipyards to build boats the Coast Guard needs to patrol and defend our territorial waters and that America's maritime industry needs to move the cargo that drives our economy and supports military readiness.

Cyber Risk Management

Second, cyber risk management must remain an urgent priority. The Coast Guard's latest [alert](#) discussing recent cyberattacks on South African ports and leaked Iranian documents describing research on how a cyberattack can be used to target the Maritime Transportation System (MTS) is a stark reminder that our adversaries don't have to be in our waters to attack our waterways. And as ever, with greater technology innovation comes greater cyber risk to the MTS as these threats continue to evolve.

The Coast Guard recently issued its [2021 Cyber Strategic Outlook](#), detailing its approach to this complex, high-stakes threat landscape. Notably, among the report's major Lines of Effort is to "Protect the Marine Transportation System," elements of which emphasize continued coordination with the maritime industry to manage cyber risks and "improve the ability for owners and operators to prepare for, mitigate, and respond to threats to maritime critical infrastructure." Recognizing the importance of its own role in safeguarding the MTS, the tugboat, towboat and barge industry has taken proactive steps to improve that ability, including by developing [Best Practices for the Towing Industry](#), a cyber risk management guide for use by marine towing companies of all sizes and sectors. This is important progress, but more surely remains to be done.

Finally, whether in response to threats of physical attacks, or attacks carried out in cyberspace, for the partnership to continue achieving results that keep the American people safe, the policies and practices guiding it into the future must be crafted with an eye toward facilitating the tracking and exchange of threat information in real time; ensuring that security regulations are informed by practical operational realities and risk management principles; and maintaining effective security for our waterways without impeding the waterborne commerce that is itself fundamental to our national

security.

That worst of days 20 years ago summoned what is best in our Coast Guard and our mariners, whose actions helped prevent further loss of life. And while we hope and pray not to hear another call for “all available boats,” we owe it to our nation to make sure this vital partnership is ready if we do.

Adm. James Loy, retired, served as the 21st commandant of the U.S. Coast Guard from 1998-2002 and subsequently as deputy secretary of homeland security. Jennifer Carpenter is president and CEO of The American Waterways Operators.

NAVCENT Establishes Task Force for Unmanned System Operations



An MQ-9 Sea Guardian unmanned maritime surveillance aircraft system flies over Independence-variant littoral combat ship USS Coronado (LCS 4) during U.S. Pacific Fleet’s Unmanned Systems Integrated Battle Problem (UxS IBP) 21, April 21. *U.S. NAVY / Chief Mass Communication Specialist Shannon Renfroe*
ARLINGTON, Va. – The U.S. Naval Forces Central Command (NAVCENT) will establish a new task force to accelerate integration of unmanned systems of all domains and artificial intelligence, the NAVCENT commander said.

Vice Adm. Brad Cooper, commander, U.S. Fifth Fleet and commander, U.S. Naval Forces U.S. Central Command, speaking Sept. 8 to reporters by phone conference, said Task Force 59

(TF59) would be established on Sept. 9 in Manama, Bahrain.

The first commodore of TF59 will be Capt. Michael Brasseur, who also spoke in the conference.

Cooper said TF59 "is designed to integrate unmanned systems and AI. Task Force 59 is the first U.S. Navy task force of its kind ... taking efforts from across the Navy, concentrating them here in a forward operating environment – a forward fleet – to gradually move toward development and integration."

Cooper pointed out the testimony last spring before Congress of Vice Adm. Jim Kilby, then-deputy chief of naval operations for Warfighting Requirements and Capabilities, who said the Navy needed to get unmanned systems out to the fleet and into the hands of operators. Cooper said TF59 is standing up to work out the systems and assess tactics, techniques and procedures in an operational environment.

"The bottom line on why we're doing this is so that we can develop and integrate unmanned systems and AI as a means to do two things: enhance our maritime domain awareness and increase our deterrence," he said.

"On the unmanned side, we anticipate putting more systems in the maritime domain above, on and below the sea," he said. "We want more eyes on what's happening out there in addition to where we see and generate through our manned platforms that continue to patrol the region today. It's not enough to simply increase the amount of information, the raw data coming in. We've got to process and sort in real time to determine what's relevant to the mission."

The admiral said the allied and partner navies in his region have great interest in using unmanned systems, noting the launch of TF59 "really invigorates our partnerships around this particular region as we expand our common operating picture. The waterways here are ripe for real-world evaluation. It's a very maritime region [with] 5,000 miles of

coastline [and] three critical chokepoints,” the Straits of Hormuz, the Bab-el-Mandeb and the Suez Canal.

“Our belief is if the new systems can work here, they can probably work anywhere else and we can field them across other fleets,” he said.

“We’ve assembled quite an impressive team to get after this opportunity,” said Brasseur, speaking of his task force. Brasseur is the former skipper of a coastal patrol ship and a littoral combat ship. “I’m really looking forward to launching the task force tomorrow and getting these systems in the water and in the hands of the operator.”

Cooper said some systems used earlier this year in Integrated Battle Problem 21 “will be used in an operational context” by TF59 during IMX-22 exercise in January 2022, which will be focused on unmanned systems.

Cooper affirmed in the future the 5th Fleet could be augmented by unmanned underwater vehicles from UUV Squadron One.

U.S., Canadian Crews Conduct Exercise during CGC Healy’s Northwest Passage Transit



An aircrew aboard a Canadian coast guard Bell 429 helicopter prepares to land aboard the Coast Guard Cutter Healy (WAGB 20) while near Resolute, Nunavut, Canada on Sept. 6, 2021. *U.S. COAST GUARD / Petty Officer First Class Michael Underwood*
ALAMEDA – The Coast Guard Cutter Healy’s (WAGB 20) crew conducted a search-and-rescue exercise and professional

exchange with members of the Canadian Coast Guard and Canadian Rangers near Resolute Bay in Nunavut, Canada, Sept. 6, 2021, during Healy's Northwest Passage transit, the Coast Guard Pacific Area said in a Sept. 6 release.

The search-and-rescue exercise enhanced interoperability and effectiveness of response capabilities among the services.

U.S. Coast Guard Commandant Adm. Karl Schultz, Canadian Coast Guard Commissioner Mario Pelletier and Canadian Coast Guard Assistant Commissioner for the Arctic Region Neil O'Rourke were aboard Healy to meet with the crew and observe the joint training exercise.

"Training alongside our Canadian partners while underway in the Arctic during a historic circumnavigation of North America is a great example of enhancing our interoperability and mission capabilities," said Schultz. "Healy is supporting oceanographic research with the science community during this deployment to the critically important Arctic region."

The U.S. Coast Guard is the nation's leader in Arctic surface operations and coordinates with international partners to maintain the region as safe, prosperous and cooperative by strengthening international and intergovernmental partnerships in the region through joint exercises and professional exchanges.

"Seeing the members of the Canadian Coast Guard work hand in hand with their counterparts from the Healy has been inspiring," said Pelletier. "The vastness of the Arctic makes this a very difficult environment for emergency response making every opportunity for training valuable. These exercises ensure our two countries' coast guards stand ready and able to assist should we be needed."

Coast Guard icebreaker crews aboard Healy and the Coast Guard Cutter Polar Star (WAGB 10) deploy to conduct statutory Coast Guard missions in the Polar Regions such as search-and-rescue

and the protection of marine resources. Additionally, the crews support oceanographic research in the Arctic and Antarctic.

The Healy crew is collaborating with the international science community and institutions from the U.S., Canada, Norway and Denmark to perform oceanographic projects throughout the Northwest Passage and within Baffin Bay to inform environmental change research.

The Healy, a 420-foot-long medium icebreaker, departed its Seattle homeport July 10 for a months-long Arctic deployment and circumnavigation of North America. Since departing, the crew has been executing Coast Guard missions, supporting oceanographic research and conducting training to develop the Coast Guard's future Polar security cutter Sailors.

USCGC Escanaba Returns Home after Historic 50-Day Patrol



The crew of USCGC Escanaba (WMEC 907) greet their families as they return home to Portsmouth on Sep. 7, 2021, following a historic 50-day patrol in support of Operation Nanook in the Arctic region and the Labrador Sea. *U.S. COAST GUARD / Senior Chief Petty Officer Sara Muir*

PORTSMOUTH, Va. – The crew of USCGC Escanaba (WMEC 907) returned home to Portsmouth on Tuesday following a historic 50-day patrol in support of Operation Nanook in the Arctic region and the Labrador Sea, the Coast Guard Atlantic Area said in a Sept. 7 release.

Operation Nanook supports the Coast Guard Arctic strategy to

develop international relations with like-minded Arctic states, enhance maritime domain awareness, and expand service capabilities within the region.

Escanaba deployed with the 154-foot Sentinel-class fast response cutter Richard Snyder and an embarked members of the Maritime Security Response Team East. The operation expanded the logistical boundaries of the FRC fleet and further refined the modular capabilities of deployable special forces to enhance a cutter's organic law enforcement capabilities.

Operation Nanook was made up of two phases, Tuugaalik and Tatigiit. The Tuugaalik phase brought the crews of Escanaba, Richard Snyder, and the Royal Canadian navy together to exercise best practices and demonstrate responsive capabilities to potential terrorist or adversarial threats. The training exercises included were a live-fire surface gunnery exercise, close-quarters formation steaming, towing, small boat approaches, and communication drills. In the following phase, Tatigiit, the Escanaba, and Richard Snyder teams participated in a mass casualty and pollution event along the shores of Baffin Island. Both cutters crews seamlessly supported the Royal Canadian navy in rescue and assistance procedures and creating search and rescue patterns.

In addition to conducting law enforcement operations, Escanaba's crew participated in Frontier Sentinel, a training event with the U.S. and Royal Canadian navies. The exercise simulated a multi-national response to a maritime threat and strengthened interoperability between all three services.

USCGC Escanaba is a 270-foot Famous-class medium-endurance cutter, previously known as "The Pride of Boston," now re-homeported to Portsmouth.

Maine Congressman: Shipyards like BIW Have Serious Workforce Challenges



Deputy Secretary of Defense Dr. Kathleen H. Hicks, Sen. Angus King and Rep. Jared Golden visited the Bath Iron Works shipyard where they toured manufacturing facilities and met shipbuilders in Bath, Maine, July 7, 2021. *DOD / U.S. Air Force Staff Sgt. Jack Sanders*

ARLINGTON, Va. – Shipyards are having challenges attracting or training skilled workers to build and maintain U.S. Navy ships, a Maine congressman said.

“We have serious workforce challenges similar to the rest of the country, both inside and outside the military industrial base,” said Rep. Jared Golden, D-Maine, speaking Sept. 2 in a Hudson Institute webinar. In general, manufacturing workforces are in decline.”

Maine is the home of two major shipyards that build or maintain U.S. Navy ships: General Dynamics Bath Iron Works in Bath and Portsmouth Naval Shipyard in Kittery.

“We have seen in Maine a population decline accompanied with a change in how we directed youth to pursue work and studies, so an entire generation encouraged to go to four-year college degrees,” Golden said. “We saw a lot of people leaving the state of Maine for those types of opportunities, not necessarily coming back, while at the same time the best jobs we have in the state of Maine [are] at Bath Iron Works, or many of our paper mills. These are very blue-collar, hands-on jobs that historically have not required a four-year degree

but require hard skill sets that have been allowed to go away and be lost.”

Golden said Bath Iron Works “not only has an aging workforce that is retiring or coming up on retirement at a pretty rapid rate, hiring thousands every year just to try and keep up. They are slowly growing, but they’re having to start from scratch with a lot of these young workers and teach them the very basics of shipbuilding, whether that be welding or whatever. It is a different workforce challenge than in other generations past.”

The congressman spoke of having Maine stand up programs at community colleges, apprenticeship programs or pre-apprenticeship programs “that are going to help people get a foot in the door of eventually getting a great job opportunity in a place like Bath Iron Works.”

Golden said it “takes on average seven years to get a fully competent, specialized shipbuilder at place like Bath Iron Works. That’s a big investment you’re going to make.”

Navy Awards 2nd Dry Dock Project for Portsmouth Naval Shipyard Modernization



Portsmouth Naval Shipyard, Kittery, ME: Jun 22, 2021: USS Virginia (SSN 774) successfully exits dry dock at the shipyard. Virginia is at the shipyard for a scheduled maintenance period. *U.S. NAVY / Jim Cleveland*
NORFOLK, Va. – Naval Facilities Engineering Systems Command

(NAVFAC) awarded a \$63-million construction project Aug. 30 for improvements to the Dry Dock 2 complex at Portsmouth Naval Shipyard in Kittery, Maine, the command said in a Sept. 3 release.

The two-year project, part of the Navy's comprehensive Shipyard Infrastructure Optimization Program (SIOP), adds enclosures and other facilities to the existing dry dock in order to increase the shipyard's capacity to maintain, modernize, and repair the Navy's attack submarines and return them to the fleet on time.

The enclosures include two towers, storage areas, railcar access, and bay work areas, as well as three bridge cranes and movable roofs.

"Our naval shipyards' mission to deliver ships and submarines on time to combatant commanders around the world is critical to U.S. national security," said Capt. Warren LeBeau, SIOP program manager. "This project will improve fleet readiness through improved facilities and infrastructure."

SIOP is a joint effort between Naval Sea Systems Command, NAVFAC, and commander, Navy Installations Command (CNIC) to recapitalize and modernize the infrastructure at the Navy's four public shipyards, including repairing and modernizing dry docks, restoring shipyard facilities and optimizing their placement, and replacing aging and deteriorating capital equipment.

"NAVFAC is the engine behind the Navy's SIOP efforts, swiftly and strategically providing the facilities engineering and construction support to our NAVSEA and CNIC partners," said Rear Adm. Lore Aguayo, commander, NAVFAC Atlantic. "The award of this contract is critical to meeting our nation's urgent strategic infrastructure needs, ensuring our Navy meets its readiness and lethality for generations to come."

Methuen Construction based in Plaistow, New Hampshire, was

awarded the firm-fixed-price contract under a competitive process via the www.SAM.Gov website. The contract also contains six unexercised options which, if exercised, would increase the cumulative contract value to more than \$93 million.

Marine Corps Halts Waterborne Ops of New Amphibious Vehicle



U.S. Marines with Amphibious Vehicle Test Branch, Marine Corps Tactical Systems Support Activity, drive new Amphibious Combat Vehicles along the beach during low-light surf transit testing at AVTB Beach on Marine Corps Base Camp Pendleton, California, Dec. 18, 2019. *U.S. MARINE CORPS / Lance Cpl. Andrew Cortez*
ARLINGTON, Va. – The U.S. Marine Corps has halted waterborne operations of its new amphibious armored vehicle pending resolution of a mechanical problem.

Maj. Jim Stenger, Marine Corps spokesperson, issued the following statement on Sept. 3:

“Out of an abundance of caution, the Marine Corps has suspended waterborne operations of the Amphibious Combat Vehicle [ACV] after identifying an issue with the towing mechanism. The Marine Corps is working on identifying and fixing the root cause of the problem. Realistic training is a vital component of readiness, and the Marine Corps is committed to ensuring Marines train under the safest conditions possible; this includes ensuring the functionality of vehicles and equipment.”

The ACV, built by BAE Systems, is replacing the AAV7 assault amphibious vehicle in Marine Corps service.

Navy Shifts to Recovery of 5 Sailors in Helicopter Crash



Aviation Boatswain's Mate (Handling) Airman Nathan Lopez observes an MH-60S Sea Hawk helicopter, assigned to the "Chargers" of Helicopter Sea Combat Squadron (HSC) 14, land on the flight deck of the aircraft carrier USS Abraham Lincoln (CVN 72). A similar helicopter crashed Aug. 31, killing five of the six crewmembers. *U.S. NAVY / Mass Communication Specialist Seaman Lake Fultz*

SAN DIEGO – The U.S. Navy has declared the five missing crewmembers of an MH-60S helicopter crash deceased. U.S. 3rd Fleet has shifted from search and rescue efforts to recovery operations as of Sept. 4, the U.S. 3rd Fleet said in a release.

Assigned to Helicopter Sea Combat Squadron (HSC) 8, the helicopter was conducting routine flight operations from USS Abraham Lincoln (CVN 72) when it crashed into the sea approximately 60 nautical miles off the coast of San Diego at 4:30 p.m. (PST), Aug. 31. One Sailor was recovered.

The transition from search and rescue efforts to recovery operations comes after more than 72 hours of coordinated rescue efforts encompassing 34 search and rescue flights, over 170 hours of flight time, with five search helicopters and constant surface vessel search.

Units involved in the effort included assets from Coast Guard District 11, Abraham Lincoln, USS Cincinnati (LCS 20), and helicopter squadrons from the U.S. Pacific Fleet Helicopter Sea Combat Wing and Helicopter Maritime Strike Wing.

On Sept. 5, the U.S. Navy released the names of the five Helicopter Sea Combat Squadron (HSC) 8 crewmembers who died, Aug. 31.

Names of the deceased are:

Lt. Bradley A. Foster, 29, a pilot from Oakhurst, California; Lt. Paul R. Fridley, 28, a pilot from Annandale, Virginia; Naval Air Crewman (Helicopter) 2nd Class James P. Buriak, 31, from Salem, Virginia; Hospital Corpsman 2nd Class Sarah F. Burns, 31, from Severna Park, Maryland; and Hospital Corpsman 3rd Class Bailey J. Tucker, 21, from St. Louis, Missouri.

“We are deeply saddened by the loss of five Sailors and those injured following the MH-60S helicopter tragedy off the coast of Southern California. We stand alongside their families, loved ones, and shipmates who grieve,” said Chief of Naval Operations Adm. Michael Gilday.

An investigation into the incident is underway.

Coast Guard Repatriates 35 Migrants to Cuba



The Coast Guard interdicted 13 Cuban migrants from an inflatable raft approximately 61 miles south of Key West, Florida Sep. 1. The U.S. Coast Guard Cutter Raymond Evans' (WPC-1110) crew repatriated the migrants to Cuba, Sep. 4. *U.S. COAST GUARD*

MIAMI — Coast Guard Cutter Raymond Evans' crew repatriated 35 Cubans to Cuba, Sept. 4, following five interdictions off the coast of Key West, Florida, the Coast Guard 7th District said in a release.

While on a routine patrol, a Coast Guard Air Station Miami HC-144 airplane crew notified Coast Guard Sector Key West watchstanders at 5:10 p.m., Aug. 29, of a rustic vessel with five people aboard approximately 63 miles south of Key West, Florida. They were brought aboard Coast Guard Cutter Raymond Evans and reported in good health.

While on a routine patrol, a Coast Guard Air Clearwater HC-130 airplane crew notified Sector Key West watchstanders at 5:40 p.m., Aug. 31, of a rustic vessel with 13 people aboard approximately 61 miles south of Key West. They were brought aboard the Cutter Raymond Evans and reported in good health.

A Customs and Border Protection Air and Marine Operations airplane crew notified Sector Key West watchstanders at 9:40 p.m., Aug. 31, of a 20-foot fishing vessel with five people aboard approximately 25 miles south of Marathon, Florida. They were brought aboard the Cutter Raymond Evans and reported in good health.

A good Samaritan notified Sector Key West watchstanders at 10:15 a.m., Sept. 1, of a green raft with three people aboard approximately 23 miles southeast of Marathon. They were brought aboard the Cutter Raymond Evans and reported in good health.

A Customs and Border Protection Air and Marine Operations airplane crew notified Sector Key West watchstanders at approximately 12:10 a.m., Sept. 3, of a rustic vessel with nine people aboard approximately two miles south of Marathon. They were brought aboard Cutter Raymond Evans and reported in good health.

"Navigating the Florida Straits is difficult and unpredictable in rustic vessels," said Lt. Cmdr. Mario Gil, Coast Guard Liaison Officer, U.S. Embassy Havana. "Taking to the seas on unsafe vessels is dangerous and can result in loss of life."