

# Navy Orders 24 Harpoon Cruise Missiles from Boeing



USS Coronado, an Independence-variant littoral combat ship, launches the first over-the-horizon missile engagement using a Harpoon Block 1C missile three years ago. U.S. NAVY / Lt. Bryce Hadley

ARLINGTON, Va. – The U.S. Navy has ordered 24 Harpoon Block II+ Harpoon cruise missiles from Boeing Defense, Space & Security, the Defense Department said in an August 12 announcement.

The Naval Air Systems Command has awarded Boeing a \$15.6 million firm-fixed-price order for the 24 missiles plus 25 captive air training missiles (CATMs).

The Harpoon Block II+ includes a new GPS guidance kit, improved weapon reliability and survivability, and a new data-link interface that enables in-flight updates and improved target selectivity. Fleet introduction of the Block II+ was achieved in 2017 on the F/A-18E/F followed by the P-8A in 2019.

A CATM is installed on the weapon pylon of an aircraft and gives the electronic signals of a live missile without an actual launch.

The order is expected to be completed in August 2023.

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# **BAE to Build Prototype for New, Innovative Wargaming Center for Marine Corps**

MCLEAN, Va. – The U.S. Marine Corps has awarded BAE Systems a contract worth about \$19 million to develop a prototype design for a new state-of-the-art wargaming center to be built at Marine Corps Base Quantico, Virginia, the company said in an Aug. 13 release.

BAE will integrate advanced technologies into the prototype, including artificial intelligence, machine learning, game theory, multidomain modeling and simulation, and predictive data analytics, which will provide greater metrics and training on many wargaming processes.

“We will build on our experience supporting the Marine Corps Warfighting Laboratory Wargaming Division and partner with a diverse team of digital technology experts to produce an advanced prototype to help train an efficient, precise, and consistent force capable of fighting future wars in multiple domains,” said Peder Jungck, vice president and general manager of BAE Systems’ Intelligence Solutions business. “This prototype will integrate big data and advanced analytics in a secure cloud environment for future wargaming design and assessments.”

Since 2010, BAE Systems has supported the Marine Corps Warfighting Laboratory Wargaming Division with wargame planning, preparation, execution, and assessment. Deep understanding of the Marine Corps’ mission has positioned BAE Systems well for supporting further wargaming processes and identifying ways for the Marines to benefit from new technologies to enhance capabilities.

BAE Systems is one of three primes selected for the 18-month

cloud modeling and simulation phase. As a lead systems integrator, BAE Systems formed a team of industry experts with breakthrough technology offerings and predictive analytics-based wargaming solutions that automate planning, execution, and post-game analytics.

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## **Coast Guard Announces Offshore Patrol Cutter Homeport**

WASHINGTON – Naval Station Newport, Rhode Island, will be home to future offshore patrol cutters, U.S. Coast Guard Headquarters announced Aug. 12.

“I am excited to announce the homeporting of two offshore patrol cutters at Naval Station Newport, Rhode Island,” Commandant of the Coast Guard Adm. Karl L. Schultz said. “NAVSTA Newport provides strategic operational reach and significant logistics support to our service, helping secure our national interests in the Atlantic. I am grateful to the community and its leadership for their continued support of the U.S. Coast Guard and our families assigned to the region.”

OPCs are the Coast Guard’s top acquisition priority and will provide the majority of the Coast Guard’s offshore presence, bridging the capabilities of the 418-foot national security cutters and the 154-foot fast-response cutters.

OPCs will conduct missions such as law enforcement, drug and migrant interdiction, search and rescue, homeland security,

and defense operations. Each OPC will be capable of deploying independently or as part of a task group and be capable of serving as a mobile command and control (C2) platform for surge operations such as hurricane, mass migration, or other contingency response operations.

The Coast Guard earlier told *Seapower* that the first homeport of the OPC would be San Pedro, California.

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## Navy Program Review: Columbia SSBN On Track



An artist rendering of the future Columbia-class ballistic missile submarine. U.S. NAVY

ARLINGTON, Va. – The U.S. Navy’s top acquisition official said the Columbia ballistic-missile submarine is on track and ready for a fiscal 2021 official construction start.

Speaking Aug. 12 in a teleconference with reporters, James F. Geurts, assistant secretary of the Navy for research, development and acquisition, said the Columbia SSBN program went through a review Aug. 11 with program and shipyard teams.

“The design maturity of Columbia is exceeding 86% right now,” Geurts said. “We’re focusing on converting that design into manufacturing plans, instructions, [and] material parts. Advance construction is continuing on all of the super-modules.”

The Navy announced on June 22 a contract modification with Electric Boat that featured an option – that already has been

fully priced by the Navy – that would start construction of the first Columbia, SSBN 826, in October (the first quarter of fiscal 2021) and fund advance procurement, advance construction and 2024 construction start of the second Columbia sub, SSBN 827.

Geurts said at the time that the work of the Navy to price out the two SSBN contract options will help the service keep on schedule and achieve economies on materials and advance procurement for the Columbia class.

“We’ve got the Build 1 contract in place,” he said in the latest teleconference. “We’re ready to exercise that upon appropriation and authorization in fiscal year 2021. ... We’re continuing to ensure that Columbia stays on track as our highest priority program.”

He said that the COVID-19 pandemic “has not impacted Columbia in terms of readiness to proceed.”

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## **Coast Guard Interdicts, Repatriates 18 Migrants to Dominican Republic**

SAN JUAN, Puerto Rico – The Coast Guard repatriated 18 migrants to the Dominican Republic between Aug. 8 and Aug. 11, following the interdiction of an illegal migrant voyage off the coast of Cabo Rojo, Puerto Rico, the Coast Guard 7th District said in an Aug. 11 release.

The interdiction is the result of ongoing multiagency efforts in support of Operation Caribbean Guard and the Caribbean

Border Interagency Group CBIG.

“Those who take part in an illegal migrant voyage to cross the Mona Passage risk losing their lives, and it’s truly saddening and unfortunate when we find minors taking part in these voyages,” said Cmdr. Beau Powers, Sector San Juan chief of response. “To the parents, friends and loved ones of anyone looking to take part in an illegal voyage, implore that they not take to the sea, the dangers are just too great. These unseaworthy and often grossly overloaded makeshift vessels could easily capsize or sink without notice giving the migrants a very slim to almost no chance of survival.”

While on a routine patrol of the Mona Passage early on Aug. 7, the crew of a Customs and Border Protection marine enforcement aircraft detected an illegal migrant voyage, just off the coast of Cabo Rojo, Puerto Rico. The Coast Guard Cutter Richard Dixon and a Puerto Rico Joint Forces of Rapid Action marine unit responded to interdict the suspect vessel.

Shortly thereafter, the crew of the Puerto Rico Police stopped the 25-foot makeshift boat that was transporting 13 adult men, four women and a 17-year-old male minor. The crew of cutter Richard Dixon safely embarked the migrants from the makeshift vessel.

Once aboard a Coast Guard cutter, all migrants received food, water, shelter and basic medical attention. Throughout the interdiction, Coast Guard crewmembers were equipped with personal protective equipment to minimize potential exposure to any possible case of COVID-19. There were no migrants reported to have any COVID-19 related symptoms.

Cutter Richard Dixon and the Coast Guard Cutter Heriberto Hernandez carried out the repatriation. The 154-foot fast response cutters are homeported in San Juan.

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# 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 56 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.