General Atomics Awarded Contract for Columbia Submarine Bearing Support Structures

SAN DIEGO – General Atomics Electromagnetic Systems (GA-EMS) has been awarded a contract from Naval Surface Warfare Center, Carderock Division (NSWCCD), to fabricate and deliver two large bearing support structures for Columbia-class ballistic-missile submarines, the company said in a release.

“This contract leverages our extensive manufacturing competencies to ensure these critical structures are delivered to NSWCCD as the first new Columbia-class submarine begins construction in October 2020,” said Scott Forney, president of GA-EMS.

GA-EMS will manufacture the two bearing support structures at their facilities in Tupelo, Mississippi. The Navy intends to build 12 Columbia-class submarines over the next 20 years.

L3Harris Delivers AAV Capability to U.K.’s Defence Science and Technology Lab

PORTCHESTER, U.K. – L3Harris Technologies has delivered a brand-new class of Autonomous Surface Vehicle (ASV) with advanced capabilities to enable the United Kingdom’s Royal

Navy to understand how to maintain a technical advantage over potential adversaries, the company said in a release.

The Maritime Autonomy Surface Testbed (MAST) 13 is a 13-meter (41-foot) high-speed system capable of fully autonomous navigation. The ASV uses L3Harris' ASView autonomous control system and advanced algorithms developed for the United Kingdom's Defence Science and Technology Laboratory (Dstl).

Designed, built and commissioned by L3Harris' Unmanned Maritime Systems team based on the south coast of the United Kingdom, MAST 13 was officially launched on Sept. 11 at DSEI in London. The system carried out unmanned surveillance and force protection in the Victoria Dock at DSEI.

"MAST 13 reflects the increased use of unmanned systems in the military domain. This vehicle serves as a test platform to support new concepts for the Royal Navy, allowing them to exploit unmanned systems and maintain a technical advantage," said Alasdair Gilchrist, Above Water Systems program manager at the lab.

Since 2014, L3Harris and Dstl have collaborated to develop ASVs that support new concepts for the Royal Navy and act as a testbed for innovative technologies.

"As the program continues, we welcome collaboration with other organizations to test new algorithms, sensors, payloads and novel concepts. We encourage any such organizations to get in touch," Gilchrist said.

Predecessor MAST systems developed by L3Harris and Dstl have carried out numerous high-profile operations, including the Royal Navy's Unmanned Warrior in 2016 and the Australian Defence Showcase, Autonomous Warrior in 2018. MAST 9 is in Portugal for the NATO exercise REPMUS. The high-speed vessel is operating autonomously, beyond line-of-sight, to carry out reconnaissance, interdiction and patrol tasks.

Coast Guard Repatriates 46 Migrants to the Dominican Republic

SAN JUAN, Puerto Rico – The crew of the Coast Guard Cutter Joseph Doyle (WPC-1133) repatriated 46 migrants on Sept. 10 to a Dominican Republic navy vessel just off Samaná following the interdiction of two illegal migrant voyages in the Mona Passage, the Coast Guard 7th District said in a release.

Four of the interdicted migrants – three men and a woman – remain in Puerto Rico to face possible federal prosecution on charges of attempted illegal re-entry into the United States.

The interdictions resulted from ongoing efforts in support of Operation Unified Resolve, Operation Caribbean Guard and the Caribbean Border Interagency Group.

While on a routine patrol of the Mona Passage on Sept. 8, the crew of the Coast Guard Cutter Heriberto Hernandez (WPC-1114) detected and interdicted a 22-foot makeshift boat with 22 migrants aboard about eight nautical miles northwest of Aguadilla, Puerto Rico. The Heriberto Hernandez's crew safely embarked 14 men and eight women who claimed to be Dominicans.

A Customs and Border Protection (CBP) Air and Marine Operations DHC-8 marine patrol aircraft crew sighted a second migrant boat on Sept. 8 about 56 nautical miles northwest of Aguadilla, Puerto Rico. The Heriberto Hernandez diverted to the scene and interdicted a 16-foot boat with 28 migrants aboard. The cutter's crew safely embarked 26 men and two

women, all of whom also claimed to be Dominican.

The Heriberto Hernandez later rendezvoused with the cutter Joseph Doyle and transferred the 46 migrants for their repatriation. The Heriberto Hernandez also rendezvoused with Ramey Sector Border Patrol agents in Mayaguez, Puerto Rico, who received custody of the four migrants awaiting prosecution.

LAV Meets ARV: Researching the Marines' Next-Generation Light Armored Vehicle

ARLINGTON, Va. – The Office of Naval Research (ONR) is sponsoring research to develop the next-generation Armored Reconnaissance Vehicle (ARV), slated to replace the Marine Corps' current Light Armored Vehicle (LAV), the office's public affairs said in a release.

The LAV supports Light Armored Reconnaissance Battalions, which perform sustained reconnaissance, counter-reconnaissance and security missions in all weather. It's been in service since the early 1980s, and the Marine Corps plans to start replacing it at the end of the next decade.

ONR's ARV effort is part of the Department of the Navy's Future Naval Capabilities program, which aims to discover, assess and fast-track the most mature and useful new technologies into acquisition programs of record once the research is complete.

The ARV will provide transformational sensor, communications

and combat capabilities to collect and communicate information, while integrating robotics and artificial intelligence in manned-unmanned teams. Using ARV, a crew will be able to use advanced onboard sensors and unmanned systems to detect, recognize and identify threats at extended ranges.

Beginning in 2018, ONR awarded several contracts for full-system concept/trade studies and for individual advanced technology research efforts. This year, ONR has awarded contracts to two defense companies to design, fabricate and test full-scale technology-demonstration vehicles.

One vehicle, by General Dynamics Land Systems, will incorporate advanced technologies available today or in the near future around a theoretical unit price. This is known as the “base-vehicle” approach.

The other vehicle, by SAIC, is conceived as an “at-the-edge” vehicle with advanced technologies that, while fully mature today, could be incorporated into the ARV as new capabilities when threats and missions evolve. The objective of this approach is to envision the most advanced technology, beyond current capabilities.

Both technology-demonstrator platforms should be ready for government evaluation near the end of 2020.

Additionally, ONR is investing in component technology development meant to enhance the armored reconnaissance mission of the future through investments in platform cybersecurity; logistics management; mobility; and autonomous aerial vehicles with Battelle, Cougaar Software, QinetiQ and SRI International, respectively.

To ensure full collaboration and a smooth transition of research products to the Marine Corps, close alignment is maintained with acquisition and requirements representatives from the Program Manager for Light Armored Vehicles within the Marine Corps Systems Command and the Ground Combat Element

Division within the Marine Corps Combat Development Command.

Navy, Marine Corps Beef Up Relief Efforts in the Bahamas

U.S. Navy Sailors transport supplies on Sept. 7 in response to Hurricane Dorian. U.S. Navy/Mass Communication Specialist 3rd Class Katie Cox

ARLNGTON, Va. — The U.S. Navy and Marine Corps have increased their forces involved in relief and rescue efforts in the Bahamas as recovery efforts continue after Hurricane Dorian devastated some of the islands.

In a Sept. 9 Pentagon briefing, Jonathan R. Hoffman, assistant to the secretary of defense, said that U.S Northern Command had received 30 relief requirement requests and had deployed 1,200 personnel in support of those requests.

"Secretary [of Defense Mark T.] Esper authorized NORTHCOM to utilize 30 Army and Navy helicopters to provide transportation logistics and conduct assessments of transportation nodes to facilitate the delivery of humanitarian assistance," Hoffman said. "We are pursuing options to assist in airspace deconfliction as well."

The amphibious assault ship USS Bataan has deployed to the Bahamas and is operating Marine Corps MV-22B Osprey tilt-rotor and CH-53E Super Stallion heavy-lift helicopters in support of the relief efforts. Navy MH-53E Sea Dragon helicopters also have been providing logistics for the relief efforts.

“Four U.S. Marine Corps MV-22 Ospreys from the USS Bataan transported a U.S. Air Force airfield assessment team to conduct its mission,” Hoffman said. “The airfield assessment team completed its evaluation of Grand Bahama International Airport and reported the field is C-130 and C-17 capable.”

The Coast Guard continues its rescue-and-recovery efforts in the Bahamas with five MH-60T helicopters and five cutters. As of Sept. 9, the service had rescued 383 people.

Coast Guard to Open Polar Security Cutter Project Office in Pascagoula

PASCAGOULA, Miss. – Representatives from the U.S. Coast Guard Acquisitions Program are scheduled to preside over a ribbon-cutting ceremony on Sept. 11 in Pascagoula to formally open the service’s Polar Security Cutter Project Resident Office, the Coast Guard’s 8th District said in a release.

The Project Resident Office will be responsible for overseeing the construction of the new polar security cutter being built at VT Halter Marine Shipyard.

Timothy M. Newton is the commanding officer of the Polar Security Cutter Project Resident Office.

The new icebreaker will be the first of six planned icebreakers the Coast Guard needs to meet its missions in the high latitudes.

“Against the backdrop of great power competition, the polar security cutter is key to our nation’s presence in

the polar regions," Coast Guard Commandant Adm. Karl Schultz said in a previously released statement.

Coast Guard Continues Response to Hurricane Dorian in Bahamas

A U.S. Coast Guard MH-60 Jayhawk helicopter pilot flies over the aftermath of Hurricane Dorian in the Bahamas on Sept. 6. The Coast Guard is supporting the Bahamian National Emergency Management Agency and the Royal Bahamian Defense Force, which are leading search-and-rescue efforts in the Bahamas. U.S. Coast Guard

ARLINGTON, Va. — The Coast Guard is continuing rescue-and-recovery operations in the Bahamas in the wake of Hurricane Dorian.

As of 9 a.m. on Sept. 8, Coast Guard forces had rescued 308 people in the Bahamas, the Coast Guard 7th District said in a release.

The Coast Guard has five MH-60T Jayhawk helicopters conducting missions in the area, including search and rescue, logistics and for assessments. The helicopters are staged out of Andros Island, site of the Atlantic Undersea Test and Evaluation Center, where the U.S. Navy stages helicopters for antisubmarine training such as torpedo drops.

The Coast Guard also has five cutters providing support in the disaster recovery operations.

Navy MH-53E Sea Dragon helicopters from Naval Station Norfolk,

Virginia, also are participating in the relief efforts under the auspices of U.S. Northern Command.

The 7th District said that all ports have been re-opened.

Coast Guard Cutter Mellon Returns after 80-Day Patrol of Pacific Ocean

A boarding team aboard an over-the-horizon cutter boat from Coast Guard Cutter Mellon approaches a fishing vessel to conduct an at-sea boarding in the North Pacific Ocean on Aug. 13. U.S. Coast Guard

SEATTLE –

The crew of U.S. Coast Guard Cutter Mellon (WHEC 717), including two Canadian fishery officers, returned to their homeport of Seattle on Sept. 2 after an 80-day patrol detecting and deterring illegal, unreported and unregulated (IUU) fishing activity in the Pacific Ocean, the Coast Guard Pacific Area said in a release.

IUU fishing deprives the international economy of billions of dollars and undermines the livelihoods of legitimate fish harvesters around the world. It impacts food security, affecting millions of people, including many vulnerable coastal communities. Combatting global IUU fishing through

international
partnerships is a priority for Canada and the United States.

“IUU
fishing is one of the greatest threats to the ocean’s fish stocks,” said Capt.
Jonathan Musman, Mellon’s commanding officer. “It was an honor to be on the
front lines of enforcement efforts of the distant waters fishing fleets.”

The
fisheries patrol was performed under the auspices of the Western and Central
Pacific Fisheries Commission and the North Pacific Fisheries Commission. During
the patrol, Coast Guard and Canadian fishery officers boarded 45 vessels
flagged in Japan, Russia, South Korea, China, Chinese Taipei and Panama, and
they encountered violations ranging from improper gear to intentionally fishing
for sharks without a license. Boarding officers also found evidence of illegal
shark finning. Altogether, boarding teams detected 68 potential violations.

“Canada is
serious about ending illegal, unreported and unregulated fishing,” said Jonathan
Wilkinson, minister of fisheries, oceans and the Canadian coast guard. “We are
working with our U.S. partners to achieve this goal. By preventing fish and
seafood products derived from IUU fishing from entering our ports, we will not
only help level the playing field for Canadian harvesters and Canadian

businesses involved in the fish and seafood trade: we are also sending a very strong message that Canada's ports have zero tolerance for illegally caught fish."

This is the second joint operation between the U.S. Coast Guard and Fisheries and Oceans, Canada's Conservation and Protection program, this year. Along with the two fishery officers aboard the Mellon, Canada also provided fishery officers aboard a Dash-8 maritime surveillance aircraft, operated by PAL Aerospace. The aircrew performed multiple missions over the North Pacific and Bering Sea using state-of-the-art radars and maritime surveillance tools. Canada shared the data from these flights with U.S. Coast Guard counterparts to support the Mellon's patrol mission.

The ship also embarked two different helicopter crews from U.S. Coast Guard Air Station North Bend, who provided 63 flight hours that directly assisted with enforcement efforts.

Mellon's crew members had several port calls in Yokosuka, Japan, near Tokyo, during the almost three-month long patrol, which covered nearly 19,000 nautical miles.

The USCG Mellon is a 378-foot high endurance cutter, one of two homeported in

Seattle. The ship was
built in 1966 and was designed to perform each of the Coast Guard’s missions,
including search and rescue, national defense, law enforcement, and
environmental protection.

Coast Guard Repatriates 27 Migrants to the Dominican Republic

SAN JUAN,
Puerto Rico – The Coast Guard repatriated 27 migrants Sept. 5 to the Samaná,
Dominican Republic, following the interdiction of two illegal migrant voyages
in Mona Passage waters off Puerto Rico, the Coast Guard 7th District said in a release.

Four men
and a woman, among the interdicted migrants, remain in Puerto Rico, where they
face possible federal prosecution for attempted illegal re-entry into the
United States.

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

“The collaboration between the Coast Guard, CBP and the Dominican Republic navy helped save 32 lives and ensure the quick return of the repatriated migrants,” said Capt. Eric King, commander of Sector San Juan.

“The migrants are very fortunate, they risked losing their lives by capsizing or drowning since both vessels were grossly overloaded, unseaworthy and had little or no lifesaving equipment onboard.”

On the morning of Sept. 5, the crew of a Customs and Border Protection (CBP) Air and Marine Operations DHC-8 marine patrol aircraft detected a migrant vessel near Mona Island.

Coast Guard watchstanders in Sector San Juan diverted a Coast Guard cutter on patrol, while a CBP marine unit also responded to interdict the suspect vessel.

The crew of the CBP marine unit interdicted the 16-foot makeshift boat with 17 migrants aboard, 16 men and a woman, who claimed to be from the Dominican Republic. The cutter arrived on scene shortly thereafter and safely embarked the migrants. The U.S. Coast Guard transported five migrants from this group to Mayaguez, Puerto Rico, where Ramey Sector Border Patrol agents received them.

The crew
of a CBP Air and Marine Operations DHC-8 marine patrol aircraft sighted a
second illegal migrant voyage Wednesday night in the Mona Passage.

A Coast
Guard cutter diverted to the scene and interdicted a 20-foot boat with 15
migrants aboard. The cutter crew safely embarked 11 men and four women from the
makeshift vessel, who claimed Dominican nationality.

The Coast Guard cutter
rendezvoused with a Dominican Republic Navy vessel Thursday night just off
Samaná, Dominican Republic, where the repatriation of the migrants was
completed.

USS Nebraska Tests Four Trident II D5 Missiles

An unarmed Trident II D5 missile launches from the Ohio-class ballistic missile submarine USS Nebraska off the coast of San Diego, California, on Sept. 4. U.S. Navy

SAN DIEGO –
The U.S. Navy conducted four scheduled missile test flights of unarmed Trident
II (D5) missiles from USS Nebraska (SSBN 739), an Ohio-class ballistic missile
submarine, off the coast of Southern California, U.S. Navy

Strategic Systems
Programs Public Affairs said in a release.

The first
two launches took place Sept. 4, and the last two were Sept. 6. All occurred
before sunrise.

These test
flights were part of a Commander Evaluation Test (CET), whose primary goal was
to validate performance expectations of the life-extended Trident II (D5)
strategic weapon system. These launches mark 176 successful flights of the system.

CETs and
other flight tests are conducted on a recurring, scheduled basis to evaluate
and ensure the continued reliability and accuracy of the system. The missile
tests were not conducted in response to any ongoing world events.

“Our
nation’s sea-based deterrent has been a critical component of our national
security since the 1960s, and this week’s launches continue to demonstrate the
credibility and reliability of our life-extended missiles,” said Vice Adm.
Johnny R. Wolfe, director of the Navy’s Strategic Systems Programs, the command
responsible for the Navy’s strategic weapons.

The
Trident II (D5) strategic weapon system, originally designed with a life span

to 2024, recently underwent a life extension that will keep it operational through the late 2040s. The life-extended missiles will serve for the remaining service life of U.S Ohio-class and United Kingdom Vanguard-class SSBNs, and as the initial loadout for the U.S. Columbia-class and U.K. Dreadnought-class SSBNs.

The life-extension program addressed potential aging and obsolescence issues. “The life-extended missiles are now being deployed to the fleet, but our work is not done,” Wolfe said.

“The nuclear deterrence mission is the Department of Defense’s No. 1 priority, and for the U.S. Navy that means not only maintaining our current capability, but also developing the next generation of Trident missiles and shipboard strategic weapon system that will ensure a credible sea-based deterrent for the next 40 years and beyond,” he added.

A credible, effective nuclear deterrent is essential to our national security and the security of U.S. allies. Deterrence remains a cornerstone of national security policy in the 21st century.

Strategic Systems Programs is the Navy command that provides cradle-to-grave lifecycle support for the sea-based leg of the nation’s nuclear triad. This includes training, systems,

equipment, facilities and personnel responsible for ensuring the safety, security, and effectiveness of the nation’s Submarine Launched Ballistic Missile (SLBM) Trident II (D5) strategic weapon system. SLBMs are one leg of the nation’s strategic nuclear deterrent triad that also includes the U.S. Air Force’s intercontinental ballistic missiles (ICBMs) and nuclear-capable bombers.

Each part of the Triad provides unique capabilities and advantages. SLBMs make up about 70 percent of the U.S.’s deployed strategic nuclear deterrent Triad. The SLBM is the most survivable, provides persistent presence and allows flexible concept of operations.