

Coast Guard Offloads \$15 million in Seized Cocaine



The crew of the Coast Guard Joseph Tezanos offloads nearly \$15 million in cocaine and transfers custody of two suspected smugglers at Coast Guard Base San Juan July 12, 2021. *U.S. COAST GUARD*

SAN JUAN, Puerto Rico – The Coast Guard Cutter Joseph Tezanos crew offloaded nearly \$15 million in seized cocaine and transferred custody of two male smugglers at Coast Guard Base San Juan Monday, following the interdiction of a go-fast vessel in Mona Passage waters near Mona Island, Puerto Rico, the Coast Guard 7th District said in a July 13 release.

The interdiction resulted from multi-agency efforts in support of U.S. Southern Command's enhanced counter-narcotics operations in the Western Hemisphere and coordination with the Caribbean Corridor Strike Force (CCSF). The United States

Attorney's Office for the District of Puerto Rico is leading the prosecution for this case.

During a routine patrol July 11, a Customs and Border Protection (CBP) Air and Marine Operations (AMO) Multi-Role Enforcement Aircraft (MEA) aircrew detected two men aboard a go-fast vessel suspected of drug trafficking. Coast Guard Cutter Joseph Tezanos, operating in the vicinity with a CBP AMO Officer onboard, diverted and responded in hot pursuit to interdict the suspect vessel.

Shortly thereafter, cutter Joseph Tezanos arrived on scene and interdicted the go-fast vessel with the assistance of the cutter's small boat.

The crew of cutter Joseph Tezanos embarked the suspected smugglers and located loose packages aboard the 24-foot go-fast vessel, and they also recovered packages from the water that were jettisoned from the go-fast vessel. In total, the crew of Joseph Tezanos seized 502 packages of cocaine with a combined weight of approximately 1,104 pounds.

"I directly attribute the success of this interdiction to the close interoperability that the Coast Guard has with CBP and my crew's phenomenal performance during the pursuit, boarding and towing of the go-fast vessel," said Lt. Anthony Orr, Cutter Joseph Tezanos commanding officer. "It was a pleasure to work with the crew of the CBP aircraft, who vectored the cutter to intercept the go-fast vessel. Having a CBP Air and Marine Operations pilot onboard the cutter during the case proved very fruitful as the crew and pilot shared best practices, which can only help in future joint cases. As Joseph Tezanos completes her patrol, we return home with the pride that half a metric ton of cocaine will not make it to the streets. "

"The Caribbean Air and Marine Branch values its partnerships that result in successful seizures like this one," said Hector

Rojas, Director of the Caribbean Air and Marine Branch. “Our agents will continue to use our advanced aeronautical and maritime capabilities to detect and interdict smuggling attempts throughout our coastal borders.”

Cutter Joseph Tezanos is a 154-foot fast response cutter homeported in San Juan, Puerto Rico.

General Atomics Continues On-Time Delivery of EMALS, AAG for CVN 79, CVN 80



An F/A-18F Super Hornet, assigned to Air Test and Evaluation Squadron (VX) 23, lands on USS Gerald R. Ford's (CVN 78) flight deck. Ford was conducting Aircraft Compatibility

Testing to further test its Electromagnetic Aircraft Launch Systems and Advanced Arresting Gear. *U.S. NAVY / Mass Communication Specialist Seaman Jesus O. Aguiar*

SAN DIEGO – General Atomics Electromagnetic Systems (GA-EMS) announced July 12 it continues on-time delivery of the Electromagnetic Aircraft Launch System (EMALS) and Advanced Arresting Gear (AAG) for installation on the future Gerald R. Ford-class aircraft carriers USS John F Kennedy (CVN 79) and USS Enterprise (CVN 80). GA-EMS' EMALS and AAG installed aboard USS Gerald R. Ford (CVN 78) recently completed successful at-sea operational testing during an 18-month Post Delivery Trial and Test (PDT&T) period.

“The effects of the pandemic during the past year have presented everyone with some incredible challenges, and we are proud of our team’s dedication and focus on delivering EMALS and AAG equipment for Ford-class carriers even under the most difficult of circumstances,” said Scott Forney, president of GA-EMS. “Under multiple contracts with the Navy, we continue to support CVN 78 sustainment requirements, and deliver EMALS and AAG for the next two Ford-class carriers now under construction, CVN 79 and CVN 80.”

“Multiple contract awards help us efficiently maximize manufacturing plans to ensure there are no gaps in production and we are able to maintain a stable supply chain and workforce to meet the deliverables schedule,” continued Forney. “We’ve delivered 97% of EMALS and AAG equipment for CVN 79, meeting the installation schedule. We also remain on track to support the CVN 80 construction schedule, having built, tested and delivered more than 25% of EMALS and AAG CVN 80 equipment to date. With that said, we remain poised to provide these same critical technologies as the Navy determines the EMALS and AAG contract and schedule requirements for the fourth Ford-class aircraft carrier, USS Doris Miller (CVN 81).”

GA-EMS recently announced that EMALS and AAG aboard CVN 78

achieved 8,157 successful aircraft launches and recoveries during the ship's Independent Steaming Events. Over 400 pilots, including new student aviators, achieved their initial carrier qualifications or recertified their proficiency using EMALS and AAG. Both systems successfully completed Aircraft Compatibility Testing, which confirms the ability to launch and recover aircraft in the current naval air wing. The systems also provide greater flexibility over legacy systems to accommodate the future air wing, including both manned and unmanned aircraft.

U.S., U.K., Dutch Naval Forces Conduct Joint Exercise in Gulf of Aden



The combined, bilateral surface, air and sub-surface exercise was designed to enhance U.K., Dutch and U.S. maritime interoperability and demonstrate naval integration through a series of training scenarios. *U.S. NAVY*

GULF OF ADEN – The Queen Elizabeth (U.K.) and Ronald Reagan carrier strike groups (CSG), alongside the Iwo Jima amphibious ready group (ARG), conducted a large-scale joint interoperability exercise in the Gulf of Aden, July 12, Task Force 50 Public Affairs said in a release.

The combined, bilateral surface, air and sub-surface exercise was designed to enhance UK, Dutch and U.S. maritime interoperability and demonstrate naval integration through a series of training scenarios.

“Our team was proud to operate alongside the U.K. Carrier Strike Group during this unique opportunity to hone the full scope of our mutual capabilities,” said Rear Adm. Will Pennington, commander, Ronald Reagan CSG and Task Force 50. “By operating together at sea, we deepen our coalition partnerships and extend our global reach throughout the region’s critical waterways.”

Participating forces focused on the full spectrum of maritime warfare operations, practicing anti-air warfare, anti-surface warfare, and anti-submarine warfare tactics and procedures.

The crews exercised their abilities to conduct precision maneuvering, hunt simulated enemy submarines, provide layered defense against simulated air and surface threats, and conduct long range maritime strikes against simulated adversarial forces.

“The aircraft carrier is the ultimate expression of global maritime power,” said Commodore Steve Moorhouse, commander, United Kingdom Carrier Strike Group. “Queen Elizabeth, Ronald Reagan and Iwo Jima symbolize the might of the U.S. and UK partnership, and the ease with which our naval and air forces can combine here in the Gulf of Aden, or anywhere else in the world.”

This also marks the second time this year the Iwo Jima ARG has

operated alongside the U.K. carrier strike group, following an exercise off the coast of Scotland in May.

“The Iwo Jima ARG remains in a high state of readiness to support our partners and allies as an effective amphibious force,” said Capt. Darren Nelson, commodore, Amphibious Squadron Four. “Operating with the Ronald Reagan and UK carrier strike groups allows us to better address common threats to regional security.”

Participating units included aircraft carrier HMS Queen Elizabeth (R 08) with embarked F-35B Lightning II Joint Strike Fighters from Royal Air Force 617 Squadron and U.S. Marine Corps Fighter Attack Squadron (VMFA) 211; aircraft carrier USS Ronald Reagan (CVN 76) with embarked Carrier Air Wing (CVW) 5 and Destroyer Squadron 15; amphibious assault ship USS Iwo Jima (LHD 7) and embarked 24th Marine Expeditionary Unit, anti-submarine frigate HMS Richmond (F 239); Dutch frigate HNLMS Evertsen (F 805); guided-missile destroyers USS The Sullivans (DDG 68) and USS Halsey (DDG 97); and guided-missile cruiser USS Shiloh (CG 67).

The Ronald Reagan CSG and Iwo Jima ARG are deployed to the U.S. 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the western Indian Ocean and three strategic choke points.

Bollinger Christens Ocean

Transport Barge Holland to Support Columbia SSBN Construction for General Dynamics Electric Boat



The Holland, a new ocean transport barge for General Dynamics Electric Boat. *BOLLINGER SHIPYARDS*

LOCKPORT, La. – Bollinger Shipyards LLC on Saturday, July 10, christened the Holland, an ocean transport barge for General Dynamics Electric Boat, Bollinger said in a release.

The Holland will support the construction and maintenance of the United States' Columbia-class ballistic-missile submarines (SSBNs) and Virginia-class fast attack submarines. General Dynamics Electric Boat is the prime contractor on the design and build of the Columbia-class submarine, which will replace the aging Ohio-class SSBNs.

“Bollinger Shipyards is pleased to partner with General Dynamics Electric Boat to help meet the expanding needs of the United States’ Navy,” said Bollinger President and CEO Ben Bordelon. “We believe that in order to build 21st century American vessels, it requires 21st century American tools and equipment manufactured right here in the United States. The Bollinger management team and our skilled workforce are proud and look forward to continue supporting the efforts to modernize our Nation’s fleet.”

“The men and women of Electric Boat are proud of our long history in providing the world’s finest submarines to our Navy and our Nation,” said Kevin Graney, president, General Dynamics Electric Boat. “The Holland will play an integral role in our mission to design and deliver the Columbia class, the nation’s top strategic defense priority. It embodies the spirit of submarine designer John Holland, whose innovation, determination and commitment to excellence laid the foundation for modern submarine construction. We are thankful for the hard work and dedication of our fellow American shipbuilders at Bollinger that made today, and the continuing defense of our nation possible.”

“The recapitalization of the sea based strategic deterrent capability, the Columbia Class, is our Navy’s highest acquisition priority,” added Capt. Jon Rucker, program manager of the Columbia-class submarine program. “The Holland is an integral enabler in support of the construction and on time delivery of the Columbia Class to maintain the nation’s strategic deterrence capability. We recognize and appreciate the Bollinger team’s efforts to construct and deliver the Holland to support the Navy.”

In November 2019, General Dynamics Electric Boat selected Bollinger to construct the Holland, a 400-foot x 100-foot ocean transport barge. The concept and contract design was performed by the Bristol Harbor Group in Rhode Island, while Bollinger performed the detail design

engineering at its Lockport, LA facility and construction at the Bollinger Marine Fabrication facility in Amelia, Louisiana.

Coast Guard Repatriates 23 Migrants to Cuba



A Coast Guard Station Marathon boatcrew locates 15 migrants aboard a sailing vessel near Big Pine Key, Florida on July 3, 2021. Coast Guard Cutter Kathleen Moore's crew repatriated 15 Cubans to Cuba, July 10, 2021. *U.S. COAST GUARD*

MIAMI – Coast Guard Cutter Kathleen Moore’s crew repatriated 23 Cubans to Cuba Saturday following an interdiction approximately 15 miles south of Big Pine Key and a search and rescue mission off the coast of Key West, the Coast Guard 7th District said in a July 10 release.

A good Samaritan reported a vessel with 15 people aboard to Coast Guard Sector Key West watchstanders at 10 a.m. Saturday. A Station Key West law enforcement crew arrived on scene and brought the migrants aboard. They are reported in good health.

“Navigating the Florida Straits on a good day is difficult and unpredictable in rustic vessels,” said Lt. Cmdr. Mario Gil, Coast Guard Liaison Officer, Cuba. “Daring these voyages during hurricane force winds and seas are treacherous and lives have a greater risk of being lost.”

Since Oct, 1, 2020, Coast Guard crews have interdicted 554 Cubans compared to:

5,396 Cuban Migrants in Fiscal Year 2016

1,468 Cuban Migrants in Fiscal Year 2017

259 Cuban Migrants in Fiscal Year 2018

313 Cuban Migrants in Fiscal Year 2019

49 Cuban Migrants in Fiscal Year 2020

Once aboard a Coast Guard cutter, all migrants receive food, water, shelter and basic medical attention. Throughout the interdiction, Coast Guard crew members were equipped with personal protective equipment to minimize potential exposure to any possible case of COVID-19.

Raytheon to begin Next-Generation Jammer Mid-Band Production for U.S. Navy



An EA-18G Growler from Air Test and Evaluation Squadron (VX) 23, located at Naval Air Station Patuxent River, Maryland, conducts a Next Generation Jammer Mid-Band (NGJ-MB) flight test over Southern Maryland recently. *U.S. NAVY / Steve Wolff* EL SEGUNDO, Calif. – Raytheon Intelligence & Space, a Raytheon Technologies business, has been awarded a \$171.6 million contract for Low-Rate Initial Production Lot I, or LRIP I, of the U.S. Navy's Next Generation Jammer Mid-Band (NGJ-MB), the company said in a July 8 release. The award advances the program from the development stage into production and deployment.

NGJ-MB is the Navy's advanced electronic attack system that offensively denies, disrupts and degrades enemy technology,

including air-defense systems and communications. NGJ-MB uses the latest digital, software-based and Active Electronically Scanned Array technologies. This allows operators to non-kinetically attack significantly more targets and at greater distances.

“With its power and ability to jam multiple radars simultaneously, NGJ-MB will fundamentally change the way the Navy conducts airborne electronic attack,” said Annabel Flores, vice president of Electronic Warfare Systems for RI&S. “NGJ-MB will increase the survivability and lethality of fourth-and fifth-generation fighters, making naval aviation that much more effective.”

The award follows last week’s Milestone C decision, advancing the program into the production and deployment phase. NGJ-MB has completed more than 145 hours of developmental flight-testing using mission systems and aeromechanical systems. The program has also completed over 3,100 hours of anechoic chamber and lab testing at Naval Air Station Patuxent River, Maryland, and Naval Air Station Point Mugu, California. Chamber tests evaluated the system’s performance both on and off the EA-18G Growler aircraft, in addition to jamming techniques and reliability testing.

Saildrone’s New Surveyor Autonomous Research USV Completes Ocean Crossing from

San Francisco to Hawaii



Saildrone's Surveyor arrived in Hawaii on July 8 after a voyage from San Francisco to Honolulu. *SAILDRONE*

HONOLULU – The uncrewed, autonomous, Saildrone Surveyor arrived in Hawaii July 8 after a groundbreaking first voyage from San Francisco to Honolulu, Saildrone Inc. said in a release.

While ocean crossings are nothing new for Saildrone's autonomous surface vehicles, the Saildrone Surveyor is a new, much larger class of vehicle optimized for deep-ocean mapping. During the 28-day voyage, the Saildrone Surveyor sailed 2,250 nautical miles and mapped 6,400 square nautical miles of seafloor.

Using renewable wind and solar energy for its primary power source, the Saildrone Surveyor is the only vehicle in the world capable of long-endurance, uncrewed ocean mapping operations. The valuable data it collects will help address

issues impacting our world including climate change, offshore renewable energy, natural resource management, and maritime safety.

Measuring 72 feet long (22 meters) and weighing 14 tons, the Saildrone Surveyor carries a sophisticated array of acoustic instruments, normally carried by large, manned survey ships. The Surveyor's sensors interrogate the water column looking at underwater ecosystems and map the seafloor in high resolution to a depth of 23,000 feet (7,000 meters).

Multibeam data from the Saildrone Surveyor has been calibrated and assessed by an external team from the University of New Hampshire (UNH), which normally calibrates large government survey vessels. "The data quality from the Surveyor is of very high quality, as good as anything we have seen from a ship," said Larry Mayer, director for the UNH Center for Coastal and Ocean Mapping. "Due to the wind-powered nature of the vehicle, it is very quiet, and this enables the very accurate acoustic measurements needed to map to these depths."

The ocean covers more than 70% of the planet, but more than 80% remains unmapped and unexplored. The lack of ocean exploration is largely due to the high cost of access to our oceans, which has traditionally been undertaken by large ships. These ships can cost hundreds of millions of dollars to build and hundreds of thousands of dollars per day to operate. The Saildrone Surveyor represents a paradigm shift in the cost of ocean access, performing the same job as a survey ship but at a fraction of the cost and carbon footprint.

"This successful maiden voyage marks a revolution in our ability to understand our planet," said Richard Jenkins, Saildrone founder and CEO. "We have solved the challenge of reliable long-range, large-payload remote maritime operations. Offshore survey can now be accomplished without a large ship and crew; this completely changes operational economics for our customers. Based on this

achievement, I am excited to apply Saildrone Surveyor technology to other markets normally reserved for large ships, such as homeland security and defense applications. The implications of a low-carbon solution to these critical maritime missions are significant.”

With this successful proof of concept voyage, Saildrone Inc. of California, will now build a fleet of Surveyors to be manufactured at U.S. shipyards. Saildrone intends to map the entire Earth’s oceans in the next 10 years.

Norway’s First P-8A Poseidon Rolls Out with New Livery



Norway’s first P-8A Poseidon, Vingtor, rolled out of the paint show in Renton, Washington, on July 9. It will return to the

factory floor to prepare for flight testing. *BOEING*
RENTON, Wash. – The first P-8A Poseidon aircraft for Norway today rolled out of the paint shop in Renton, in Royal Norwegian Air Force livery, Boeing said in a July 9 release. Norway is one of eight nations to have acquired the P-8A as their new multi-mission maritime patrol aircraft.

Recently, the air force revealed the names of its five P-8A Poseidon aircraft: Vingtor, Viking, Ulabrand, Hugin and Munin. The names are inspired by Norse mythology and continue a tradition of almost 80 years that started when the names Vingtor, Viking and Ulabrand were used on Norway's PBY-5 Catalina maritime patrol aircraft in 1942. Since then, other maritime patrol aircraft operated by the Royal Norwegian Air Force have carried those names, including its current P-3 fleet, which will be replaced by the P-8.

Norway's first P-8A aircraft – Vingtor – will now return to the factory floor to be prepared for flight testing. First flight is scheduled for later this month, and mission systems will be installed on the aircraft after that.

CTF Sentinel Completes Third Joint Exercise in the Arabian Gulf



United Arab Emirates Navy missile patrol boat Marban (P 152) operates in formation with guided-missile cruiser USS Monterey (CG 61), not pictured, during a Coalition Task Force (CTF) Sentinel Shield-led interoperability exercise in the Arabian Gulf, June 26. *U.S. NAVY / Mass Communication Specialist Seaman Chelsea Palmer*

MANAMA, Bahrain – Coalition Task Force (CTF) Sentinel completed its third iteration of combined exercise Sentinel Shield in the Arabian Gulf, showcasing interoperability between coalition warships June 26, the task force spokeswoman said in a July 8 release.

During the exercise, the United Arab Emirates Navy missile patrol boat Marban (P152) and United States Navy guided-missile cruiser USS Monterey (CG 61) conducted synchronized tactical maneuvers while testing communications across systems and platforms with each other and merchant vessels.

“Two of our Gulf Coast Country partners participated in this exercise,” said Commodore Adrian Fryer, Royal Navy, CTF Sentinel commander. “Every engagement helps us promote

partnerships, maintain our edge and remain vigilant in upholding the free flow of commerce in the region, and support the global economy.”

Regular training between Sentinel and Sentry patrols throughout the Arabian Gulf is a vital part of the CTF Sentinel mission.

Sentinels are large naval assets, such as frigates and destroyers, which provide overwatch of two critical choke points, the Strait of Hormuz and the Bab el-Mandeb Strait. Sentries are smaller naval vessels, such as patrol craft and corvettes, which patrol key transit areas between the choke points.

Each exercise increases synchronicity between partner nations enabling them to continue deterring state-sponsored malign activity in the region.

“On behalf of the crew of the Marban, it has been an honor to work with the USS Monterey on this mission that has increased our level of coordination which plays an important role at sea,” said United Arab Emirates Lt. Cdr. Saleh Almehrzi, commanding officer of the Marban.

The exercise was successful and we hope there will be many more opportunities to work alongside coalition members in the future to further our partnership.”

U.S. Navy Capt. Joseph Baggett, commanding officer of USS Monterey, highlighted the critical nature of CTF Sentinel’s mission and the importance of continued training exercises with our partners.

“Regional security and stability are directly linked to enhanced cooperation, understanding, and collaboration with key regional partners, like the UAE Navy, and it was an absolute honor to train and learn from our operations with Marban,” said Baggett.

CTF Sentinel is a multinational maritime effort to promote maritime stability, ensure safe passage, and enhance freedom of navigation throughout key waterways in the Arabian Gulf, Strait of Hormuz, the Bab el-Mandeb Strait, and the Gulf of Oman.

Boeing to Support RAF Poseidon Fleet and Train Crews for Next Five Years



Aviation Machinist's Mate 3rd Class Audulio Garza, assigned to the "Grey Knights" of Patrol Squadron (VP) 46, signals to the

pilots of a P-8A Poseidon anti-submarine warfare patrol aircraft, Dec. 14, 2020, in Lossiemouth, Scotland. *U.S. NAVY / Mass Communication Specialist 2nd Class Austin Ingram*

LOSSIEMOUTH, Scotland – Boeing and the U.K. Ministry of Defence have signed an agreement for Boeing to support the Royal Air Force's (RAF) fleet of Poseidon MRA1 maritime patrol aircraft and train the crews that operate them, the company announced.

“Our new Poseidon fleet continues to grow from strength to strength and is already defending the U.K.'s maritime interests at home and abroad,” said Defence Secretary Ben Wallace. “This contract with Boeing Defence UK secures our critical submarine-hunting aircraft capabilities whilst also creating a home-grown training enterprise and creating over 150 British jobs.”

Under the aircraft and training support contract, valued at \$321.6 million (£233.5 million), Boeing will provide maintenance services, spares and repairs, including tools and ground support equipment, as well as supply chain management, forecasting and inventory management, and airworthiness services for the RAF's P-8 fleet.

The training element of the contract will offer a suite of training systems and courseware to prepare aircrew and maintainers to safely and effectively operate and maintain the fleet. Boeing will provide the flight instructors to train P-8A pilots, and under the terms of a subcontract, Burgess Hill-based CAE UK will create more jobs in the UK to provide rear crew and engineering instructors, and console operators and controllers who will perform role playing and support functions during training and mission rehearsal exercises.

These agreements will create 150 jobs in the United Kingdom, including more than 100 at RAF Lossiemouth in northern Scotland. Boeing employees are already working alongside RAF personnel at the station in Moray, supporting the current

fleet of five Poseidons.

“The P-8A Poseidon brings the RAF critical reconnaissance capabilities, and we are proud to be a trusted partner in helping to keep RAF aircrew trained, and the P-8A mission ready,” said Anna Keeling, managing director of Boeing Defence UK. “We are excited to see our continued growing presence in Scotland with the creation of these highly-skilled jobs, in addition to our existing footprint of more than 2,500 employees across the U.K., reaffirming our commitment to help strengthen the aerospace and defense sector in Scotland.”

The RAF is on contract for nine Poseidon aircraft with five already delivered and the remaining four scheduled for later this year, when around 200 Boeing employees are expected to be based at RAF Lossiemouth focused on maintenance, training and support.

The second of two Operational Flight Trainers, jointly developed by Boeing and CAE for the Poseidon fleet, arrived at RAF Lossiemouth last month. Both will be installed in the Boeing-built Strategic Facility, which accommodates three Poseidon aircraft, squadrons and mission support facilities.

The P-8A Poseidon supports maritime surveillance, anti-submarine warfare and anti-ship warfare for the United Kingdom and increases protection of the country’s nuclear deterrent and Queen Elizabeth class aircraft carriers. More than a dozen U.K.-based suppliers produce components for the P-8, making up five percent of every P-8 aircraft around the world. Marshall Aerospace and Defence Group has built and delivered more than 900 auxiliary fuel tanks from its production facility in Cambridge.