

Bollinger Awarded Contract for Light Amphibious Warship Preliminary Design

LOCKPORT, La. – Bollinger Shipyards LLC was awarded a contract by the U.S. Naval Sea Systems Command to conduct a concept study and the preliminary design of the U.S. Navy's Light Amphibious Warship (LAW), the company announced in a June 16 release.

“Bollinger Shipyards is honored and excited to continue participating in the LAW program,” said Ben Bordelon, Bollinger president and CEO. “We’re confident that we have the experience and expertise necessary to develop a concept study and preliminary design for an advanced warship that meets the complex needs of a modern fleet.”

The LAW program envisions procuring a class of 28 to 30 new amphibious ships to support the Marine Corps, particularly in implementing a new Marine Corps operational concept called Expeditionary Advanced Base Operations (EABO). The Navy envisions the first LAW being procured in fiscal 2023.

Bollinger is fully certified with MSRA and ABR agreements with the U.S. Navy, and is currently building the Navy's Towing, Salvage and Rescue Ships (T-ATS). In addition to construction of the TAT-S, Bollinger is under contract to construct an Ocean Transport Barge and Floating Dry Dock for General Dynamics Electric Boat Division in support of the construction and maintenance of the nation's new Columbia-class of ballistic-missile submarines. Bollinger is also participating in industry studies for the U.S. Navy's Common Hull Auxiliary Multi-Mission Platform (CHAMP) program, the U.S. Navy's Auxiliary General Ocean Surveillance (T-AGOS(X)) program and the U.S. Navy's Large Unmanned Surface Vehicle

(LUSV) program.

AI Likely to Be Integrated into Naval Vessels in Next Five Years, GlobalData Says



One of the manned vessels converted to unmanned for the Ghost Fleet Overlord Program. A new report from GlobalData forecasts much more artificial intelligence is coming to naval ships.
U.S. NAVY

LONDON – Artificial intelligence (AI) has the potential to make major improvements to modern ships, including decreasing the number of crew required for operations and enabling faster and better-informed decision making in a fast-moving environment, GlobalData, a data analytics company, said in a June 16 release.

A survey by GlobalData finds that 43% of respondents believe that AI will be integrated in a significant way into naval vessels within the next five years, while 31% think this process will take place within 10 years, and only 25% believe that it will take longer than 10 years.

According to GlobalData's report, "AI in Aerospace and Defense," the development of AI presents long-term cost-cutting potential, as well as providing easy-to-understand analysis based on large datasets. While fully autonomous ships powered by AI may not become the norm within the next 10 years, it is likely that the technology will increasingly be used to aid decision-making in coming years.

“Advanced navies significantly invest in AI, computer and communication technologies in order to have larger and more capable autonomous vessels,” said William Davies, Aerospace and Defense Associate analyst at GlobalData. “For instance, the U.S. Navy converted two existing commercial fast supply vessels into unmanned surface vehicles (USVs) for its Ghost Fleet Overlord Surface program, which aims to inform and accelerate the Navy’s large and medium USV programs. Furthermore, on June 7, 2021, the U.S. Department of Defense awarded a \$44 million contract to Austal USA to carry out the design, procurement, production implementation, and demonstration of autonomous capability in Expeditionary Fast Transport (EPF) vessel, USNS Apalachicola (T-EPF-13).

“Outside of the U.S., there have also been significant investments in AI. For instance, the U.K. invested £4m in 2020 for warship AI development projects, which will help warships to process data and provide crews with improved situational awareness,” Davies said. “Moreover, in 2017, China announced its next generation AI development plan, with a goal of becoming the world leader in the technology by 2030, and in 2020 the country unveiled a multi-purpose unmanned surface vessel, as well as reportedly developing AI-enabled submarines.”

Portsmouth Delivers Submarine USS California from Availability in Record Time



USS California (SSN 781) departs for sea trials June 6 after

completing a scheduled maintenance period at the Portsmouth Naval Shipyard in Kittery, Maine. *U.S. NAVY / Jim Cleveland*
KITTERY, Maine – Portsmouth Naval Shipyard delivered Virginia-class attack submarine USS California (SSN 781) back to the fleet June 15 as the fastest availability of its kind since the Navy adjusted the Virginia-class maintenance cycle, said Bianca Mireles of the shipyard's public affairs office.

Virginia-class submarines currently undergo an extended docking selected restricted availability (EDSRA) at the six-year mark. Prior to 2015, the maintenance cycle was just four years.

Completion of California's maintenance availability displayed tremendous schedule acceleration following the initial impact of the pandemic, resulting in a record setting delivery.

California and her crew of 15 officers and more than 115 enlisted personnel arrived at PNS in May 2019. California Project Superintendent Dave Simoneau applauded his team and the ship's crew for their accomplishment.

"The workforce at Portsmouth Naval Shipyard and the crew of California have proven what teamwork, respect, and ownership can accomplish," said Simoneau. "The success achieved in maintaining the EDSRA schedule is the direct result of these men and women leaning in and owning it every day! They are the reason we are able to win the 'race to combat readiness' and return California to the fleet in record time to help protect our nation."

Throughout the availability, the team upheld Portsmouth's legacy of first-time quality. Shipyard Commander Capt. Daniel Ettlich commented on the team's commitment to excellence.

"There is immense pride in knowing PNS bought back time for fleet-readiness. It is a monumental accomplishment to return California to the seas, combat-ready and modernized, to

support our national security despite the once-in-a-century obstacles brought forth by COVID-19. Our people took ownership to weather the storm and delivered on our commitment to support America's Navy," said Ettllich.

California is the seventh Navy ship, and first submarine, to be named after the Golden State. It is the eighth Virginia-class nuclear-powered submarine built to excel in anti-submarine warfare; anti-ship warfare; strike warfare; special operations; intelligence, surveillance, and reconnaissance; irregular warfare; and mine warfare missions. California was commissioned Oct. 29, 2011. California's motto is silentium est aureum (silence is golden), which pays tribute to both the submarine force's motto, the silent service, and California's state motto, the golden state.

Portsmouth Naval Shipyard is the Navy's center of excellence for fast attack submarine maintenance, modernization, and repair. The on-time or early completion of submarine maintenance availabilities is critical to maintaining warfighter readiness. As a field activity of NAVSEA, PNS is committed to maximizing fleet readiness by safely delivering first-time quality, on time, and on budget.

Coast Guard Repatriates 59 Migrants to Cuba



An unseaworthy migrant craft sits in front of the Coast Guard Cutter Isaac Mayo, 27 miles south of Long Key, Florida, June 9, 2021. A law enforcement team from the cutter interdicted 16 Cuban migrants from the craft. *U.S. COAST GUARD*

MIAMI – Coast Guard cutter Kathleen Moore and Charles Sexton

crews repatriated 59 Cubans to Cuba, June 14 and 15, following four interdictions south of the Florida Keys, the Coast Guard 7th District said in a June 15 release.

A Coast Guard Cutter Isaac Mayo law enforcement team launched at approximately 3:30 p.m. June 9, after a good Samaritan reported seeing more than 10 people aboard an unseaworthy boat 27 miles south of Long Key. The law enforcement team interdicted 16 Cuban migrants. The migrants were transferred to the cutter and reported in good health. Eleven of the migrants were repatriated June 14 by the Coast Guard Cutter Kathleen Moore crew and five were repatriated June 15 by the Charles Sexton crew.

A Station Islamorada law enforcement team launched at approximately 1 p.m. June 9, after a Customs and Border Protection Air and Marine Operations crew reported an unseaworthy boat heading north from 20 miles east of Key Largo with four people aboard. The law enforcement team interdicted four Cuban migrants and transferred them to the cutter. The migrants were repatriated June 14 by the Kathleen Moore crew and reported in good health.

A Station Key West law enforcement team launched at approximately 12:30 p.m. June 10, after a good Samaritan reported more than 20 people signaling for help on an unseaworthy boat 40 miles north of Havana, Cuba. The law enforcement team interdicted 29 Cuban migrants and transferred them to the cutter. One migrant was taken to shore for higher medical care and the remaining 28 were repatriated Monday by the Kathleen Moore crew, reporting in good health.

A Station Miami Beach law enforcement team launched at approximately 10 a.m. June 12, after a good Samaritan reported people aboard an unseaworthy craft 10 miles east of Elliot Key. The law enforcement team interdicted 11 Cuban migrants and transferred them to the cutter reporting in good health. The migrants were repatriated June 15 by the Charles Sexton

crew.

“U.S. Coast Guard and partner agencies actively patrol the Straits of Florida. The U.S. Government strongly discourages attempts to illegally enter the United States by taking to the sea,” said Lt. Cmdr. Mario Gil, Coast Guard Liaison, U.S. Embassy Havana. “Taking to the sea on unseaworthy vessels is not only illegal, but highly dangerous, and attempts to transit these unforgiving waters often turn out deadly.”

Since Oct. 1, 2020, Coast Guard crews have interdicted 465 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.

Ronald Reagan CSG Enters South China Sea



The Ronald Reagan Carrier Strike Group is operating in the South China Sea for the first time during its 2021 deployment, June 14. *U.S. NAVY*

SOUTH CHINA SEA – The Ronald Reagan Carrier Strike Group is

operating in the South China Sea for the first time during its 2021 deployment, June 14, commander, Task Force 70 public affairs said in a release.

While in the South China Sea, the strike group is conducting maritime security operations, which include flight operations with fixed and rotary wing aircraft, maritime strike exercises, and coordinated tactical training between surface and air units. Carrier operations in the South China Sea are part of the U.S. Navy's routine presence in the Indo-Pacific.

The carrier strike group includes the Navy's forward-deployed aircraft carrier USS Ronald Reagan (CVN 76), embarked Carrier Air Wing (CVW) 5, and embarked staffs of Task Force 70 and Destroyer Squadron (DESRON) 15, the Ticonderoga-class guided-missile cruiser USS Shiloh (CG 67), and the Arleigh Burke-class guided-missile destroyer USS Halsey (DDG 97).

"The South China Sea is pivotal to the free flow of commerce that fuels the economies of those nations committed to international law and rules based order," said Rear Adm. Will Pennington, commander, Ronald Reagan Carrier Strike Group. "It is both a privilege and a pleasure to work alongside our allies, partners, and joint service teammates to provide full spectrum support to key maritime commons and ensure all nations continue to benefit from a free and open Indo-Pacific region."

Most recently, the guided missile destroyer USS Curtis Wilbur (DDG 54) operated with Royal Australian Navy (RAN) Anzac-class frigate HMAS Ballarat (FFH 155) in the South China Sea, June 6-11. Wilbur and Ballarat demonstrated the Navy's commitment to work with like-minded allies and partners to preserve international order in the South China Sea.

"In my 23 years in the Navy I've had the pleasure of working

with the allied and partner forces from around the world,” said Senior Chief Operations Specialist Michael Ojeda, Assistant Operations, DESRON 15. “Integrating with other countries to conduct surface and undersea surveillance in support of our strike group operations serves to highlight that our allies reinforce our strategy in the Indo-Pacific region and around the world.”

The strike group is committed to upholding U.S. security agreements with regional allies and partners, as well as demonstrating the capability of forward-deployed naval forces to quickly respond to any contingency across the region.

Upholding freedom of the seas in the South China Sea is vitally important where nearly a third of global maritime trade, roughly \$3.5 trillion, a third of global crude oil, and half of global liquefied natural gas passes through the sea each year.

The Ronald Reagan Carrier Strike Group is forward-deployed to the U.S. 7th Fleet area of operations in support of a free and open Indo-Pacific region. U.S. 7th Fleet conducts forward-deployed naval operations in support of U.S. national interests in the Indo-Pacific area of operations. As the U.S. Navy’s largest forward-deployed fleet, 7th Fleet interacts with 35 other maritime nations to build partnerships that foster maritime security, promote stability, and prevent conflict.

BAE Systems San Diego

Shipyard to Modernize USS San Diego



Amphibious transport dock ship USS San Diego (LPD 22) returns to its homeport of Naval Base San Diego in May 2021. *U.S. NAVY / Mass Communication Specialist 3rd Class Matthew F. Jackson* SAN DIEGO, California – BAE Systems has received a \$90.2 million contract from the U.S. Navy for the maintenance and modernization of the amphibious transport dock USS San Diego (LPD 22), the company said in a June 14 release. The value of the competitively awarded contract could reach \$104.8 million if all options are exercised.

Under the docking selected restricted availability (DSRA) contract awarded, BAE Systems will dry-dock the 684-foot-long ship, perform work on the underwater hull, repair its system of ballast tanks, preserve its amphibious well deck area, and refurbish the living spaces for as many as 800 sailors and Marines that can be carried aboard. The work is expected to begin in September 2021 at the company's San Diego shipyard and take more than a year to complete.

“The upcoming USS San Diego project is a major event in the service life of the ship, expanding its capability to execute a wide range of naval missions for many years to come,” said David M. Thomas Jr., vice president and general manager of BAE Systems San Diego Ship Repair. “Our team of employees, subcontractors and Navy personnel look forward to ushering USS San Diego into its next phase of fleet readiness. We also recognize the unique and special opportunity to work aboard a ship named for our hometown.”

USS San Diego is the sixth ship of the San Antonio class and was commissioned in May 2012. The ship is the fourth U.S. Navy vessel named after the southern California city.

BAE Systems is a leading provider of ship repair, maintenance, modernization, conversion, and overhaul services for the Navy, other government agencies, and select commercial customers. The company's San Diego shipyard has approximately 1,100 employees and works with the Navy and several subcontractor companies to accomplish its ship sustainment work.

USCGC Eagle Hosts U.S. - Iceland Meeting



On approach to Iceland on June 6, 2021, the USCGC Eagle (WIX 3287) crew conducted a wreath-laying in memory of the Treasury-class USCGC Hamilton (WPG 34), torpedoed by German submarine U-132 in 1942 while patrolling the Icelandic coast near Reykjavík. Of the 221 person crew, 26 members were lost. *U.S. COAST GUARD / Ensign Elena Calese*

REYKJAVIK, Iceland – USCGC Eagle (WIX 327), “America’s Tall Ship,” arrived in Reykjavik on June 9 and proceeded to host tours and senior officials through the weekend, the Coast Guard Atlantic Area said in a June 14 release.

Aboard Eagle, which was moored in the harbor, Vice Adm. Steven Poulin, commander U.S. Coast Guard Atlantic Area, joined by Jonathan Moore, principal deputy assistant secretary, Bureau of Oceans and International Environmental and Scientific Affairs, met with Commodore Asgrimur Asgrimsson of the Icelandic coast guard, Chargé d’Affaires Harry Kamian, and Byrndis Kjartansdottir, director of security and defense directorate in the Icelandic Ministry of Foreign Affairs.

“I congratulate Iceland on a successful Arctic Council and Arctic Coast Guard Forum chairmanship, and I thank them for

their persistent and reliable partnership in the Arctic Council and Arctic Coast Guard Forum. Maintaining a strong, rules-based order in the Arctic remains a top priority, both for my command and the U.S. Coast Guard. Steadfast partners like Iceland enable and enforce this," said Vice Adm. Steven Poulin. "It was a great pleasure to discuss the challenges we share with such dedicated colleagues learning more about our partner agencies and their operations."

The United States was the first country to recognize Iceland's independence in 1944. In addition to being founding members of NATO, the United States and Iceland signed a bilateral defense agreement in 1951. Cooperation and mutual support are the foundation of the U.S.-Icelandic relationship. Visits such as Eagle's allow opportunities to further effective partnerships, collaboration, and interoperability for various issues that can occur in the Arctic.

For more than a century, the U.S. Coast Guard has been the visible U.S. surface presence in the Arctic, ensuring adherence to the rules-based order. The service works with High North nations to safeguard and enable the uninterrupted flow of maritime commerce throughout the entire Marine Transportation System, including the burgeoning Arctic and ensure responsible stewardship of its resources. Allies and partners like Iceland are integral to protecting the United States' enduring interests, preserving our mutual interests, and upholding the rules-based international order supporting good maritime governance.

On approach to Iceland, Eagle's crew conducted a wreath-laying in memory of the Treasury-class USCGC Hamilton (WPG 34), torpedoed by German submarine U-132 on January 30, 1942, patrolling the Icelandic coast near Reykjavík. Hamilton capsized and sank 28 miles (45 km) from the Icelandic coast on January 30, at the cost of 26 of the ship's 221-person crew. In 2009, divers discovered the wreck in over 300 feet of water, and in 2013, a memorial plaque was placed in honor of

those lost.

Eagle is currently conducting summer U.S. Coast Guard Academy cadet training in at-sea leadership and professional development. Their first port call was Portugal in late May. Eagle has served as a classroom at sea to future Coast Guard officers since 1946, offering an at-sea leadership and professional development experience as part of the Coast Guard Academy curriculum.

Eagle is a three-masted barque with more than 6,797 square meters (22,300 square feet) of sail and 9.7 kilometers (6 miles) of rigging. At 90 meters (295 feet) in length, Eagle is the largest tall ship flying the stars and stripes and the only active square-rigger in United States government service. For information about Eagle, including port cities, tour schedules, current events, as well as cadet and active-duty crewmember photographs, follow the “United States Coast Guard Barque EAGLE” Facebook page or on Instagram @barqueeagle.

AeroVironment Relocates Corporate Headquarters to Arlington, Virginia



John Ferguson, an unmanned aircraft system operator for AeroVironment, releases a Puma All Environment UAS from the deck of the Coast Guard Cutter Healy during an exercise in the Arctic Aug. 23, 2014. The Puma is a small UAS designed for land and maritime operations. *COAST GUARD / Petty Officer 1st Class Shawn Eggert*

SIMI VALLEY, Calif. – AeroVironment Inc., a global leader in intelligent, multi-domain robotic systems, announced June 15 the relocation of its corporate headquarters from Simi Valley, California, to Arlington, Virginia, effective June 15, 2021.

“The greater Washington D.C. area is where many of our key customers are located and expanding our presence in the region will further our access to decision makers, influencers and talent,” said Wahid Nawabi, AeroVironment president and CEO.

“Our recent acquisition of Progeny Systems ISG and our new Artificial Intelligence Innovation Center expand our footprint near the Beltway and build on our momentum as we continue to grow our portfolio and global scope. We look forward to growing our Washington, D.C., presence and continuing to serve our customers with solutions that help them proceed with certainty.”

AeroVironment will maintain its presence and existing operations in Simi Valley and other existing sites across the United States and in Germany.

Former Destroyer Skipper Nominated for SECNAV



Carlos Del Toro, nominated to be the next Secretary of the Navy. *SBG TECHNOLOGY SOLUTIONS*

WASHINGTON – President Joe Biden has nominated a retired Navy officer to become the next secretary of the Navy.

The nominee, Carlos Del Toro, was the first commanding officer of the Arleigh Burke-class guided missile destroyer USS

Bulkeley. If confirmed by the Senate, he would assume office as the nation's 78th secretary of the Navy.

Below is the June 11 White House release of the nomination:

"Carlos Del Toro is a retired Commander in the U.S. Navy with nearly 40 years' experience in national security and naval operations, budgeting, and acquisition. Over the course of a 22-year career in the U.S. Navy, Del Toro held a series of critical appointments – including Senior Executive Assistant to the Director for Program Analysis and Evaluation in the Office of the Secretary of Defense; First Commanding Officer of the guided missile destroyer USS Bulkeley; and Special Assistant to the Director and Deputy Director of the Office of Management and Budget – before founding SBG Technology Solutions Inc. He has served as CEO and President of SBG Technology Solutions for the last 17 years. As CEO and President of SBG Technology Solutions, Del Toro has supported defense programs across a host of immediate and long-term Navy issue areas, including shipbuilding, AI, cybersecurity, acquisition programs, space systems, health, and training. Having earned a Masters in National Security Studies from the Naval War College and a Masters in Legislative Affairs from George Washington University, Del Toro has also supported military programs addressing policy and strategic studies.

"Born in Havana, Cuba, Carlos Del Toro immigrated to the U.S. with his family as refugees in 1962. Raised in the Hell's Kitchen neighborhood of New York City, he attended public schools and received an appointment to the United States Naval Academy at Annapolis, where he earned a Bachelor of Science Degree in Electrical Engineering. He was the first Hispanic President of the White House Fellows Foundation and Alumni association and serves on the Board of Directors of the Stimson Center. He was recently appointed to the U.S. Naval Academy Alumni Association's Special Commission on Culture, Diversity, and Inclusion. Del Toro is married to Betty Del

Toro, with whom they have four children and a granddaughter.”

Rep. Adam Smith, D-Washington, chairman of the House Armed Services Committee, praised the nomination in a June 11 statement:

“Mr. Del Toro is a proven leader who is well equipped to lead our Navy. His story is uniquely American, as is his service to our nation, which include multiple deployments during the Cold War and Operation Desert Shield and Storm and culminated in his selection for the rank of Captain and Major Command at Sea. After retiring from the Navy, Del Toro continued to lead in the private sector as the CEO and President of an engineering and IT services company. As recently as 2020 the company was recognized by the Small Business Administration as an SBA success story – another testament to Del Toro’s leadership.

“With decades of experience, both in and out of uniform, Del Toro is an excellent pick to lead the Navy and I look forward to working with him once confirmed by the Senate.”

Cutter Tahoma Offloads \$143.5M in Cocaine at Port Everglades



Coast Guard Cutter Tahoma’s crew offloads more than 7,500 pounds of cocaine, an estimated street value of \$143.5 million, at Port Everglades, in Fort Lauderdale, Florida, June 14, 2021. *U.S. COAST GUARD / Chief Petty Officer Charly Tautfest*

MIAMI – Coast Guard Cutter Tahoma's crew offloaded more than 7,500 pounds of cocaine in Port Everglades, Florida, an estimated street value of \$143.5 million, Monday, after three interdictions in the Eastern Pacific Ocean, the Coast Guard 7th District said in a June 14 release.

A maritime patrol flight spotted a vessel on April 16, and a Coast Guard law enforcement detachment team on the HMCS Saskatoon apprehended five suspects and nearly 4,000 pounds of cocaine from the low-profile vessel. The vessel was destroyed as a hazard to navigation.

A maritime patrol flight spotted a vessel on April 20, and Tahoma's law enforcement team apprehended four suspects and 2,400 pounds of cocaine from the low-profile vessel, and again the vessel was destroyed.

While on patrol, a Tahoma crewmember found cocaine bales floating in the water on April 23. The bales were recovered, totaling nearly 1,200 pounds of cocaine.