

# MARAD Awards Vessel Acquisition Management Contract to Crowley



MARAD has awarded Crowley Maritime Corp.'s Solutions business unit a \$638 million contract for vessel acquisition management. *CROWLEY MARITIME CORP.*

JACKSONVILLE, Fla. – Crowley Maritime Corp.'s Solutions business unit has been awarded a multi-year, \$638 million contract for vessel acquisition management (VAM) by the U.S. Maritime Administration (MARAD), the company said in a July 28 release.

Crowley's strategic acquisition and vessel management service will assist MARAD in the enhancement of the Ready Reserve Force, helping reduce the overall age of the fleet and

increase ship reliability. The fleet executes U.S. Department of Defense sealifts.

To carry out the contract, Crowley will use a new, proprietary information technology system to assess, research and make purchasing recommendations. Once the vessels are acquired, Crowley will oversee any required reflagging, reclassification, modification and maintenance to ensure they are fit for service in compliance with U.S. Coast Guard, American Bureau of Shipping, and Defense Department requirements. After ships enter the fleet, Crowley will maintain and operate the vessels on behalf of MARAD.

“A successful VAM program is important to the U.S. as a maritime nation, the maritime industry and Crowley as we mutually invest in the strength of our nation,” said Mike Golonka, vice president, government ship management in Crowley Solutions. “We want to share our innovative, successful approach to vessel ownership and lifecycle engineering with the U.S. government.”

Building on over 20 years of experience managing MARAD and other government and Navy vessels, Crowley will use the web-based platform to perform data analysis of the lifecycle of vessels and their components. The SHIPFAX platform will provide data-driven recommendations based on essential service requirements, as well as important factors to successfully manage and operate vessels.

Crowley will execute the contract with Stena Line, Serco and LCE (Life Cycle Engineering), who bring specialized and unique experiences and services in acquisitions, naval ship architecture, engineering and applied technology.

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# Coast Guard Cutter Dependable Returns Home Following 29-day Patrol



The Crew of Coast Guard Cutter Dependable returned to their homeport in Virginia Beach, Virginia, after a 29-day patrol in the north-eastern coast of the United States, July 27, 2021. The Virginia Beach-based 210-foot Reliance Class Medium Endurance Cutter contains a permanent crew complement of 75 personnel. *U.S. COAST GUARD*

VIRGINIA BEACH, Va. – The crew of Coast Guard Cutter Dependable returned to their homeport in Virginia Beach after a 29-day patrol in the north-eastern coast of the United States, July 27, the Coast Guard 5th District said in a July 28 release.

Throughout the patrol, the Dependable's crew conducted over 15 living marine resource boardings resulting in violations ranging from commercial fishing vessel safety discrepancies to various fishing violations. Living marine resource enforcement patrols are vital to the continued sustainability and safety

of the multi-billion-dollar U.S. seafood industry, as well as safeguarding marine protected species.

The Dependable's crew focused on the Coast Guard's living marine resource enforcement mission, inspecting federally managed fishing vessels' catch, gear, and lifesaving equipment to ensure compliance with laws and regulations and ensure safety of life at sea.

"I am very proud of the crew of the Dependable, especially considering a significant portion of the crew just reported aboard this summer," said Cmdr. Joshua Burch, commanding officer of the Dependable. "They displayed exceptional professionalism and adaptability in performing our primary mission of enforcing federal safety regulations within the commercial fishing fleet and protecting our nation's valuable natural marine resources. We continue to play a critical role in sustaining a healthy domestic fisheries industry and fostering that important relationship with the maritime community."

The Dependable is a 210-foot medium-endurance cutter that routinely deploys in support of counter-drug, alien migrant interdiction, fisheries, search and rescue and homeland security missions.

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**USS Ross Completes 11th  
Patrol in U.S. 6th Fleet,**

# Returns to Rota, Spain



The Arleigh Burke-class guided-missile destroyer USS Ross (DDG 71) returned to Naval Station Rota, Spain, following completion of its 11th Forward-Deployed Naval Forces (FDNF) patrol in the U.S. Sixth Fleet area of operations, July 26, 2021. *U.S. NAVY*

ROTA, Spain – The Arleigh Burke-class guided-missile destroyer USS Ross (DDG 71) returned to Naval Station Rota, Spain, following completion of its 11th Forward-Deployed Naval Forces (FDNF) patrol in the U.S. 6th Fleet area of operations, July 26, 2021, Mass Communication Specialist 2nd Class Claire DuBois of the U.S. 6th Fleet said in a July 27 release.

Ross departed Rota on April 9, marking the beginning of patrol 11 to conduct naval operations in the U.S. 6th Fleet area of operations in support of U.S. national security interests in Europe and Africa.

Patrol 11 began with Ross's participation in Fleet Operational Sea Training (FOST), a two-week British-led exercise designed to evaluate and increase the warfighting abilities of any

allied navies who participate. During FOST, Ross Sailors participated in multiple general quarters drills, man-overboard drills, combat simulations, and other training scenarios.

After FOST, Ross moved on to the North Sea, and then on to the Hebrides Range to take part in Exercise At-Sea Demo/Formidable Shield (ASD/FS) in early June. During ASD/FS, Ross fired an SM-2 missile at an air target simulating incoming fire, proving the ship's ability to conduct ballistic-missile defense.

"Our Sailors have met every challenge to meet mission and successfully complete patrol," said Cmdr. John D. John, commanding officer of Ross. "I'm excited to get everyone home safe so we can reconnect with our loved ones."

After successful completion of ASD/FS, Ross moved south and joined the Moroccan-led exercise African Lion. This included multiple surface navigation exercises, as well as several weapon shoots with participating ships.

Following African Lion, Ross transited to the Mediterranean Sea, and made a stop in Souda Bay, Greece. In Greece, Sailors had a few days to experience their first liberty port since the COVID-19 pandemic began, exploring the area while adhering to local COVID-19 safety restrictions.

"I'm grateful for the opportunity to see the world again and experience different cultures," said Quartermaster 2nd Class Zach Lober, "It was one of the reasons I joined the Navy, so I'm happy to have that part of the experience back."

In late June, Ross departed Greece and transited to the Black Sea, making a stop in Odesa, Ukraine to mark the beginning of its participation in Exercise Sea Breeze.

During Sea Breeze, Ross conducted surface navigation exercises, weapon shoot evolutions, and many other exercises

with participating ships from 30 countries. Ross Sailors spent the Fourth of July in port, celebrating Independence Day and recognizing Ukrainian Navy Day with other Sea Breeze participants. Ross also had the opportunity to host Ukrainian President Volodymyr Zelenskyy aboard the ship for a tour.

“It was an honor to pipe the president of Ukraine on board,” said Boatswain’s Mate 3<sup>rd</sup> Class Sean Van Horn, who was part of the receiving line. “It was a once in a lifetime opportunity, and I am privileged to have done it.”

After Sea Breeze, Ross moved on to Varna, Bulgaria, to begin participating in the Bulgarian-led exercise Breeze. During Breeze, Ross was able to take part in various exercises, including surface navigation, with 13 other NATO Allies and partners.

Following Breeze, Ross transited back to the Mediterranean Sea, beginning its journey back to Rota for the end of patrol. During this time, Ross conducted qualifications, firing its Mark 45 5-inch gun and crew-served weapons, and held a “steel beach” picnic on the ship’s flight deck.

Ross, forward-deployed to Rota, Spain, operates in support of U.S. national security interests in the Sixth Fleet area of operations.

Four U.S. Navy destroyers are based in Rota, Spain, and assigned to Commander, Task Force 65 in support of NATO’s Integrated Air Missile Defense architecture. These Forward-Deployed Naval Forces-Europe ships have the flexibility to operate throughout the waters of Europe and Africa, from Cape of Good Hope to the Arctic Circle, demonstrating their mastery of the maritime domain.

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# **Coast Guard Repatriates 27 Migrants to Cuba**



Five Cuban migrants aboard a makeshift vessel approximately 15 miles off the coast of Islamorada, Florida, July 24, 2021. Coast Guard Cutter Charles Sexton's crew repatriated 27 Cubans to Cuba, Tuesday, following two interdictions off Florida's

coast. *U.S. COAST GUARD*

MIAMI – Coast Guard Cutter Charles Sexton’s crew repatriated 27 Cubans to Cuba, July 27, following two interdictions off Florida’s coast, the Coast Guard 7th District said in a release.

In the first interdiction, a good Samaritan reported a 21-foot vessel with 22 people aboard, approximately seven miles south of Key West to Coast Guard Sector Key West watchstanders at approximately 3:45 p.m., July 23. They were brought aboard Coast Guard Cutter William Trump and transferred to the Charles Sexton and reported in good health.

In the second interdiction, Coast Guard Station Islamorada reported a makeshift raft with five people aboard, approximately 15 miles offshore of Islamorada to Sector Key West watchstanders at approximately 4 p.m., July 24. A Station Islamorada boat crew picked up the five people and transferred them to the Charles Sexton. They were reported in good health.

“Taking to the seas on unsafe vessels is dangerous and can result in loss of life,” said Capt. Adam Chamie, Coast Guard Sector Key West Commander. “We request all mariners to report any possible migrant voyages to help prevent loss of life at sea.”

Since Oct. 1, 2020, Coast Guard crews have interdicted 595 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.

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# Logos Technologies Successfully Flight Tests SPRITE Multi-Sensor Pod for ONR



Logos Technologies' SPRITE pod. *LOGOS TECHNOLOGIES*  
FAIRFAX, Va. – Logos Technologies LLC announced July 27 that, with the successful test flight of the Spectral and Reconnaissance Imaging for Tactical Exploitation (SPRITE) pod earlier this year, has met all the goals of its five-year contract with the Office of Naval Research.

A U.S. military version of the company's platform-agnostic Multi-Modal Sensor Pod (MMSP), SPRITE was flown on a manned Cessna 337 Super Skymaster.

“We had SPRITE flying between four and five hours a day for a whole week,” said Chris Stellman, lead principal scientist and program manager for Logos Technologies. “We were able to use SPRITE’s sensor modalities to detect signatures of interest, process that data on the fly, and stream it down in real time to users on the ground.

The SPRITE pod houses an ultra-light Logos Technologies RedKite WAMI sensor, a high-definition spotter camera, and commercial shortwave infrared hyperspectral sensor. In addition, SPRITE contained a palm-sized Multi-Modal Edge Processor (MMEP), also developed by Logos Technologies, to process the deluge of raw data being produced by all three sensors, in real time, and cross cue between the sensors.

The MMEP is the brains of the SPRITE pod,” Stellman said. “It’s what makes data actionable to the warfighter and searchable to the analyst.”

Though the Office of Naval Research contract required a specific set of sensors, the MMSP is very flexible regarding the payloads it can house. For example, instead of a hyperspectral sensor, it could include LIDAR or a signals intelligence package, depending on customer need.

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**Cutter Harriet Lane  
Interdicts \$16 million Worth  
of Illicit Drugs**



Crewmembers from the Coast Guard Cutter Harriet Lane conduct sunset flight operations with an MH-65 Dolphin aircrew from Coast Guard Air Station Miami in the Caribbean Sea. *U.S. COAST GUARD*

PORTSMOUTH, Va. – The Coast Guard Cutter Harriet Lane returned to its homeport in Portsmouth, Virginia, after a 72-day patrol in the Caribbean Sea, July 25, the Coast Guard 5th District said in a July 27 release.

The Harriet Lane's crew performed counter-drug and migrant interdiction operations in support of the Coast Guard 7<sup>th</sup> District and Joint Interagency Task Force-South.

Throughout the patrol, the crew of the Harriet Lane worked in conjunction with a diverse array of U.S. and foreign military assets to conduct vital training and perform its assigned law enforcement mission, which included interdicting one go-fast vessel carrying approximately 882 pounds of suspected cocaine with an estimated street value of \$16 million.

The interdiction was conducted jointly with USS Wichita (LCS

13). Harriet Lane's crew assumed tactical control of Wichita's helicopter, which employed airborne use of force executed by a trained Coast Guard crew member. The helicopter disabled the vessel and vectored in Harriet Lane's small boat with embarked boarding team. Harriet Lane crews also conducted multiple at sea transfers of suspected illegal narcotics and drug-smugglers with the Dutch Navy aboard HNLMS Holland and facilitated the at-sea interdiction of a suspected drug smuggling vessel by the French frigate Ventôse.

In addition to operations, the Harriet Lane crew conducted a towing exercise with the USS Wichita, taking the 378-foot littoral combat ship in tow. During the evolution both vessels exchanged crew members of various rates and rank to provide exposure and promote professional development. This exercise provided invaluable training for both crews and strengthened the special relationships amongst the seagoing services. The crew of Harriet Lane hosted Consul General Allen Greenberg, the U.S. Consul General for Curacao and U.S. Chief of Mission for the former Dutch Antilles. Amidst operations, joint military training and acts of diplomacy, the cutter crew also completed aviation, damage control, seamanship and navigation training to maintain operational readiness and prepare for future multi-mission patrols.

"I am tremendously humbled to have completed my first patrol aboard Harriet Lane with this fine crew of maritime professionals," said Cmdr. Ben Goff, commanding officer of the Harriet Lane "Throughout, we showcased a diversity of talent unique to the world's best Coast Guard. I am extremely proud of the crew for their unwavering flexibility and selfless service amidst a variety of scheduling changes and mission challenges. Likewise, it was a true privilege to conduct operations and training with our U.S., Dutch and French navy partners."

Harriet Lane is a 270-foot medium-endurance cutter responsible for a variety of Coast Guard missions, including search and

rescue, enforcement of laws and treaties, maritime defense, and protection of the marine environment.

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## Coast Guard Breaks Ground on New Air Station in Ventura



Debra Chinn, a member of the Coast Guard Facility Design and Construction Center, Joe Bissailon, the Architect and Project Manager for Woolpert, Rear Adm. Carola List, the Coast Guard Assistant Commandant for Engineering and Logistics, Vice Adm. Michael McAllister, the Coast Guard Pacific Area commander, Sam Abutaleb, the Vice President of Whiting-Turner Construction, Rear Adm. Brian Penoyer, District 11 commander, Capt. Thomas Cooper, Coast Guard Air Station San Francisco commanding officer, and Capt. Kirk Lagerquist, the chief staff officers for Naval Base Ventura County, participate in a

ground breaking ceremony for the Coast Guard Air Station Ventura, July 27, 2021. *U.S. COAST GUARD / Petty Officer 1st Class Richard W. Brahm*

SAN PEDRO, Calif. – The Coast Guard helicopter crews flying out of rented space at the naval base at Point Mugu will finally get a permanent home as ground broke July 27 for their new facility, the Coast Guard 11th District said in a release.

The \$53 million Coast Guard Air Station Ventura is scheduled to include a 48,000 square-foot hangar and a 12,200 square-foot administration and berthing facility at Naval Base Ventura County in Point Mugu.

Four MH-65 Dolphin helicopters and 82 personnel are slated to be stationed at the air station when it opens for operations in August 2023.

“We’re excited to break ground to re-establish a permanent air station,” said Vice Adm. Michael F. McAllister, commander U.S. Coast Guard Pacific Area. “The new air station in Ventura will enhance critical mission capabilities, allowing us to better serve this critical area.”

Previously, the Coast Guard operated Air Station Los Angeles out of the Los Angeles International Airport for more than five decades until it lost its lease in May 2016. The Coast Guard officially closed the air station and shifted aviation operations to a Forward Operating Base (FOB) located at Naval Base Ventura County supported by Coast Guard Air Station San Francisco. The Point Mugu FOB operates out of a leased hangar facility and leased berthing space from the Navy. Currently, 13 permanent service members and approximately 11 rotating crewmembers from San Francisco fly two MH-65 Dolphin helicopters out of Point Mugu.

Coast Guard operations are scheduled to shift from the FOB to the new facilities of Air Station Ventura upon the facility’s completion.

The air station's area of responsibility covers 350 nautical miles and stretches from Dana Point to Morro Bay, including the Channel Islands. Missions include 24/7 emergency response, search and rescue, drug and migrant interdiction, law enforcement, and marine and waterways conservation and protection.

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## MDA Test Intercepts Target with SM-6 Missiles



The U.S. Missile Defense Agency, in cooperation with the U.S. Navy, conducted Flight Test Aegis Weapon System 33 in the broad ocean area northwest of Hawaii, July 24. *U.S. NAVY*  
WASHINGTON – The U.S. Missile Defense Agency, in cooperation with the U.S. Navy, conducted Flight Test Aegis Weapon System 33 in the broad ocean area northwest of Hawaii, July 24, the

agency said in a release.

The objective of FTM-33 was to intercept a raid of two Short-Range Ballistic Missile targets with four Standard Missile-6 Dual II missiles.

Based on initial observations, one target was successfully intercepted. At this time, destruction of the second target cannot be confirmed.

FTM-33 was the most complex mission executed by MDA (a raid of two test targets and two SM-6 Dual II salvos consisting of four missiles). It was the third flight test of an Aegis BMD-equipped vessel using the SM-6 Dual II missile.

FTM-33, originally scheduled for December 2020, was delayed due to restrictions in personnel and equipment movement intended to reduce the spread of COVID-19.

Program officials will continue to evaluate system performance based upon data obtained during the test.

The firing ship for the test was the USS Ralph Johnson (DDG 114).

The SM-6 Dual II missile is designed for use in the terminal phase of a short-to-medium-range ballistic missile trajectory.

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## **USS Mustin Returns to San Diego after 15 Years of**

# Service in Japan



Arleigh Burke-class guided-missile destroyer USS Mustin (DDG 89) returned to San Diego, July 22, after 15 years serving in the Forward Deployed Naval Forces in Japan. *U.S. NAVY*

SAN DIEGO – Arleigh Burke-class guided-missile destroyer USS Mustin (DDG 89) returned to San Diego, July 22, after 15 years serving in the Forward Deployed Naval Forces (FDNF) in Japan, commander, Naval Surface Forces, U.S. Pacific Fleet, said in a July 23 release.

Mustin executed a change of station to the United States to conduct a planned depot modernization period and will be replaced by Arleigh Burke-class guided-missile destroyer USS Ralph Johnson (DDG 114), which will depart its homeport of Everett, Washington.

“Planned maintenance availabilities like these are critical to ensuring ships are maintained and equipped to perform combat-

ready tasking when called upon and achieve their expected service life," said Cmdr. Robert Briggs, commanding officer of USS Mustin.

Mustin arrived in Yokosuka, Japan in July 2006 and has participated in multiple humanitarian efforts in the Indo-Pacific region while assigned as a FDNF ship. In 2008, as part of USS Essex Amphibious Ready Group, Mustin provided aid to Myanmar in response to Cyclone Nargis. The ship earned the Humanitarian Service Medal for response to the 2011 Tohoku earthquake and tsunami as well as Typhoon Haiyan. Also in 2011, at the request of the government of Thailand, Mustin provided aerial surveillance support following flooding.

While taking precautions against COVID-19 at the onset of the global pandemic, Mustin successfully participated in a number of training exercises and operations including Integrated Ship and Air Team Training, Surface Warfare Advanced Tactical Training, Freedom of Navigation Operations, and carrier strike force operations with USS Ronald Reagan (CVN 76) and USS Nimitz (CVN 68).

"I couldn't be more proud of Mustin's accomplishments," said Briggs. "As we transition into the maintenance phase over the following months, the crew is focused on upgrading the combat systems and engineering plant, and eventually returning this warship back to sea."

Commissioned in San Diego nearly 18 years ago on July 26, 2003, Mustin spent three years assigned to Destroyer Squadron 23 as part of U.S. 3rd Fleet before joining the FDNF as part of Destroyer Squadron 15 based out of Yokosuka, Japan, with U.S. 7th Fleet.

Forward deployed naval forces improve the ability for the U.S. to protect interests while reassuring their friends and allies in the region of their commitment to peace, stability, and

prosperity with unfettered access to the sea lanes for all nations in the Pacific.

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## HII Authenticates Keel of National Security Cutter Calhoun



Ship sponsor Christina Calhoun Zubowicz writes her initials onto a steel plate that will be welded inside Calhoun (WMSL 759), the national security cutter named in honor of her grandfather, Charles L. Calhoun. Pictured with Zubowicz are (left to right) George Nungesser, Ingalls Shipbuilding vice president of program management; Christopher Tanner, a

structural welder at Ingalls; and Capt. Peter Morisseau, commanding officer, U.S. Coast Guard Project Resident Office Gulf Coast. *HUNTINGTON INGALLS INDUSTRIES / Lance Davis*  
PASCAGOULA, Miss. – Huntington Ingalls Industries' Ingalls Shipbuilding division ceremonially authenticated the keel of Legend-class national security cutter Calhoun (WMSL 759) July 23, the company said in a release.

The keel authentication, initially planned for 2020, was postponed due to the COVID-19 pandemic.

"This is a very special keel authentication ceremony for a multitude of reasons," said George Nungesser, Ingalls' vice president of program management. "While we were able to work steadily and safely though the pandemic, visitation to the shipyard made commemorating major shipbuilding milestones a challenge. We are proud to be able to celebrate our talented shipbuilders and their successes today during this ceremonial keel laying."

Calhoun recently reached the halfway point of its construction. Ingalls is the builder-of-record for the Legend-class NSC program and has delivered nine national security cutters with two more under construction.

NSC 10 is named for Charles L. Calhoun, the first master chief petty officer of the Coast Guard. He served in the U.S. Navy for three years during World War II and was honorably discharged as a torpedoman second class in February 1946. Seven months later, he enlisted in the Coast Guard and held various leadership positions over the course of 14 years. He served as master chief petty officer of the Coast Guard from Aug. 27, 1969, until Aug. 1, 1973.

The sponsor of NSC 10 is Christina Calhoun Zubowicz, the granddaughter of Charles L. Calhoun.

"I want to thank the entire United States Coast Guard for this opportunity and recognize their fervent efforts in protecting

America's economic, national and border security," Zubowicz said. "May abundant divine protection, luck and blessings surround the ship: and the men and women – the shipbuilders, in crafting the new innovative national security cutter, Calhoun."

The Legend-class NSC is the most technologically advanced ship in the Coast Guard's fleet, which enables it to meet the high demands required for maritime and homeland security, law enforcement, marine safety, environmental protection and national defense missions. NSCs are 418 feet long with a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 120.