

# U.S. Coast Guard Academy Graduates 240 New Officers



President Joseph R. Biden Jr. delivered the keynote address at the Coast Guard Academy during the 140th Commencement Exercises May 19, 2021. The Coast Guard Academy graduated 240 new officers along with seven international students. *U.S. COAST GUARD / Petty Officer 3rd Class Matthew Thieme*

NEW LONDON, Conn. – The U.S. Coast Guard Academy graduated 240 new officers along with seven international students with keynote speaker President Joseph R. Biden Jr. in attendance, May 19, 2021, the academy said.

The Class of 2021 consists of 34 percent women and 34 percent from underrepresented minority groups.

The class includes 22 African Americans who walked the stage, which marks the largest number of African American graduates to do so in academy history. This year also marked the second highest number of Asian American and Pacific Islanders in a single graduating class.

Next month, the new officers will begin to serve as leaders in a variety of operational roles throughout the Coast Guard, mostly in cutters.

Seven graduating international cadets from the countries of the Philippines, Sri Lanka, and Georgia and will serve in their respective countries of origin.

“The Class of 2021 has led the corps during a very challenging time,” said Academy Superintendent Rear Adm. Bill Kelly. “I am confident they are fully prepared to graduate and serve our nation as officers in the U.S. Coast Guard.”

Founded in 1876, the Coast Guard Academy is one of the five U.S. service academies and is ranked among the nation’s most

prestigious and selective institutions of higher learning. For more information, visit [www.uscga.edu](http://www.uscga.edu).

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## **Collins Aerospace Begins Shipping Components for Navy's E-2D NP2000 Propellers**



Collins Aerospace has begun shipping parts under a contract to supply Northrop Grumman with NP2000 propeller systems for 39 E-2D Advanced Hawkeye aircraft. *COLLINS AEROSPACE*

WINDSOR LOCKS, Conn. – Collins Aerospace, a unit of Raytheon Technologies, has begun shipping parts under a second multi-year contract received in November to supply Northrop Grumman with NP2000 propeller systems for 39 E-2D aircraft, Collins said in a May 19 release.

With its advanced NP2000 propeller and digital Electronic Propeller Control System, Collins Aerospace continues to provide E-2D Advanced Hawkeye operators with reduced maintenance time and cost, and enhanced crew comfort and safety.

NP2000 offers operators the ability to replace individual blades on-wing for reduced maintenance time and increased aircraft availability. By improving speed holding and blade synchronization, NP2000's digital Electronic Propeller Control System also enhances crew comfort and safety by reducing vibration and noise inside the cockpit.

"The E-2D plays a critical part in battle management command and control," said Quinlan Lyte, senior director, Propeller

Systems for Collins Aerospace. “Through the multiple benefits it provides, our intelligent, innovative NP2000 helps support the E-2D mission by increasing operational efficiency, maximizing performance and boosting readiness.”

NP2000 has been in service with the U.S. Navy and international customers on the Northrop Grumman E-2 and C-2 since 2004, and with the U.S. Navy and U.S. Air Force on Lockheed Martin C-130 variants since 2008. Over that time, the NP2000 has accumulated more than 1 million flight hours.

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## **Huntington Ingalls Industries Debuts Proteus Unmanned Surface Test Vessel**



The Proteus USV, which will be used to develop and test autonomy capabilities. *HUNTINGTON INGALLS INDUSTRIES*

NEWPORT NEWS, Va. – Huntington Ingalls Industries announced on May 20 the debut of the Proteus unmanned surface vessel (USV) for testing and development of autonomy capabilities. The 27-foot Proteus USV was outfitted with Sea Machines Robotics’ SM300 autonomy system and completed a successful demonstration on May 14 off the coast of Panama City, Florida.

“We are thrilled to launch our Proteus USV. The vessel performed exactly as expected with the SM300 system’s proven and safe autonomous capability,” said Duane Fotheringham, president of the Unmanned Systems business group in HII’s Technical Solutions division. “This marks a significant milestone in our commitment to advancing our unmanned systems capabilities and our continued partnership with Sea Machines

to further develop USV solutions for our customers.”

For the demonstration, HII’s Proteus USV was equipped with commercial perception sensors, including GPS, automatic identification system, depth transducer, radar and a camera enabling a 360-degree field of view. HII deployed a separate 51-foot dive boat during the demonstration to illustrate SM300 system’s off-the-shelf solution including its obstacle avoidance capability and adherence to the International Regulations for Preventing Collisions at Sea.

“Our autonomy systems are built around core principles of capability, reliability and ease of use,” said Michael G. Johnson, Sea Machines CEO. “This initial Proteus USV demonstration proved the SM300 system performs as promised, and we look forward to our continued partnership with HII – supporting current and coming 21st century operational requirements on water.”

The Proteus USV will enable HII’s continued development of autonomy capabilities and sensor fusion to support the evolving needs of both government and commercial customers.

HII announced its minority share investment in Sea Machines in July 2020. Sea Machines’ SM300 system can be outfitted to ocean capable vessels to enable scalable autonomy, from remotely controlled to fully autonomous vessel operations.

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## **Cutter Offloads \$220 Million in Interdicted Illicit Drugs**

# in San Diego



Rear Adm. Brian Penoyer, the Eleventh Coast Guard District commander; speaks to the crew of the Coast Guard Cutter Active (WMEC 618) during a drug offload in San Diego, Wednesday. The drugs, worth an estimated \$220 million, were seized in international waters of the Eastern Pacific Ocean during April and May. *COAST GUARD / Petty Officer 3rd Class Alex Gray*

SAN DIEGO – The crew of the Coast Guard Cutter Active (WMEC 618) offloaded approximately 11,500 pounds of seized cocaine in San Diego, May 19, the Coast Guard 11th District said in a release.

The drugs, worth an estimated \$220 million, were seized in the international waters of the Eastern Pacific Ocean during April and May. They represent four suspected drug smuggling vessel interdictions off the coasts of Mexico, Central, and South America by the following Coast Guard ships:

The Coast Guard Cutter Active (WMEC 618) crew was responsible for two interdictions seizing approximately 5,650 pounds of cocaine.

The Coast Guard Cutter Steadfast (WMEC 623) crew was responsible for one interdiction seizing approximately 2,250 pounds of cocaine.

The Coast Guard Cutter Tahoma (WMEC 908) crew was responsible for one interdiction seizing approximately 3,660 pounds of cocaine.

Speakers at the event included Cmdr. James M. O'Mara IV, Coast Guard Cutter Active commanding officer; Rear Adm. Brian Penoyer, Eleventh Coast Guard District commander; Brandon Tucker, Customs and Border Protection Deputy Director of Air Operations for the San Diego Air and Marine Branch; and Randy Grossman, the acting U.S. Attorney for the Southern District

of California.

“This is the end state result of teamwork across multiple inner agencies. This is what we train for; we are manned, trained, and equipped to come down here and do a mission,” O’Mara said. “The competition of this mission is a testament to this crew’s resolve and their persistence to get out there and get it done.”

On April 1, U.S. Southern Command increased counter-narcotics operations in the Western Hemisphere to disrupt the flow of drugs. Numerous U.S. agencies from the Departments of Defense, Justice, and Homeland Security cooperated in the effort to combat transnational organized crime. The Coast Guard, Navy, Customs and Border Protection, FBI, Drug Enforcement Administration, and Immigration and Customs Enforcement, along with allied and international partner agencies, play a role in counter-drug operations.

The fight against drug cartels in the Eastern Pacific Ocean and the Caribbean Sea requires unity of effort in all phases from detection, monitoring, and interdictions, to criminal prosecutions for these interdictions by United States Attorney’s Offices from the Middle District of Florida, the Southern District of Florida and the Southern District of California. The law enforcement phase of counter-smuggling operations in the Eastern Pacific Ocean is conducted under the authority of the 11th Coast Guard District, headquartered in Alameda. The interdictions, including the actual boardings, are led and conducted by members of the U.S. Coast Guard.

“Seizing 11,500 pounds of cocaine is no small feat. Of the 11,500 pounds you see here, the Active seized 5,600 pounds. And that is quite an accomplishment when you consider that Active and the other ships of her class have been in service for more than 50 years,” Penoyer said. “I would like to congratulate Cmdr. O’Mara and the crew of the Coast Guard Cutter Active for their hard work, dedication, and

sacrifice.”

The Active is a 210-foot medium-endurance cutter, commissioned in 1966 and homeported in Port Angeles, Washington. The Steadfast is a 210-foot medium endurance cutter, commissioned in 1968 and homeported in Astoria, Oregon. The Tahoma is a 270-foot medium endurance cutter, commissioned in 1988 and homeported in Portsmouth, New Hampshire.

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## **Navy Declares IOC for Joint Precision Approach and Landing System**



An F-35C Lightning II from Strike Fighter Squadron (VFA) 147 lands on the flight deck of the Nimitz-class aircraft carrier USS Carl Vinson (CVN 70). Carl Vinson is currently underway in the Pacific Ocean conducting routine operations in the U.S 3rd Fleet. *U.S. NAVY / Mass Communication Specialist 3rd Class Aaron T. Smith*

PATUXENT RIVER, Md. – The U.S. Navy declared initial operational capability for the Joint Precision Approach and Landing System (JPALS) on May 4, signaling the system is ready to provide precision approach and landing capabilities to tactical carrier aircraft at sea in support of naval aviation operations worldwide, the Naval Air Systems Command said in a May 18 release.

JPALS is a global positioning system-based system that integrates with shipboard air traffic control and landing system architectures to guide fixed-wing tactical carrier aircraft with pinpoint approach and landings on nuclear

aircraft carriers (CVN) and amphibious assault ships (LHA/LHD) in all weather and sea surface conditions.

“JPALS has reached a historic milestone, which supports our requirement to deliver, operate and maintain a Navy with a focus on our core roles of sea control and power projection,” said Cmdr. Jeff “Doogie” Dugard, director of the Naval Airspace and Air Traffic Control Standards and Evaluation Agency. Dugard worked closely with the Naval Air Traffic Management Systems Program Office (PMA)-213 to ensure all requirements were met to demonstrate that JPALS will safely and effectively support U.S. Navy and Marine Corps aviation at sea.

The initial operational capability (IOC) was declared by Rear Adm. Gregory Harris, director, Air Warfare Division, N98, Office of the Chief of Naval Operations, following the successful installation, integration and flight certification of the first JPALS production unit aboard USS Carl Vinson (CVN 70) in December 2020. After the flight certification, the JPALS team continued working with the Navy’s operational test community to demonstrate that the F-35C could effectively conduct at-sea precision approaches to the flight deck, and that adequate manning, training and sustainment infrastructure were in place to support and sustain JPALS operations while globally deployed.

The JPALS IOC declaration is the culmination of many years of system development and testing activities that began in 2008. The JPALS team has successfully provided a critical combat capability to the U.S. Naval Fleet, delivering the IOC capability nearly a year ahead of the planned threshold while overcoming many challenges including delivering, installing, testing and certifying systems during a persistent global pandemic.

“The achievement of JPALS IOC is a positive reflection on the

hard work, innovation and resilience from a dedicated team of government and industry professionals who have developed and fielded this critical capability to the Warfighters,” said Capt. Kevin Watkins, PMA-213 program manager.

JPALS has been supporting F-35B deployments on LH-class amphibious assault ships with an early operational capability since 2016, and will now provide the all-weather, precision navigation, approach and landing capability for all F-35C deployments on CVNs as well. JPALS will also support future operations with the Navy’s unmanned MQ-25A Stingray aboard CVNs.

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## Coast Guard Repatriates 66 Migrants to the Dominican Republic



The crew of the Coast Guard Cutter Donald Horsley repatriates 66 migrants to a Dominican Republic Navy patrol boat just off Punta Cana, Dominican Republic May 18, 2021, following the interdiction of two illegal voyages in Mona Passage waters off Puerto Rico. The interdictions are the result of ongoing efforts by Caribbean Border Interagency Group partner agencies in their common goal of securing the borders of Puerto Rico against illegal migrant and drug smuggling. *U.S. COAST GUARD* SAN JUAN, Puerto Rico – The Coast Guard Cutter Donald Horsley crew repatriated 66 migrants to the Dominican Republic May 18, following the interdiction of two illegal voyages in Mona Passage waters off Puerto Rico.

The interdicted migrants consisted of 55 men and 11 women

claiming to be Dominican Republic nationals.

The interdictions are the result of ongoing efforts by Caribbean Border Interagency Group (CBIG) partner agencies to combat illegal migrant smuggling.

The aircrew of a U.S. Customs and Border Protection maritime patrol aircraft detected the first illegal voyage May 17, approximately 47 nautical miles northwest of Aguadilla, Puerto Rico. The Coast Guard Cutter Donald Horsley responded to the sighting and interdicted the suspect vessel with the assistance of the cutter's small boat. The cutter's crew safely embarked the migrants, 44 men and 10 women, from a grossly overloaded 28-foot makeshift vessel that was riding low and taking on water.

The crew of a Puerto Rico Police Joint Force of Rapid Action marine unit interdicted the second illegal voyage May 18, approximately three nautical miles off the coast of Aguadilla, Puerto Rico. The Coast Guard Cutter Winslow Griesser arrived on scene shortly thereafter and embarked the migrants, 11 men and a woman, from the 20-foot makeshift vessel. The migrant group later embarked aboard the Coast Guard Cutter Donald Horsley for their repatriation.

Prior to embarking, the Coast Guard crews provided the migrants with lifejackets. Once aboard a Coast Guard cutter, they receive food, water and basic medical attention.

"Illegal migrant voyages in the Mona Passage are incredibly dangerous," said Lt. Christopher Martin, cutter Donald Horsley commanding officer. "The vessels utilized in these ventures are often unseaworthy, lack basic safety equipment, and are grossly overloaded putting each person on the voyage at risk. We are fortunate we were able to locate these vessels before the situation worsened, safely removing all 66 persons and repatriating them to the Dominican Republic."

The cutter Donald Horsley rendezvoused with a Dominican

Republic Navy vessel just off Punta Cana, Dominican Republic, where the crew transferred and completed the repatriation of the migrants to Dominican Republic Navy authorities.

Cutters Donald Horsley and Winslow Griesser are 154-foot fast response cutters homeported in San Juan, Puerto Rico.

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## **BAE Systems Awarded \$164 Million Navy Design contract for Vertical Launch System**



An SM-2 telemetry surface to air missile is launched from the forward vertical launch system of the Ticonderoga-class guided-missile cruiser USS Shiloh (CG 67) while conducting a live-fire exercise in 2020. *U.S. NAVY / Mass Communication Specialist 2nd Class Ryre Arciaga*

MINNEAPOLIS, Minn. – BAE Systems, Inc. has won a U.S. Navy competition to serve as the design agent for the mechanical portion of the Mk41 Vertical Launch System (VLS), the company said in a May 18 release. With this \$164 million award, BAE Systems will provide design and support of the system that is embedded in cruisers and destroyers and launches a wide arsenal of offensive and defensive missiles.

The contract calls for BAE Systems to provide design, development, test, product improvement, and sustaining support for current and legacy VLS systems. BAE Systems will also continue to design and support canisters used to store, transport, and launch the missiles from the VLS.

“This award demonstrates that BAE Systems is an industry

leader when it comes to the VLS solution for the Navy's fleet of Ticonderoga-class cruisers and Arleigh Burke-class destroyers," said Brent Butcher, vice president of the weapon systems product line at BAE Systems. "Going forward this contract secures our role in providing the Navy with cutting-edge design and engineering supporting this critical warfighting capability."

The Mk41 VLS is capable of launching a broad range of missiles, including the Standard Missile SM-2, SM-3, and SM-6 variants; the Tomahawk Land Attack Cruise Missile; the NATO Seasparrow and Evolved Seasparrow; and the Vertical Launch Anti-Submarine Rocket.

The Mk 41 VLS is also deployed with the navies of Australia, Canada, Germany, Japan, the Netherlands, New Zealand, Norway, South Korea, Spain, and Turkey.

Work on this contract begins immediately and will primarily be performed in Minneapolis, Minnesota.

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## **Navy Selects Lockheed Martin, IFS to Deliver Intelligent Ship, Aircraft Maintenance**



Lockheed Martin and IFS will deliver an intelligent maintenance product to the U.S. Navy to convert multiple legacy systems into a single logistics information system.  
*U.S. NAVY*

LONDON – The U.S. Navy has turned to global security and aerospace company Lockheed Martin and enterprise applications

company IFS to deliver an intelligent maintenance product that will help power its digital transformation of multiple legacy systems into a single, fully modernized and responsive logistics information system. The system will ensure personnel spend more time focused on the mission and less on aircraft and ship repairs.

The IFS system comprises capabilities for planning and executing maintenance, repair, and overhaul of more than 3,000 assets including aircraft, ships, and land-based equipment. The Naval Maintenance, Repair, and Overhaul (N-MRO) product combines artificial intelligence (AI), digital twin capabilities and predictive analytics to anticipate and react to potential equipment failures before they happen, which will contribute to the enhanced support of maintenance, supply logistics, real-time fleet management and other business functions for more than 200,000 sailors.

Following a comprehensive and competitive evaluation process, the U.S. Navy selected Lockheed Martin together with IFS's acclaimed industry-specific functionality already used by some of the world's largest aerospace and defense organizations. With the added support of software developer Beast Code, the system will initially be fielded at multiple U.S. Navy sites to help sailors and Marine Corps maintainers break down operational silos and work towards a common maintenance workflow across all ship and aircraft platforms.

The digital transformation of the U.S. Navy's maintenance systems will see a consolidation of assets and parts data in a central repository visualized to the users through an intuitive, mobile-friendly experience. This initiative will lead to increased data accuracy, streamlined workflows and ultimately less asset downtime and fewer unscheduled maintenance events. Enabling total asset readiness through N-MRO will ensure information is always readily available to help the U.S. Navy achieve its desired materiel readiness and

operational availability objectives. For instance, Navy personnel will be empowered to document faults, request parts and report work completion at the point of maintenance, thereby reducing asset downtime while increasing data accuracy as an enabler of enhanced planning and procurement.

“Our goal is to provide capabilities that create real value across the Navy’s complex, multi-site operations and optimize its mission-critical maintenance processes,” said Reeves Valentine, Lockheed Martin vice president of Enterprise Sustainment Solutions. “We want to empower Navy personnel with tools that are easy and effective to use with intuitive interfaces, streamlined workflows and timesaving, intelligent features. IFS distinguished itself by providing all of these capabilities through a single, commercial-off-the-shelf solution.”

Scott Helmer, president, Aerospace & Defense, IFS, added, “We are proud to be part of N-MRO, which will set a new global standard for total asset readiness and the way defense organizations manage asset maintenance and logistics, both ashore and afloat. A&D [aerospace and defense] has been a key focus industry at IFS for decades and this landmark deal stands as testament to the success of our long-term strategy and determination. Working with Lockheed Martin and the U.S. Navy, we are already making great strides and look forward to a long and successful collaboration.”

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## **Coast Guard Repatriates 22**

# Migrants from 2 Interdictions to Cuba



The Coast Guard Cutter William Trump (WPC 1111) crew repatriated 22 Cuban migrants to Cuba, May 14, 2021. Coast Guard District Seven watchstanders received a report from the Cuban Border Guard stating a chug was headed northbound, Monday, approximately 14 miles north of Havana, Cuba. *U.S. COAST GUARD*

MIAMI – The Coast Guard Cutter William Trump crew repatriated 22 Cuban migrants to Cuba, Friday, from two interdictions, the Coast Guard 7<sup>th</sup> District said in a May 14 release.

In the first interdiction, a Coast Guard Station Key West small boat crew and Customs and Border Protection Air and Marine surface asset located a migrant vessel, Saturday, after CBP AMO's maritime patrol aircraft reported two personal watercrafts headed northbound approximately 26 miles southeast of Key West.

In the second interdiction, Coast Guard Cutter Isaac Mayo crew intersected the chug approximately 82 miles southwest of Key West and embarked the migrants with no medical concerns reported.

“Migrant interdiction patrols help save lives by deterring dangerous illegal migrant activity and removing migrants from dangerous environments,” said Capt. Michael Gesele, Coast Guard District Seven Chief of Enforcement. “The Coast Guard patrols the Florida Straits, Windward Passage and the Mona Passage, maintaining a solid presence with air and sea assets. Migrants attempting to enter the United States illegally can expect to be repatriated, regardless of their nationality.”

Since Oct. 1, 2020, Coast Guard crews have interdicted 228 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. There were no migrants in these cases reported to have any COVID-19 related symptoms.

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# **International Maritime Security Construct Releases New Bridge Reference Card Edition**



A boarding team from dock landing ship USS Whidbey Island (LSD 41) approaches merchant vessel Golden Nori after pirates released the Japanese chemical tanker in December 2007. The IMSC has released its new Bridge Reference Cards, which help merchant mariners deal with situations like this. *U.S. NAVY / Cmdr. Michael Junge*

MANAMA, Bahrain – The International Maritime Security Construct (IMSC) released the newest edition of its IMSC Bridge Reference Cards, May 13, Task Force sentinel Public

Affairs said in a May 17 release.

Originally published in June 2020, the reference cards are designed as a quick-access distillation of guidance found in the United Kingdom Marine Trade Operations' (UKMT0) Best Management Practices to Deter Piracy and Enhance Maritime Security, edition 5 (BMP5) and address specific scenarios that threaten the physical security of merchant vessels.

"Mariners are thoroughly trained on how to respond in emergencies but being face-to-face with a real-life threat is a completely different experience compared to an exercise," said Lt. David Bourne, British Royal Navy, the information officer at Coalition Task Force Sentinel (CTF Sentinel), the operational arm of IMSC.

"It is important to have authoritative, but easy to understand, guidance at hand, especially when you are trying to think clearly with everything happening so quickly."

The newest edition has sections specifically devoted to limpet and sea mine awareness threats. Since May 2019, several maritime incidents in the Middle East region have been related to either mines or water borne improvised explosive devices (also addressed in the cards).

"Our aim is to deliver a greater understanding of mines and other explosives which have the potential to cause loss of life or severe damage to a vessel, and empower seafarers to alert authorities," said U.S. Navy Lt. Cmdr. Danielle Centeno, the task force's Maritime Trade Officer.

"Often times, under the cover of darkness, perpetrators use small boats or divers to plant limpet mines, which are mines that magnetically adhere to the metal hull of merchant vessels."

The reference cards provide industry best practices addressing factors seafarers and vessel masters should consider when

facing threats to include being approached by a suspicious craft in port or at anchor.

“Mariners don’t have time to waste when facing a possible crisis. They must assess what they see and know who to call,” said Centeno.

If seafarers understand the threat, they are more likely to identify nefarious or suspicious activity before an attack materializes.

The cards also address what to do if hailed by unknown vessels or aircraft exhibiting threatening or harassing behavior, impeding safe navigation, or attempting to illegitimately alter one’s course within international waters.

“These bridge cards serve as a reminder to professional mariners that they are not alone,” said Royal Navy Commodore Adrian Fryer, CTF Sentinel’s commanding officer.

“Rather, there are a number of organizations like IMSC, UKMTO (United Kingdom Maritime Trade Operations), and other national defense forces that are devoted to protecting freedom of navigation.”

UKMTO is a British Royal Navy capability with the principal purpose of providing an information conduit between maritime security forces and the wider international maritime trade community.

IMSC continues to work together with industry partners to safeguard freedom of navigation and the free flow of commerce and to reassure merchant shipping by deterring and exposing state-sponsored malign activity that threatens security of the maritime commons in the Arabian Gulf, Gulf of Oman, Arabian Sea, Gulf of Aden and the Southern Red Sea.