

State Dept. Approves \$1.8B Sale of P-8A Patrol Aircraft to Germany



A P-8A Poseidon maritime patrol aircraft assigned to the “Grey Knights” of Patrol Squadron (VP) 46, sits on the flight line, Jan. 7, 2021. Germany is seeking a foreign military sale of five such aircraft worth nearly \$1.8 billion. *U.S. Navy / Mass Communication Specialist 2nd Class Austin Ingram*

WASHINGTON – The State Department has approved a possible foreign military sale to Germany of P-8A aircraft and associated support and related equipment, for an estimated cost of \$1.77 billion, the Defense Security Cooperation Agency said in a March 12 release.

Germany has requested five P-8As aircraft and their associated

mission systems and avionics. The sale also would include “aircraft spares; spare engine; support equipment; operational support systems; training; training devices; maintenance trainer/classrooms; publications; software; engineering technical assistance; logistics technical assistance; country liaison officer support; contractor engineering technical services; repair and return; transportation; aircraft ferry; and other associated training and support; and other related elements of logistics and program support,” the release said.

The proposed sale will improve Germany’s capability to meet current and future threats by providing critical capabilities to coalition maritime operations. Germany currently operates the Lockheed P-3C Orion, but that aircraft is reaching end-of-life and will retire in 2024. Germany plans to replace it with the P-8A Poseidon. The proposed sale will allow Germany to modernize and sustain its maritime surveillance aircraft capability for the next 30 years.

The prime contractor will be the Boeing Co., Seattle, Washington.

Coast Guard Commissions 42nd Sentinel-Class Cutter



Vice Adm. Scott Buschman, the deputy commandant for operations, addresses the USCGC Robert Goldman (WPC 1142) crew on March 12, 2021, in Key West, Florida. The Robert Goldman was officially commissioned into service and will now transit to Bahrain for service as part of Patrol Forces Southwest Asia. *U.S. Coast Guard / Senior Chief Petty Officer Sara Muir*
KEY WEST, Fla. – The USCGC Robert Goldman (WPC 1142), Patrol Forces Southwest Asia's (PATFORSWA's) second Sentinel-class cutter, was commissioned into service at Coast Guard Sector Key West, March 12, the Coast Guard Atlantic Area said in March 12 release.

Vice Adm. Scott Buschman, the deputy commandant for operations, presided over the 42nd Sentinel-class cutter ceremony.

The Robert Goldman is the second of six FRCs to be homeported in Manama, Bahrain, which will replace the aging 110-foot Island Class Patrol Boats built 30 years ago. Stationing FRCs

in Bahrain supports PATFORSWA, the Coast Guard's largest unit outside of the U.S., and its mission to train, organize, equip, support and deploy combat-ready Coast Guard forces in support of Central Command and national security objectives.

PATFORSWA works with Naval Forces Central Command to conduct maritime operations forwarding U.S. interests. These efforts are to deter and counter disruptive countries, defeat violent extremism, and strengthen partner nations' maritime capabilities to secure the maritime environment in the Central Command area of responsibility.

Each FRC bears the name of an enlisted Coast Guard hero who distinguished himself or herself in the line of duty. Robert Goldman enlisted in the Coast Guard in October 1942 as a pharmacist's mate. In 1944 he reported for duty aboard the Coast Guard-manned, 328-foot Landing Ship, Tank-66, taking part in a campaign to retake the Philippines from the Japanese.

On Nov. 12, 1944, a Japanese plane flew straight for the men gathered on the starboard side of the LST's stern. Goldman witnessed the enemy fighter crash into the deck and exploded. Goldman's back was on fire from the aviation fuel, his right leg received shrapnel from the crashing fighter, and he suffered severe shock from the sudden crash and the resulting carnage. Disregarding his injuries, Goldman courageously treated the wounded and dying. For his heroic deeds, Goldman received the Purple Heart and Bronze Star medals.

Several Goldman family members were in attendance, including his three sons and his daughter-in-law, Elly Goldman, the ship's sponsor, and daughter-in-law, Ms. Gail Fresia. Fresia, in nautical tradition, presented the long glass to the crew to set the first official watch aboard the ship.

The Coast Guard took delivery of Robert Goldman on Dec. 21, 2020, in Key West. They will transit to Bahrain later this

year with their sister ship, the Charles Moulthrope (WPC 1141), delivered on Oct. 22, 2020, and commissioned on Jan. 21, in Portsmouth, Virginia.

The Coast Guard has ordered 64 FRCs to date. Over 40 are now in service: Charles Moulthrope and Robert Goldman, 12 in Florida, seven in Puerto Rico, four in California, three each in Hawaii, Texas, and New Jersey, and two each in Alaska, Mississippi, and North Carolina. Two FRCs arrived in their homeport of Apra Harbor, Guam, in 2020, with one more to come.

The fast response cutters are designed to patrol coastal regions and are operating in an increasingly expeditionary manner. They feature advanced command, control, communications, computers, intelligence, surveillance, and reconnaissance equipment and launch and recover standardized small boats from the stern.

Cutter Bertholf Returns to Alameda following Three-Month Patrol



A boarding team member from the U.S. Coast Guard Cutter Bertholf stands on top of a semi-submersible boat Feb. 1, 2021, in the Eastern Pacific Ocean. The Bertholf crew completed a 3-month, 15,000 mile, multi-mission patrol. *U.S. Coast Guard*

ALAMEDA, Calif. – The crew of the Coast Guard Cutter Bertholf (WMSL 750) returned home to Alameda March 15 following a three-month, 15,000-mile, multi-mission patrol, the Coast Guard Pacific Area said in a release.

In January, the Bertholf's crew boarded three vessels in the Eastern Pacific Ocean.

“Early in the patrol, we interdicted three go-fast vessels over a span of six hours,” said Capt. Brian Anderson, Bertholf commanding officer. “We used every available resource including all three pursuit boats, our helicopter and Scan Eagle drone to successfully stop them in their tracks, resulting in the apprehension of four suspected drug smugglers and seizure of over 1,700 pounds of cocaine. It was quite an exciting evening and demonstrated our full capabilities and our commitment to keeping America safe and secure.”

The Bertholf mobilized its advanced capabilities that included a small unmanned aircraft system, an attached Helicopter Interdiction Tactical Squadron MH-65 helicopter and aircrew, and an embarked Law Enforcement Detachment from the Pacific Tactical Law Enforcement Team. The crew spent more than 50 days patrolling the Eastern Pacific Ocean on a counter-narcotics mission that resulted in the apprehension of approximately 6,200 pounds of cocaine with an estimated value of more than \$107 million.

“This is my last deployment aboard the Bertholf,” Anderson said. “It’s been a privilege to serve, especially with this crew, who have gone above and beyond in every respect to accomplishing the mission safely and effectively amidst a pandemic. I couldn’t be more proud of them.”

The Bertholf is a 418-foot national security cutter, commissioned in 2008 and homeported in Alameda.

Coast Guard Commandant Outlines Future of Service in San Diego



Adm. Karl Schultz, the commandant of the Coast Guard, speaks during the 2021 State of the Coast Guard Address in San Diego March 11, 2021. During the annual address, Schultz reflected on the organization's successes over the past year and outlined the shared vision for the future of the Coast Guard.

U.S. Coast Guard / Petty Officer 2nd Class Travis Magee

SAN DIEGO – The Commandant of the United States Coast Guard delivered his third state of the Coast Guard address March 11 at Coast Guard Sector San Diego, Coast Guard Headquarters said in a release.

Adm. Karl Schultz outlined his vision for the service to protect the homeland, enhance economic prosperity, and advance America's national security interests. Schultz accentuated the dedication and sacrifice of Coast Guard members stationed across the country and deployed during this past year of unprecedented challenges.

“Across the Service, I see individual Coast Guard members contributing to their communities, and standing the watch to secure the Homeland, enhance our economic prosperity, and

advance our national interests across the globe,” Schultz said.

During the annual address, Schultz reflected on the organization’s success over the past year and featured members of the Coast Guard who excelled in crisis, rescued mariners in distress, interdicted illicit narcotics, and responded to a record-setting Atlantic basin hurricane season, all complicated by the challenges presented by the COVID-19 global pandemic.

“Coast Guard members stood the watch amidst adversity, showcasing what makes our Service special – our people,” Schultz told the mostly virtual attendees this year due to COVID-19 restrictions.

He also underscored new Coast Guard capabilities in Southern California. “In April, we will break ground on our first new aviation unit in more than two decades – located right here in Southern California. Air Station Ventura County will significantly enhance our aviation multi-mission capability in the region,” Schultz said.

The service chief discussed a variety of ongoing and emerging fleet recapitalization programs, providing updates on the Polar Security and Offshore Patrol Cutter acquisitions; efforts to replace the aging fleet of inland buoy and construction tenders with Waterways Commerce Cutters; and initial steps to transition to an all MH-60 Jayhawk helicopter fleet.

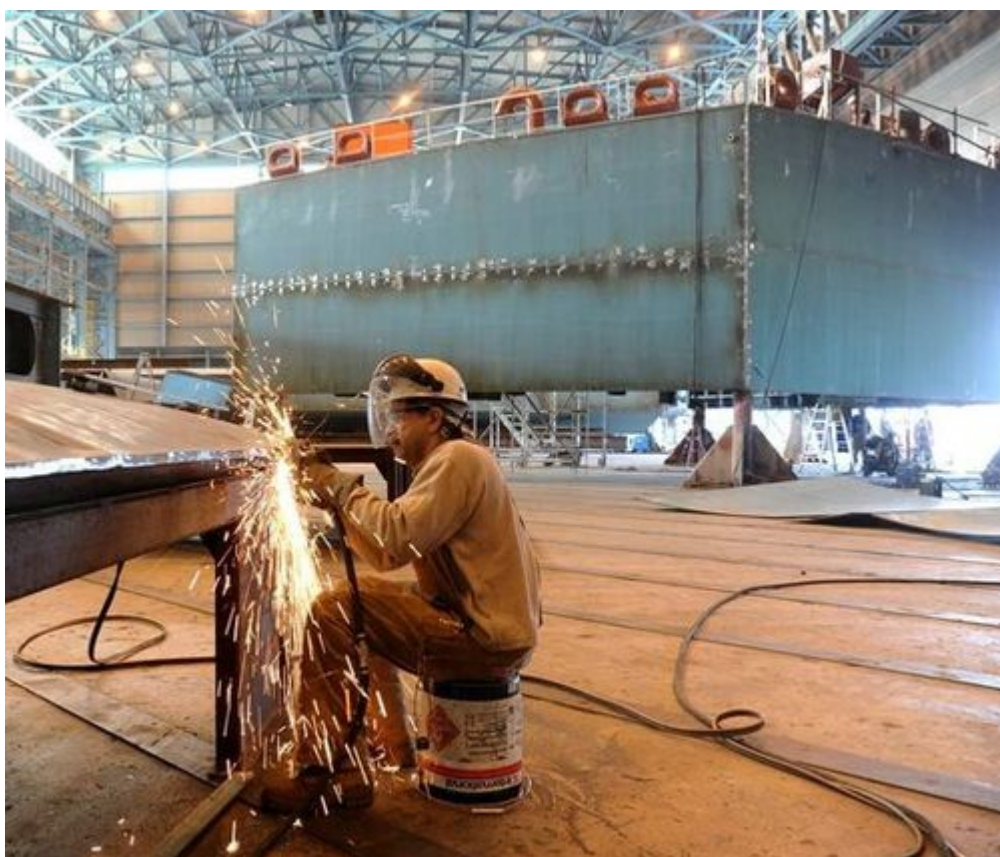
Schultz further highlighted the Coast Guard’s operations in the nation’s system of ports and waterways, better known as the Marine Transportation System (MTS). The MTS is a key economic engine for the nation, fueling 26% of America’s gross domestic product (GDP) which equates to \$5.4 trillion of annual economic activity and 31 million jobs.

“Our seaports are the gateways for 90% of international trade,

and the Coast Guard helps to oversee this vital economic engine that ensures energy products and other goods arrive at businesses and storefronts in every corner of our country," Schultz highlighted.

Download his full remarks at www.uscg.mil/AlwaysReady.

Senators, Congressmen Reintroduce the Energizing American Shipbuilding Act



Members of the U.S. Senate and House have reintroduced the Energizing American Shipbuilding Act, intended to boost ship construction. *USDOT*

WASHINGTON – U.S. Sen. Roger Wicker, R-Mississippi, a senior

member of the Senate Armed Services Committee, joined Sen. Bob Casey, D-Pennsylvania, in reintroducing the Energizing American Shipbuilding Act, Wicker's office said in a March 11 release.

Reps. John Garamendi, D-California, who serves on the House Armed Services Committee, and Rob Wittman, R-Virginia, ranking member of the Seapower and Projection Forces Subcommittee, introduced the companion bill in the House of Representatives.

The legislation would support American shipbuilding by requiring a portion of liquefied natural gas (LNG) and crude oil exports to be transported on U.S.-built, U.S.-crewed vessels.

"Strengthening our domestic maritime industry is essential to our national defense," Wicker said. "Ensuring the U.S. can move our growing energy exports on American-flagged, American-crewed vessels protects the critical role these vessels play in our national defense and bolsters hundreds of thousands of American shipbuilding and maritime jobs. As foreign nations continue to invest heavily in their own shipbuilding capacity, the United States cannot allow our own capabilities to dwindle."

"America's merchant fleet has dwindled 60 percent since 1991. Requiring LNG and oil to be exported on U.S.-built and crewed vessels will help strengthen our nation's shipyards and maritime industry and keep America competitive in international markets," Casey said. "The bipartisan Energizing American Shipbuilding Act would also create good-paying jobs for our ports in Pennsylvania, and throughout the country, while increasing ship manufacturing to ensure that we can provide sealift capacity for our military."

"U.S. exports of America's LNG and crude oil resources present a unique opportunity to create new middle-class jobs by

strengthening our nation's crucial domestic shipbuilding, advanced manufacturing, and maritime industries – which are key to national security and our ability to project American military power abroad,” Garamendi said. “American shipyards and mariners are ready for the job, and our bill ensures American workers are no longer expected to compete against heavily subsidized foreign shipyards in Korea, China, and elsewhere. Our domestic maritime industry is critically important to the U.S. economy and national security, and I will work tirelessly until this bill becomes law.”

“The Energizing American Shipbuilding Act is a major step in the right direction for the American shipbuilding industry, the men and women of America’s shipyards, and our national security,” Wittman said. “The EAS creates new, good-paying jobs for working-class Americans in every state while enhancing our national security by transporting more American-produced energy on American crewed, built, and flagged ships. Furthermore, The EAS Act ensures the United States has the industrial shipbuilding capacity necessary for our national defense by building new LNG carriers rivaling those of China and Russia and ensuring the continued prosperity of our shipbuilding industry.”

The bill would require that vessels built in the U.S. transport 15 percent of total seaborne LNG exports by 2043 and 10 percent of total seaborne crude oil exports by 2035. If enacted, the bill is expected to spur the construction of dozens of ships, supporting thousands of good-paying jobs in American shipyards, while also boosting domestic vessel component manufacturing and maritime industries.

Coast Guard Cutter Dorado Decommissioned after 23 Years of Service



The Coast Guard Cutter Dorado (WPB-87306) is shown before a decommissioning ceremony for the cutter, March 10, 2021 in Crescent City, California. The Dorado is being decommissioned after 23 years of service in the Coast Guard from 1999 to

2021. *U.S. Coast Guard*

MCKINLEYVILLE, Calif. – The Coast Guard Cutter Dorado (WPB-87306) was decommissioned March 10 after 23 years of service during a ceremony in Crescent City, California.

The Dorado was the Coast Guard's sixth 87-foot Marine Protector-class patrol boat to serve as the Coast Guard's primary nearshore patrol asset.

"I would like to thank my crew and all previous sailors for bolstering her highly successful service life," said Lt. Rebecca Cotton, the Dorado's commanding officer. "They made the Dorado an unforgettable cutter in which to serve the West Coast for the past 23 years. Equally important are our partners at the 11th Coast Guard District, Coast Guard Sector Humboldt Bay and the city of Crescent City. I would like to extend tremendous thanks as Dorado's success throughout the years would not have been possible without their support."

The Dorado was built in 1998 by Bollinger Machine Shop and Shipyard, Inc. in Lockport, Louisiana. Once construction was complete, Dorado's crew transited the ship through the Panama Canal to reach its new homeport in Crescent City where it was officially placed into commission.

During Dorado's time in service, the crew completed more than 135 search and rescue cases and 1,000 law enforcement and fishery boardings.

"The Coast Guard Cutter Dorado and her crew have been vital to our mission of safeguarding the waters of Northern California," said Capt. Mark Hiigel, the Sector Humboldt Bay commander. "No matter what was asked of them, they answered the call and I am extremely grateful for their hard work and dedication. Dorado will be missed along our coast. However, we always stand ready to ensure the safety and security of our waterways."

Dorado's crew is scheduled to sail the ship to Baltimore where

it is slated to be turned in to the Foreign Military Sales program.

Marine Protector-class patrol boats are primarily used for combating drug smuggling, illegal immigration, marine fisheries enforcement and search and rescue.

The Coast Guard commissioned four 154-foot fast response cutters in California between 2018 and 2019, which operate along California's entire coast and international waters off Mexico and Central America conducting missions such as search and rescue, fishery patrols, national defense and port, waterways and coastal security.

Cutter Offloads 7,500 Pounds of Interdicted Cocaine, Marijuana in San Diego



The crew of the Coast Guard Cutter Bertholf (WMSL-750) offloads approximately 7,500 pounds of seized cocaine and marijuana in San Diego, March 20, 2021. *U.S. Coast Guard / Petty Officer 2nd Class Travis Magee*

SAN DIEGO – The crew of the Coast Guard Cutter Bertholf (WMSL-750) offloaded approximately 7,500 pounds of seized cocaine and marijuana in San Diego, March 10, the Coast Guard 11th District said in a release.

The drugs, worth an estimated \$126.7 million, were seized in international waters of the eastern Pacific Ocean between January and February, representing 10 suspected drug smuggling vessel interdictions off the coasts of Mexico, Central and South America by the following Coast Guard and Navy ships:

The Coast Guard Cutter Bertholf (WMSL 750) crew was responsible for four interdictions seizing approximately 6,200 pounds of cocaine.

The Coast Guard Cutter Munro (WMSL 755) crew was responsible for three interdictions seizing approximately 1,100 pounds of

cocaine and 50 pounds of marijuana.

The Coast Guard Law Enforcement Detachment 107 deployed aboard the USS Freedom (LCS 1) was responsible for one interdiction seizing approximately 22 pounds of cocaine.

The Coast Guard Cutter Harriet Lane (WMEC 903) crew was responsible for one interdiction seizing approximately 50 pounds of marijuana.

The Coast Guard Cutter Vigilant (WMEC 617) crew was responsible for one interdiction seizing approximately 22 pounds of cocaine.

Speakers at the event included Adm. Karl Schultz, the Coast Guard commandant, and Capt. Brian Anderson, the Bertholf commanding officer.

“The 7,000 pounds of cocaine offloaded today was interdicted as a result of extraordinary effort and joint and interagency partnerships,” said Schultz. “While the Bertholf may have physically stopped or interdicted the drug smuggling vessels, our DoD and DHS partners, particularly CBP Air and Marine Operations maritime patrol aircraft, coordinated through Joint Interagency Task Force-South, put the Bertholf in the right place at the right time to conduct at-sea interdictions.”

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 requires unity of effort in all phases from detection,

monitoring, and interdictions, to criminal prosecutions by international partners and U.S. Attorneys' Offices in districts across the nation. 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.

"The crew is lauded for their dedication to duty and resiliency throughout this patrol," Anderson said. "Tasks that once seemed routine, became more complex with personal protective equipment and decontamination procedures added to our standard operating procedures. Early in the deployment, we interdicted three go-fast vessels over a span of six hours, which demonstrated our full capabilities and our commitment to keeping America safe and secure. I couldn't be more proud of my crew."

The Bertholf is a 418-foot national security cutter, commissioned in 2008 and homeported in Alameda. The Munro is a 418-foot national security cutter homeported in Alameda. The Freedom is a 387-foot littoral combat ship homeported in San Diego. The Harriet Lane is a 270-foot medium-endurance cutter homeported in Portsmouth, Virginia. The Vigilant is a 210-foot medium-endurance cutter homeported in Port Canaveral, Florida.

AeroVironment's Arcturus UAV Subsidiary Awarded \$7M for

SOCOM UAS Program



Arcturus UAV's Jump 20 unmanned aircraft. *AeroVironment*
SIMI VALLEY, Calif., March 9, 2021 – AeroVironment Inc.'s wholly owned subsidiary Arcturus UAV, now operating under the AeroVironment brand, was awarded a competitive task order valued at approximately \$7 million from the U.S. Special Operations Command (USSOCOM), the company said in a March 9 release. The competitive task order is for a one-year period of performance, which started Feb. 3, 2021.

USSOCOM selected Arcturus UAV as one of six companies qualified for the potential \$975 million Indefinite Delivery, Indefinite Quantity (IDIQ) MEUAS contract in June 2020. The contract enables awardees to compete for site-specific task orders and provide USSOCOM with unmanned aircraft systems services and support for intelligence, surveillance and reconnaissance (ISR) operations.

“Part of AeroVironment’s expanded portfolio of medium UAS, the fixed wing Jump 20 is capable of vertical takeoff and landing, making it completely runway independent,” said Rick Pedigo, AeroVironment vice president of global sales and business development. “Runway independence maximizes the ability of customers to deploy the Jump 20 in a broad range of locations

and environments, while minimizing the logistical footprint required to operate it. Jump 20 is also capable of hosting multiple different payload options, delivering true versatility and multi-mission capabilities to support a wide array of customer requirements.”

AeroVironment recently successfully demonstrated the Jump 20 for the U.S. Army Future Tactical Unmanned Aircraft System (FTUAS) “Rodeo,” which took place from Feb. 22 through March 5 at Fort Benning, Georgia.

DOD Releases Fiscal Year 2020 Freedom of Navigation Report



An MH-60S Sea Hawk helicopter assigned to the Archangels of Helicopter Sea Combat Squadron (HSC) 25 Detachment 6 prepares

to land on the flight deck of the forward-deployed amphibious assault ship USS America (LHA 6) as part of a 2020 FONOP. *U.S. Navy / Mass Communication Specialist 2nd Class Shelby Tucker*

ARLINGTON, Va. – The Department of Defense (DoD) released on March 10 its annual Freedom of Navigation (FON) Report for Fiscal Year 2020. During the period from Oct. 1, 2019, through Sept. 30, 2020, U.S. forces operationally challenged 28 different excessive maritime claims made by 19 different claimants throughout the world.

Unlawful and sweeping maritime claims – or incoherent legal theories of maritime entitlements – that are inconsistent with customary international law as reflected in the Law of the Sea Convention pose a threat to the legal foundation of the rules-based international order. Consequently, the United States is committed to confronting this threat by challenging excessive maritime claims.

DoD's operational challenges are also known as "FON assertions," "FON operations," and "FONOPs." The comprehensive, regular, and routine execution of these operations complements diplomatic engagements by the U.S. State Department and supports the longstanding U.S. national interest in freedom of the seas worldwide.

Upholding freedom of navigation as a principle supports unimpeded lawful commerce and the global mobility of U.S. forces. FONOPs demonstrate the United States will fly, sail, and operate wherever international law allows – regardless of the location of excessive maritime claims and regardless of current events.

Each year, DoD releases an unclassified summarized FON Report identifying the broad range of excessive maritime claims that are challenged by U.S. forces. The FON Report also includes general geographic information to describe the location of FON assertions while still maintaining operational security of U.S. military forces.

“Excessive maritime claims” are those that are inconsistent with international law as reflected in the Law of the Sea Convention. They include a variety of restrictions on the exercise of navigation and overflight rights and freedoms and other lawful uses of the sea. If left unchallenged, excessive maritime claims could limit the rights and freedoms enjoyed by the United States and other nations.

As long as restrictions on navigation and overflight rights and freedoms that exceed the authority provided under international law persist, the United States will continue to challenge such unlawful maritime claims.

The United States will uphold the rights, freedoms, and lawful uses of the sea for the benefit of all nations – and will stand with like-minded partners doing the same.

Previous DoD FON Reports are available at <http://policy.defense.gov/0USDPOffices/FON.aspx>

**Virginia SSN New Jersey
Construction Advances with
Pressure Hull Complete**



The Virginia-class submarine New Jersey (SSN 796) reached pressure hull complete in February 2021. The construction milestone signifies that all of the submarine's hull sections have been joined to form a single, watertight unit. The boat is currently 72% complete. *HII / Matt Hildreth*

NEWPORT NEWS, Va. – Huntington Ingalls Industries' Newport News Shipbuilding division has achieved a milestone in the construction of the submarine New Jersey (SSN 796), the company said in a March 9 release.

The company reached pressure hull complete on Feb. 10, meaning that all of its hull sections were joined to form a single, watertight unit. This is the latest major milestone before the submarine is christened and floated off.

“Achieving this milestone is especially significant as it continues to prove our teams can safely perform at a high level in the face of the COVID-19 pandemic,” said Jason Ward, vice president of Virginia-class submarine construction. “The successful execution of this event demonstrates our culture of trust, accountability and strict adherence to standards, which

is paramount in our building warships for our Navy customer.”

New Jersey is the 23rd Virginia-class fast attack submarine. Construction began in March 2016 and is about 72% complete. The boat is scheduled for delivery to the Navy in 2022.