

USS Zumwalt Successfully Completes First Standard Missile Shot



USS Zumwalt (DDG 1000) successfully executed the first live fire test of the MK 57 Vertical Launching System with a Standard Missile (SM-2) on the Naval Air Weapons Center Weapons Division Sea Test Range, Point Mugu, Oct. 13. U.S. Navy

WASHINGTON – The USS Zumwalt (DDG 1000) successfully executed the first live fire test of the Mk57 Vertical Launching System with a Standard Missile-2 (SM-2) on the Naval Air Weapons Center Weapons Division Sea Test Range, Point Mugu, Oct. 13, the Navy said in an Oct. 19 release.

As the first-in-class ship, USS Zumwalt successfully demonstrated its capability to detect, track and engage an anti-ship cruise missile threat with a SM-2. The structural test fire assessed the material readiness of the ship against shock and vibration of the weapon firing, as well as measure any hazards or degradations as a result of firing live ordnance.

“Today’s successful test not only demonstrates the ship’s capability to fire missiles and conduct self-defense, it is also a significant step toward more advanced combat system testing and operations for our Navy’s most technically innovative warship,” said Capt. Matt Schroeder, DDG 1000 program manager. “The USS Zumwalt crew and Surface Development Squadron One are working hand-in-hand with the acquisition community to advance this ship’s operational capability.”

The ships’ stealth and ability to operate in both the open-ocean and near-shore environments creates a new level of battlespace complexity for potential adversaries. The Zumwalt

class will also operate as a key enabler in the acceleration of new warfighting capabilities and rapid development and validation of operational tactics, techniques, and procedures.

DDG 1000 achieved sufficient combat system installation and activation earlier this year for the Navy to take final delivery and transition to the next phase of developmental and integrated at-sea testing.

At 610 feet long and 80 feet wide, Zumwalt is 100 feet longer and 13 feet wider than the Arleigh Burke-class destroyer, providing the space required to execute a wide array of surface, undersea, and aviation missions.

“Today’s successful firing event is a critical milestone in the maturation of this incredible ship class and represents the culmination of a tremendous amount of hard work and partnership of Zumwalt’s talented crew and the engineers, designers, and programmers helping us to bring her capabilities to the Fleet,” said Capt. Gary Cave, Zumwalt’s commanding officer. “It is a day we’ve been looking forward to and demonstrates the strides we are taking to add combat capability to our surface force.”

The ship, homeported in San Diego, will continue tactical training and operational scenario engagement in support of attaining Initial Operational Capability in 2021.

Coast Guard Cutter Escanaba

Returns to Boston after Counter-Narcotics Patrol



Coast Guard Cutter Escanaba's crew offload approximately 3,250 pounds of cocaine, 440 pounds of liquid cocaine, and 7,700 pounds of marijuana at Port Everglades, Florida, Oct. 16, 2020, in this video screen shot. U.S. Coast Guard / Petty Officer 2nd Class Nicole J. Groll

BOSTON – The crew of Coast Guard Cutter Escanaba (WMEC 907) returned home to Boston on Tuesday, following a 65-day counter-narcotics patrol in the Eastern Pacific Ocean, the Coast Guard 1st District said in an Oct. 20 release.

The crew supported Operation Martillo, a presidential initiative designed to disrupt transnational criminal organizations in Central and South America.

Escanaba's crew deployed with an embarked Helicopter Interdiction Tactical Squadron crew (HITRON) based out of Jacksonville, Florida, who augmented the cutter's organic law enforcement teams, with aerial use-of-force capabilities.

Following their arrival in the Pacific, Escanaba's crew coordinated with a U.S. Customs and Border Protection maritime patrol aircraft crew and a U.S. Navy MH-60 helicopter crew embarked on the USS Pinckney, to interdict a vessel smuggling more than 3,000 pounds of suspected narcotics.

The 270-foot Escanaba's 100-person crew remained busy throughout their patrol, interdicting five vessels and detaining 15 suspected narcotics traffickers attempting to smuggle more than 1,700 pounds of cocaine, almost 500 gallons of liquid cocaine and approximately 6,500 pounds of marijuana with a total estimated street value of more than \$58 million.

"I am extremely proud of our results on this patrol," said

Cmdr. Mike Nalli, Escanaba's commanding officer. "We capitalized on the extraordinary teamwork between JIATF-S and our partner nations to make five high-quality interdictions and apply pressure to the transnational criminal organizations in the region."

In addition to law enforcement operations, Escanaba's crew participated in a training event with the Costa Rican Coast Guard. The exercise focused on tactics, communications, and best practices for combatting transnational criminal organizations in Central and South America and strengthened a vital partnership in the region. Partner nations, such as Costa Rica, are involved in almost 70% of drug disruptions, a capability built through years of security cooperation.

Coast Guard Repatriates 48 Interdicted Migrants to the Dominican Republic



The Coast Guard Cutter Charles David Jr. (WPC-1107) repatriates a group of 21 Dominican migrants to a Dominican Republic Navy patrol boat just off the Dominican Republic, Oct. 16, 2020. U.S. Coast Guard

SAN JUAN, Puerto Rico – The Coast Guard returned 28 migrants to the Dominican Republic between Friday and Sunday, while 20 other migrants were repatriated Oct. 12, following the interdiction of three illegal voyages in the Mona Passage near Puerto Rico, the Coast Guard 7th District said in an Oct. 19 release.

One of the interdicted migrants remains in Puerto Rico to face

possible federal prosecution on charges of attempted illegal reentry into the United States. Seven of the interdicted migrants claimed to be Brazilian nationals, while the remaining claimed Dominican Republic nationality.

The interdictions are the result of ongoing multiagency efforts in support of Operation Caribbean Guard and the Caribbean Border Interagency Group (CBIG).

“We value the strong collaboration and professionalism which exists between the Coast Guard, our sister federal law enforcement agencies, and our long-standing partners of the Puerto Rico Police,” said Capt. Gregory H. Magee, Sector San Juan commander. “Our collective response in these three cases helped save the lives of 49 migrants, who were endangered by the unsafe conditions of traveling aboard grossly overloaded and unseaworthy makeshift boats, which most often have no lifesaving equipment and are continuously taking on water.”

The first interdiction occurred the night of Oct. 11 and early morning of Oct. 12, when the crew of a Puerto Rico Police Joint Forces of Rapid Action marine unit stopped a 28-foot makeshift boat, approximately three nautical miles west of Aguadilla, Puerto Rico. Coast Guard watchstanders diverted the Coast Guard Cutter Vigilant (WMEC-617) and the Coast Guard Cutter Winslow Griesser (WPC-1116) to the scene.

Once on scene with the migrant vessel, the crew of the cutter Vigilant safely embarked 21 migrants, 20 men and a woman. After embarking all migrants, the crew learned that one migrant, who is now facing federal prosecution by the U.S. Attorney’s Office for the District of Puerto Rico, had a criminal and immigration history. U.S. Border Patrol agents received custody of the migrant in Mayaguez, Puerto Rico.

The second interdiction occurred Oct. 14, when the crew of a Puerto Rico Police Joint Forces of Rapid Action marine unit stopped a 20-foot makeshift boat, approximately half a mile

west of Aguada, Puerto Rico. Coast Guard watchstanders diverted the Coast Guard Cutter Charles David Jr. (WPC-1107) that arrived on scene and, with the help of the cutter's crew, embarked 10 migrants, nine men and a woman.

The third interdiction occurred Oct. 15 morning, after the crew of a U.S. Customs and Border Protection maritime patrol aircraft detected an illegal voyage, approximately 60 nautical miles northwest of Aguadilla, Puerto Rico. The cutter Charles David Jr. responded to the sighting and interdicted a 26-foot makeshift boat. The cutter's crew safely embarked 18 migrants from the migrant vessel, 12 men and six women, seven of whom claimed Brazilian nationality.

Once aboard the Coast Guard cutter, all migrants received food, water, shelter and basic medical attention.

The 48 migrants were transferred to a Dominican Republic navy vessel for their return to the Dominican Republic.

Cutter Charles David Jr. and cutter Winslow Griesser are fast response cutters respectively homeported in Key West, Florida, and San Juan, Puerto Rico. Cutter Vigilant is a medium endurance cutter homeported in Port Canaveral, Florida.

Eastern Shipbuilding Awards L3Harris Comms Contract for Offshore Patrol Cutter



An artist's rendition of an Offshore Patrol Cutter. Eastern

Shipbuilding Group / U.S. Coast Guard

CAMDEN, N.J. – L3Harris Technologies has received a contract from Eastern Shipbuilding Group to provide the integrated communications system for the U.S. Coast Guard's (USCG) Offshore Patrol Cutter (OPC), L3Harris announced in an Oct. 19 release. The Coast Guard has said that the OPC program is the highest acquisition priority in the Coast Guard, providing the capability bridge between the National Security Cutter and Fast Response Cutter.

The initial award to L3Harris includes the design, development and production of the first two ship systems with options for up to as many as four OPC systems. L3Harris integrates its MarCom voice communications system, K2 tactical terminal and Symphony communications manager products. The L3Harris integrated system is also designed to support the Department of Defense's cyber risk management framework requirements, providing Eastern Shipbuilding and the Coast Guard with a lower-risk solution.

"The OPC award reinforces our investments in C5ISR technology and demonstrates our ongoing commitment to bring integrated mission-critical capabilities to the Coast Guard," said Dave Zack, president, Maritime, L3Harris. "L3Harris is continuing to develop a full range of highly reliable and affordable capabilities to enable secure interoperability across all military and interagency partners."

Offshore patrol cutters will conduct missions, including law enforcement, drug and migrant interdiction, search and rescue, and other homeland security and defense operations. Each cutter, equipped with L3Harris technology, will be capable of deploying independently or as part of task groups and serving as a mobile command and control platform for surge operations such as hurricane response, mass migration incidents and other events. The cutters will also support Arctic objectives by regulating and protecting emerging commerce and energy exploration in Alaska.

State Dept. Approves Possible Sale of Defense Systems for Romania



A Naval Strike Missile is launched from the littoral combat ship USS Coronado (LCS 4) during missile testing operations off the coast of Southern California. U.S. Navy / Mass Communication Specialist 2nd Class Zachary D. Bell

WASHINGTON, D.C. – The State Department has made a determination approving a possible Foreign Military Sale to the Government of Romania of Naval Strike Missile (NSM) Coastal Defense Systems (CDS) and related equipment for an estimated cost of \$300 million, the Defense Security Cooperation Agency (DSCA) said in an Oct. 19 release.

The Government of Romania has requested to buy two Coastal Defense Systems (CDS) consisting of: up to ten Link-16 Multifunctional Information Distribution System – Joint Tactical Radio Systems (MIDS-JTRS). Also included are two Coastal Defense System Fire Distribution Centers; four Mobile Launch Vehicles; Transport Loading Vehicles; Naval Strike Missiles; non-operational Inert Handling/Loading Missile to support missile handling and loading/unloading; training missile and equipment spares; associated containers; training and training equipment; publications and technical documentation; spares parts; loading and mobile maintenance support; U.S. Government and contractor engineering, technical, and logistics support services; and other related elements of logistical and program support. The estimated total cost is \$300 million.

The proposed sale will improve Romania's capability to meet

current and future threats by improving Romania's maritime defense capabilities in the Black Sea and increasing interoperability with the United States. Romania will use this long-range, precision strike weapon to enhance mission effectiveness, survivability, and NATO interoperability in current and future missions and operations. Romania will have no difficulty absorbing this equipment and support into its armed forces.

The principal U.S. contractor will be Raytheon Missile and Defense, Tucson, Arizona.

General Atomics Begins SeaGuardian Validation Flights in Japan



The General Atomics Aeronautical Systems MQ-9B SeaGuardian remotely piloted aerial system. GA-ASI HACHINOHE, AOMORI PREFECTURE, Japan – General Atomics Aeronautical Systems Inc. (GA-ASI) kicked off a series of validation flights on Oct. 15 for Japan Coast Guard (JCG) in Hachinohe, Aomori Prefecture, Japan. GA-ASI is working with Asia Air Survey (AAS) in Japan to conduct the flights.

“We appreciate Asia Air Survey’s support in demonstrating how the MQ-9B SeaGuardian RPAS [remotely piloted aerial system] can provide affordable, long-endurance airborne surveillance of Japan’s maritime domain,” said Linden Blue, chief executive officer, GA-ASI. “The system’s ability to correlate multiple sensor feeds and identify vessel anomalies provides effective, persistent maritime situational awareness.”

The SeaGuardian flights will validate the wide-area maritime surveillance capabilities of RPAS for carrying out JCG's missions, from search and rescue to maritime law enforcement. These flights follow successful "legacy" MQ-9 maritime patrol demonstrations in the Korea Strait in 2018 and the Aegean Sea in 2019. The Hachinohe operation features the MQ-9B configuration, capable of all-weather operations in civil national and international airspace.

The SeaGuardian RPAS features a multi-mode maritime surface-search radar with Inverse Synthetic Aperture Radar (ISAR) imaging mode, an Automatic Identification System (AIS) receiver, a High-Definition – Full-Motion Video sensor equipped with optical and infrared cameras. This sensor suite, augmented by automatic track correlation and anomaly-detection algorithms, enables real-time detection and identification of surface vessels over thousands of square nautical miles.

GA-ASI's MQ-9B is revolutionizing the long-endurance RPAS market by providing all-weather capability and compliance with STANAG-4671 (NATO airworthiness standard for UAVs). These features, along with an operationally proven collision-avoidance radar, enables flexible operations in civil airspace.

Coast Guard Transfers \$6.8M in Cocaine, 4 Suspected Smugglers to Federal Agents



The crew of the Coast Guard Cutter Venturous (WMEC-625) transfers custody of four suspected smugglers and \$6.8 million

dollars of seized cocaine to federal law enforcement authorities in San Juan, Puerto Rico Oct. 15, 2020. U.S. Coast Guard

SAN JUAN, Puerto Rico – The Coast Guard Cutter Venturous (WMEC-625) transferred custody of four suspected smugglers and 246 kilograms of seized cocaine to federal law enforcement authorities at Sector San Juan Oct. 15, following the interdiction of a drug smuggling go-fast vessel in the Caribbean Sea.

The interdiction was the result of multi-agency efforts in support of U.S. Southern Command's enhanced counter-narcotics operations in the Western Hemisphere, the Organized Crime Drug Enforcement Task Force (OCDETF) program and the Caribbean Corridor Strike Force (CCSF). The United States Attorney's Office for the District of Puerto Rico is leading the prosecution for this case.

The estimated wholesale value of the seized drug shipment is more than \$6.8 million.

"Successful outcomes as in this case are a testament to the strong relationships between the Coast Guard and participating partner agency units who share an unwavering resolve to stopping drug smuggling vessels at sea," said Lt. Andrew Russo, U.S. Coast Guard Cutter Heriberto Hernandez (WPC-1114) commanding officer. "The crew of the Heriberto Hernandez is proud to help safeguard the Caribbean and our nation's southernmost maritime border to protect our fellow citizens in Puerto Rico and the U.S. Virgin Islands against this threat."

The bust occurred during the evening hours of Oct. 5 and early morning hours of Oct. 6, 2020, after the aircrew of a U.S. Customs and Border Protection Air Marine Operations aircraft detected a suspicious panga style 35-foot go-fast vessel in Caribbean Sea waters near the Dominican Republic. Coast Guard watchstanders in Sector San Juan directed the launch of a Coast Guard Air Station Miami HC-144 Ocean Sentry aircraft,

which relieved the CBP aircraft and maintained aerial coverage of the go-fast throughout the interdiction.

The cutter Heriberto Hernandez responded to the sighting and interdicted the go-fast vessel with the assistance of the cutter's small boat. During the interdiction, the Coast Guard boarding team seized eight bales of suspected contraband, which tested positive for cocaine.

The crew of the cutter Heriberto Hernandez embarked four men from the go-fast, two Venezuelan, a Colombian and a Dominican Republic national, along with the seized contraband. The cutter Venturous transported the suspected smugglers and contraband to San Juan, Puerto Rico, where they were transferred to awaiting Caribbean Corridor Strike Force federal law enforcement agents.

Cutter Heriberto Hernandez is a 154-foot fast response cutter homeported in San Juan, Puerto Rico, while the Cutter Venturous is a medium endurance cutter homeported in St. Petersburg, Florida.

DoD Establishes Joint Hypersonics Transition Office Systems Engineering Field Activity at NSWC Crane



A 2016 visit by the then-Chief of Naval Operations to the Naval Surface Warfare Center (NSWC) Crane Division. U.S. Navy photo

NSWC Crane, Ind. – The Department of Defense (DoD) established its Joint Hypersonics Transition Office (JHTO) Systems Engineering Field Activity at the Naval Surface Warfare Center, Crane Division (NSWC Crane) on Oct. 15, the Department said in a release.

Through this partnership, located in Crane, Indiana, the Department can leverage the growing suite of government, industry, and academic leaders associated with NSWC Crane. Acting Deputy Under Secretary of Defense for Research and Engineering, Dr. Mark Lewis, and JHTO Director, Dr. Gillian Bussey, announced the JHTO Systems Engineering Field Activity opening in a virtual ribbon-cutting ceremony on Oct. 15 with Governor Eric Holcomb.

“The JHTO and its Systems Engineering Field Activity present a signature opportunity for the Department. Leveraging the capabilities at NSWC Crane, we can not only develop effective hypersonic technologies, but we can also develop them affordably at the speed of relevance to our warfighters. Proactive engineering for affordable upgrades is critical to the long-term sustainability of these systems,” Dr. Lewis said.

NSWC Crane has previously received recent DoD hypersonics awards to advance testing, verification and validation capabilities. This includes \$150 million in unique capabilities such as an underwater launch test complex, a missile technology evaluation facility, an integrated Hardware-in-the-Loop (HWIL) / Software-in-the-Loop (SWIL) test bed, and a Modeling & Simulation lab. More than three hundred people at Crane are working to advance hypersonic technologies and the enabling capabilities to make them possible.

“NSWC Crane has become a critical hub in the hypersonics development ecosystem,” says Rick Davidoff, acting director of the JHTO Systems Engineering Field Activity. “This exciting announcement is the culmination of

the hard work and dedication of many people. The JHTO Field Activity at Crane will allow OSD [Office of the Secretary of Defense to leverage earlier and ongoing investments at Crane to help all three Services improve their hypersonic weapons with more rapid, adaptable, and modular upgrades. Indiana and the larger Midwest will have a long-term, critical role in this important national security mission.”

The JHTO, headquartered at the Pentagon, was established by Congressional direction and its authorities were renewed in the fiscal 2020 National Defense Authorization Act. The JHTO is responsible for creating strategies and roadmaps to develop hypersonic technologies and transition them to operational capabilities, for coordinating with foreign allies and partners, and for bolstering the hypersonics workforce. Additionally, it is establishing a university consortium for applied hypersonics to leverage the nation’s academic community towards hypersonics-related research and workforce development.

The JHTO Systems Engineering Field Activity at Crane will perform detailed engineering activities to help execute the JHTO’s mandate. The Field Activity will coordinate architectures, interfaces, schedules, and plans to transition a more modular, affordable, and upgradable hypersonics portfolio of capabilities and technologies. The Systems Engineering Field Activity has four engineering focus areas: System Architectures and Guidelines, Science & Technology Management, Transition Management, and Modeling and Simulation. The Field Activity will also execute some workforce development initiatives, including sponsored research, curriculum development, and engagements with industry to create a growing pipeline of highly technical talent to enter the hypersonics workforce.

U.S., French Navy Chiefs discuss maritime security and cooperation



Chief of Naval Operations Adm. Mike Gilday (right) and Dylan Beazer, a Department of the Navy Library librarian, view a historical navy document in the Navy Department Library's rare book room. U.S. Navy / Mass Communication Specialist Petty Officer 3rd Class Randy Lee Adams II

WASHINGTON – U.S. Navy Chief of Naval Operations (CNO) Adm. Mike Gilday conducted a phone call Oct. 15 with the chief of the French navy Adm. Pierre Vandier, the CNO's public affairs said in a release.

The two leaders discussed issues affecting maritime security and areas to expand cooperation at sea, to include enhancing the two navies' ability to conduct future high-end operations together.

"The operations our two navies conduct at sea today have been built on centuries of maritime partnership," said Gilday. "I look forward to working closely with Adm. Vandier for years to come as we sail alongside our French allies to reinforce security, stability and prosperity around the globe."

Gilday also thanked Vandier during the call for the French navy's close collaboration during the COVID-19 pandemic.

"We have a very close bilateral relationship, which has always grown stronger over time," said Vandier. "We need to find a way to maintain the same degree of interoperability over the long term and seek to better organize our cooperation in order

to share a common strategic approach, all over the world.”

The U.S. and French navies frequently operate together around the world. Most recently, USS Roosevelt (DDG 80) and French navy frigate FS La Fayette (F 710) conducted combined operations Oct. 8, 2020, in the eastern Mediterranean Sea. Additionally, the two navies have participated together this past year in the NATO exercise Dynamic Mariner, RIMPAC 2020, and conducted dual aircraft carrier flight operations in the Mediterranean Sea.

This phone call was the first between the two leaders since Vandier was appointed 62nd chief of the French navy (Marine Nationale) on Sept. 1, 2020.

Transportation Secretary Announces Over \$220 Million in Grants for America's Ports



Ports in 16 states and territories, including the Port of Los Angeles, shown here, will share in \$220 million worth of discretionary grant money to improve facilities. Port of Los Angeles

WASHINGTON – U.S. Department of Transportation Secretary Elaine L. Chao announced in an Oct. 15 release the award of more than \$220 million in discretionary grant funding to improve port facilities in 16 states and territories through the Maritime Administration's (MARAD's) Port Infrastructure Development Program.

“This \$220 million in federal grants will improve America's

ports with nearly half the projects are located in Opportunity Zones, which were established to revitalize economically distressed communities,” Chao said.

U.S. maritime ports are critical links in the U.S. domestic and international trade supply chain and this funding will assist in the improvement of port facilities at or near coastal seaports. The Port Infrastructure Development Program aims to support efforts by ports and industry stakeholders to improve facility and freight infrastructure to ensure our nation’s freight transportation needs, present and future, are met. The program provides planning, operational and capital financing, and project management assistance to improve their capacity and efficiency.

Of the 18 projects that were awarded grants, eight are located in [Opportunity Zones](#), created to revitalize economically distressed communities using private investments.

“This critical investment demonstrates the Trump Administration’s commitment to supporting our nation’s ports and maritime industry,” said Maritime Administrator Mark H. Buzby. “These grants will help our nation’s economy and ensure that America’s ports can continue to operate effectively in the competitive global marketplace.”

Ports provide countless jobs for Americans and are key to a nation that heavily relies on its maritime services. By providing the funding to support the improvement of this critical infrastructure component, MARAD and the Department of Transportation are ensuring these services will succeed during the nation’s ongoing economic recovery.