Coast Guard Repatriates 45 of 48 Migrants to the Dominican Republic

The Coast Guard Cutter Winslow Griesser (WPC-1116) interdicts an illegal migrant voyage with 38 migrants Oct. 9, 2020, approximately 17 nautical miles northwest of Aguadilla, Puerto Rico. This was the first of three separate migrant interdictions within 72 hours in the Mona Passage by Coast Guard and Puerto Rico Police totaling 48 migrants, whom all claimed Dominican Republic nationality. U.S. Coast Guard

SAN JUAN, Puerto Rico – The Coast Guard Cutter Winslow Griesser (WPC-1116) repatriated 45 of 48 migrants to the Dominican Republic Oct. 11, following the interdiction of three illegal voyages in the Mona Passage near Puerto Rico, the Coast Guard 7th District said in an Oct. 13 release.

Two of the interdicted migrants remain in Puerto Rico to face possible federal prosecution on charges of attempted illegal re-entry into the United States.

One other female migrant is receiving medical care at a local hospital in Puerto Rico.

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

“The close collaboration, coordination and capabilities of the Coast Guard units and of our local and federal law enforcement partners who responded to these cases helped save the lives of all 48 migrants and safeguard the nation’s southernmost maritime border,” said Lt. Joel Wyman, cutter Winslow Griesser commanding officer. “These illegal voyages greatly endanger the lives of the migrants, since for the most part, these

makeshift vessels are grossly overloaded, unseaworthy and are continuously are taking on water, which could cause them to sink or capsize with little or no warning.”

The first interdiction occurred Oct. 9, after the crew of a U.S. Customs and Border Protection maritime patrol aircraft detected an illegal voyage approximately 17 nautical miles northwest of Aguadilla, Puerto Rico. Coast Guard watchstanders diverted the cutter Winslow Griesser to interdict, while a Puerto Rico Police Joint Forces of Rapid Action (F.U.R.A.) marine unit also responded.

Once on scene, the Coast Guard and Puerto Rico Police marine units interdicted the 25-foot makeshift boat. The crew of the cutter Winslow Griesser safely embarked the 38 migrants, 31 men and seven women, all of whom claimed Dominican Republic nationality.

The second interdiction also occurred on Oct. 9, after the crew of a U.S. Customs and Border Protection maritime patrol aircraft detected an illegal voyage, approximately 58 nautical miles northwest of Desecheo Island, Puerto Rico. Coast Guard watchstanders diverted the Coast Guard Cutter Charles David Jr. (WPC-1107), which interdicted the 18-foot makeshift boat with the assistance of the cutter’s small boat. The cutter crew safely embarked seven migrants, five men and two women, all of whom claimed Dominican Republic nationality. A female migrant in this group who experienced deteriorating health complications while aboard the migrant vessel, was med-evaced to a local hospital.

A Puerto Rico Police F.U.R.A. marine unit interdicted the third illegal voyage Oct. 11, approximately two nautical miles north of Aguadilla, Puerto Rico. The cutter Winslow Griesser diverted to the scene and embarked three men, all of whom claimed Dominican Republic nationality.

Once aboard the Coast Guard cutter, all migrants received

food, water, shelter and basic medical attention.

After embarking all migrants, the crew conducted biometrics processing for the group, which revealed the criminal and immigration history for the two migrants, who are facing federal prosecution. U.S. Border Patrol agents received custody of both migrants in Mayaguez, Puerto Rico.

Cutter Winslow Griesser completed the repatriation of the remaining migrants to a Dominican Republic Navy vessel in waters just off Punta Cana, Dominican Republic.

Cutters Winslow Griesser and Charles David Jr. are 154-foot fast response cutters respectively homeported in San Juan, Puerto Rico and Key West, Florida.

Navy Announces Plan to Build New Museum

Secretary of the Navy, Kenneth J. Braithwaite and members of Naval History and Heritage Command (NHHC) unveil renderings of the future National Museum of the United States Navy (NMUSN) during the announcement ceremony of the new NMUSN. U.S. Navy / Petty Officer 3rd Class Randy L. Adams

WASHINGTON NAVY YARD, D.C. – Secretary of the Navy (SECNAV) Kenneth J. Braithwaite announced Oct. 13 at the Washington Navy Yard that the U.S. Navy intends to build a new National Museum of the U.S. Navy (NMUSN).

At the announcement, Braithwaite, with Naval History and Heritage Command Director, retired Rear Adm. Samuel Cox, unveiled renderings for the new NMUSN campus and emphasized Navy’s connection or the American people.

“It is vital that the American people understand the importance of a strong and viable naval force. As a Maritime Nation, our future depends on it,” said Braithwaite. “On behalf of the United States Navy, and with deepest gratitude to every one of our great partners, it is my honor to announce plans for a new campus for the National Museum of the United States Navy. The new museum campus will serve as an educational, inspirational, cultural and ceremonial center for those who have served, and are serving in the Navy today. The exhibits in this advanced museum will demonstrate the critical role the Navy has played in the defense of our Nation.”

The current NMUSN, which falls under Naval History and Heritage Command (NHHC), is located inside the Washington Navy Yard. The ideal site for the new Navy museum is in the vicinity of the historic Washington Navy Yard, but the final location is not yet finalized. The new NMUSN campus will give the public unfettered access to U.S. Navy history and heritage.

On the Navy’s 245th birthday, NHHC Director, retired Rear Adm. Samuel Cox remarked on the importance of celebrating Navy’s service and the tangible tribute to the service and sacrifice of our Sailors.

“Naval History and Heritage Command’s mission of preserving and presenting an accurate history of the U.S. Navy to the American public is essential to honoring those who have served and are serving the Navy today,” Cox said.

NHHC will serve as the Navy’s lead for coordinating the building of the new museum. The museum will be an advanced, campus design that will bring to life the human experiences of serving in the U.S. Navy, deliver leading-edge engagement to amplify Navy priorities and operations, showcase the history and heritage of all Navy communities, and create a memorial to our heritage and the service and sacrifice of American Sailors.

While unable to attend in-person, Master Chief Petty Officer of the U.S. Navy, Russell Smith, provided video remarks. “Giving the public better accessibility allows us to share a deeper understanding of our rich history and heritage with the American people,” said Smith. “This is important, because our history is America’s history.”

To raise funds for the new museum, the Navy plans to partner with a registered 501(c)(3) organization that seeks to preserve, commemorate, and share the history of the U.S. Navy. The total estimated funds required for the construction of the state-of-the-art facility is $204M for phase one of the project with opportunities for spiral development of additional phases totaling $450M.

Naval History and Heritage Command, located at the Washington Navy Yard, is responsible for the preservation, analysis, and dissemination of U.S. naval history and heritage. It provides the knowledge foundation for the Navy by maintaining historically relevant resources and products that reflect the Navy’s unique and enduring contributions through our nation’s history, and supports the fleet by assisting with and delivering professional research, analysis, and interpretive services. NHHC is composed of many activities including the Navy Department Library, the Navy Operational Archives, the Navy art and artifact collections, underwater archeology, Navy histories, ten museums, USS Constitution repair facility and the historic ship Nautilus.

SECNAV Names Future

Destroyer, Attack Submarine

Secretary of the Navy, Kenneth J. Braithwaite, shown here at the announcement ceremony of the new National Museum of the United States Navy, has announced the names of a future guided-missile destroyer and Virginia-class submarine. U.S. Navy / Petty Officer 3rd Class Randy L. Adams

WASHINGTON – Secretary of the Navy (SECNAV) Kenneth J. Braithwaite announced Oct. 13 that a future guided-missile destroyer and Virginia-class attack submarine will be named USS John F. Lehman (DDG 137) and USS Barb (SSN 804), respectively.

The future USS John F. Lehman will honor the 65th Secretary of the Navy John F. Lehman who served under President Ronald Reagan from 1981 to 1987, and the future USS Barb will carry the name of two storied submarines, (SS 220) and (SSN 596).

“Our future success depends on leveraging the stories of those who sailed into harm’s way, to teach and inspire the service of those who now wear the uniform,” said Braithwaite. “Those two namesakes carry a great legacy that will be continued when these warships take to the fleet.”

Lehman, a Philadelphia, Pennsylvania, native, spent three years in the Air Force Reserves before accepting a commission of Ensign in the Naval Reserve in January 1968, where he advanced to the rank of captain. During his tenure as SECNAV, Lehman advocated for a 600-ship Navy that would provide the United States with “unquestioned naval superiority.” His bold Maritime Strategy to surge U.S. naval power into the Soviet maritime domain sent a strong signal to the Soviet Union that President Reagan’s “peace through strength” motto was no empty phrase, thus hastening the end of the Cold War. He also paved a path to engagement with China, leading to the first U.S. ships entering Chinese waters in more than 30 years.

The first *USS Barb*, a *Gato*-class submarine (SS 220), was commissioned in 1942 and joined Submarine Squadron 50 in the Atlantic as part of Operation *Torch* in World War II. In 1943, the vessel was redeployed to the Pacific Fleet. There, conducting missions under Commander Eugene "Lucky" Fluckey, she would earn four Presidential Citations, a Navy Unit Commendation, and eight battle stars for her outstanding World War II service. She was decommissioned in 1954.

The second *USS Barb*, a *Permit*-class nuclear submarine (SSN 596), was commissioned in 1963. Based at Pearl Harbor, she was the designated flagship for the Commander, Submarine Force, U.S. Pacific Fleet, and took part in special operations in Vietnamese waters in 1971 as part of Task Group 77.9. The vessel served as a test platform for the Tomahawk cruise missile in 1977 and 1978. She was decommissioned in 1989.

"These naval combatants, and many others named after historic leaders and battle-tested namesakes are one of the key components of our great Naval culture and heritage," said Braithwaite. "The other are the men and women who volunteer to serve this great nation above self, adding to the fabric of honor, courage and commitment which guides our great Navy each and every day."

Sarcos Defense Awarded Navy Contract to Develop Guardian DX Robotic System

Sarcos' Guardian XO wearable exoskeleton. Sarcos Defense
SALT LAKE CITY – Sarcos Defense, a wholly owned subsidiary

of Sarcos Robotics, has been awarded a contract by the Office of Naval Research to develop a remote-controlled variant of the upper body of the innovative Sarcos Guardian XO wearable exoskeleton robot, the company said in an Oct. 13 release.

The new, platform-agnostic, upper-body variant will be adapted to attach to a variety of mobile bases, such as wheeled or tracked vehicles that can operate at height. These include boom lifts, scissor lifts, and bucket trucks to address maintenance and logistics needs. Leveraging more than 30 years of technology development from prosthetic arms and humanoid robots to powered, full-body exoskeletons, the Guardian DX defense robot variant and the Guardian XT commercial robot variant will provide unparalleled strength, dexterity, precision, and versatility at human scale, enabling the robot to perform difficult tasks in dangerous environments while keeping the operator safe and out of harm's way.

This contract award follows a recent announcement with the U.S. Air Force for a contract to develop an artificial intelligence (AI) system that would enable robotic platforms, like the Guardian DX robot, to learn how to perform tasks with human-like movement through positive reinforcement and imitation machine learning (ML) technologies, known as Cybernetic Training for Autonomous Robots (CYTAR). The CYTAR system furthers the Sarcos vision of robotic systems that augment rather than replace humans by reducing the system operator's cognitive load for basic tasks, yet still relying on human intelligence, judgment, instincts, and reflexes to manage more complex tasks.

"The Navy is very focused on improving readiness rates," said Steve McKee, lead for the Naval Enterprise Sustainment Technologies Team (NESTT). "A key factor in achieving this objective is the deployment of new technologies that improve the turnaround time for maintenance activities, while also increasing the safety and effectiveness of our workforce. We are very excited to work with Sarcos Defense to productize the

Guardian DX robot because it addresses a significant gap that the Navy has identified. Additionally, in my role as NESTT lead, I've had the opportunity to collaborate with my colleagues from the Marine Corps, Air Force, and Army regarding the Guardian DX robot, and it appears it can address a number of readiness and sustainment needs across the Department of Defense."

"Similar to our teleoperated Guardian GT robot for heavy, dexterous work, but designed at human scale, the Guardian DX robot can be teleoperated to perform intricate tasks that require human-like dexterity," said Ben Wolff, chairman and chief executive officer, Sarcos Robotics. "Examples of such tasks include the use of portable sensors for non-destructive structural testing and inspections, the use of portable power tools for grinding, cutting and welding at height, as well as lifting and manipulating heavy components weighing up to 200 pounds. Because the Guardian DX robot is kinematically equivalent to the upper body of humans, operators are able to manage the Guardian DX robot intuitively at typical human speeds by relying on their reflexes, instincts, and judgment to perform complex tasks in unstructured, often hazardous environments that historically have only been able to be completed by people directly."

The Guardian XT commercial robot version is expected to begin shipping to industrial customers in late 2021.

USS Tornado Completes Patrol to U.S. 4th Fleet

The Cyclone-class coastal patrol ship USS Tornado (PC 14)

conducts a man overboard drill Sept. 16, 2020. Tornado is deployed to the U.S. Southern Command area of responsibility to support Joint Interagency Task Force South's mission, which includes counter illicit drug trafficking in the Caribbean and Eastern Pacific. U.S. Navy / Mass Communication Specialist 3rd Class Dan Serianni

MAYPORT, Fla. – The Cyclone-class patrol ship USS Tornado (PC 14) and embarked U.S. Coast Guard Law Enforcement Detachment 408 (LEDET) returned to Mayport, Florida, October 13, following a 75-day counter-narcotics patrol in the U.S. 4th Fleet area of operations, said Lt.j.g Miranda Rossum, U.S. 4th Fleet Public Affairs, said in a release.

Tornado and embarked LEDET contributed to Joint Interagency Task Force South's disruption of an estimated 1906 kilograms of cocaine. This led to keeping an estimated street value of 133 million dollars' worth of drugs off U.S. streets.

"I could not be more proud of the ship and her crew, Tornado is going out on top," said Lt. Cmdr. Graham Van Hook, USS Tornado commanding officer. "Tornado is a beautiful ship that has repeatedly answered the call."

USS Tornado's size makes it capable of navigating into shallow waters as well as working with partner nation coast guards closer to shore than other U.S. ships.

Tornado joined other U.S. Navy warships, numerous U.S. agencies from the Departments of Defense, Justice and Homeland Security cooperating in the effort to combat transnational organized crime. The Coast Guard, U.S. Navy, Customs and Border Protection, FBI, Drug Enforcement Administration, and Immigration and Customs Enforcement, along with allied and international partner agencies, are all playing a role in counterdrug operations.

U.S. Naval Forces Southern Command/U.S. 4th Fleet supports U.S. Southern Command's joint and combined military operations by employing maritime forces in cooperative maritime security

operations to maintain access, enhance interoperability, and build enduring partnerships in order to enhance regional security and promote peace, stability and prosperity in the Caribbean, Central and South American region.

GD Electric Boat Awarded $327.8M Navy Contract for Virginia-Class Sub Work

General Dynamics Electric Boat will provide support, development studies and design efforts for Virginia-Class submarines under a new Navy contract. General Dynamics Electric Boat

GROTON, Conn. – General Dynamics Electric Boat, a wholly-owned subsidiary of General Dynamics, has been awarded a $327.8 million cost-plus-fixed-fee contract modification for fiscal year 2020 for lead yard support, development studies and design efforts for Virginia-class submarines, the company said in an Oct. 13 release.

Under the contract modification, Electric Boat will undertake development studies and other work related to Virginia-class submarine design improvements, including incorporation of new technologies. The work will engage Electric Boat's engineering and design organization, which comprises more than 5,000 employees. These employees work on all facets of the submarine life cycle from concept formulation and design through construction, maintenance and modernization, and eventually to inactivation and disposal.

"Over the life of the Virginia program, the shipbuilders of

Electric Boat have made improvements to the design of each ship," said Kevin Graney, president, General Dynamics Electric Boat. "This lead yard services contract will fund critical research and development work to further advance the stealth, capability and superiority of the Virginia class, providing our sailors with a greater advantage in the undersea domain."

Textron Systems, Shield AI to Collaborate on Multi-Domain Autonomy

Textron Systems and Shield AI will collaborate to integrate artificial intelligence into military systems. Shield AI
HUNT VALLEY, Md., and SAN DIEGO, Calif. – Textron Systems Corp., a Textron Inc. company, and Shield AI, the artificial intelligence (AI) software company focused on operationalizing AI for maneuver by enabling systems to operate on the edge in denied environments, announced in an Oct. 13 their collaboration in support of advanced, multi-domain autonomy for a variety of military applications.

Based on years of mutual experience in the field, Textron Systems and Shield AI are cooperating on proof-of-concept work to integrate Shield AI technology into Textron Systems' proven air, land and sea unmanned systems. As a world-class designer and integrator of systems spanning more than one million operational hours, Textron Systems works with the best and brightest in the business, including Shield AI, to deliver superior capability for evolving customer missions.

"Working with U.S. Department of Defense customers since the

1980s to provide reliable, highly capable unmanned systems, we understand how these technologies extend the capabilities of our warfighters, while keeping them at a safe standoff distance," notes Senior Vice President Wayne Prender of Textron Systems. "We are continuously enhancing our autonomous platforms to meet stated and anticipated future requirements for our customers. We look forward to collaborating with Shield AI on this shared priority."

"Shield AI is delighted to announce this collaboration with Textron Systems, a leading defense technology company known for its advanced unmanned systems and hardware," says Ryan Tseng, Shield AI cofounder and CEO. "We are excited to innovate together and believe this marks a significant moment on our path to achieving our mission and delivering AI for Maneuver at scale."

General Atomics, Boeing Partner on High-Energy Laser Weapon System

An artist's conception of the High Energy Laser weapon system. General Atomics Electromagnetic Systems

SAN DIEGO – General Atomics Electromagnetic Systems (GA-EMS) and Boeing are partnering to jointly pursue opportunities for a 100 kW-class scalable to 250 kW-class High Energy Laser (HEL) weapon system to support a variety of air and missile defense applications, the companies announced in an Oct. 13 release. The partnership combines both companies' expertise in directed energy to build a best-in-class HEL solution capable

of delivering superior, combat-ready protection for the warfighter on an accelerated timeline.

The HEL weapon system will combine GA-EMS' scalable distributed gain laser technology, HELLi-ion battery systems and integrated thermal management with Boeing's beam director and precision acquisition, tracking and pointing (ATP) software. In addition to meeting the high-output power, range, adaptability and precision ATP requirements necessary to defeat an increasing array of emerging threats, the HEL weapon system's compact footprint will offer a reduced logistics footprint and greater configurability for both stand-alone use and integration with a variety of mobile ground, sea and air-based platforms.

"GA-EMS has made significant advancements in developing and demonstrating highly scalable laser technologies to facilitate high output power in smaller, lighter weight packages," said Scott Forney, president of GA-EMS. "We look forward to working with Boeing to deliver a laser weapon system with capabilities designed to meet current operational requirements, while providing the flexibility and adaptability to suit emerging platform requirements supporting missions across a multi-domain battlespace."

"Our partnership with General Atomics will deliver an innovative HEL force protection capability to the warfighter that is capable of supporting future needs and modernization objectives," said Norm Tew, Boeing Missile and Weapon Systems vice president and general manager, and Huntsville site senior executive. "Together, we're leveraging six decades of directed energy experience and proven, deployed technologies to rapidly field a next-generation solution with unmatched precision, performance, safety and affordability."

Wärtsilä Voyage Simulators Selected by Maritime for Remote Learning

Massachusetts Maritime Academy cadets are receiving remote training via Wartsila's cloud-based simulation systems. Massachusetts Maritime Academy.

HELSINKI – Wärtsilä Voyage will supply two of its advanced cloud-based simulation solutions to the Massachusetts Maritime Academy (MMA) in the United States under a one-year agreement, the company said in an Oct. 12 release.

This will allow cadets at the Academy to continue receiving safe and effective navigational training, despite restrictions imposed because of the Covid-19 pandemic. The agreement was signed in September 2020 and was the first application of Wärtsilä's cloud simulation technology in the US.

By adding cloud simulation, MMA can maintain total class volume but offer the same instruction either in the physical classroom or online, by shifting to a blended method of delivery as needed. The online simulator utilizes the same content as deployed in the on-campus classroom, allowing for quick implementation, while providing the flexibility needed to help in overcoming scheduling challenges. The cloud infrastructure also provides a ready-to-go solution as part of contingency planning in case of heightened restrictions being necessitated in the future.

"Wärtsilä's cloud simulation solution solves our immediate needs to offer expanded online content due to Covid-19. It also gives us a long-term platform for simulation in blended

learning that will allow MMA to continue leading the industry with innovative technologies for our students," said John Belle, Associate Professor at the Academy.

"Remote learning is a growing trend that is especially valuable in times like these, and it is important that the training of future maritime officers can continue with or without classroom attendance. The approved courses can carry on just as before, the only difference being the delivery method. This is a prime example of Wärtsilä's success in developing smart technologies that enhance the efficiency and safety of maritime operations," said Neil Bennett, director of Global Simulation Sales, Wärtsilä Voyage. The Wärtsilä scope under this agreement includes the company's Navi-Trainer Professional Marine Navigation Cloud Simulation software, two classrooms and TADS navigational charts.

Massachusetts Maritime Academy is a fully accredited, four-year, co-educational state university offering Bachelor and Master of Science degrees for maritime cadets. The Academy is an established customer of Wärtsilä Voyage and utilizes a number of the company's simulator solutions in its training program.

SAIC Wins $49.5M U.S. Navy Contract for Saudi C4ISR Upgrades, Refurbishment

U.S. Marines with 2nd Battalion, 7th Marines assigned to the Special Purpose Marine Air-Ground Task Force-Crisis Response-Central Command (SPMAGTF-CR-CC) 19.2, conduct raid rehearsals

with the Royal Saudi Naval Forces (RSNF) during Nautical Defender (ND) 20. SAIC will continue to provide C4ISR support services to the RSNF under a new task order. U.S. Marine Corps / Lance Cpl. Sahara Luna

MCLEAN, Va. – The U.S. Navy awarded Science Applications International Corp. a $49.5 million single-award task order to continue to provide the Royal Saudi Naval Forces support services for command, control, communications, computers, and intelligence, surveillance and reconnaissance (C4ISR) upgrade and refurbishment, the company said in an Oct. 12 release. The work will take place in the Kingdom of Saudi Arabia.

Under the cost-plus fixed-fee task order, awarded as part of the SeaPort-NxG contract, SAIC will leverage repeatable solutions such as engineering, design and integration, integrated product support and sustainment capabilities on critical networks. These networks fulfill the Naval Information Warfare Systems Command's requirement for Program Executive Office C4I International Integration Program Office (PMW 740) Royal Saudi Naval Forces (RSNF) In-Kingdom of Saudi Arabia (KSA) Support Services.

"For more than 40 years, SAIC has supported the Navy's mission to help maintain the Royal Saudi Naval Forces' C4ISR capability modernization, engineering and logistics," said Jim Scanlon, SAIC executive vice president and general manager of the Defense Systems Group. "As a leader in technology integration, SAIC is excited to continue its assistance to the Navy as it continues to build this strategic partnership with the Kingdom of Saudi Arabia."

SAIC will deliver solutions and services to include program management, systems engineering and integration, maintenance engineering, and integrated logistics for the modernization and refurbishment of RSNF systems. These services are enabled by SAIC's legacy of support to RSNF, and SAIC's investments in digital engineering and end-to-end logistics and supply chain solutions.

The prime contract has a five-year base period of performance.