

Coast Guard, CBP Interdict Cocaine on Miami River



This is a photo of the motor vessel La Temperance on the Miami River, Florida, Sept. 14, 2020. Coast Guard Sector Miami and U.S. Customs and Border Protection Office of Field Operations law enforcement teams interdicted about 33 pounds of cocaine Monday. U.S. Coast Guard

MIAMI – Coast Guard Sector Miami and U.S. Customs and Border Protection (CBP) Office of Field Operations law enforcement teams interdicted about 33 pounds of cocaine Monday after conducting a joint boarding of the motor vessel La Temperance on the Miami River, the Coast Guard 7th District said in a Sept. 16 release.

The motor vessel was boarded due to the last port of call and suspected fraudulent mariner credentials.

While the law enforcement teams inspected common spaces on the vessel, a CBP K-9 unit detected and found 20 packages of cocaine.

“This successful joint boarding illustrates the power of the DHS Security Regional Coordinating Mechanism to combat illicit trafficking,” said Capt. Jo-Ann Burdian, commander, Sector Miami. “We work together each day with our partners to improve the safety and security of Miami’s ports and waterways.”

“This is the latest example of strong partnerships developed in Florida to combat illicit smuggling tactics and keep drugs off our streets,” said Miami Seaport Port Director Jorge Roig. “CBP’s mission demands vigilance as we address all the border security threats.”

Enforcement actions are pending.

Ingalls Shipbuilding Successfully Completes Builder's Trials for Stone



National security cutter, Stone (WMSL 758), spent three days in the Gulf of Mexico testing propulsion and auxiliary equipment, as well as various shipboard systems. Lance Davis/Huntington Ingalls Industries

PASCAGOULA, Miss. – Huntington Ingalls Industries' Ingalls Shipbuilding division announced today the successful completion of builder's sea trials for the U.S. Coast Guard's newest national security cutter (NSC), Stone (WMSL 758), the company said in a Sept. 14 release. The ship spent three days in the Gulf of Mexico testing propulsion and auxiliary equipment, as well as various shipboard systems.

"Every successful sea trial is a major accomplishment for our shipbuilders, but this set proved to be a particularly substantial undertaking," said Jay Boyd, Ingalls' NSC program manager. "Since the year began, our team has persevered through every challenge. Learning through each obstacle presented by the COVID-19 pandemic, the NSC team has worked tirelessly to ensure the Coast Guard receives another high-performance cutter to help protect our nation."

In the weeks preceding NSC 9 builder's trials, safety precautions were put in place to minimize the potential risk of COVID-19 to participants while at sea. The number of shipboard riders was reduced by one-third to allow for adequate social distancing. Those allowed onboard were tested for COVID-19 one week prior to sail, and were screened the morning of departure. Masks were required at all times, food

services were staggered, and in addition to the cutter's regular cleaning regimen, each individual received their own personal supplies to clean their way in and out of spaces onboard the ship.

Ingalls has delivered eight Legend-class NSCs with two more under construction, and one additional under contract. Stone (WMSL 758), the ninth NSC, is scheduled for delivery later this year.

NSC 9 was named to honor Coast Guard officer Commander Elmer "Archie" Fowler Stone, Coast Guard aviator number one, who made history in 1919 for being one of two Coast Guard pilots in the four-man air crew who completed the first transatlantic flight in a Navy seaplane.

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

Cutter Completes Multi-Country Patrol for Illegal Fishing in the South Pacific



The crews of the Coast Guard Cutter Kimball (WMSL 756) and an Air Station Barbers Point HC-130 Hercules airplane conduct joint operations in the Pacific August 14, 2020. The crews

were participating in the multi-country maritime Operation Nasse designed to prevent Illegal, unregulated or unreported (IUU) fishing in Oceania. U.S. Coast Guard
HONOLULU – The Coast Guard Cutter Kimball (WMSL 756) returned to Honolulu Sunday following its nearly two-month patrol supporting the multi-country maritime Operation Nasse throughout Oceania, the Coast Guard 14th District said in a Sept. 15 release.

Operation Nasse is an annual Pacific Quadrilateral Defense Coordination Group operation consisting of assets from the United States, Australia, France, New Zealand, and Pacific Island Forum Fisheries Agency which completed Aug. 23.

“This is the first time the Coast Guard has sent a surface asset to participate during the Pacific Quadrilateral Defense Coordination Group’s operation,” said Lt. j.g. Joseph Fox, an assistant combat systems officer aboard the Kimball. “Service members from the Coast Guard Cutter Kimball and an Air Station Barbers Point HC-130 aircrew conducted joint missions with their multi-national counterparts to achieve the common goal of preventing illegal, unreported, and unregulated fishing in the Pacific.”

The purpose of this year’s operation was to investigate the effect COVID-19 had on fishing activities on the high seas and to identify fishing vessels not complying with the Western and Central Pacific Fisheries Commission (WCPFC) conditions. Illegal, unregulated or unreported (IUU) fishing undermines a nation’s sovereignty, threatens its economic security, and weakens global rules-based order.

Each participating country provided assets to support the operation including flights by RNZAF P-3K Orions based out of Auckland, Australian Maritime Border Command Dash 8s based out of Brisbane, and French Guardians from Noumea.

The partner’s cooperation provided a significant reach in surveillance which allowed the French patrol boat

“La Glorieuse” and the Kimball to home in on specific vessels identified as possibly being of interest to confirm their activities were within regulations.

Air and sea surveillance, and maritime intelligence sharing provided an opportunity for the participants to work collaboratively to detect, deter, suppress, and report potential IUU fishing activity.

In addition to Operation Nasse, the crew of the Kimball also conducted a high seas patrol off American Samoa and Fiji.

Working closely with their Fijian counterparts, the crew supported U.S.-Fiji bilateral agreements and enforced partner nations respective Exclusive Economic Zones while promoting legal, sustainable fisheries.

In the Pacific, the annual tuna catch is estimated at over \$5 billion and provides a significant percentage of the income of many of the South Pacific Nations. Ensuring that vessels operating on the high seas are complying with WCPFC regulations to protect fish stocks and other marine life resulting in these valuable resources remaining sustainable for future generations.

All asset crews were working to national rules regarding COVID-19, implemented to keep all personnel as safe as possible while still being able to achieve many of the operational goals.

Navy Awards L3Harris \$104

Million Contract for F/A-18 EW System



Aviation Boatswain's Mate (Equipment) 2nd Class Olivia Fobbs, from Los Angeles, signals an F/A-18F Super Hornet attached to the Diamondbacks of Strike Fighter Squadron (VFA) 102 on the flight deck of the Navy's only forward-deployed aircraft carrier USS Ronald Reagan (CVN 76) in support of Valiant Shield 2020. U.S. Navy / Mass Communication Specialist 2nd Class Samantha Jetzer

MELBOURNE, Fla.—The U.S. Navy has awarded L3Harris Technologies a \$104 million follow-on contract to supply the next production lot of the electronic warfare (EW) system that protects F/A-18 Hornet and Super Hornet aircraft against electronic threats. The announcement was made on Sept. 10 in conjunction with vHook'20 being held virtually, September 10-12.

L3Harris will manufacture and deliver Integrated Defensive Electronic Countermeasures (IDECM) jammer systems for the F/A-18C/D/E/F variants, with deliveries under the new contract expected to be completed by May 2024. The L3Harris ALQ-214A(V)4/5 is the key Onboard Jammer for the IDECM program, protecting the aircraft from electronic threats, including sophisticated integrated air defense systems. The company has received more than \$2 billion in awards to date from the Naval Air Systems Command for AN/ALQ-214 development and production.

“Our commitment to continually modernize F/A-18 EW systems has helped to keep naval aviators ahead of emerging threats and out of harm's way for more than two decades,” said Ed Zoiss, President, L3Harris Space and Airborne Systems. “This longterm collaboration with the Navy and continued development of advanced EW technology uniquely positions L3Harris to provide the jammer solution for the F/A-18

throughout the service-life of the aircraft.”

L3Harris has delivered EW solutions for a wide variety of airborne platforms for more than 60 years, including strategic bombers, tactical fighters and rotary aircraft.

L3Harris’ Space and Airborne Systems segment provides space payloads, sensors and full-mission solutions; classified intelligence and cyber defense; avionics; and electronic warfare solutions.

Cutter Returns Home Following Fisheries Enforcement Patrol



Members from Coast Guard Cutter Douglas Munro stand in formation on the back of the cutter, July 24, 2020. The cutter’s hull day, July 24, correlates with its hull number, 724. U.S. Coast Guard

KODIAK, Alaska – The crew aboard Coast Guard Cutter Douglas Munro (WHEC 724) returned to homeport following a two-month-long Operation North Pacific Guard (NPG) patrol, focused on enforcing international fishery regulations, Monday, Sept. 14, 2020, the Coast Guard 17th District said in a Sept. 15 release.

NPG is an annual high seas U.S. fisheries international law enforcement operation designed to detect and deter illegal, unreported and unregulated fishing activity, including large-scale high seas pelagic drift-net fishing. The NPG includes multilateral and bilateral international agreements with the United States to advance the conservation and management of high seas fisheries resources.

Douglas Munro's crew began their patrol just south of the Aleutian Islands and spent 59 days enforcing fisheries regulations while traveling 12,500 miles throughout the Pacific Ocean. During this time, to ensure compliance with Western and Central Pacific Fisheries Commission and North Pacific Fisheries Commission regulations, the Munro crew conducted inspections aboard 11 fishing vessels of various nationalities.

To better enable both aerial reconnaissance and search and rescue missions, the Munro crew embarked an aviation detachment and an MH-65 Dolphin helicopter aircrew from Coast Guard Air Station San Francisco, California.

"This has been an extremely exciting and rewarding patrol," said U.S. Coast Guard Capt. Riley Gatewood, commanding officer, Douglas Munro. "It was like watching a home-run derby; the crew absolutely crushed each ball into the bleacher seats. The 11 at-sea boardings bolstered U.S. presence that promoted a strong deterrent value, relevancy, and directly contributed to the economic stability and food security for the region. Their outstanding results, positive attitude and exceptional work ethic set the standard for future U.S. Coast Guard engagements."

Thanks to a partnership with the Kodiak Area Native Association, the Munro crew conducted pre-deployment COVID-19 testing, followed by a 14-day monitoring period in order to ensure the safety of the crew during the current global pandemic. Throughout their patrol, the crew maintained strict health precautionary measures and minimized interactions with others to ensure sustained mission readiness.

While patrolling in the vicinity of the Hawaiian Islands, the Douglas Munro crew rendezvoused with Coast Guard Cutter Munro (WMSL 755). Commissioned in 2017, the Munro is the sixth 418-foot, Legend-class national security cutter in the Coast Guard. The Munro is one of the four national security cutters

homeported in Alameda, Calif., and is bearing the same namesake of Douglas Munro, the Coast Guard's only World War II Medal of Honor recipient.

Commissioned in 1971, Douglas Munro is the Coast Guard's only remaining 378-foot High Endurance Cutter from a fleet that was once twelve strong. High Endurance Cutters have a crew of 160 and have long served as the capital ships of the Coast Guard cutter fleet. Douglas Munro has earned the title of the America's Bering Sea Cutter, for her extensive resume of arduous patrols in perilous Aleutian waters. Even after nearly 49 years of service, Douglas Munro remains versatile and can operate globally in the most demanding open ocean environments, from the North Pacific's hazardous fishing grounds to the wind-swept isles of the Aleutians.

Flights Demonstrate GA-ASI's SeaGuardian's Maritime Capabilities



An MQ-9B SeaGuardian. General Atomics Aeronautical Systems SAN DIEGO – General Atomics Aeronautical Systems Inc. (GA-ASI) concluded a set of maritime test flights over the sea-lanes off the coast of Southern California on Sept. 11, using the MQ-9B SeaGuardian Remotely Piloted Aircraft System (RPAS), the company said in a Sept. 14 release.

This was the first MQ-9B configured for surveillance operations over open-water and served to demonstrate MQ-9B capabilities in the maritime environment.

“The SeaGuardian’s debut demonstrated persistent situational awareness in the maritime domain for our customers,” said Linden Blue, CEO of GA-ASI. SeaGuardian is an MQ-9B SkyGuardian configured for maritime ISR (intelligence, surveillance and reconnaissance) mission.

The Southern California test flight demonstrated how SeaGuardian can be used for a variety of maritime missions, including surface search, subsurface search, littoral surveillance, anti-piracy and search and rescue. MQ-9B is all-weather capable, and compliant with STANAG 4671 (NATO Airworthiness type-certification standard for UAS). This feature, along with its operationally proven collision-avoidance radar, enables flexible operations in civil (including ICAO) airspace.

The aircraft onboard sensors included the GA-ASI Lynx Synthetic Aperture Radar (SAR), a Raytheon Intelligence & Space SeaVue Expanded Mission Capability radar, a Raytheon Intelligence & Space Multi-Spectral Targeting System, a Leonardo Electronic Support Measure/Electronic Intelligence SAGE 750, a Shine Micro Automatic Identification System (AIS), an Ultra sonobuoy receiver and a General Dynamics Mission Systems–Canada sonobuoy processor.

NSWC IHEODTD Announces Name Change



Then-Assistant Secretary of the Navy Research, Development and Acquisition Sean J. Stackley visits Naval Surface Warfare Center Indian Head Explosives Ordnance Disposal Technology Division in this 2015 photograph. U.S. Navy / Todd Frantom

INDIAN HEAD, Md. – Naval Surface Warfare Center Indian Head Explosive Ordnance Disposal Technology Division (NSWC IHEODTD) announces its new name, Naval Surface Warfare Center Indian Head Division (NSWC IHD). The name change reflects not only an alignment with its other warfare center counterparts, but also better represents the broader scope of activities at the command.

The command is the only warfare center that included a function in its title, a result of the 2013 merger of then two separate Warfare Center Divisions (Indian Head and EOD Technology). Each of the other nine warfare centers are named only after their geographic location.

“An unforeseen consequence of our old ‘merged’ name was that it gave a limited impression that the only activity at the command is EOD. While our name was obviously inclusive to that mission, it excluded many of the other capabilities at the command such as cartridge actuated devices and propellant actuated devices; chemical, biological and radiological defense; energetics systems engineering; research, development, test, and evaluation; and production,” said NSWC IHD Technical Director Ashley Johnson.

“This name change does not change our staffing or dedication to our critical EOD Department mission. It does not change who we are as a command. We are still the Navy’s premier facility for ordnance, energetics and EOD solutions. What does change is the streamlining of our name to align with the rest of our NAVSEA family, and an expansion of the perception to external entities of our command as a whole,” said Capt. Scott Kraft, NSWC IHD commanding officer and deputy executive manager for DoD EOD Technology.

The command has the largest workforce in the DoD dedicated to EOD and energetics and is home to more than 2,000 employees, approximately 70 of which hold doctorates. NSWC IHD also has eight detachments including sites in Picatinny, N.J.; Rock

Island, Ill.; McAlester, Okla; Ogden, Utah and employees stationed throughout the world. The command's unique synergy and balanced capabilities address all aspects of the energetic technical discipline to include basic research, applied technology and technology demonstration, and prototyping.

NSWC IHD – a field activity of the Naval Sea Systems Command and part of the Navy's Science and Engineering Establishment – is the leader in ordnance, energetics, and EOD solutions. The Division focuses on energetics research, development, testing, evaluation, in-service support, and disposal; and provides warfighters solutions to detect, locate, access, identify render safe, recover, exploit, and dispose of explosive ordnance threats.

Coast Guard Academy Ranked One of Top Colleges in the Nation



The U.S. Coast Guard Academy Class of 2018 graduates and receives their commissions as officers from Vice President Mike Pence during their commencement ceremony, May 23, 2018. U.S. Coast Guard / Petty Officer 3rd Class Nicole Foguth
NEW LONDON, Conn. – The U.S. Coast Guard Academy continues to be featured as one of the nation's top institutions of higher learning this year in prominent college rankings, the academy said in a Sept.14 release.

The U.S. News & World Report and Princeton Review annual college rankings are a comprehensive look at how accredited four-year colleges and universities in the U.S. compare in a

set of widely accepted indicators of excellence in higher education.

This year the Academy ranked #1 in the overall Regional Colleges North and in the Top Public Schools Regional Colleges North categories in the 2021 U.S. News & World Report Best Colleges magazine. The academy was also ranked 2nd in the Most Innovative Schools, 4th in Best Undergraduate Teaching and 11th in the Best in Undergraduate Engineering Programs categories in the same publication.

The Princeton Review also ranked the academy in their annual Best 382 Colleges publication, a listing of the top 15% of colleges and universities in America. The U.S. Coast Guard Academy offers a quality higher education experience that emphasizes leadership, physical fitness and professional development leading to a guaranteed job upon graduation as an officer in the United States Coast Guard.

Coast Guard Repatriates 30 Interdicted Migrants to the Dominican Republic



The crew of the Coast Guard Cutter Robert Yered (WPC-1104) cutter boat is on scene with an illegal migrant voyage interdicted Sept. 7, 2020 with 12 people onboard near Aguadilla, Puerto Rico. U.S. Coast Guard SAN JUAN, Puerto Rico – The Coast Guard Cutter Winslow Griesser (WPC-1116) repatriated 30 of 31 migrants to a Dominican Republic Navy vessel Sept. 11, following the interdiction of two illegal migrant voyages Monday and

Thursday in the Mona Passage west of Puerto Rico, the Coast Guard 7th District said in release.

The two migrant groups claimed to be Dominican Republic nationals. One of the migrants interdicted Monday remains in U.S. custody facing criminal immigration charges 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 crew of the Robert Yered performed exceptionally well during the interdiction of two illegal migrant ventures totaling 31 people,” said Lt. Harrison Carter, cutter Robert Yered commanding officer. “These dangerously overloaded and unseaworthy vessels with no lifesaving equipment onboard were only found and interdicted through the hard work and effective collaboration between the Coast Guard and partner agency crews involved in these cases.”

The first interdiction occurred during a routine patrol Monday morning, when the crew of a Coast Guard Clearwater HC-130 aircraft detected an illegal migrant voyage, approximately five nautical miles west of Aguadilla, Puerto Rico.

The migrant group was traveling aboard a 20-foot makeshift boat that was transporting 10 men and two women. The crew of cutter Robert Yered safely embarked the migrants for safety of life at sea concerns.

The crew of a Puerto Rico Police Joint Forces of Rapid Action marine unit interdicted a second illegal voyage Wednesday night, approximately seven nautical miles offshore from Isabela, Puerto Rico. The migrant group was traveling aboard a 28-foot makeshift boat with 19 men aboard.

After embarking the migrants in each case, the crew conducted biometrics processing, which revealed the criminal history for

the migrant who is facing federal prosecution.

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

Cutter Robert Yered rendezvoused with and transferred the migrants to the cutter Winslow Griesser for their transport to Dominican Republic territorial waters off Punta Cana, Dominican Republic for their repatriation.

Cutters Robert Yered and Winslow Griesser are 154-foot fast response cutters homeported in Miami and San Juan, Puerto Rico, respectively.

Future Attack Submarine Christened Montana at Huntington Ingalls



With one solid swing, the ship's sponsor, former Secretary of the Interior Sally Jewell, christened the Virginia-class submarine Montana (SSN 794) as (from left) the ship's commanding officer Capt. Michael Delaney and Newport News Shipbuilding President Jennifer Boykin look on. Matt Hildreth / HII

NEWPORT NEWS, Va. – In its first ceremony celebrating the U.S. Navy's newest fast-attack submarine in front of a virtual audience, Huntington Ingalls christened pre-commissioning unit Montana (SSN 794) Sept. 12 at the company's Newport News

Shipbuilding division, the company said in a release.

Due to COVID-19 restrictions on the size of public gatherings, the christening ceremony was hosted virtually at Newport News' Module Outfitting Facility.

"Yes, we are disappointed we couldn't host the normal pomp and circumstance today, and that our shipbuilders and their families couldn't be here in person to witness history. But as shipbuilders, we know the show must go on," said Jennifer Boykin, president of Newport News Shipbuilding. "Our work doesn't stop for a pandemic, just as the Navy's mission never ends. It is our honor, our duty and our calling to keep the wheels of shipbuilding turning, and in doing so, bring Montana one step closer to her ultimate mission of defending the United States of America."

Boykin also applauded the work and craftsmanship of more than 10,000 shipbuilders from Newport News and its partner, General Dynamics Electric Boat who continue to assemble Montana. She also acknowledged the support of the supplier base – more than 5,000 companies in all 50 states – that provided parts and materials critical to Montana's construction.

Former Secretary of the Interior Sally Jewell, the ship's sponsor, smashed a bottle of sparkling wine across the bow to mark the christening of the submarine that honors the state of Montana.

"I am grateful to the shipbuilders and dedicated Navy officers and crew for building and readying Montana for service to our nation and the world," Jewell said. "It is a privilege to bless and christen this incredible submarine, and to join the current and future submariners as their shipmates for life."

The virtual event included pre-taped segments where maid of honor Mariah Gladstone, of the Blackfeet Nation in Montana, recited a Native American blessing and members of the Confederated Salish and Kootenai Tribes, of Flathead Indian

Reservation, performed a traditional Native American honor song. Rep. Robert C. Scott, of Virginia; members of the Montana congressional delegation including Sens. Jon Tester and Steve Daines, as well as Rep. Greg Gianforte; and General Dynamics Electric Boat President Kevin Graney also offered pre-recorded remarks celebrating the ship's milestone.

Vice Adm. Richard P. Snyder, the Navy's inspector general, also was in attendance.

In his keynote address, Acting Undersecretary of the Navy Gregory J. Slavonic said: "Montana will enhance our fleet with next generation stealth, surveillance and special warfare capabilities. This powerful platform is proof of an ironclad relationship between the Navy and industrial partners who form the backbone of our maritime strength. While this submarine has the capacity to project power on the surface and undersea, it's important to recognize the people in every stage of bringing this ship to life because our people make a difference. Montana is proof of what teamwork of all the people – civilian, contractor and military – can accomplish together."

PCU Montana is the second Navy warship bearing the state's name. The first USS Montana (ACR 13) was an armored cruiser built at Newport News Shipbuilding and launched in 1906. During the ceremony, a replica of the bell that sailed on the first Montana was rung. The bell will be formally presented to the crew at the ship's commissioning and will be part of the submarine for its entire service life.

"Today is an exciting day for the Navy and the crew as our sponsor christened the Navy's newest Virginia-class submarine, the Montana," said Capt. Mike Delaney, commanding officer of the pre-commissioning unit. "While the coronavirus precluded most of the crew's participation in this ceremony, it in no way diminishes the great accomplishment. I couldn't be prouder of the way the crew of Montana alongside our shipbuilding

partners have adapted to the new normal and focused on responsibly living up to our mission. This is not all too surprising given the innate resiliency and toughness I've seen my whole career in the submarine force. This submarine, like all the individuals who have contributed to getting it to this major milestone, will stand as a reflection of strength through adversity."

Three of Montana's crew members hail from the state of Montana.

Construction of Montana began in 2015 under a teaming agreement with Electric Boat. The submarine achieved pressure hull complete earlier this year and is about 85% complete. Montana is scheduled for delivery to the Navy in late 2021.