Defense Production Act Funds Go to Support Navy, Coast Guard Industrial Base

ARLINGTON, Va. — The Defense Department has announced five Defense Production Act Title 3 actions that will help sustain defense-critical workforce capabilities in body armor, aircraft manufacturing, and shipbuilding, Lt. Col. Mike Andrews, a Pentagon spokesman, said in a release.

"These actions will help to retain critical workforce capabilities throughout the disruption caused by COVID-19 and to restore some jobs lost because of the pandemic," Andrews said.

The Pentagon signed a $19.5 million agreement with Steel America to sustain critical industrial base capability and capacity for U.S. Navy shaft repair and manufacturing during the pandemic.

Using funds authorized and appropriated under the CARES Act, this investment at Steel America's Norfolk, Virginia, headquarters will expand its domestic production capability and capacity to support the Navy and U.S. Coast Guard.

Steel America will increase core machine shop peak capacity by 200%, build a "rotatable pool" of spare equipment and help reduce dry-dock times, driving time and facilitate cost savings for the government. This will enable Steel America to retain its workforce throughout the pandemic and restore some jobs.

The Pentagon also has signed a $500,000 agreement with Allied Systems to sustain industrial base capability for manufacturing and service provisioning for cranes and davits

for the Navy and Coast Guard during the pandemic.

This investment at Allied Systems headquarters in Sherwood, Oregon, will address COVID-19 impacts caused by a significant shortfall in CO2 available for welding as well as provide funds to offset disruptions to operations and company orders. DoD and Allied Systems anticipate that it will take three months for initial set-up and support two years of ongoing operations to sustain this capability and capacity.

DoD also signed a $15 million with Bethel Industries Inc. to increase industrial capacity for specialized laser cutting of laminated nylon fabrics for soldier protective systems.

The Pentagon also signed a $20 million contract with GE Aviation on June 5 to sustain the industrial base for highly specialized engineering resources. GE Aviation is one of two U.S. suppliers capable of producing large advanced combat engines.

DoD also allocated $80 million to Spirit AeroSystems Inc. to expand its domestic production capability and capacity for advanced tooling, composite fabrication and metallic machining at Spirit and the supporting lower level supply chain. Spirit AeroSystems designs, develops and manufactures complex structures for the commercial and defense industries. Spirit also makes high-temperature carbon/carbon materials for the Pentagon and defense prime contractors.

Navy Mobilizing Reservists to

Support Ship Maintenance

The Virginia-class fast-attack submarine USS Missouri departs Pearl Harbor Naval Shipyard in May after completing a scheduled extended dry-docking. The Navy is mobilizing Reservists to support aircraft carrier and sub maintenance at its four public shipyards starting in July to help reduce the maintenance backlog from the COVID-19 pandemic. U.S. Navy/Chief Mass Communication Specialist Amanda R. Gray

WASHINGTON – The U.S. Navy is mobilizing 1,629 Reservists to support aircraft carrier and submarine maintenance at its four public shipyards starting in July, Naval Sea Systems Command (NAVSEA) said in a release. This mobilization will help reduce the maintenance backlog that has developed due to the COVID-19 pandemic.

NAVSEA authorized weather and safety leave for shipyard personnel who fell under the U.S. Centers for Disease Control and Prevention's (CDC) "high risk" category for extreme complications tied to the COVID-19 virus. With up to 25% of the production workforce unable to report to their duty location, the shipyards have not been able to execute all their work and have built a backlog of work that, if left unchecked, would result in delays in returning ships to the fleet.

The Reservists are all part of the Navy's Surge Maintenance, or SurgeMain, program. Established in 2005, SurgeMain has 2,200 enlisted Reserve Sailors and 240 Reserve officers across 75 units and was created to augment the Navy's organic civilian shipyard workforce in times of need.

SurgeMain Sailors have technical and trade backgrounds that allow them to have an immediate impact at the shipyards.

"Our Sailors are electricians, pipe fitters, sheet metal workers, plumbers, hydraulic technicians, mechanics,

machinists, carpenters, welders and more," said Capt. Michael P. MacLellan, SurgeMain's national director. "Many of our people have prior experience at the shipyard where they're being sent, down to the specific shop where they will be working alongside the shipyard's organic civilian workforce."

This is the first time SurgeMain has activated this many Reservists at one time.

"We're excited to mobilize and execute the mission for which we've been training," MacLellan said. "This deployment presents a valuable opportunity for our Sailors to hone their skills, contribute to our national defense and allow us to gain valuable lessons you can only learn during mass mobilization."

SurgeMain Reservists will start arriving at their respective shipyards in phases starting in early July, with all 1,629 Sailors onsite by September. They will be functioning on one-year mobilization orders that may be extended or curtailed should circumstances change.

Portsmouth Naval Shipyard in Kittery, Maine, will receive 267 Reservists; Norfolk Naval Shipyard in Portsmouth, Virginia, will receive 486; Puget Sound Naval Shipyard and Intermediate Maintenance Facility in Bremerton, Washington, will receive 676; and Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility at Joint Base Pearl Harbor-Hickam, Hawaii, will receive 200.

"We have been methodical in how we planned this mobilization," said Vice Adm. Tom Moore, NAVSEA's commander. "We did not mobilize anyone who already works in the ship maintenance or construction field, and we worked to place people into shipyards where they have previously drilled so there was a built-in comfort factor for both the Reservist and the shipyard personnel."

Once mobilized, the Reservists will abide by all Defense Department travel restrictions and protocols tied to minimizing the spread of COVID-19. Sailors are being assigned to their designated Reserve duty location, which is usually the shipyard closest to where they live.

Once at their designated shipyard, Sailors will abide by all COVID-19 policies. These include conducting a daily self-screening and undergoing a temperature check prior to accessing the shipyard, wearing all required personal protective equipment and following the same social distancing measures as the rest of the shipyard workforce.

FLIR Receives Orders for UGVs for Navy, Army

FLIR Systems Inc. has received orders for more than 160 of the company's Centaur unmanned ground vehicles for the U.S. Navy and Army. FLIR Systems Inc.

ARLINGTON, Va. – FLIR Systems Inc. has received orders for more than 160 of the company's Centaur unmanned ground vehicles (UGVs) for the U.S. Navy and Army, the company announced. The two contracts totaling $23.5 million include related spares and accessories and are being sourced through the Army's Man Transportable Robotic System Increment II (MTRS Inc II) program.

Since March, FLIR has announced orders totaling more than $65 million for nearly 500 Centaur UGVs from the U.S. Air Force, Marine Corps and now Navy. Explosive ordnance disposal (EOD) teams will use the Centaur to assist in disarming improvised explosive devices, unexploded ordnance and similar hazardous

tasks. Operators can attach different sensors and payloads to the robot to support other functions, such as chemical, biological, radiological and nuclear missions.

“With the Navy joining the MTRS Inc II program, it means that all U.S. military forces will now use a common, medium-sized robotic platform for EOD and CBRN operations,” said Roger Wells, vice president and general manager of the Unmanned Systems and Integrated Solutions business at FLIR.

“In an era of increased joint service operations in combat zones worldwide, having common equipment across EOD units can support more standardized tactics and techniques, plus add new efficiencies in sustainment and training for years to come.

“Our team is incredibly proud to know all four branches of America’s armed services have chosen Centaur as their mid-sized EOD robot. And, more importantly, that our technology is helping so many warfighters keep out of harm’s way,” Wells said.

In 2017, the Army selected Endeavor Robotics, acquired last year by FLIR, as its medium-sized robot provider for MTRS Inc II. The company designed Centaur as its MTRS solution. FLIR is delivering robots to the Army under that multi-year program of record, which upon award was valued at more than $150 million, including options. These latest orders fall under the current ceiling.

Centaur is a medium-sized UGV that provides a standoff capability to detect, confirm, identify, and dispose of hazards. Weighing roughly 160 pounds, the open-architecture robot features an advanced EO/IR camera suite, a manipulator arm that reaches over six feet, and the ability to climb stairs. Modular payloads can be used for CBRNE detection and other missions.

Deliveries are expected to begin in the third quarter of 2020.

Navy Secretary, CNO Announce New Batch of Flag Officer Assignments

ARLINGTON, Va. – The Navy secretary and chief of naval operations on June 10 announced these flag officer assignments:

- **Rear Adm. Daniel L. Cheever** will be assigned as director for plans, policy and strategy, J-5, U.S. Northern Command and North American Aerospace Defense Command, Peterson Air Force Base, Colorado. Cheever served as commander, Carrier Strike Group 4, Norfolk, Virginia.
- **Rear Adm. Thomas E. Ishee** will be assigned as director, global operations, U.S. Strategic Command, Offutt Air Force Base, Nebraska. Ishee is serving as director, Undersea Warfare Division, N97, Office of the Chief of Naval Operations, Washington, D.C.
- **Rear Adm. Peter G. Stamatopoulos** will be assigned as commander, Naval Supply Systems Command, and chief of Supply Corps, Mechanicsburg, Pennsylvania. Stamatopoulos served as director of logistics, J-4, U.S. European Command, Stuttgart, Germany.
- **Rear Adm. (lower half) William J. Houston**, selected for promotion to rear admiral, will be assigned as director, Undersea Warfare Division, N97, Office of the Chief of Naval Operations, Washington, D.C. Houston served as director, plans and operations, U.S. Naval Forces Europe-6th Fleet; deputy commander, 6th Fleet; and commander, Submarine Group 8, Naples, Italy.
- **Rear Adm. (lower half) Anthony C. Carullo** is serving as

director, plans and operations, U.S. Naval Forces Europe-6th Fleet; deputy commander, 6th Fleet; and commander, Submarine Group 8, Naples, Italy. Carullo served as deputy director, strategic targeting and nuclear mission planning, J-5N, U.S. Strategic Command, Offutt Air Force Base, Nebraska.

- **Rear Adm. (lower half) Richard D. Heinz** is serving as director of logistics, J-4, U.S. European Command, Stuttgart, Germany. Heinz served as commander, Naval Supply Systems Command Weapons Systems Support, Philadelphia.
- **Rear Adm. (lower half) Andrew J. Loiselle** is serving as commander, Carrier Strike Group 4, Norfolk, Virginia. Loiselle served as commander, Carrier Strike Group 8, Norfolk.
- **Rear Adm. (lower half) Joseph D. Noble Jr.**, is serving as commander, Naval Supply Systems Command Weapons Systems Support, Philadelphia. Noble served as special assistant for audit readiness, Office of the Assistant Secretary of the Navy (Financial Management and Comptroller), Washington, D.C.
- **Rear Adm. (lower half) Ryan B. Scholl** is serving as commander, Carrier Strike Group 8, Norfolk, Virginia. Scholl served as deputy director, plans, J-5, U.S. Strategic Command, Offutt Air Force Base, Nebraska.

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15 Tons of Drugs Interdicted by Coast Guard, Navy

Offloaded in Port Everglades

The Coast Guard Cutter James crew and interagency partners stand among 30,000 pounds of interdicted narcotics at Port Everglades, Florida, on June 9. U.S. Coast Guard/Petty Officer 3rd Class Brandon Murray

MIAMI – The Coast Guard Cutter James crew on June 9 offloaded about 23,000 pounds of cocaine and approximately 6,900 pounds of marijuana, all worth more than an estimated $408 million, in Port Everglades, Florida, the Coast Guard said.

The drugs were interdicted in international waters of the eastern Pacific Ocean off the coasts of Mexico, Central and South America and in the Caribbean Sea, including contraband seized and recovered during 11 interdictions of suspected drug smuggling vessels by four Coast Guard cutters and two U.S. Navy ships:

- The James was responsible for four interdictions, seizing about 8,400 pounds of cocaine and 3,350 pounds of marijuana.
- The cutter Mohawk was responsible for one interdiction, seizing about 1,700 pounds of cocaine.
- The cutter Confidence was responsible for one interdiction, seizing approximately 1,089 pounds of cocaine.
- The cutter Escanaba was responsible for one interdiction, seizing about 2,200 pounds of cocaine.
- The Navy's USS Pinckney was responsible for two interdictions, seizing approximately 9,050 pounds of cocaine.
- The Navy's USS Lassen was responsible for two interdictions, seizing about 575 pounds of cocaine and 3,575 pounds of marijuana.

"The roughly 15 tons of illicit narcotics being offloaded here today and the likely ensuing prosecutions, are the results of

extraordinary teamwork and intelligence-driven operations," Coast Guard Commandant Adm. Karl Schultz said.

"It is important to note that our fellow citizens aren't the only ones who benefit from these counter-narcotics efforts. Our Central American neighbors face tremendous strain from drug-fueled violence sparked by transnational criminal organizations. Efforts like this enhanced counter-drug operation significantly disrupt the criminal activity destabilizing the region."

The James is a 418-foot national security cutter home ported in Charleston, South Carolina. The cutter Mohawk is a 270-foot medium-endurance cutter homeported in Key West, Florida. The Escanaba is a medium-endurance cutter homeported in Boston. The Confidence, a 210-foot medium-endurance cutter, is homeported in Port Canaveral, Florida. The Pinckney is a 510-foot Arleigh Burke-class destroyer homeported in Naval Base San Diego. The Lassen also is an Arleigh Burke-class destroyer homeported in Naval Station Mayport, Florida.

CNO to Issue Order Banning Confederate Flag

ARLINGTON, Va. – The U.S. Navy has begun to develop a policy prohibiting the display of the Confederate battle flag aboard Navy bases, ships, aircraft and submarines, a Navy official said.

Chief of Naval Operations Adm. Mike Gilday's order will be "meant to ensure unit cohesion, preserve good order and discipline and uphold the Navy's core values of honor, courage

and commitment," Cmdr. Nate Christensen, spokesman for Gilday, said on June 9.

The U.S. Marine Corps already has issued such a policy. Commandant Gen. David Berger on June 5 delivered a message to the Corps banning display of the Confederate flag in public spaces and work areas.

The Marine Corps policy exempts some displays, such as works of art and educational or historical displays where the flag is not the focus. State flags that include the battle flag inset, such as that of Mississippi, also are exempt, as are state-issued license plates and grave sites of Confederate soldiers.

The Department of the Army reportedly is considering changing the names of 10 installations that bear then names of Confederate officers.

Defense Secretary Announces Flag, General Officer Nominations

Vice Adm. James J. Malloy speaks to the crew of the guided-missile destroyer USS Farragut in February over the ship's intercom system. Malloy has been nominated to become deputy commander of U.S. Central Command. U.S. Navy/Mass Communication Specialist 3rd Class Jack D. Aistrup

ARLINGTON, Va. — Defense Secretary Mark T. Esper announced June 9 that the president has made the following nominations:

- **Navy Vice Adm. James J. Malloy** for reappointment to the

rank of vice admiral and assignment as deputy commander, U.S. Central Command, Tampa, Florida. Malloy is serving as commander, U.S. Naval Forces, Central Command; commander, 5th Fleet; and commander, Combined Maritime Forces, Manama, Bahrain.

- **Navy Rear Adm. Michelle C. Skubic** for appointment to the rank of vice admiral and assignment as director, Defense Logistics Agency, Fort Belvoir, Virginia. Skubic is serving as commander of Naval Supply Systems Command and chief of Supply Corps, Mechanicsburg, Pennsylvania.

On June 4, Esper announced the following nomination:

- **Marine Corps Lt. Gen. Robert F. Hedelund** for appointment to the rank of lieutenant general and assignment as commander of U.S. Marine Corps Forces Command and commanding general of Fleet Marine Force Atlantic and U.S. Marine Corps Forces North. Hedelund is serving as commander of U.S. Marine Corps Forces Command and commanding general of Fleet Marine Force Atlantic in Norfolk, Virginia.

Elbit Systems UK Demonstrates USV Capabilities in Anti-Submarine Trials

Elbit Systems UK completed a series of anti-submarine warfare trials with the United Kingdon Ministry of Defence. Elbit Systems

LONDON – Elbit Systems UK completed a series of anti-submarine

warfare (ASW) trials with the United Kingdon Ministry of Defence (MOD), the company said in a release. The trials were delivered via Dstl's (Defence Science and Technology Laboratory) Progeny Framework, exploring how autonomous systems could support future ASW operations.

Elbit Systems UK was one of a shortlist of U.K. companies selected to take part in this second phase of the project – a series of live at sea trials which took place off U.K. coast with the Ministry of Defence in late October 2019.

Elbit Systems UK used its Seagull unmanned surface vehicle (USV) for these trials, with the USA's L3 Harris providing the sonar. Seagull, Elbit System's multi-mission, multi-sensor USV demonstrated its autonomous ASW utility to the U.K. MoD, across the entire trials period, utilizing its 'ASW Toolbox' solution throughout to show how the abilities of this system to offer a force multiplier for ASW operations.

"Elbit Systems has world leading technology to offer to the maritime and littoral environment," said Martin Fausset, chief executive officer of Elbit Systems UK. The Seagull USV has once again, demonstrated its superior capabilities underlining Elbit Systems UK's competitive position to providing innovative and cost-effective solutions to the U.K. Armed Forces. We are proud of our ongoing work with the Royal Navy as we work together to maintain its operational advantage."

The Seagull USV has multimission capability, being able to perform ASW, mine countermeasures (MCM), electronic warfare (EW), maritime security (MS), hydrography and other missions using the same vessels, mission control system and data links.

Meanwhile its ASW capability provides the UK navy with a tactical advantage by deterring and threatening enemy submarines using an available asset with significantly lower

risk. Seagull’s MCM capability facilitates end-to-end mine hunting operations including detection, classification, localization, identification and neutralization of bottom, moored and drifting sea mines.

The Seagull is deployable with capability to operate from port or mothership, with two vessels able to be controlled from the same mission control system and both manned and unmanned modes of operation, the latter featuring a high level of autonomy.

Seagull offers endurance of four days and mission sea-keeping of up to Sea State 5.

Seagull has previously participated in bi-national MCM trials in the North Sea off the Belgian Coast organized by the Directorate General of Material Resources of the Belgian Defence Ministry and has been used in a series of demonstrations alongside several global navies, including being deployed in 2018 by NATO forces in a joint ASW exercise alongside the Royal Navy’s Type 45 destroyer HMS Duncan and the Spanish Navy’s Santa Maria-class frigate “Victoria.”

The Progeny Maritime Research Framework was launched by Dstl to create a community of science and technology suppliers to support current and future maritime research projects. The Progeny Maritime Research Framework is worth up to 200 million pounds over 8 years and it is anticipated that requirements will be delivered by industry, including small and medium sized enterprises and academia.

The Progeny Maritime Research Framework is supporting science and technology research for current in-service capability and the next generation of maritime technology. Examples of research areas it is addressing include unmanned systems, future submarine platforms and underwater communications and networking.

Coast Guard Breaks Illegal Fishing Interdiction Record for 3rd Straight Year

A Station South Padre Island law enforcement boat crew stops a lancha crew engaged in illegal fishing in federal waters in the Gulf of Mexico on April 30. Coast Guard law enforcement crews have already interdicted a record-breaking number of lanchas throughout the Gulf of Mexico for fiscal year 2020. U.S. Coast Guard/Station South Padre Island

NEW ORLEANS — U.S. Coast Guard law enforcement crews have already interdicted a record-breaking number of lanchas throughout the Gulf of Mexico for fiscal year 2020, the Coast Guard 8th District said in a release.

Since October 2019, Coast Guard assets and personnel have detected 176 lanchas and interdicted 106. Since the first recorded lancha interdiction in the late 1980s, the Coast Guard has seen a significant uptick in detection of these vessels, particularly in the past three years, recording a seasonal record of 74 lancha interdictions during the same time frame in the previous fiscal year.

The Coast Guard utilizes a layered approach for interdiction through aircraft, small boats and cutters as well as improved technology on those assets, resulting in the drastic increase in lancha interdictions.

“A huge part of our mission success comes from the dedication

and close coordination between our local, state and federal partners," said Lt. Kurt Mees, Coast Guard Station South Padre Island commanding officer. "We are all committed to the protection of marine resources and the enforcement of U.S. regulations."

A lancha is a fishing boat used by Mexican fishermen that is about 20 to 30 feet long with a slender profile. They typically have one outboard motor and are capable of traveling at speeds in excess of 30 mph. Lanchas pose a major threat, usually entering the United States' Exclusive Economic Zone near the U.S.-Mexico border in the Gulf of Mexico with the intent to smuggle people, drugs or poach U.S. natural resources.

Ford Completes Its Largest Aircraft Embark

200604-N-QI093-1360 ATLANTIC OCEAN (June 4, 2020) The Ford-class aircraft carrier USS Gerald R. Ford (CVN 78) Transits the Atlantic Ocean, June 4, 2020. U.S. NAVY / Mass Communication Specialist 2nd Class Ruben Reed

ATLANTIC OCEAN – With Carrier Air Wing (CVW) 8 embarked, USS Gerald R. Ford (CVN 78) logged significant milestones this week during post-delivery test and trials (PDT&T) operations at sea, the ship's public affairs department said in a June 7 release.

During Ford's largest aircraft embark to date, CVW-8 completed critical milestones on the first-in-class ship, testing secure communications and tactical data links, supporting the use of network-enabled weapons, combined fixed- and rotary-

wing close air support integration and SIMDIS, a multi-dimensional interactive graphical and video display to playback large events for debriefs.

Underway, CVW-8 conducted day and night cyclic flight operations totaling 324 catapult launches and arrested landings, qualifying 50 pilots, including Ford's commanding officer, Capt. J.J. Cummings. To date, Ford has conducted 3,480 catapult launches and arrested landings with the electromagnetic aircraft launch system (EMALS) and ad vanced arresting gear. Additionally, during this execution of cyclic flight operations with CVW-8, Ford moved thousands of pounds of inert ordnance via advanced weapons elevators to F/A-18 Super Hornets, employed during close air support and air-to-ground training missions. Executing cyclic operations and arming aircraft with bombs from the ship's magazines were firsts for the team.

The air wing's embark provided the first opportunity for Ford's weapons department to execute a full ordnance movement using a lower stage weapons elevator. Performing as advertised, Ford's AWEs conducted more than 1,300 cycles during this latest at sea period that enabled the successful transfer of 176 inert bombs in support of air wing operations. Ford's AWEs have conducted over 10,000 cycles to date.

Commander, Carrier Strike Group (CSG) 12 also embarked Ford during this underway, marking the first time a Strike Group Commander and staff embarked Ford for operations. CSG-12 was able to successfully conduct all intended command and control operations, control and distribute the link picture, and coordinate with Ford and Truman Strike Group assets as well as higher headquarters. Rear Adm. Craig Clapperton, commander, CSG 12, assessed that the Strike Group and ship are ahead of schedule in this important command and control domain.

Clapperton emphasized that this PDT&T phase is all about operating Ford systems with fleet operators and discovering

anomalies and working solutions. These solutions will be key to ensuring that when Ford enters the fleet after operational testing, the ship is ready to support the war fighter.

For example, on June 2, just prior to a scheduled flight deck operation cycle, the ship's EMALS went down. Loss of EMALS curtailed flight operations to some extent, but the strike group, ship and air wing team still accomplished significant goals scheduled for the Ford-class aircraft carrier, according to the release.

After several days of troubleshooting and assessing a fault in the launch system's power handling elements, embarked EMALS experts and Ford's crew restored the system to enable the safe fly-off of the air wing on Sunday morning, June 7.

"The ship's response to these EMALS challenges underscores our ability to identify and to correct issues impacting flight operations quickly. That's the purpose of the PDT&T phase," said Clapperton. "The learning and improvement that results from pushing the systems will make the ship and air wing team better and more effective in future underway events."