

KBR Secures \$276 Million NAVAIR Task Order to Deploy IT Solutions

HOUSTON – KBR has been awarded a \$276 million task order to provide state-of-the-art information technology services and equipment to Naval Air Systems Command's (NAVAIR) Logistics and Maintenance Information Systems and Technology Division, the company said in a release.

Under this contract, KBR will assist NAVAIR in supporting global information grid and net-centric operations and delivering logistics IT capability to the Navy and other Department of Defense organizations.

KBR's tasks will include authentication, data transport, fleet user interfaces, large-scale storage, analytics tools and hardware and software infrastructure. As part of this work, KBR will acquire and deliver essential in-service systems engineering, modernization, testing and sustainment capabilities.

"KBR's talented workforce is proud to partner with NAVAIR in implementing and deploying cutting-edge IT solutions across the globe," said Byron Bright, KBR's president of government solutions U.S.

This work, which has an increased scope, is a continuation of services that KBR is currently performing for NAVAIR. The company will perform this work at Naval Air Station Patuxent River in Maryland and other DoD locations. The work is expected to be performed over a period of five years.

USS Dewey Receives First ODIN Laser Weapon to Counter Enemy UAS



The Arleigh Burke-class guided-missile destroyer USS Dewey steams alongside the aircraft carrier USS Carl Vinson. The Dewey recently was the first guided-missile destroyer to receive the ODIN anti-UAS laser weapon system. (U.S. Navy photo by Mass Communication Specialist 2nd Class Z.A. Landers WASHINGTON – The U.S. Navy recently installed the first Optical Dazzling Interdictor, Navy (ODIN), a laser weapon system that allows its ships to counter enemy unmanned aerial systems (UAS), Naval Sea Systems Command said.

The first system was installed on the Arleigh Burke-class guided-missile destroyer USS Dewey during the ship's recently completed dry-docking.

ODIN's development, testing and production was done by Navy experts at Naval Surface Warfare Center (NSWC) Dahlgren Division in Dahlgren, Virginia, in support of Program Executive Office Integrated Warfare Systems. Their work on the laser weapon system known as LaWS positioned them to be the design and production agent for ODIN.

During his recent visit to the Dewey, James F. Geurts, assistant secretary of the Navy for research development and acquisition, said he was impressed by the rapid progress made by the team.

Geurts said: "This is a great example of our organic talent at the warfare centers all working together with ship's company

to deliver a system which will provide game-changing capability. Bravo Zulu to the entire ODIN team on being mission-focused and delivering lethal capability to the warfighter.”

Going from an approved idea to installation in two and a half years, ODIN’s installation on Dewey is the first operational employment of the stand-alone system that functions as a dazzler to combat threats from enemy UAS.

Adversaries’ UAS production and employment has increased significantly, and ODIN was developed to counter these threats.

“The Pacific Fleet commander identified this urgent counter-intelligence, surveillance and reconnaissance need, and the chief of naval operations directed us to fill it as quickly as possible,” said Cmdr. David Wolfe, Program Executive Office Integrated Warfare Systems Directed Energy office.

“The NSWC Dahlgren Division team did an amazing job addressing challenges and keeping our accelerated schedule on track and moving forward to deliver this capability.”

Within the next couple of years, the ODIN program will have all units operational within the fleet. Lessons learned from ODIN’s installation on Dewey will inform installation on other vessels and further development and implementation of surface Navy laser weapon systems.

Polar Star Completes Antarctic Treaty Inspections, Resupply Mission



The Cutter Polar Star moored on Feb. 5 next to a Maersk containership in McMurdo, Antarctica. U.S. Coast Guard/Senior Chief Petty Officer NyxoLyno Cangemi

MCMURDO STATION, Antarctica – The 159 crew members onboard U.S. Coast Guard Cutter Polar Star departed McMurdo Station on Feb. 19 after escorting three refuel and resupply vessels and assisting with a five-day inspection of foreign research stations, installations and equipment in Antarctica, according to the Coast Guard Pacific Area.

The departure marks the Polar Star's 23rd journey to Antarctica in support of Operation Deep Freeze, an annual joint military service mission to resupply U.S. stations in Antarctica, in support of the National Science Foundation, the lead agency for the U.S. Antarctic Program.

The Seattle-based 399-foot, 13,000-ton Polar Star created a 23-mile channel through the ice to McMurdo Sound, which enabled the offload of over 19.5 million pounds of dry cargo and 7.6 million gallons of fuel from three logistics vessels. Together these three ships delivered enough fuel and critical supplies to sustain NSF operations throughout the year until Polar Star returns next year.



Royal Canadian Navy Leading Seaman Jeff Dubinsky prepares for a dive. Scuba divers from the U.S. Coast Guard, U.S. Army and the Royal Canadian Navy serve aboard the Polar Star to effect emergency repairs if needed to the aging heavy icebreaker. U.S. Coast Guard/Senior Chief Petty Officer NyxoLyno Cangemi
The Polar Star also supported a team of U.S. government

officials from the State Department, National Science Foundation, the National Oceanic and Atmospheric Administration and Coast Guard who conducted a five-day inspection of foreign research stations, installations and equipment.

The U.S. continues to promote Antarctica's status as a continent reserved for peace and science in accordance with the provisions of the Antarctic Treaty of 1959. The inspection serves to verify compliance with the Antarctic Treaty and its environmental protocol, including provisions prohibiting military measures and mining as well as provisions promoting safe station operation and sound environmental practices.

The team inspected three stations: Mario Zucchelli (Italy), Jang Bogo (South Korea) and Inexpressible Island (China). This was the 15th inspection of foreign research stations by the U.S. in Antarctica and the first since 2012. The U.S. will present its report on the inspections at the next Antarctic Treaty Consultative Meeting in Helsinki, Finland, in May.

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Greg Stanclik, commanding officer of the Polar Star

"I am immensely proud of all the hard work and dedication the men and women of the Polar Star demonstrate each and every day," said Greg Stanclik, commanding officer of the heavy icebreaker.

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Commissioned in 1976, the Polar Star is the only operational U.S. heavy icebreaker, capable of breaking ice up to 21 feet thick. Reserved for Operation Deep Freeze each year, the ship spends the winter breaking ice near Antarctica, and when the mission is complete, returns to dry dock to conduct critical maintenance and repairs in preparation for the next Operation Deep Freeze mission.

If a catastrophic event, such as getting stuck in the ice, were to happen to the Coast Guard Cutter Healy in the Arctic or to the Polar Star near Antarctica, the U.S. Coast Guard is left without a self-rescue capability. By contrast, Russia operates more than 50 icebreakers – several of which are nuclear-powered.

The U.S. Coast Guard has been the sole provider of the nation’s polar icebreaking capability since 1965 and is seeking to increase its icebreaking fleet with six new polar security cutters to ensure continued national presence and access to the polar regions.

In April, the Coast Guard awarded VT Halter Marine Inc. of Pascagoula, Mississippi, a contract for the design and construction of the Coast Guard’s lead polar security cutter, which will also be homeported in Seattle. The contract also includes options for the construction of two additional PSCs.

“Replacing the Coast Guard’s icebreaker fleet is paramount,” said Vice Adm. Linda Fagan, commander of the Coast Guard’s Pacific Area. “Our ability to clear a channel and allow for the resupply of the United States’ Antarctic stations is essential for continued national presence and influence on the continent.”

Cape Henry, KOVA Global Partner on Navy Training Curriculum

VIRGINIA BEACH, Va. – Cape Henry Associates (CHA) and KOVA Global (KOVA) have partnered in pursuit of upgrading the U.S. Navy's training curriculum. CHA and KOVA came together to form Tanya Faye Kocha (TFK), a joint venture that leverages both CHA and KOVA.

CHA and KOVA have worked together for more than a decade on defense contracts. KOVA is a woman-owned small business made up of more than 80% surface Navy veterans while CHA is a veteran-owned business whose employee base is 58% veterans and has a 99.5% on-time product delivery rate.

TFK was formed specifically to compete for a Naval Air Warfare Center Training Systems Division contract for development of training requirements analysis and curriculum modernization products and program management for the Navy.

CHA and KOVA have worked together on similar contracts, such as the Carrier-Advanced Reconfigurable Training System (C-ARTS). Both parties are experienced in the systems and processes of this specific type of contract.

TFK combines the high-speed agility and technical capabilities of KOVA and melds them with the sophisticated systems and processes of CHA to offer a focused, purpose-built joint venture with proven performance in high-volume production pipelines of diverse training analyses and content development.

Oshkosh Defense Receives \$407.3 Million Order for JLTVs



Master Gunnery Sgt. Kiel Allen directs a JLTV out of the well deck of the Wasp-class amphibious assault ship USS Kearsarge. U.S. Navy/Mass Communication Specialist 3rd Class Jacob Vermeulen

OSHKOSH, Wis. – Oshkosh Defense said the U.S. Army Contracting Command-Detroit Arsenal has placed an order for 1,240 Joint Light Tactical Vehicles (JLTVs) and associated kits. The U.S. Marine Corps also will use the JLTV.

In addition to the Marines, this order includes JLTVs for Slovenia and Lithuania and kits for the Marines, the Army and the two foreign countries.

“We work side-by-side with the Joint Program Office to give the military the necessary technological edge to compete with and defeat the most advanced adversaries,” said George Mansfield, vice president and general manager of joint programs for Oshkosh Defense. “Without sacrificing mobility or transportability, the JLTV can accommodate over 100 mission package configurations, a true testament to its agility and modularity.”

The JLTV’s digital architecture allows incorporation of advances in weapons, lasers, sensors, networking and communications. Additionally, foreign interest in the highly capable JLTV platform continues to grow. The award includes orders for JLTVs to Slovenia and JLTVs to Lithuania through the Foreign Military Sales process.

“We are proud of our vehicle and proud of this program,” Mansfield said. “The JLTV stands out as one of the few major programs delivering on its promises – it is on time, on budget, and delivering against all program requirements. Our mission is to enable the brave men and women of our Armed Forces and our allies to complete their missions and return home safely.”

MARAD Awards More Than \$280 Million in Grants for Nation’s Ports

WASHINGTON – The Department of Transportation’s Maritime Administration (MARAD) announced on Feb. 14 that it has awarded more than \$280 million in grants through the new Port Infrastructure Development Program. This funding is designed to improve port facilities at or near coastal seaports.

“Ports are gateways to the world and port infrastructure investments will improve the regional economy, increase productivity and economic competitiveness and create more jobs,” U.S. Transportation Secretary Elaine L. Chao said.

The Port Infrastructure Development Program supports efforts by ports and industry stakeholders to improve facility and freight infrastructure to ensure U.S. freight transportation needs – present and future – are met. The program provides capital financing and project management assistance to improve port capacity and efficiency.

“We are very excited to have the opportunity to work more directly with America’s ports to enhance their facilities,”

Maritime Administrator Mark H. Buzby said. “The grants awarded will ensure that these facilities are operating at their highest, most productive capacities.”

The grant recipients were:

- Anchorage
- Long Beach, California
- Los Angeles
- Cape Canaveral, Florida
- Miami-Dade County, Florida
- Savannah, Georgia
- LaPlace, Louisiana
- Duluth, Minnesota
- Harrison County, Mississippi
- Cleveland
- Toledo, Ohio
- Charleston, South Carolina
- Corpus Christi, Texas
- Houston
- Milwaukee

Coast Guard Cutter Vigilant Crew Back Home After 55-Day Counter-Drug Patrol



The Vigilant crew prepares to moor in Golfito, Costa Rica, while on their 55-day counter-drug patrol in January. U.S. Coast Guard

CAPE CANAVERAL, Fla. – The crew of the Coast Guard Cutter Vigilant returned home here on Feb. 16 after a 55-day counter-

drug patrol in the eastern Pacific Ocean, the Coast Guard 7th District said in a release.

The Vigilant crew's efforts during their patrol led to the seizure of 2,155 kilograms of cocaine, 30 pounds of marijuana and one pound of amphetamine, together valued at \$81.7 million, and the detention of 11 suspected traffickers.

While on patrol, the Vigilant crew interdicted three suspected drug smuggling vessels with two of the interdictions both occurring within a 24-hour span. The first interdiction occurred when the crew intercepted a 45-foot low profile vessel smuggling 810 kilograms of cocaine. The Vigilant crew resumed their patrol after the four suspected smugglers aboard were detained and evidence to facilitate prosecution was collected.

Eight hours later, the crew interdicted a second vessel, a 35-foot panga, on which Vigilant's boarding team seized 355 kilograms of cocaine, 30 pounds of marijuana, and one pound of amphetamine, and detained four suspected smugglers.

While in the Pacific, the Vigilant crew worked with several U.S. and partner nation assets, including a Military Sealift Command ship and three Coast Guard cutters. In Panama, the crew conducted a professional exchange and training with officials from Panamanian law enforcement and military agencies to promote regional stability and security, economic prosperity and resiliency through collaboration.

The Vigilant also hosted Panama's Tactical Unit of Drug Operations and the National Aeronaval Service to share the Coast Guard's process for collecting and preserving evidence to support the prosecution of smuggling cases. During a brief stop in Ecuador, the crew liaised with the Ecuadorian navy and local government officials to coordinate a short-fused custodial transfer of an Ecuadorian national suspected of drug smuggling.

The Vigilant is a multimission 210-foot medium-endurance cutter whose missions include illegal drug and migrant interdiction and search and rescue. The cutter patrols throughout the Caribbean basin, Atlantic seaboard and periodically the eastern Pacific Ocean.

Cutter Tampa Returns Home After Interdicting \$154 Million in Drugs



The Coast Guard Cutter Tampa on patrol in the eastern Pacific Ocean last August. The Tampa's crew interdicted four vessels with more than 9,200 pounds of cocaine, worth an estimated \$154 million. U.S. Coast Guard/Petty Officer 2nd Class Lisa Ferdinando

PORTSMOUTH, Va. – The crew of the U.S. Coast Guard cutter Tampa returned Feb. 16 to their homeport in Portsmouth, Virginia, after an 80-day counter-drug patrol in the eastern Pacific Ocean, the Coast Guard's 5th District said in a release.

The Tampa's crew interdicted four vessels with more than 9,200 pounds of cocaine, worth an estimated \$154 million. The crew also detained 12 suspected drug smugglers, boarded three additional vessels and responded to one search-and-rescue case.

The cutter began the patrol by embarking an armed helicopter crew from the Coast Guard's Helicopter Interdiction Tactical Squadron (HITRON) in Mayport, Florida. Working together they were able to increase the Coast Guard's ability to detect and

stop vessels suspected of drug smuggling.

Prior to entering the primary patrol area, the crew of the Tampa conducted a training engagement with the Guatemalan navy in Puerto Santo Tomás de Castilla as part of Operation Crested Eagle. The Tampa's crew provided law-enforcement training, tours of the ship, and engineering technical support for Guatemalan vessels.

The crew is looking forward to spending time with friends and family during a well-deserved stand-down period. They will then prepare for the biennial Tailored Ship's Training Availability, a several-week program designed to train the crew and assess the readiness of the cutter through a variety of drills.

"I am humbled and very proud of what our crew has accomplished during this patrol," said Cmdr. Michael Cilenti, commanding officer of the Tampa.

"Just keeping our 36-year-old ship operating is a full-time job, and our crew not only did that, but safely and professionally executed our counter-drug mission. Saving lives by keeping drugs off our streets and helping eliminate drug cartels' destabilizing influence of our Central and South American neighbors is something we all care very deeply about."

**Bollinger Delivers USCGC
Edgar Culbertson, the 37th**

Fast-Response Boat

LOCKPORT, La. – Bollinger Shipyards delivered the USCGC Edgar Culbertson, the 37th fast-response cutter (FRC), to the U.S. Coast Guard on Feb. 6 in Key West, Florida, the company said in a release.

Each FRC is named for an enlisted Coast Guard hero who distinguished himself or herself in the line of duty. The Culbertson is named after the boatswain's mate first class petty officer who died in the line of duty while trying to rescue three teenage brothers during a fierce storm in Duluth, Minnesota, in April 1967. Culbertson was posthumously awarded the Coast Guard Medal for his bravery and heroism.

"We are very pleased to announce the latest FRC delivery," said Ben Bordelon, Bollinger's president and CEO. "The USCGC Edgar Culbertson is the second of three fast-response cutters to be home-ported in Galveston, Texas. The industrial base of over 600 local men and women at Bollinger constructing these high-quality vessels have consistently delivered over half of the program of record to date, with the highest quality, on schedule and within budget."

"While providing the United States Coast Guard with an extremely capable and affordable asset, the Bollinger FRC program also provides tremendous benefits to ... Louisiana, not only through highly skilled and well-paying jobs, but also through its direct and indirect spending, resulting in millions of dollars of economic benefits to the state," Rep. Steve Scalise (R-La.) said.

The 154-foot Sentinel-class has a flank speed of 28 knots, state-of-the-art command, control, communications and computer technology and a stern launch system for the vessel's 26-foot cutter boat.

Senior Coast Guard officials have described the FRC as an

operational “game-changer.” The cutters have been deployed as far as 4,400 nautical miles from homeport, highlighting the FRC’s operational reach and capability.

Keel Laid for Future USNS Cherokee Nation



An artist rendering of the future USNS Cherokee Nation (T-ATS 7). U.S. Navy/Mass Communication Specialist 1st Class Paul L. Archer

HOUMA, La. – A keel-laying ceremony was held Feb. 12 for the future USNS Cherokee Nation (T-ATS 7), the second ship of the Navy’s Navajo class of towing, salvage and rescue vessels. The ceremony was held near Gulf Island Shipyard at the Houma Terrebonne Civic Center.

The ceremony formally marks the start of a ship’s life and the joining of the ship’s modular components. The keel serves as the symbolic backbone of the ship.

In attendance to authenticate the keel was Principal Chief of the Cherokee Nation, Chuck Hoskin Jr., and the ship’s sponsor and deputy speaker of the Cherokee Nation Tribal Council, Victoria Mitchell Vazquez.

During the ceremony, the keel authenticators etched their initials into the keel plate and declared it to be “truly and fairly laid.”

“We are honored to have so many representatives of the Cherokee Nation in attendance to celebrate this early milestone,” said Mike Kosar, support ships, boats and craft

program manager, Program Executive Office Ships. "The ship is critical to the operations of our fleet and will soon sail with the pride and determination of the Cherokee people, which it is named to honor."

The Navajo-class will provide ocean-going tug, salvage and rescue capabilities to support fleet operations. The current capabilities are provided by three T-ATF 166 and two T-ARS 50 class ships, several of which will reach the end of their expected service lives later this year.

Navajo-class ships will be capable of towing U.S. Navy ships and will have 6,000 square feet of deck space for embarked systems. The platform will be 263 feet long, have a beam of 59 feet and can carry a load of nearly 2,000 tons.

In addition to the future USNS Cherokee Nation (T-ATS 7), Gulf Island Shipyard is building the future USNS Navajo (T-ATS 6) and is under contract for the detail design and construction of the future USNS Saginaw Ojibwe Anishinabek (T-ATS 8).