

Esper Taps Braithwaite to Become Next Navy Secretary



Kenneth J. Braithwaite, U.S. ambassador to Norway, aboard the Arleigh Burke-class guided-missile destroyer USS Bainbridge last June. He will be the nominee to replace Richard V. Spencer as Navy secretary. U.S. Navy/Mass Communication Specialist 1st Class Theron J. Godbold

ARLINGTON, Va. – Defense Secretary Mark Esper recommended that retired Rear Adm. Kenneth J. Braithwaite II, who serves as U.S. ambassador to Norway, become the next Navy secretary and successor to Richard V. Spencer, who resigned Nov. 24. President Trump signaled in a tweet he intends to nominate Braithwaite.

Braithwaite is a former P-3 naval aviator who became a Navy public affairs officer.

In his final assignment as the Navy's vice chief of information, Braithwaite served as the principal Navy Reserve liaison and adviser to the chief of information, having responsibility for formulating strategic communications counsel to Department of the Navy leadership, according to his official biography. He also served as the head of the Navy Reserve public affairs program and as an adjunct adviser to commander, Navy Reserve Force.

A 1984 graduate of the U.S. Naval Academy, Braithwaite was designated a naval aviator in April 1986. His first operational assignment was to Patrol Squadron 17, NAS Barbers Point, Hawaii. He flew anti-submarine missions, tracking adversary submarines throughout the western Pacific and Indian oceans, according to his official biography.

In April 1988, he was redesignated as a public affairs

officer with a first tour aboard the aircraft carrier USS America. He had additional duty as the PAO to commander, Carrier Group 2, and the commander of Striking Force 6th Fleet. He made both a NATO force deployment to the North Atlantic operating above the Arctic Circle and a Mediterranean/Indian Ocean cruise, where the battle group responded to tensions in the Persian Gulf. In 1990, he was assigned to the staff of commander, Naval Base Philadelphia, as chief of public affairs.

Braithwaite left active duty in 1993 and resumed service in the Navy Reserve, where he served with numerous commands from Boston to Norfolk, Virginia. Also during this time, he earned a master's degree in government administration with honors from the University of Pennsylvania.

In October 2001, Braithwaite assumed command of NR Fleet Combat Camera Atlantic at Naval Air Station Willow Grove, Pennsylvania, according to his bio. During this tour the command was tasked with providing support to the Joint Task Force Commander, Guantanamo Bay, Cuba. In March 2003, he deployed for Operation Iraqi Freedom with a portion of his command in support of naval operations to capture the port of Umm Qasr. Following this tour, he was commanding officer of Navy Office of Information New York 102.

Braithwaite served as commander, Joint Public Affairs Support Element-Reserve, from October 2004 to October 2007. In this role, he commanded a 50-person joint public affairs expeditionary unit that was forward deployed to support joint combatant commanders in time of conflict.

While in command and following the devastating earthquake in Pakistan in 2005, Braithwaite was deployed there as part of a joint task force for disaster assistance, serving as strategic communications director and working for the JTF commander and the U.S. ambassador in Islamabad, according to his official biography.

Coast Guard Cutter Stratton Returns to Alameda Following 162-Day Patrol



Matt Gormanous holds his 16-month-old daughter, Blaire, on Nov. 22 in Alameda, California. Gormanous is a crew member aboard the Stratton, which returned from a patrol in the western Pacific Ocean. U.S. Coast Guard/Senior Chief Petty Officer NyxoLyno Cangemi

ALAMEDA, Calif. – The crew of U.S. Coast Guard Cutter Stratton returned Nov. 22 to their homeport of Alameda following a 162-day deployment to the western Pacific Ocean, Coast Guard Pacific Area said in a release.

The crew departed Alameda on June 13 and has operated under the tactical control of the commander of the U.S. Navy's 7th Fleet. In the western Pacific, the crew patrolled and conducted operations as directed, including enforcing United Nations Security Council resolutions against the Democratic People's Republic of Korea by monitoring and gathering intelligence on vessels conducting ship-to-ship transfers in the East China, South China and Yellow Seas.

They also engaged in professional exchanges and visited ports in Fiji, Australia, Indonesia, Malaysia and the Philippines. Crew members combated illegal fishing and conducted community relations events and capacity-building exercises with navies and coast guards throughout the region.

The U.S. Coast Guard has an enduring role in the Indo-Pacific, going back more than 150 years. The service's ongoing deployment of resources directly supports U.S. foreign policy and national security objectives in the Indo-Pacific region.

"The U.S. Coast Guard is proud to operate with our Pacific counterparts, and together we are dedicated to enhancing our capabilities and strengthening maritime governance and security while promoting individual sovereignty," said Vice Adm. Linda Fagan, commander of the U.S. Coast Guard's Pacific Area.

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Commissioned in 2010, Stratton was the third of the Coast Guard's Legend-class national security cutters. Eight national security cutters are currently in service, including four homeported in Alameda and two in Honolulu.

These technologically advanced ships are 418 feet long, 54 feet wide and have a 4,600 long-ton displacement. They have a top speed in excess of 28 knots, a range of 12,000 nautical miles, endurance of up to 90 days and can accommodate a crew of up to 170.

National security cutters feature advanced command-and-control capabilities, aviation support facilities, stern cutter boat launch and increased endurance for long-range patrols to disrupt threats to national security further offshore.

"The U.S. Coast Guard's unique authorities, capabilities, and missions make us the maritime safety and security partner of

choice for sea-going countries around the world,” Fagan said. “Our increased presence throughout the Indo-Pacific will enhance regional stability and improve maritime governance and security.”

Elbit Doubles Production Rates of Semi-Active Laser Seeker for JDAM

FORT WORTH, Texas – Elbit Systems of America is doubling its Semi-Active Laser seeker production rates to keep up with demand for the Laser Joint Direct Attack Munition (GBU-54/56), the company said in a release. The increase in production rates is under an existing five-year indefinite delivery/indefinite quantity contract with Boeing, supporting both domestic and foreign customers.

The Laser JDAM can target static and fast-moving objects. The system does not rely on satellite signals, but instead seeks a laser target that is placed by ground forces or an aircraft. The precision-guided munition (PGM) locks on and tracks the target.

“Elbit Systems of America invested in doubling its production capacity for the Laser Joint Direct Attack Munition seekers because we recognize how important this solution is to our warfighters,” said Raanan Horowitz, Elbit’s president and CEO. “We’re working closely with our Boeing customer to ensure this significant capability is supplied as quickly as possible.”

The Laser JDAM program was recognized by the Aviation Week Network and won a Program Excellence Award in October 2018 for

Supply Chain Production. The Laser JDAM is operational on nearly all U.S. air combat platforms as well as many of the aircraft of U.S. allies.

Production of the Laser JDAM seeker is performed at Elbit's manufacturing facility in Fort Worth, Texas.

Coast Guard Cutter Harriet Lane Returns to Homeport After 78-Day Patrol



Two Belize coast guard members watch U.S. Coast Guard Cutter Harriet Lane crew members drive their cutter's over-the-horizon boat during training within Belize's territorial seas on Sept. 18. U.S. Coast Guard/Petty Officer 2nd Class Matthew Simpson

PORTSMOUTH, Va. – The crew of Coast Guard Cutter Harriet Lane returned to homeport in Portsmouth on Nov. 21 following a 78-day patrol in the eastern Pacific Ocean, the Coast Guard 5th District said.

The crew of the Harriet Lane started their patrol by transiting to the northern Chesapeake Bay to evade Hurricane Dorian's path. After the storm passed, the crew headed south to conduct a joint law enforcement patrol with the Belize coast guard within Belize's territorial seas. The result of the joint effort provided for a greater maritime security in the region, in support of the Coast Guard's Western Hemisphere Strategy.

The crew of the Harriet Lane also worked with a Coast

Guard tactical law enforcement team to conduct numerous boardings, including a go-fast vessel and a self-propelled semi-submersible vessel, resulting in the interdiction of more than 5,800 pounds of cocaine and 5,400 pounds of marijuana, which has a combined street value of over \$109 million.

“Our crew’s professionalism and adaptability were vital to the success of this patrol,” said Lt. Zachary Dietz, the operations officer aboard the Harriet Lane. “They proudly demonstrated the importance of remaining ready, relevant and responsive in order to address the maritime security challenges our country is facing today.”

The crew of the Harriet Lane conducted the patrol in support of the Coast Guard’s 11th District and the U.S. Southern Command’s Joint Interagency Task Force South and routinely deploys in support of counter-drug, alien migrant interdiction, fisheries and search-and-rescue missions.

MARAD Announces \$20 Million for Jacksonville Terminal Modernization



Maritime Administrator Adm. Mark Buzby formally presents a check for \$20 million to Jacksonville for its International Cargo Terminal modernization project. U.S. Department of Transportation

JACKSONVILLE, Fla. – U.S. Department of Transportation Maritime Administration Administrator Adm. Mark Buzby formally presented a check for \$20 million to Jacksonville for the

International Cargo Terminal modernization project, the Maritime Administration announced in a release.

U.S. Secretary of Transportation Elaine L. Chao said Nov. 22 that the Trump administration will invest \$900 million in American infrastructure through the Better Utilizing Investments to Leverage Development (BUILD) transportation grants program.

“The administration is targeting BUILD transportation grants to repair, rebuild and revitalize significant infrastructure projects across the country,” Chao said.

Fiscal year 2019 BUILD grants are for investments in surface transportation infrastructure and have been awarded on a competitive basis to projects with a significant impact in their local or regional communities. BUILD funding supports roads, bridges, transit, rail, ports or intermodal transportation.

“An investment in the Port of Jacksonville delivers benefits for the local economy and for American workers. It is a central part of President Trump and Secretary Chao’s belief of investing in infrastructure to grow our economy and create jobs. This grant will also indirectly help support the jobs of the American civilian mariners who crew military sealift vessels that help us carry the fight wherever we must go,” Buzby said.

The International Cargo Terminal Modernization Project will reconstruct and modernize about 100 acres of the SSA Marine cargo terminal on Blount Island across six phases. In addition to repaving, the project will improve stormwater management, install new lighting, signage, and other utilities, and will be designed in a manner to enhance future operations.

Repaving the container yard will restore the terminal to a state of good repair, with long-term maintenance supported by port-generated revenues. The project benefits from a strong

public-private partnership, with a broad array of stakeholders collaborating to support and deliver the improvements.

During construction, the terminal will continue to handle container, roll-on/roll-off, breakbulk, and general cargoes, with a significant increase in capacity once the project is completed. The project will also result in operating efficiencies which enhance economic competitiveness.

The program selection criteria encompassed safety, economic competitiveness, quality of life, state of good repair, environmental sustainability, innovation, and partnerships with a broad range of stakeholders. For this round of BUILD grants, the maximum grant award is \$25 million, and no more than \$90 million can be awarded to a single state.

Coast Guard Repatriates 13 Dominican Migrants, Ends Search for 3 Others Who Are Missing



A Coast Guard Cutter Joseph Napier crew member inspects a migrant vessel just off Desecheo Island, Puerto Rico, that was adrift and without engines with 13 migrants aboard on Nov. 18. U.S. Coast Guard

SAN JUAN, Puerto Rico – The U.S. Coast Guard repatriated 13 migrants to the Dominican Republic and ended a two-day search on Nov. 20 for three others who remain missing as part of an illegal migrant voyage on Nov. 18 off Desecheo Island, Puerto Rico, the Coast Guard 7th District said in a release.

The operator of a good Samaritan fishing vessel Yamilette reported finding the migrant vessel adrift Nov. 19 and taking it in tow. The Coast Guard Cutter Joseph Napier sighted and responded to a red flare that had been shot off by the operator of the Yamilette to alert nearby vessel traffic of the distress.

Once on scene, the Joseph Napier's crew embarked four women and nine men from the 25-foot makeshift vessel that was taking on water. The interdicted migrants reported that three men who were traveling with the group had jumped into the water when they sighted land five days earlier and attempted to swim to shore.

"Thanks to the decisive actions of the good Samaritan and the Joseph Napier crew for quickly and safely removing these persons from a life-threatening situation," said Lt. Matt Miller, commanding officer of the Joseph Napier.

"Our thoughts and prayers go out to the family of those who remain missing," said Cmdr. Beau Powers, Sector San Juan chief of response. "This case highlights the inherent danger of operating in the maritime domain, where migrants too often risk losing their lives far when they embark grossly overloaded and unseaworthy vessels to cross the Mona Passage."

The crew of the Joseph Napier transferred the 13 migrants to the cutter Donald Horsley for their repatriation.

Following the report of the three missing migrants, Coast Guard watchstanders directed the launch of a Coast Guard MH-65 Dolphin rescue helicopter to search for them. Coast Guard rescue crews completed eight air and three surface searches covering 1,334 square nautical miles with no signs of the missing men.

Coast Guard rescue assets involved in the search were:

- MH-65 Dolphin helicopters from Coast Guard Air Station Borinquen
 - HC-144 Ocean Sentry fixed-wing aircraft from Guard Air Station Miami
 - Coast Guard Cutter Joseph Napier
 - Coast Guard Cutter Donald Horsley
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Navy Awards Sailor 2025 Contract to General Dynamics

FALLS CHURCH, Va. – General Dynamics Information Technology (GDIT) will support the U.S. Naval Air Warfare Center Training Systems Division (NAWCTSD) through their Sailor 2025 Ready Relevant Learning delivery order, the company said in a release.

GDIT will implement training curriculum to support the Navy's Ready Relevant Learning (RRL) program, which was created to provide America's sailors with the right training – at the right time – of their career. The delivery order holds a total price of \$57 million inclusive of options, which was completed through one of NAWCTSD's multiple award contracts.

“We are excited to help the Navy achieve the art of the possible through the Sailor 2025 initiative,” said Senior Vice President Leigh Palmer, head of GDIT's Defense Division. “GDIT's next-generation technology will help implement new tools and resources to empower all sailors as they advance in their career.”

Through this delivery order award, GDIT will implement instructional designs and assessment strategies using advanced

technologies across a variety of training formats. This will include instructor-facilitated and self-directed interactive training as well as performance support and structured on-the-job resources. GDIT's products are designed for delivery across multiple environments, including the Navy e-Learning (NeL) platform, labs, virtual display and mobile devices.

The Navy created Sailor 2025 in 2015 to improve and modernize personnel management and training systems with the goal of recruiting, developing, managing, rewarding and retaining the force of tomorrow. Its purpose is to develop new ways of executing the Navy's career management, including promotion and advancement, evaluations and fitness reports, selection boards, educational and other professional development opportunities.

Wasp Completes Shift of Homeport From Japan to Norfolk



The amphibious assault ship USS Wasp transits the Coral Sea in August. The Wasp arrived at Naval Station Norfolk on Nov. 18 after spending nearly two years forward deployed to Sasebo, Japan, and operating in the U.S. 7th Fleet area of operations. U.S. Navy/Mass Communication Specialist 1st Class Daniel Barker

NORFOLK, Va. – The amphibious assault ship USS Wasp arrived at Naval Station Norfolk on Nov. 18, completing its homeport shift after spending nearly two years forward deployed to Sasebo, Japan, and operating in the U.S. 7th Fleet area of operations.

The ship departed Sasebo on Aug. 26 and began its transit to Norfolk. It will be replaced in Sasebo by the amphibious assault ship USS America later this year.

“I’m honored to be on the pier for USS Wasp’s return to Naval Station Norfolk, and to fold this awesome warship and its crew back into ESG-2, our Navy’s forward-leaning blue/green warfighting team,” said Rear Adm. John Mustin, commander, Expeditionary Strike Group 2.

“This ship and her amazing crew spent nearly two years performing groundbreaking work in U.S. 7th Fleet, honing their skills as professional mariners, reinforcing naval integration and building maritime capabilities with our Indo-Pacific partners. I look forward to meeting with the crew and learning from their time abroad, particularly their lessons learned from deploying with the F-35B Lightning II – a critical high-end capability that I’m eager to incorporate into our east coast amphibious task forces. On behalf of Navy-Marine Corps warfighters at all echelons, I’m thrilled to welcome them back to the Virginia waterfront.”

Wasp arrived in the 7th Fleet in January 2018 to replace the USS Bonhomme Richard and had been operating with Marines from the 31st Marine Expeditionary Unit (MEU). While working together, the Blue-Green team worked to expand on the relationships that U.S. forces maintain with regional allies and partners.

“I could not be prouder to call myself a ‘Stinger’ as we make our return to Norfolk after two years forward deployed to Japan,” said Capt. Greg Baker, Wasp’s commanding officer.

“This crew has shown their mettle consistently through humanitarian assistance operations, large-scale multinational exercises and real-world operations with strategic implications in the 7th Fleet. The crew has taken Wasp through four different fleets, and their resiliency has been

demonstrated, as many have not been with their families for more than two years while doing some of the hardest operations the Navy does. We are all happy to be home for some well-earned rest and to enable the ship to get into a maintenance period.”

While based in Japan, Wasp participated in exercises Balikatan with the Philippine military and exercise Talisman Sabre with the Australian Defence Force as well as additional forces from Canada, Japan, New Zealand and United Kingdom. The ship also assisted the Federal Emergency Management Agency and local civilian authorities with relief operations in the Northern Mariana Islands following typhoon Manghut in 2018.

Wasp arrived in the U.S. 4th Fleet area of operations Oct. 1. The ship enjoyed the sights during a visit to Valparaiso, Chile, and embarked 20 multinational naval officers assigned to a maritime Combined Task Force (CTF) that was based aboard the Wasp. The Naval War College hosted a classroom education course for the CTF that focused on humanitarian and disaster relief planning.

The ship then conducted a 26-hour transit of the Strait of Magellan, bringing the ship from the Pacific Ocean to the Atlantic, and visited Rio De Janeiro, Brazil, where the crew explored the city and participated in community relations events.

U.S. Government Designates Lockheed Martin's Newest

Radar: AN/SPY-7(V)1

MOORESTOWN, N.J. – The radar technology formerly known as Lockheed Martin’s Solid State Radar (LM SSR) has been designated as AN/SPY-7(V)1 by the U.S government.

The Japanese Ministry of Defense selected AN/SPY-7(V)1 for two planned Aegis Ashore installations in 2018. Additionally, variants of AN/SPY-7(V)1 will be used by the Royal Canadian Navy for the Canadian Surface Combatant program and the Spanish Navy for the upcoming F-110 frigate program.

“Lockheed Martin’s solid-state solution meets the mission now and is flexible to adapt to the evolving threats of the future,” said Paul Lemmo, vice president and general manager at Lockheed Martin. “This new designation solidifies our ability to provide the most technically advanced capabilities our warfighters require.”

AN/SPY-7(V)1 is a modular and scalable solid-state radar, allowing for continuous surveillance and protection. It will be fully integrated with the Aegis Combat System, providing advanced technology for future ship classes.

Coast Guard Repatriates 23 Migrants to the Dominican Republic After Interdiction



The Coast Guard Cutter Donald Horsley and a U.S. Customs and Border Protection maritime patrol aircraft interdicted a migrant vessel near Mona Island, Puerto Rico, with 28

Dominican men on Nov. 14. U.S. Coast Guard
SAN JUAN, Puerto Rico – The Coast Guard Cutter Mohawk repatriated 23 of 28 Dominican migrants to the Dominican Republic navy in Santo Domingo following the interdiction of an illegal migrant voyage in the Mona Passage, the Coast Guard 7th District said in a release.

Five of the interdicted migrants remain in Puerto Rico to face possible federal prosecution on charges of violating U.S. Code for attempting to illegally re-enter the United States, which carries a potential maximum term of imprisonment of 20 years and a fine of up to \$250,000.

The interdiction was the result of ongoing efforts in support of Operation Unified Resolve, Operation Caribbean Guard and the Caribbean Border Interagency Group (CBIG).

“We are glad that we were able to arrive in time to safely recover all 28 migrants from this grossly overloaded vessel,” said Lt. Christopher Martin, commanding officer of the Donald Horsley. “This vessel could have easily capsized, and the people onboard would have had a very little chance of survival since they basically possessed no lifesaving equipment onboard. We appreciate the collaboration and coordination of our CBP partners, which allowed for a prompt response and successful outcome in this case.”

The interdiction took place Nov. 14 after a Customs and Border Protection (CBP) Air and Marine Operations DHC-8 patrol aircraft crew sighted a migrant boat just off Mona Island. The Donald Horsley diverted to the scene and interdicted the 30-foot migrant boat with 28 adult Dominican men aboard.

The crew of the Donald Horsley transferred the migrants to the cutter Mohawk for their repatriation, while the five migrants awaiting prosecution were transferred to the cutter Joseph Napier. Ramey Sector Border Patrol agents in Mayaguez, Puerto Rico, received custody of the five migrants awaiting

federal prosecution.