Huntington Ingalls Industries Expands Shipbuilder Academy Program

PASCAGOULA, Miss. – Huntington Ingalls Industries' Ingalls Shipbuilding division hosted a ribbon-cutting ceremony on Oct. 8 for its new Shipbuilder Academy site in Gulfport, according to a company news release.

Shipbuilder Academy was established in 2016 at Ingalls' Maritime Training Academy with a mission to provide enrolled students with a strong foundation in the maritime industry and fill the current industry skills gap. Through a partnership with the Gulfport School District, Ingalls is expanding the program to a new site inside the repurposed Gaston Point Elementary School.

"Ingalls has been a cornerstone of the Gulf Coast for more than 80 years, and we want to provide paths for hiring local talent," said Brian Cuccias, president of Ingalls Shipbuilding. "A well-trained workforce is so vital to our community's success that Ingalls has created a proactive approach in helping create meaningful programs that result in job-ready, skilled graduates. These students become a pipeline for Ingalls and other companies along the Gulf Coast."

In addition to the partnership with Gulfport School District, the new Shipbuilder Academy site received a grant in the amount of $150,000 from the W.K. Kellogg Foundation. The grant is meant to help Gulfport School District and Ingalls increase workforce development and career pathways by expanding Shipbuilder Academy across the Mississippi Gulf Coast.

The program, now entering its fourth year, has expanded to Mobile County and enrolls students from eight high schools along the Gulf Coast, including Pascagoula, Gautier, Moss

Point, East Central, Vancleave, St. Martin, Ocean Springs and Alma Bryant. The Gaston Point site will serve students from an additional three high schools: Biloxi, Gulfport and Pass Christian.

Navy Secretary Thanks Oshkosh Defense for Work on JLTV

Master Gunnery Sgt. Kiel Allen directs a Joint Light Tactical Vehicle onto the bow of the amphibious assault ship USS Kearsarge. U.S. Navy/Mass Communication Specialist 3rd Class Jacob Vermeulen

OSHKOSH, Wis. – Oshkosh Defense received a visit from Navy Secretary Richard V. Spencer, who addressed team members and thanked them for delivering Joint Light Tactical Vehicles (JLTV) to the U.S. Navy and Marine Corps ahead of schedule and below budget. The Bravo Zulu Award they received signifies a "job well done."

"I recently had the pleasure of meeting the general responsible for fielding JLTVs to [II Marine Expeditionary Force] at Camp LeJeune," Spencer said. "He went on to tell me that the teamwork between Oshkosh and the Marines was so cohesive that the only way someone could tell the difference between the two was by the color of their shirts. For that, I thank you all. And please know that the sweat and time put into each vehicle is just the beginning of its life. That vehicle will go on to play a critical role in the Navy's success for decades to come."

"It is a true honor to host Secretary Spencer and introduce him to the men and women who come to work each day focused on

delivering the products that allow our warfighters to complete their missions and return home safely," said John Bryant, executive vice president of parent company Oshkosh Corp. and president of Oshkosh Defense.

The JLTV program is in full-rate production and has completed all reliability qualification and performance testing as well as logistics supportability evaluations around the country. In August, the Marine Corps reached Initial Operating Capability on the vehicle almost a full year ahead of schedule.

Spencer Names Future Transport Dock Ship in Honor of City of Harrisburg

An artist rendering of the future USS Harrisburg. U.S. Navy
Harrisburg, Pa. – Navy Secretary Richard V. Spencer has named the next San Antonio-class amphibious transport dock ship, LPD 30, in honor of Harrisburg, Pennsylvania, according to a statement from Spencer's public affairs office.

"The people of central Pennsylvania have always played a critical role in forging the strength of our Navy and fighting to defend our nation," Spencer said. "The future USS Harrisburg will carry on this legacy to every part of the world."

LPD 30 will be the second U.S. Navy vessel named after the city. The first was a troopship acquired by the Navy during World War I that served in commission from May 29, 1918, to

Sept. 25, 1919. That ship also served with the Navy in the Spanish-American War under another name.

The capital of Pennsylvania, the Harrisburg-Carlisle metropolitan statistical area is home to several Defense Department facilities, including the Naval Support Activity, Mechanicsburg. During the Civil War, Camp Curtin, located in what is now the Uptown area of the city, served as the largest camp during the conflict with more than 300,000 enlistments passing through its gates.

San Antonio-class amphibious transport dock ships support amphibious assault, special operations or expeditionary warfare missions and can serve as secondary aviation platforms for amphibious ready groups. LPD 30 will be the first Flight II San Antonio class ship, serving as the functional replacement for the aging LSD 41/49 Whidbey Island-class dock landing ships.

The ship provides the Navy with modern, sea-based platforms that are networked, survivable and built to operate with modern-day transformational platforms, such as the MV-22 Osprey and amphibious assault vehicles.

USS Harrisburg will be built at Huntington Ingalls Industries, Pascagoula, Mississippi. The ship will be 684 feet long, have a beam length of 105 feet and be capable of operating at speeds in excess of 22 knots.

Construction Starts on Future

USS Nantucket

Sponsor Polly Spencer’s name is engraved in a plaque for the keel laying of the future USS Nantucket on Oct. 9 at Fincantieri Marinette Marine.

MARINETTE, Wis. – Lockheed Martin and Fincantieri Marinette Marine marked the start of construction on littoral combat ship (LCS) 27, the future USS Nantucket, with a ceremony here Oct. 9, according to a Lockheed Martin statement.

As part of a ship-building tradition dating back centuries, a shipyard worker welded the initials of Polly Spencer, USS Nantucket’s ship sponsor and wife of Navy Secretary Richard V. Spencer, into the ship’s keel plate. This plate will be affixed to the ship and travel with Nantucket throughout its commissioned life.

“The USS Nantucket will confront many complex challenges,” Spencer said. “It will confront humanitarian relief all the way to ‘great power competition,’ drawing on the strength of every weld, every rivet applied by the great people here.”

The focused-mission LCS is designed to support mine countermeasures, anti-submarine and surface warfare missions today and is easily adapted to serve future and evolving missions tomorrow.

About 40% of the hull of a Freedom variant LCS is reconfigurable, able to integrate Longbow Hellfire Missiles, 30 mm guns and manned and unmanned vehicles. LCS is equipped with Rolling Airframe Missiles (RAM) and a Mark 110 gun, capable of firing 220 rounds per minute. An LCS also is capable of speeds in excess of 40 knots.

“LCS can serve a multitude of missions to include surface, anti-submarine and mine countermeasure missions by quickly

integrating mission equipment and deploying manned and unmanned aerial, surface or sub-surface vehicles," said Joe DePietro, vice president and general manager of small combatants and ship systems for Lockheed Martin.

LCS 27 is the first U.S. Navy ship to be named after Nantucket, Massachusetts, in more than 150 years. Nantucket has a deep connection to sailing and maritime traditions, serving as a whaling hub in the 1800s and as the home of generations of American Sailors since the town's beginning. The previous USS Nantucket, the first to be named after the island, was commissioned in 1862 to serve during the Civil War.

"I have been given a very special honor in being the sponsor of the future USS Nantucket. I am happy she is being built here in Marinette, Wisconsin, which has an impressive history of shipbuilding," said Polly Spencer, LCS 27 sponsor. "Thank you to all the talented people who are bringing this ship to life. … It is going to be an amazing journey that I am thrilled to be on."

LCS 27 will be the 14th Freedom-variant LCS and will join a class of more than 30 ships. It is one of six ships in various stages of construction and test at the Fincantieri Marinette Marine shipyard.

"We are very excited to begin construction of the future USS Nantucket," said Jan Allman, chief executive officer of Fincantieri Marinette Marine. "Our men and women are proud to put their efforts into giving the Navy versatile ships to keep our country and its interests safe."

Coast Guard Sets New Record for Illegal Fishing Vessel Interdictions

A Mexican lancha sits moored at Station South Padre Island in South Padre Island, Texas, after Coast Guard law enforcement crews detected and interdicted three Mexican lancha boat crews illegally fishing off southern Texas in February. U.S. Coast Guard/Station South Padre Island

CORPUS CHRISTI, Texas – U.S. Coast Guard law enforcement crews interdicted a record-breaking number of lanchas throughout the Gulf of Mexico for fiscal year 2019, according to a Coast Guard 8th District release.

Since October 2018, Coast Guard assets and personnel have detected a total of 175 lanchas, intercepted 138 and interdicted 74. Since the first recorded lancha interdiction in the late 1980s, the Coast Guard has seen a significant uptick in detection of the vessels, particularly in the past two years, recording 61 lancha interdictions 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.

“Working with our ReCoM partners, we will continue to apply maximum pressure along the Maritime Boundary Line in order to deter this illicit activity, preserve our natural resources and uphold U.S. sovereignty,” said Lt. Kurtis Mees, Coast Guard Station South Padre Island commanding officer.

“I couldn’t be prouder of my crew’s efforts and their steadfast dedication towards this mission. This problem has

persisted now in South Texas for 30-plus years, and we are committed to seeing an end to it."

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 the United States' natural resources.

Northrop Grumman to Develop Advanced Targeting Systems for Marine Corps

APOPKA, Fla. – Northrop Grumman Corp. has been selected to build prototype Next Generation Handheld Targeting Systems (NGHTS) for the U.S. Marine Corps. These handheld systems will enable forward observers to quickly and efficiently acquire and designate targets with a high level of precision.

"Our latest solution, based on our decades of experience in delivering handheld targeting systems, will provide the mobility and precision that forward observers need," said Bob Gough, vice president of land and avionics C4ISR for Northrop Grumman. "Combined with network connectivity, these capabilities will enable more informed and rapid targeting decisions."

The systems developed under the second phase of the NGHTS program are designed to replace three legacy systems,

incorporating their separate target location, laser spot imaging and laser target designation capabilities into a single, lightweight system.

Northrop Grumman has delivered more than 20,000 man-portable target location and designation systems to the Department of Defense.

Northrop Grumman Successfully Tests AQS-24 Mine-Hunting Sonar Deep Tow

The AQS-24 mine-hunting sonar is operated off the coast of Fort Lauderdale, Florida. Northrop Grumman Corp.

ANNAPOLIS, Md. – Northrop Grumman Corp. successfully operated the AQS-24 mine-hunting sonar at depths greater than 400 feet during testing off the coast of Fort Lauderdale, Florida, according to a company release.

Embarked on the M/V Richard Becker, the Northrop Grumman test team demonstrated reliable AQS-24 system operations with excellent sonar performance at all tested depths while using the system to classify bottom objects of interest.

“The AQS-24 mine-hunting system performed superbly at tow depths up to and beyond 400 feet,” said Alan Lytle, vice president of undersea systems for Northrop Grumman. “This latest internal research and development effort underscores our commitment to provide the most innovative, affordable and operationally proven capabilities to meet the Navy’s littoral combat ship mine countermeasures mission packa

ge requirements and future expeditionary MCM needs.”

Earlier this year, Northrop Grumman demonstrated an autonomy upgrade path for the mine-hunting system by integrating and successfully testing the company’s image exploitation suite, incorporating state-of-the-art machine learning for automatic target recognition ATR using multiple ATR algorithms. Following this successful demonstration, the U.S. Navy plans to incorporate this new capability into existing AQS-24 mine-hunting systems.

The success of the deep tow is now followed by the recently commenced in-water testing of Northrop Grumman’s AQS-24 system on the Navy’s MCM unmanned surface vessel (USV) at Naval Surface Warfare Center Panama City. This is in preparation for user operated evaluation system testing aboard littoral combat ships next year. The AQS-24’s newly doubled depth capability is planned for integration and test with the MCM USV system.

Coast Guard Repatriates 82 Dominican, 5 Haitian Migrants

Coast Guard Cutter Heriberto Hernandez on scene with a vessel interdicted Oct. 6 in Mona Passage near Puerto Rico. The interdiction was one of five in the passage that weekend that intercepted 87 migrants and landed eight others in custody for possible federal prosecution. U.S. Coast Guard

SAN JUAN, Puerto Rico – The Coast Guard Cutters Joseph Tezanos and Heriberto Hernandez repatriated 82 migrants from the Dominican Republic and five Haitians to a Dominican navy vessel on Oct. 7 following the interdiction of five illegal migrant voyages in Mona Passage, according to

a Coast Guard release.

Eight other Dominican migrants remain in Puerto Rico to face possible federal prosecution for trying to illegally re-enter the United States.

The interdictions were a result of ongoing efforts in support of operations Unified Resolve and Caribbean Guard and the Caribbean Border Interagency Group (CBIG). Since Oct. 1, 2018, the Coast Guard and CBIG federal and state partner agencies have interdicted 2,078 migrants at sea near Puerto Rico.

“The Coast Guard, along with our partners in the Caribbean Border Interagency Group, remains postured with cutters and aircraft to stop illegal maritime migration in the Mona Passage and the Caribbean,” said Capt. Eric King, commander of Coast Guard Sector San Juan.

The first interdiction took place on the morning of Oct. 4, after a U.S. Customs and Border Protection air and marine operations DHC-8 patrol aircraft crew sighted a migrant boat just off Mona Island. The Coast Guard Cutter Mohawk diverted to the scene and interdicted the 17-foot migrant vessel with 13 Dominican men aboard. Hours later, the crew of a Coast Guard HC-144 Ocean Sentry aircraft detected a second migrant boat near Mona Island. Mohawk interdicted that vessel, which had another 20 Dominican men aboard.

The third and fourth interdictions took place Oct. 5 after a HC-144 and the crew of a Coast Guard MH-65 Dolphin helicopter from Air Station Borinquen detected two illegal voyages in Mona Passage. Heriberto Hernandez interdicted one of the vessels, which carried 14 Dominican migrants, 12 men and two women, and the other with 34 migrants, including five Haitians, a woman and four men, and 29 Dominicans, 27 men and two women.

The fifth interdiction took place Oct. 6 after an Ocean Sentry aircraft detected an illegal migrant voyage transiting Mona Passage. The cutter Joseph Tezanos diverted and interdicted a 25-foot makeshift vessel with 14 Dominican migrants aboard, 13 men and a woman.

Ramey Sector Border Patrol agents in Mayaguez, Puerto Rico, assumed custody of the eight migrants awaiting federal prosecution.

Rite-Solutions Awarded Contract to Help Develop Sub Early Warning Capability

Middletown, R.I. – Rite-Solutions recently was awarded a five-year, $16.8 million contract with Naval Undersea Warfare Center Division Newport to support delivery of a new early warning and electronic support training capability to U.S. submarines, the company said in an Oct. 8 release.

The company will conduct hardware and software development, including design, analysis, prototyping, integration, test, training and installation services.

“It is exciting to able to play such a critical role in upgrading the training opportunities for the fleet,” said Ken Haner, senior vice president and director of engineering services at Rite-Solutions. “Together with our teammates, SEA CORP, Northrop Grumman and SIMVENTIONS, we know we have the correct level of expertise and capability to deliver and integrate this new capability in the Submarine Multi-Mission Team Trainer.”

“This award confirms that Rite-Solutions’ investment in becoming just one of six companies in the United States who are appraised CMMI V2.0 Maturity Level 3, providing a clear value to the Navy,” said Mike Coffey, executive vice president and general manager at Rite-Solutions.

V-22 Osprey Surpasses 500,000 Flight Hours

MV-22 Ospreys prepare to extract Marines from a landing zone during training Sept. 30 at Naval Station Rota, Spain. The V-22 fleet has topped the 500,000-flight-hour milestone. U.S. Marine Corps/Cpl. Kenny Gomez

PHILADELPHIA – The V-22 fleet of tilt-rotor aircraft built by Bell Textron Inc. and Boeing has topped the milestone of 500,000 flight hours. More than 375 Ospreys logged the hours, including the U.S. Marine Corps MV-22 and the Air Force CV-22, Bell and Boeing said Oct. 7 in a joint statement.

“The V-22 provides unmatched capability for the U.S. Marines and U.S. Air Force Special Operations Command,” said Marine Col. Matthew Kelly, the V-22’s joint program manager. “The platform’s influence on our nation’s defense is seen through its extensive operational and humanitarian impact across the globe.”

https://www.youtube.com/watch?v=brkUGe27-vM

The V-22 Osprey is the world’s only production tilt-rotor aircraft, enabling servicemen and women to conduct diverse missions throughout the most difficult operating environments. Most recently, the aircraft deployed to join relief efforts in the Bahamas following Hurricane Dorian.

Bell and Boeing support V-22 readiness through a sustainment effort that includes maintenance, training, on-site field representatives and data analytics. The companies also are working with the V-22 program office on several efforts to improve V-22 readiness. The Marines' Common Configuration Readiness and Modernization program, the Air Force's configuration reducing modification plan, and nacelle wiring and structure improvements are expected to increase readiness.

> *"The platform's influence on our nation's defense is seen through its extensive operational and humanitarian impact across the globe."*
>
> *Marine Col. Matthew Kelly, V-22 joint program manager*

"V-22 is one of the highest demand platforms in the Department of Defense. This achievement is a great testament to the Marines and Air Commandos operating this platform in all environments," said Chris Gehler, Bell V-22 vice president and Bell-Boeing deputy program director.

"We are committed to providing unparalleled support to our partners by steadily improving Osprey readiness and capabilities now and in the future."

Since 2007, the V-22 has served the Marines as well as Air Force special operations. A third variant, the CMV-22, is set to join the U.S. Navy next year.