Coast Guard Repatriates 46 Migrants to the Dominican Republic

SAN JUAN, Puerto Rico – The crew of the Coast Guard Cutter Joseph Doyle (WPC-1133) repatriated 46 migrants on Sept. 10 to a Dominican Republic navy vessel just off Samaná following the interdiction of two illegal migrant voyages in the Mona Passage, the Coast Guard 7th District said in a release.

Four of the interdicted migrants – three men and a woman – remain in Puerto Rico to face possible federal prosecution on charges of attempted illegal re-entry into the United States.

The interdictions resulted from ongoing efforts in support of Operation Unified Resolve, Operation Caribbean Guard and the Caribbean Border Interagency Group.

While on a routine patrol of the Mona Passage on Sept. 8, the crew of the Coast Guard Cutter Heriberto Hernandez (WPC-1114) detected and interdicted a 22-foot makeshift boat with 22 migrants aboard about eight nautical miles northwest of Aguadilla, Puerto Rico. The Heriberto Hernandez's crew safely embarked 14 men and eight women who claimed to be Dominicans.

A Customs and Border Protection (CBP) Air and Marine Operations DHC-8 marine patrol aircraft crew sighted a second migrant boat on Sept. 8 about 56 nautical miles northwest of Aguadilla, Puerto Rico. The Heriberto Hernandez diverted to the scene and interdicted a 16-foot boat with 28 migrants aboard. The cutter's crew safely embarked 26 men and two women, all of whom also claimed to be Dominican.

The Heriberto Hernandez later rendezvoused with the cutter

Joseph Doyle and transferred the 46 migrants for their repatriation. The Heriberto Hernandez also rendezvoused with Ramey Sector Border Patrol agents in Mayaguez, Puerto Rico, who received custody of the four migrants awaiting prosecution.

LAV Meets ARV: Researching the Marines' Next-Generation Light Armored Vehicle

ARLINGTON, Va. — The Office of Naval Research (ONR) is sponsoring research to develop the next-generation Armored Reconnaissance Vehicle (ARV), slated to replace the Marine Corps' current Light Armored Vehicle (LAV), the office's public affairs said in a release.

The LAV supports Light Armored Reconnaissance Battalions, which perform sustained reconnaissance, counter-reconnaissance and security missions in all weather. It's been in service since the early 1980s, and the Marine Corps plans to start replacing it at the end of the next decade.

ONR's ARV effort is part of the Department of the Navy's Future Naval Capabilities program, which aims to discover, assess and fast-track the most mature and useful new technologies into acquisition programs of record once the research is complete.

The ARV will provide transformational sensor, communications and combat capabilities to collect and communicate information, while integrating robotics and artificial intelligence in manned-unmanned teams. Using ARV, a crew will

be able to use advanced onboard sensors and unmanned systems to detect, recognize and identify threats at extended ranges.

Beginning in 2018, ONR awarded several contracts for full-system concept/trade studies and for individual advanced technology research efforts. This year, ONR has awarded contracts to two defense companies to design, fabricate and test full-scale technology-demonstration vehicles.

One vehicle, by General Dynamics Land Systems, will incorporate advanced technologies available today or in the near future around a theoretical unit price. This is known as the “base-vehicle” approach.

The other vehicle, by SAIC, is conceived as an “at-the-edge” vehicle with advanced technologies that, while fully mature today, could be incorporated into the ARV as new capabilities when threats and missions evolve. The objective of this approach is to envision the most advanced technology, beyond current capabilities.

Both technology-demonstrator platforms should be ready for government evaluation near the end of 2020.

Additionally, ONR is investing in component technology development meant to enhance the armored reconnaissance mission of the future through investments in platform cybersecurity; logistics management; mobility; and autonomous aerial vehicles with Battelle, Cougaar Software, QinetiQ and SRI International, respectively.

To ensure full collaboration and a smooth transition of research products to the Marine Corps, close alignment is maintained with acquisition and requirements representatives from the Program Manager for Light Armored Vehicles within the Marine Corps Systems Command and the Ground Combat Element Division within the Marine Corps Combat Development Command.

Coast Guard to Open Polar Security Cutter Project Office in Pascagoula

PASCAGOULA, Miss. – Representatives from the U.S. Coast Guard Acquisitions Program are scheduled to preside over a ribbon-cutting ceremony on Sept. 11 in Pascagoula to formally open the service's Polar Security Cutter Project Resident Office, the Coast Guard's 8th District said in a release.

The Project Resident Office will be responsible for overseeing the construction of the new polar security cutter being built at VT Halter Marine Shipyard.

Timothy M. Newton is the commanding officer of the Polar Security Cutter Project Resident Office.

The new icebreaker will be the first of six planned icebreakers the Coast Guard needs to meet its missions in the high latitudes.

"Against the backdrop of great power competition, the polar security cutter is key to our nation's presence in the polar regions," Coast Guard Commandant Adm. Karl Schultz said in a previously released statement.

Coast Guard Cutter Mellon Returns after 80-Day Patrol of Pacific Ocean

A boarding team aboard an over-the-horizon cutter boat from Coast Guard Cutter Mellon approaches a fishing vessel to conduct an at-sea boarding in the North Pacific Ocean on Aug. 13. U.S. Coast Guard

SEATTLE –

The crew of U.S. Coast Guard Cutter Mellon (WHEC 717), including two Canadian fishery officers, returned to their homeport of Seattle on Sept. 2 after an 80-day patrol detecting and deterring illegal, unreported and unregulated (IUU) fishing activity in the Pacific Ocean, the Coast Guard Pacific Area said in a release.

IUU fishing deprives the international economy of billions of dollars and undermines the livelihoods of legitimate fish harvesters around the world. It impacts food security, affecting millions of people, including many vulnerable coastal communities. Combatting global IUU fishing through international partnerships is a priority for Canada and the United States.

“IUU fishing is one of the greatest threats to the ocean’s fish stocks,” said Capt. Jonathan Musman, Mellon’s commanding officer. “It was an honor to be on the

front lines of enforcement efforts of the distant waters fishing fleets.”

The fisheries patrol was performed under the auspices of the Western and Central Pacific Fisheries Commission and the North Pacific Fisheries Commission. During the patrol, Coast Guard and Canadian fishery officers boarded 45 vessels flagged in Japan, Russia, South Korea, China, Chinese Taipei and Panama, and they encountered violations ranging from improper gear to intentionally fishing for sharks without a license. Boarding officers also found evidence of illegal shark finning. Altogether, boarding teams detected 68 potential violations.

“Canada is serious about ending illegal, unreported and unregulated fishing,” said Jonathan Wilkinson, minister of fisheries, oceans and the Canadian coast guard. “We are working with our U.S. partners to achieve this goal. By preventing fish and seafood products derived from IUU fishing from entering our ports, we will not only help level the playing field for Canadian harvesters and Canadian businesses involved in the fish and seafood trade: we are also sending a very strong message that Canada’s ports have zero tolerance for illegally caught fish.”

This is the second joint operation between the U.S. Coast Guard and

Fisheries and Oceans, Canada's Conservation and Protection program, this year. Along with the two fishery officers aboard the Mellon, Canada also provided fishery officers aboard a Dash-8 maritime surveillance aircraft, operated by PAL Aerospace. The aircrew performed multiple missions over the North Pacific and Bering Sea using state-of-the-art radars and maritime surveillance tools. Canada shared the data from these flights with U.S. Coast Guard counterparts to support the Mellon's patrol mission.

The ship also embarked two different helicopter crews from U.S. Coast Guard Air Station North Bend, who provided 63 flight hours that directly assisted with enforcement efforts.

Mellon's crew members had several port calls in Yokosuka, Japan, near Tokyo, during the almost three-month long patrol, which covered nearly 19,000 nautical miles.

The USCG Mellon is a 378-foot high endurance cutter, one of two homeported in Seattle. The ship was built in 1966 and was designed to perform each of the Coast Guard's missions, including search and rescue, national defense, law enforcement, and environmental protection.

Coast Guard Repatriates 27 Migrants to the Dominican Republic

SAN JUAN,
Puerto Rico – The Coast Guard repatriated 27 migrants Sept. 5 to the Samaná,
Dominican Republic, following the interdiction of two illegal migrant voyages
in Mona Passage waters off Puerto Rico, the Coast Guard 7th District said in a release.

Four men
and a woman, among the interdicted migrants, remain in Puerto Rico, where they
face possible federal prosecution for attempted illegal re-entry into the
United States.

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

“The
collaboration between the Coast Guard, CBP and the Dominican Republic navy
helped save 32 lives and ensure the quick return of the repatriated migrants,”
said Capt. Eric King, commander of Sector San Juan.

“The migrants are very fortunate, they risked losing their lives by capsizing or drowning since both vessels were grossly overloaded, unseaworthy and had little or no lifesaving equipment onboard.”

On the morning of Sept. 5, the crew of a Customs and Border Protection (CBP) Air and Marine Operations DHC-8 marine patrol aircraft detected a migrant vessel near Mona Island.

Coast Guard watchstanders in Sector San Juan diverted a Coast Guard cutter on patrol, while a CBP marine unit also responded to interdict the suspect vessel.

The crew of the CBP marine unit interdicted the 16-foot makeshift boat with 17 migrants aboard, 16 men and a woman, who claimed to be from the Dominican Republic. The cutter arrived on scene shortly thereafter and safely embarked the migrants. The U.S. Coast Guard transported five migrants from this group to Mayaguez, Puerto Rico, where Ramey Sector Border Patrol agents received them.

The crew of a CBP Air and Marine Operations DHC-8 marine patrol aircraft sighted a second illegal migrant voyage Wednesday night in the Mona Passage.

A Coast

Guard cutter diverted to the scene and interdicted a 20-foot boat with 15
migrants aboard. The cutter crew safely embarked 11 men and four women from the
makeshift vessel, who claimed Dominican nationality.

The Coast Guard cutter
rendezvoused with a Dominican Republic Navy vessel Thursday night just off
Samaná, Dominican Republic, where the repatriation of the migrants was
completed.

USS Nebraska Tests Four Trident II D5 Missiles

An unarmed Trident II D5 missile launches from the Ohio-class ballistic missile submarine USS Nebraska off the coast of San Diego, California, on Sept. 4. U.S. Navy
SAN DIEGO –
The U.S. Navy conducted four scheduled missile test flights of unarmed Trident
II (D5) missiles from USS Nebraska (SSBN 739), an Ohio-class ballistic missile
submarine, off the coast of Southern California, U.S. Navy Strategic Systems
Programs Public Affairs said in a release.

The first
two launches took place Sept. 4, and the last two were Sept. 6. All occurred
before sunrise.

These test flights were part of a Commander Evaluation Test (CET), whose primary goal was to validate performance expectations of the life-extended Trident II (D5) strategic weapon system. These launches mark 176 successful flights of the system.

CETs and other flight tests are conducted on a recurring, scheduled basis to evaluate and ensure the continued reliability and accuracy of the system. The missile tests were not conducted in response to any ongoing world events.

“Our nation’s sea-based deterrent has been a critical component of our national security since the 1960s, and this week’s launches continue to demonstrate the credibility and reliability of our life-extended missiles,” said Vice Adm. Johnny R. Wolfe, director of the Navy’s Strategic Systems Programs, the command responsible for the Navy’s strategic weapons.

The Trident II (D5) strategic weapon system, originally designed with a life span to 2024, recently underwent a life extension that will keep it operational through the late 2040s. The life-extended missiles will serve for the remaining service life of U.S Ohio-class and United Kingdom Vanguard-class SSBNs, and as the initial loadout for the U.S. Columbia-class and U.K. Dreadnought-class

SSBNs.

The life-extension program addressed potential aging and obsolescence issues. “The life-extended missiles are now being deployed to the fleet, but our work is not done,” Wolfe said.

“The nuclear deterrence mission is the Department of Defense’s No. 1 priority, and for the U.S. Navy that means not only maintaining our current capability, but also developing the next generation of Trident missiles and shipboard strategic weapon system that will ensure a credible sea-based deterrent for the next 40 years and beyond,” he added.

A credible, effective nuclear deterrent is essential to our national security and the security of U.S. allies. Deterrence remains a cornerstone of national security policy in the 21st century.

Strategic Systems Programs is the Navy command that provides cradle-to-grave lifecycle support for the sea-based leg of the nation’s nuclear triad. This includes training, systems, equipment, facilities and personnel responsible for ensuring the safety, security, and effectiveness of the nation’s Submarine Launched Ballistic Missile (SLBM) Trident II (D5) strategic weapon system. SLBMs are one leg of the nation’s strategic nuclear deterrent triad that also includes the U.S. Air Force’s intercontinental ballistic missiles (ICBMs) and nuclear-capable bombers.

Each part of the Triad provides unique capabilities and advantages. SLBMs make up about 70 percent of the U.S.'s deployed strategic nuclear deterrent Triad. The SLBM is the most survivable, provides persistent presence and allows flexible concept of operations.

Navy Secretary Names Newest Expeditionary Fast Transport Ship USNS Cody

An artist's rendering of the future Spearhead-class expeditionary fast transport USNS Cody. U.S. Navy

WASHINGTON – Navy Secretary Richard V. Spencer announced the newest expeditionary fast transport (EPF) ship will be named USNS Cody (T-EPF 14), the secretary's public affairs officer said in a release.

The future USNS Cody is the first ship named in honor of the city of Cody, Wyoming. At least 28 other U.S. Navy ships have been named after the state of Wyoming's cities, places and people.

"The people of Cody are staunch supporters of a strong Navy and Marine Corps team, and it is fitting to name a ship in honor of this great city," Spencer said. "I am pleased that the spirit of Cody will live on in the future USNS Cody."

EPFs transport personnel, equipment and supplies. They can transport 600 short tons of military cargo with a crew of 26 civilian mariners – equipped with airline-style seating for 312 embarked troops, along with a fixed wing berthing outfitted for an additional 104 personnel.

With a shallow draft under 15 feet, a flight deck for helicopter operations, and vehicle offload ramp, EPFs can support a wide range of operations – from port access to littoral operations. Austal USA in Mobile, Alabama, is under contract to build the new EPF, which will be 338 feet long, have a waterline width (beam) of 93.5 feet, displace about 2,362 tons and be capable of 35-plus knots.

Raytheon OKs Next Phase of Next-Generation Jammer Mid-Band Program

EDGEWOOD,
N.Y. – Raytheon Co. has authorized CPI Aerostructures Inc. to begin production
of pod structures and air-management system (AMS) components for the system demonstration
and test article (SDTA) phase of the Next Generation Jammer Mid-Band (NGJ-MB)
program, CPI Aero said in a release.

The binding
notification provides about $2 million in funding to begin work and establishes
a maximum value of $23.3 million for a contract that is expected to be

finalized before the end of 2019. Deliveries of SDTA pods and AMS components
are expected to begin in August of 2020 and end in the first half of 2021.

Raytheon is designing and manufacturing NGJ-MB, a high-capacity and power airborne electronic attack weapon system for the EA-18G Growler aircraft. It is designed to protect air forces by denying, degrading and disrupting threat radars and communication devices. There are two NGJ-MB pods per EA-18G aircraft. CPI Aero announced in August 2018 that it is manufacturing the pod structure and AMS components for Raytheon, which delivered the first NGJ-MB engineering development model pod to the U.S. Navy for ground and aircraft integration testing in July.

“CPI Aero has been a key supplier to Raytheon on this program since 2016, and we are proud to play an important role in getting this critical electronic warfare capability into the hands of the U.S. Navy for testing,” stated Douglas J. McCrosson, president and CEO of CPI Aero. “As we begin the SDTA phase, we reach another waypoint on the path towards receiving a decision by the U.S. Navy to proceed with low-rate initial production in late 2020 to keep the program on track to achieve initial operating capability in 2022.”

Leonardo DRS Wins $382 Million U.S. Navy Hardware Solutions Contract

ARLINGTON, Va. — Leonardo DRS Inc. has won a U.S. Navy
contract for the development, integration and production of

hardware solutions
for various Navy platforms, the company said in a Sept. 4 release.

The indefinite delivery, indefinite quantity contract has a base award of more than $382 million. With options, the cumulative value of
the contract is estimated at more than $830 million.

Under the contract, Leonardo DRS will provide design, procurement, production, sparing, test, installation, and support of displays,
workstations, processors, and network systems; the production of subsequent
systems, kits and enclosures; and engineering and technical services.

This contract combines purchases for the Navy and the government of the United Kingdom under the Foreign Military Sales program as
well as under a memorandum of understanding with the Commonwealth of Australia.

“We are proud to continue our long history of providing the U.S. Navy with off-the-shelf and custom hardware systems that deliver the mission-critical modernization needs for our sailors. We have already delivered or are under contract for over 250 shipsets of products, going back to 1998,” said Lee Meyer, vice president and general manager of the Leonardo DRS Naval Electronics business.

The contract was awarded through the Leonardo DRS Laurel Technologies business. Work will be performed in Leonardo DRS facilities in Johnstown, Pennsylvania; Burnsville, Minnesota; Germantown, Maryland; Largo, Florida; and Chesapeake, Virginia. Work is expected to be completed by the end of 2026.

USS Wasp Departs 7th Fleet Area of Operations

Wasp leads its expeditionary strike group last April. U.S. Navy/Mass Communication Specialist 2nd Class Richard L.J. Gourley

OKINAWA, Japan – The amphibious assault ship USS Wasp (LHD 1) departed U.S. 7th Fleet area of operations as part of a scheduled homeport shift on Sept. 4, the ship's public affairs office said in a release.

Wasp, which replaced USS Bonhomme Richard (LHD 6) in the U.S. 7th Fleet area of operations in January 2018, operated with U.S. Marine Corps forces from the III Marine Expeditionary Force and helped expand the relationships the U.S. military maintains with allies and partners in the region.

"The performance by the Wasp crew has quite simply been superb," said Rear Adm. Fred Kacher, who is commander of Expeditionary Strike Group 7.

"Over the last two years, no ship in the Navy has been asked to do more than USS Wasp, and the ship delivered in every way. The officers and crew rose to every challenge, and we could not have asked for a better flagship

to operate in the most important and dynamic area in the world.”

As part of the U.S. 7th Fleet’s forward deployed naval forces in Japan, Wasp made history as the first U.S. Navy ship to deploy with the the F-35B Lightning II strike fighter, which began operating onboard with the 31st Marine Expeditionary Unit in March 2018.

“It has been a profound honor for Wasp and her crew to serve 7th Fleet and its ancillary commands during this time,” said Wasp’s commanding officer, Capt. Gregory Baker. “Our Sailors have embraced the experiences and opportunities available in this part of the world and are more operationally prepared to continue supporting and executing the missions we are presented with. I couldn’t have asked for a more dedicated or capable crew.”

President Trump visited the ship and crew during his tour of Japan, becoming the first U.S. president to visit the ship, and he extended accolades to the crew for their accomplishments. Wasp participated in exercise Balikatan with the Philippine military and exercise Talisman Sabre with the Australian Defence Force and additional forces from Japan, Canada, New Zealand and the United Kingdom. The ship also engaged in partnership missions designed to enhance interoperability with numerous partners and allies supporting security and

stability in the
Indo-Pacific region.

“What our
Wasp Sailors have accomplished here over almost two years, given the
operational tempo, and the nature of our multipronged mission, is overwhelming,
and it’s difficult not to constantly shine with pride,” said Wasp Command
Master Chief Kevin Guy, who also noted that more than half the ship’s company
had been geo-bachelors during the ship’s tenure in Japan.

“When you
consider that we have a large number of Sailors thousands of miles away from
their families and friends – their level of dedication under these
circumstances truly exemplifies the Navy core values of honor, courage and commitment.”

The Navy announced earlier this year that Wasp will be replaced by the amphibious assault ship USS America (LHA 6), which will be accompanied by dock landing ship USS New Orleans (LPD 18). USS America is scheduled to become part of the U.S. 7th Fleet forward-deployed naval forces in Sasebo, Japan, later this year.

The 7th Fleet spans more than 124 million square kilometers, stretching from the international date line to the India/Pakistan border, and form the Kuril Islands in the north to the Antarctic in the south. Encompassing 36 maritime countries, about 50 percent of the world’s population also falls within its area of responsibility.