DARPA Funding Brings Machine Learning to BAE's Signals Intelligence Capabilities

HUDSON, N.H.
– BAE Systems has been awarded funding from the Defense Advanced Research
Projects Agency (DARPA) to integrate machine-learning (ML) technology into
platforms that decipher radio frequency signals, the company said in a July 8
release.

Its
Controllable Hardware Integration for Machine-learning Enabled Real-time
Adaptivity (CHIMERA) solution provides a reconfigurable hardware platform for
ML algorithm developers to make sense of radio frequency (RF) signals in
increasingly crowded electromagnetic spectrum environments.

The up-to-$4.7
million contract, dependent on successful completion of milestones, includes
hardware delivery along with integration and demonstration support. CHIMERA's
hardware platform will enable algorithm developers to decipher the ever-growing
number of RF signals, providing commercial or military users with greater
automated situational awareness of their operating environment. This contract
is adjacent to the previously announced award for the development of data-driven

ML algorithms under the same DARPA program (Radio Frequency Machine Learning Systems, or RFMLS).

RFMLS requires a robust, adaptable hardware solution with a multitude of control surfaces to enable improved discrimination of signals in the evolving dense spectrum environments of the future.

“CHIMERA brings the flexibility of a software solution to hardware,” said Dave Logan, vice president and general manager of Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) Systems at BAE Systems. “Machine learning is on the verge of revolutionizing signals intelligence technology, just as it has in other industries.”

In an evolving threat environment, CHIMERA will enable ML software development to adapt the hardware’s RF configuration in real time to optimize mission performance. This capability has never been available in a hardware solution. The system provides multiple control surfaces for the user, enabling on-the-fly performance trade-offs that can maximize its sensitivity, selectivity and scalability depending on mission need. The system’s open architecture interfaces allow for third party algorithm development, making the system future-proof and easily upgradable upon deployment.

Other RF functions –
including communications, radar and electronic warfare – also can benefit from
this agile hardware platform, which has a reconfigurable array, front-end, full
transceiver and digital pre-processing stage. Work on these phases of the
program will take place at BAE Systems' sites in Hudson and Merrimack, New
Hampshire, and Dallas.

Navy Full Court Press on USS Gerald R. Ford Weapons Elevators

Chief Machinist's Mate Franklin Pollydore, second from left, from Georgetown, Guyana, goes over safety procedures for the Upper Stage 1 advanced weapons elevator with Sailors from USS Gerald R. Ford's weapons department. The elevator is the first to be delivered to the ship and marks a major milestone for Ford and the entire Ford-class of aircraft carriers. Ford is currently undergoing its post-shakedown availability at Huntington Ingalls Industries-Newport News Shipbuilding. U.S. NAVY / Mass Communication Specialist 1st Class Jeff Troutman
WASHINGTON
– The U.S. Navy is leveraging the talent of an independent team of government
and outside experts to assist in advanced electromagnetic, production and
software technology aboard USS Gerald R. Ford (CVN 78), said Research,

Development and Acquisition Public Affairs in a July 1 release.

“We have a full court press on the advanced weapons elevators,” said the Honorable James Geurts, assistant secretary of the Navy for research, development and acquisition. “We’ve gathered a team of experts on the carrier right now, which will work with the shipbuilder to get Ford’s weapons elevators completed in the most efficient timeline possible – they will also recommend new design changes that can improve elevator activities for the rest of the Ford class.

“This team of experts in electromagnetic systems, fabrication and production control, software, systems integration, and electrical engineering will focus on completing the production of the remaining elevators on CVN 78 and recommending design changes for future ships in the class. In doing so, they will execute corrective actions and adapt best practices to ensure the completion of the Advanced Weapons Elevators in support of the USS Gerald R. Ford’s operations.”

Arriving on the carrier two weeks ago, the Navy-led team has quickly formed a linked and integrated approach between the shipbuilder, the government, Ford crew and industry experts. The team is comprised of specialists in their respective

fields and many have had a number of successes at solving developmental technological challenges.

AWE, as a first-of-its-kind developmental system, has had its share of production and technological challenges.

The AWEs are operated via electromagnetic, linear synchronous motors. This new technology increases both speed and weapons carrying capacity of the platform while reducing required manning, maintenance and total ownership cost. Due to the concurrent nature of AWE development and construction, the shipboard weapons elevators have been test beds for discovering developmental issues that have delayed the scheduled turnover to the crew.

For those elevators working on Ford, the ship’s weapons department has been training on them daily.

“The two upper stage elevators have absolutely operated as designed,” said Lt. Cmdr. Chabonnie Alexander, Ford’s ordnance handling officer. “We operate the elevators 10 times a day, five days a week, and Ship’s Force subject matter experts continue to get smarter and more comfortable each day with the system and its operating capabilities. Additionally, as we become more comfortable and more

proficient with the elevators we’re also becoming better able to anticipate and diagnose any technical issues that may arise.”

Ford elevators will allow the ship to be able to move up to 24,000 pounds of ordnance at 150 feet-per-minute. This is in contrast to the 10,500 pounds at up to 100 feet-per-minute on a Nimitz-class carrier. AWE contributes to a 33% improvement in sortie generation rate over the Nimitz-Class, which is the heart of Ford-class warfighting capability.

In parallel with standing up the team of Navy-led government and industry experts, the Navy is constructing a land based test site at Naval Surface Warfare Center Division Philadelphia, and contracted for the production, test and delivery of system components to complete the site in 2020. The Navy and shipbuilder are also completing a digital twin co-located at the shipyard facility in Newport News that will be complete in fall 2019. Both systems will allow the Navy and shipbuilder to mature the system and aid in troubleshooting.

These shore efforts combined with the collective team of experts aboard Ford will bring these elevators online making the Ford-class more lethal and efficient, while also providing it with the ability to implement future advancements in technology with relative ease.

Shipbuilding Apprentice School Celebrates 100 Years

Joe Sabol, president of The Apprentice School Foundation, left, and Fred Peedle, vice president of The Apprentice Alumni Association unveil a historical highway marker commemorating The Apprentice School's 100-year anniversary on Monday. HII / Ashley Cowan

NEWPORT NEWS, Va. – The Apprentice School at Huntington Ingalls Industries' Newport News Shipbuilding division celebrated its 100-year anniversary on Monday.

The company held a ceremony to mark the day, July 1, 1919, when the school was established.

During the event, a historical highway marker was unveiled, and tools, textbooks, commemorative coins and other items were placed in a time capsule.

The alumni room also was dedicated in honor of Danny Hunley, an Apprentice School graduate and retired vice president who was instrumental in getting the new school building built in downtown Newport News in 2013.

The school is celebrating its centennial with special events throughout the year and has received special proclamations from the Commonwealth of Virginia and City of Newport News.

The Apprentice School opened at the end of World War I to recruit, train and develop shipbuilders. Since then, Newport News has evolved over the years and currently is undergoing a massive technological transformation. Advanced digital shipbuilding concepts and technology in The Apprentice School curriculum are now supporting the company's integration of digital technology across the shipyard.

"The Apprentice School is one of our national treasures," said Latitia D. McCane, director of education at The Apprentice School. "The school not only produces skilled craftsmen and women, but future leaders of our company. Its legacy and tradition of excellence have sustained the school for all these years, and as we move forward, our ability to transform ourselves to continue to meet the needs of Newport News Shipbuilding will be paramount to our success for another 100 years."

Over the last 100 years, The Apprentice School has produced more than 10,800 graduates who have designed and built ships for the U.S. Navy. The school currently enrolls 850 students.

"The Apprentice School is a national model for apprenticeship programs and a shining

example of our commitment to workforce development," said Xavier Beale, Newport News' vice president of trades. "When an institution has operated for 100 years, it's easy to fall back on what we've always done. That's not how you succeed. Our faculty and staff go to great lengths to make the apprentice experience at Newport News Shipbuilding relevant, and I applaud them for this outstanding accomplishment."

The Apprentice School accepts about 225 apprentices per year. The school offers four- to eight-year, tuition-free apprenticeships in 19 trades and eight optional advanced programs. Apprentices work a 40-hour week and are paid for all work, including time spent in academic classes. Through partnerships with Thomas Nelson Community College, Tidewater Community College and Old Dominion University, The Apprentice School's academic program provides the opportunity to earn associate degrees in business administration, engineering and engineering technology and bachelor's degrees in mechanical or electrical engineering.

U.S. 4th Fleet and Partner Nations Will Unite for Exercise Unitas

The Arleigh Burke-class guided-missile destroyer USS Michael Murphy (DDG 112) fires its 5-inch gun as part of a gunnery exercise with partnering navies during Unitas LX, an exercise that took place from June 24-July 3. U.S. NAVY / Mass Communication Specialist 2nd Class Justin R. Pacheco

MAYPORT, Fla. – Chile will host maritime forces from 12 countries to participate in exercise Unitas LX (60) Pacific from June 24-July 3, the U.S. Naval Forces Southern Command-U.S. 4th Fleet said in a July 1 release.

Joining the U.S. and Chile this year are 11 countries including Brazil, Colombia, Costa Rica, Ecuador, Germany, Honduras, Mexico, New Zealand, Peru, Turkey and the United Kingdom.

This year's exercise will include 10 warships that will conduct maritime maneuvering operations in the Pacific Ocean through July 2.

U.S. forces participating in Unitas this year are USS Michael Murphy (DDG 112), Mobile Diving and Salvage Unit 2, Patrol Squadron (VP) 4, Destroyer Squadron 40 and U.S. 4th Fleet. While participating in the exercise, U.S. forces will be under the operational control of Commander, U.S. Naval Forces Southern Command/U.S. 4th Fleet, Rear Adm. Donald Gabrielson.

Unitas, Latin for 'unity,' is the world's longest running multinational maritime exercise. Conceived in 1959 and first

executed in 1960, Unitas is a demonstration of U.S. commitment to the region and the strong relationships forged between partner nations and their militaries. In addition to the Pacific phase of Unitas LX, there will be Atlantic and amphibious phases hosted by Brazil in August.

Unitas will focus on strengthening existing regional partnerships and encouraging the establishment of new relationships through the exchange of maritime mission-focused knowledge and expertise during the exercise. The exercise develops and tests participating navies' capabilities to respond to a wide variety of maritime missions as a unified force.

U.S. Naval
Forces Southern Command/U.S. 4th Fleet is responsible for U.S. Naval forces in
the U.S. Southern Command area of responsibility, including the Caribbean,
Central and South America.

Coast Guard Interdicts 49 Haitian Migrants 21 Miles Northeast of Cuba

MIAMI
– The Coast Guard interdicted 49 Haitian migrants Saturday approximately 21
miles northeast of Punta Maisi, Cuba, the Coast Guard 7th District said in a
July 1 release.

The crew of the Royal Netherlands Navy ship HNLMS Groningen (P-843) with a Coast Guard law enforcement team interdicted a 35-foot Haitian sail freighter with 49 migrants aboard, three of those being unaccompanied children. The crew of the Coast Guard Cutter Tampa (WMEC-902) was diverted to assist.

The cutter Tampa crew arrived on scene and embarked the 49 migrants – 39 males and 10 females, due to safety concerns with the vessel.

"The Coast Guard continues to maintain a focused and coordinated effort with multiple agency assets to interdict any attempt to dangerously and unlawfully immigrate by sea to the United States," said Cmdr. Michael Vega, Coast Guard 7th District enforcement branch. "Those who are interdicted at sea attempting to illegally immigrate will be repatriated to their country in accordance with existing U.S. immigration policy."

Approximately 2,932 Haitian migrants have attempted to illegally enter the U.S. via the maritime environment in fiscal year 2019 compared to 2,727 Haitian migrants in fiscal year 2018. These numbers represent the total number of at-sea interdictions, landings and disruptions in the Florida Straits, the Caribbean and Atlantic. Once aboard a Coast Guard cutter, all migrants receive food, water, shelter and basic medical

attention.

Coast Guard Repatriates 44 Migrants to the Dominican Republic

The crew of the Coast Guard Cutter Donald Horsley (WPC-1117) repatriated 44 Dominican migrants to Santo Domingo, Dominican Republic, June 28, 2019, following two at-sea interdictions in the Mona Passage earlier this week. U.S. COAST GUARD

SAN JUAN, Puerto Rico – The crew of the Coast Guard Cutter Donald Horsley (WPC-1117) repatriated 44 Dominican migrants and transferred them to Dominican naval authorities June 28 in Santo Domingo, Dominican Republic, following the interdiction of two illegal migrant voyages June 25 and 26 in the Mona Passage, the Coast Guard 7th District said in a June 28 release.

Six other migrants interdicted in both voyages are facing possible federal prosecution in Puerto Rico on charges of attempted illegal re-entry into the United States.

The interdictions are the result of ongoing efforts in support of Operation Unified Resolve, Operation Caribbean Guard and the Caribbean Border Interagency Group (CBIG). Since October 2018, the Coast Guard and CBIG federal and state partner

agencies have interdicted over 1,573 migrants at sea near Puerto Rico and the
U.S. Islands.

The first
interdiction took place the night of June 25 after the crew of a Customs and
Border Protection DHC-8 maritime patrol aircraft detected a 25-foot migrant boat
transiting toward Puerto Rico, approximately 17 nautical miles north-northwest
of Aguadilla, Puerto Rico.

Coast Guard
watchstanders in Sector San Juan diverted the cutter Donald Horsley to
interdict the suspect vessel. Upon arriving on scene, the Donald Horsley crew
stopped the blue makeshift boat with 25 Dominican migrants aboard – 19 men and
five women, and a 16-year-old boy. Horsley crewmembers proceeded to embark all
the migrants from the makeshift boat.

The interdictions are the result of ongoing efforts in support of Operation Unified Resolve, Operation Caribbean Guard and the Caribbean Border Interagency Group. U.S. COAST GUARD
The crew of
the DHC-8 maritime patrol aircraft detected a second illegal migrant voyage on
the night of June 26, approximately nine nautical miles north of Mona Island.

Coast Guard
watchstanders in Sector San Juan diverted the cutter Donald Horsley to
interdict the suspect vessel. Upon arriving on scene, the

Donald Horsley crew stopped the 35-foot blue fiberglass boat with 25 adult Dominican migrants aboard – 20 men and five women. Horsley crewmembers embarked all the migrants for safety of life at sea.

Once aboard a Coast Guard cutter, all migrants receive food, water, shelter and basic medical attention.

“I am extremely proud of the crew of cutter Donald Horsley for their tremendous efforts which culminated in the interdiction of 50 migrants during two different cases this week,” said Lt. Christopher Martin, Coast Guard Cutter Donald Horsley commanding officer. “These illicit ventures put migrants in extremely dangerous situations at sea and our crew along with our other DHS partners did an excellent job detecting and intercepting these vessels to stem the flow of illegal migration to Puerto Rico and ensure the safety of all the migrants involved in these voyages.”

The cutter Donald Horsley transferred custody of the six migrants facing federal prosecution to Ramey Sector Border Patrol agents in Mayaguez, Puerto Rico.

The CBIG unifies efforts between U.S. Customs and Border Protection, the U.S. Coast

Guard, U.S. Immigration and Customs Enforcement, the United States Attorney's Office for the District of Puerto Rico and Puerto Rico Police Joint Forces of Rapid Action. These agencies share a common goal of securing the maritime border of Puerto Rico and the U.S. Virgin Islands against illegal migrant and drug smuggling threats.

The cutter Donald Horsley is a 154-foot fast-response cutter homeported in San Juan, Puerto Rico.

LCS Oakland Christened at Austal's Mobile Shipyard

A graphic representation of the future Independence-variant littoral combat ship (LCS), the USS Oakland (LCS 24). U.S. NAVY

ARLINGTON, Va., and MOBILE, Ala.– The U.S. Navy christened its newest Independence-variant littoral combat ship (LCS), the future USS Oakland (LCS 24), during a June 29 ceremony in Mobile, Alabama, the ship's builder, Austal USA, said in a release of the same date.

U.S. Rep. Ken Calvert of California delivered the christening ceremony's

principal address.
Kate Brandt, Google’s sustainability officer, served as the ship’s sponsor.

“The christening of the future USS Oakland marks an important step toward this great ship’s entry into the fleet,” said Navy Secretary Richard V. Spencer in a June 26 Navy Office of Information release. “The dedication and skilled work of our industry partners ensure this ship will represent the great city of Oakland and serve our Navy and Marine Corps team for decades to come.”

“I’m proud to represent Austal’s amazing workforce today as we commemorate a significant milestone in the life of this amazing warship,” said Austal USA President Craig Perciavalle. “Our talented shipbuilding team is proud to provide our Navy with an extraordinarily capable vessel that will honor the great city of Oakland as she becomes an integral part of the U.S. naval fleet protecting our nation.”

The ship’s sponsor, Kate Brandt, a recipient of the Distinguished Public Service Award, the highest award the U.S. Navy can give to a civilian, headlined the group of officials, naval guests, civic leaders, community members and Austal USA employees who attended the ceremony beneath the hull of the ship in Austal USA’s final assembly bay.

“We are honored to host Ms. Brandt as the ship’s sponsor,” continued Perciavalle. “Her time spent serving our country through her work for the government, specifically the Navy, and her dedication to green initiatives protecting the environment make her a clear choice as the sponsor of Oakland.”

As Google’s sustainability officer, Brandt leads sustainability across Google’s worldwide operations, products and supply chain. Previously Brandt served as the nation’s first chief sustainability officer, where she was responsible for promoting sustainability across federal government operations including 360,000 buildings, 650,000 vehicles, and $445 billion annually in purchased goods and services. Brandt’s prior government service also includes senior adviser at the Department of Energy, director for Energy and Environment in the White House Office of Presidential Personnel, and energy adviser to the Secretary of the Navy.

A Gates Cambridge Scholar who graduated with honors from Brown University, Brandt currently serves on the boards of The Institute at Brown for Environment and Society, The Roosevelt Institute, Planet Forward, and the Stanford International Affairs Network.

The future USS Oakland is a fast, agile, focused-mission platform designed for operation in near-shore environments yet capable of open-ocean operation. It is designed to defeat asymmetric “anti-access” threats such as mines, quiet diesel submarines and fast surface craft. The ship will be homeported in San Diego.

The LCS class consists of two variants, the Freedom variant and the Independence variant, designed and built by two industry teams. The Freedom variant team is led by Lockheed Martin in Marinette, Wisconsin (for the odd-numbered hulls). The Independence variant team is led by Austal USA in Mobile, Alabama (for LCS 6 and subsequent even-numbered hulls).

The future USS Oakland is the third U.S. Navy ship named for the city in California. The first Oakland (2847) was commissioned in 1918 and used for cargo transport. The second, CL 95, was commissioned in 1942, and during seven years of service, it played a key role in many antiaircraft missions across the Asia-Pacific theater of operations.

Oakland is the 12th of 19 Independence-variant littoral combat ships Austal USA has under contract with the U.S. Navy. In addition to being in full-rate production for

the LCS program, Austal USA is also the Navy's prime contractor for the Expeditionary Fast Transport (EPF) program. Austal has delivered 10 EPF, with a total of 14 under contract.

Coast Guard Cutter Venturous Returns Home After 62-Day Patrol

The Coast Guard Cutter Venturous, shown here returning from its November 2018 patrol. U.S. COAST GUARD / Michael De Nyse

ST. PETERSBURG, Fla. – The crew of the Coast Guard Cutter Venturous (WMEC-625) returned home to St. Petersburg June 27 following a 62-day patrol in the Caribbean Sea, the Coast Guard 7th District said in a release of the same date.

Venturous' crew spent the first three weeks of the patrol at Naval Station Mayport for their biennial Tailored Ship's Training Availability, which is designed to test the crew's ability to respond to various operations and shipboard emergencies.

After departing Mayport, the Venturous crew transited over 7,000 miles while

operating in the Caribbean Sea enforcing international laws and treaties in support of the Coast Guard's Western Hemisphere Strategy by countering transnational organized criminal networks and deterring human smuggling while safeguarding life at sea.

On June 12th, the crew of the Venturous partnered with rotary and fixed wing aircraft from Coast Guard Air Stations Clearwater and Miami and Royal Bahamian Defense Forces interceptor and rescued 177 Haitian migrants from an overloaded 40-foot vessel approximately 20 nautical miles southwest of Providenciales, Turks and Caicos.

> *"From responding to Hurricanes Irma and Maria in 2017, to completing four consecutive deployments through the Panama Canal to the Eastern Pacific Ocean, to preventing over nine tons of illicit narcotics, valued at over a quarter billion dollars, from reaching our shores, and rescuing 189 migrants and 10 fishermen from the perils of the sea, the crew of Venturous truly upheld her motto, Nemo Supra, None Better."*
>
> *Cmdr. Matthew Chong, commanding officer of the Venturous*

The Venturous crew utilized both of the over the horizon cutter boats to safely offload all 177 migrants from the vessel, which was slowly flooding due to its severely overloaded state and choppy seas. The Royal Bahamian Defense Forces interceptor provided security on the vessel and the Air Station Clearwater MH-60 Jayhawk

helicopter provided overflight coverage as Venturous embarked the migrants.
Once aboard Venturous, crewmembers provided the migrants with food, water,
shelter and basic medical care.

On two other
occasions, Venturous intercepted overloaded vessels closer to shore and
directed them to return back to port rather than face the dangerous journey in
open waters.

Six cadets
from the Coast Guard Academy also joined Venturous during the deployment and
worked alongside the crew while earning various shipboard qualifications and
gaining valuable operational experience that will aid in their development as
future Coast Guard officers.

Additionally,
Venturous hosted two ship riders from the Cayman Islands. While on board, the
ship riders attended operations briefings and engaged with crewmembers to
exchange best practices to fight human and narcotics trafficking networks while
strengthening the strategic partnership with an important regional ally.

“As I
complete my final patrol on Venturous, I can’t help but look back on the past
two years with immense pride and awe in all that our crew accomplished.” said
Cmdr. Matthew Chong, commanding officer of the Venturous.

“From responding to Hurricanes Irma and Maria in 2017, to completing four consecutive deployments through the Panama Canal to the Eastern Pacific Ocean, to preventing over nine tons of illicit narcotics, valued at over a quarter billion dollars, from reaching our shores, and rescuing 189 migrants and 10 fishermen from the perils of the sea, the crew of Venturous truly upheld her motto, Nemo Supra, None Better.”

The Venturous is a 210-foot Reliance-class cutter, homeported in St. Petersburg and has a crew of 76. Medium endurance cutters, like the Venturous, are slated for replacement by a new class of cutter – the Offshore Patrol Cutter (OPC). With the ability to operate more than 50 miles from land, the OPC will be a multi-mission asset, providing surface and air pursuit capabilities and interoperability with other military and federal partners.

NAVSEA Releases Naval Power and Energy Systems Roadmap

WASHINGTON – Naval Sea Systems Command (NAVSEA) released the Naval Power and Energy Systems Technology Development Roadmap, providing an evolutionary strategy to meet future weapon and

sensor systems power requirements, June 26, the command said in a release of the same date.

Developed by the Electric Ships Office within Program Executive Office (PEO) Ships, the roadmap aligns electric power and energy system development with increasing warfighter power needs, enabling the U.S. Navy to expand maritime superiority over our adversaries.

“The U.S. Navy faces increasingly sophisticated threats,” said Vice Adm. Tom Moore, commander, NAVSEA. “Our mandate is to maintain sea control by delivering a decisive advantage to the warfighter. We do that by ensuring our platforms have enough space, weight and power margin to adapt to future threats.”

As existing U.S. Navy power and energy systems represent a century of combined private and public partnership, the roadmap establishes priorities to guide future research and development investments across the government, industry and academic enterprises; leveraging the best in science and engineering; and allowing the Navy to more efficiently field future capabilities.

“Now is the time to invest in future naval power systems and capabilities to influence technology developments for tomorrow’s fleet,” said Stephen

Markle, director,
Electric Ships Office. “As new technologies evolve, it’s imperative we lead the
innovation of power and energy architecture necessary for tomorrow’s sensors
and weapons and deliver the Chief of Naval Operations’ mandate of as much power
as we can afford to the warfighter.”

Power and
energy systems offer the potential to provide revolutionary warfighting
capability at an affordable cost. The Electric Ships Office’s efforts have
helped conceptualize and field the power generation, electrical distribution
and propulsion machinery on the DDG 1000 Zumwalt-class destroyers; and power
generation and conversion systems on the DDG 51 Flight III. Future efforts
include development of the Energy Magazine to enable pulsed high-power weapons
and sensor systems for both back fit and forward fit applications, and
evolution of Integrated Power Systems found on DDG 1000 and Royal Navy Type 45-
and Queen Elizabeth-class ships by integrating energy storage and advanced
controls as the Integrated Power and Energy System.

U.S. Coast Guard Announces Homeport of Newest National Security Cutter

WASHINGTON – The U.S. Coast Guard has selected Charleston, South Carolina, as the home of the service's newest National Security Cutter, Coast Guard Headquarters announced in a June 26 release.

"I am pleased to announce that Charleston, South Carolina, will be the home of the Coast Guard's 11th National Security Cutter," said Adm. Karl L. Schultz, commandant of the Coast Guard. Construction on the 11th National Security Cutter is scheduled to begin by spring of 2020. Charleston is already home to two of the Coast Guard's National Security Cutters, the James and Hamilton. In 2017, the Coast Guard announced that the ninth and 10th National Security Cutters, currently under construction at Huntington Ingalls Shipyard in Pascagoula, Mississippi, will join the Charleston-based National Security Cutter fleet in the coming years.

Schultz further noted, "I am confident that the Charleston community is the right place for our Coast Guardsmen and their families to base these highly capable National Security Cutters with the global reach to respond to complex maritime threats and challenges."

National Security
Cutters are the most technologically advanced vessels in the Coast Guard. They are capable of supporting maritime homeland security and defense missions. They safeguard the American people and promote our security in a complex and persistently evolving maritime environment.

Grouping cutters of the same class is one critical variable in selecting homeports. Grouping cutters in the same location improves maintenance proficiency, streamlines logistics, and provides increased personnel flexibility.

The cutter is scheduled to arrive in 2024; its name has not yet been selected. This will be the fifth National Security Cutter assigned to Charleston.