

Coast Guard, CBP Interdict 3 Suspected Smugglers, 220 Pounds of Cocaine

SAN JUAN,

Puerto Rico – The U.S. Coast Guard and Customs and Border Protection Air and

Marine Operations Branch (CBP AMIO) interdicted about 220 pounds of cocaine 41

miles southwest of Cabo Rojo, according to the Coast Guard 7th District.

A CBP AMIO

aircraft crew located a 20-foot go-fast vessel with three people and suspicious

duffle bags aboard. Coast Guard Sector San Juan watchstanders diverted the

Coast Guard Cutter Joseph Tezanos (WPC-1118) crew to the scene to interdict.

While en route to the vessel, the Tezanos crew spotted the go-fast crew

throwing nine duffle bags overboard.

The Tezanos

crew recovered six of the bags, embarked the three suspected smugglers,

destroyed the go-fast vessel as a danger to navigation and transferred the

smugglers and interdicted cocaine to Coast Guard Investigative Services agents

in Puerto Rico.

“This case highlighted

the strong partnership between Customs and Border Protection and the Coast Guard,” said Capt. Gregory Magee, Sector San Juan deputy commander. “This interdiction would not have been possible without our established relationship and great work by their aircrews.”

Coast Guard, CBP Interdict Migrants, Suspected Smuggler, 67 Packages of Marijuana



Bales of marijuana interdicted on Aug. 1. The U.S. Coast Guard and Customs and Border Protection also interdicted seven migrants and a suspected smuggler. U.S. Coast Guard MIAMI – The U.S.

Coast Guard and U.S. Customs and Border Protection (CBP) interdicted seven migrants, a suspected smuggler and 67 packages of marijuana on Aug. 1 about 7 miles east of Government Cut, according to the Coast Guard 7th District.

The CBP intercepted an improperly lit 27-foot cabin cruiser about 7 miles east of Government Cut and discovered five Jamaican adult male migrants, one Bahamian male migrant, one Italian male migrant and one suspected Bahamian smuggler, plus they seized 67 packages full of marijuana.

The Coast

Guard Cutter Robert Yered (WPC-1104) crew arrived on scene, embarked the migrants and transferred them ashore to CBP.

“We commend our CBP partners who prevented this illegal voyage from making landfall as well as their close collaboration with the Robert Yered crew in safely removing all the migrants from a dangerous situation,” said Petty Officer 1st Class Emily Wilhite, watchstander at Coast Guard Sector Miami.

Whether migrants attempt to illegally enter the United States via dangerously overloaded, unseaworthy or otherwise unsafe vessels or through human smuggling ventures, taking to the sea illegally is a hazardous risk to one’s life. The Coast Guard will continue to work with our service’s partner law enforcement agencies to ensure U.S. immigration laws are upheld, while also maintaining its humanitarian responsibility to prevent the loss of life at sea.

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

Coast Guard, Partner Agencies Intercept 1,400 Pounds of Marijuana



About 1,400 pounds of marijuana seized by the Coast Guard Cutter Dorado stacked on the dock in San Diego. U.S. Coast Guard

SAN DIEGO –

Agencies from the U.S. Department of Homeland Security, including the Coast

Guard, detected and interdicted a suspected smuggling vessel carrying about

1,400 pounds of marijuana 40 miles southwest of San Diego on July 25, the Coast

Guard 11th District said in a release.

Customs and

Border Protection Air and Marine Operations (CBP AMO) crews notified

watchstanders at San Diego's Joint Harbor Operations Center (JHOC) of suspected

smuggling activity aboard a 35-foot boat at about 7 p.m. The watchstanders

diverted the crew of the Coast Guard Cutter Dorado (WPB 87306) that was

conducting a routine counter-smuggling patrol in the area.

Dorado

arrived on scene at about 10:30 p.m. after being vectored in by CBP AMO crews.

The Dorado crew launched their interceptor boat with a boarding team that

discovered the marijuana aboard the suspicious vessel. Two suspected smugglers

were detained.

Dorado's crew transported the marijuana and suspected smugglers to San Diego, where CBP's AMO crew seized the suspected smuggling vessel and Homeland Security Investigation's Marine Task Force took custody of the suspected smugglers and contraband.

"The crew of Dorado had a very successful mission while patrolling the waters off the coast of San Diego, and we at the district headquarters could not be prouder of them," said Capt. Arthur Snyder, Coast Guard 11th District's chief of response.

The Regional Coordinating Mechanism (ReCoM) is another example of the evolution of joint operations among interagency partners. Located in San Diego, Los Angeles and San Francisco, the ReCoM partnerships include the U.S. Coast Guard, CBP's Office of Air and Marine, Office of Field Operations, U.S. Border Patrol and ICE's Homeland Security Investigations in cooperation with state and local law enforcement partners operating along the California coast.

Dorado is an 87-foot patrol boat homeported in Crescent City.

Littoral Combat Ship USS Billings Commissioned in Key West



USS Billings dressed for her Aug. 3 commissioning in Key West, Florida. Lockheed Martin

KEY WEST,

Fla. – The U.S. Navy commissioned USS Billings (LCS 15), the eighth

Freedom-variant littoral combat ship, here Aug. 3. This milestone places the ship, built by the Lockheed Martin-led team, into active service.

“Billings

was designed to operate and adapt to a rapidly changing environment,” Joe

DePietro, vice president of small combatants and ship systems at Lockheed

Martin, said in a company release. “She is equipped and ready for today’s

threats and easily modifiable to meet the threats we may not even be aware of

yet. Our team is confident Billings will be what the Navy needs when the fleet

needs it.”

The LCS is

designed to complete close-to-shore missions. The ship is capable of speeds in

excess of 40 knots. It is also standard-equipped with Rolling Airframe Missiles

(RAM) and a Mark 110 gun, capable of firing 220 rounds per minute, and 40

percent of the hull of an LCS is reconfigurable, integrating capabilities like Longbow Hellfire Missiles, 30 mm guns and manned and unmanned vehicles.

“Having now commanded two freedom-class LCS variants, I would like to report that these ships are truly impressive and will fit well in the niche they have been designed for,” said LCS 15’s commanding officer, Cmdr. Nathan Rowan. “They are fast, maneuverable, and their weapon systems are some of the most accurate I’ve witnessed on any platform of which I’ve previously served.”



U.S. Sen. John Tester (D-Mont.) at the ceremony Aug. 3 for USS Billings, which is named for the city in Montana. Lockheed Martin

There are seven ships in various stages of production and test at Fincantieri Marinette Marine in Wisconsin, where the Freedom-variant LCS is built. The next Freedom-variant in the class is LCS 17, the future USS Indianapolis, which was delivered in late July.

“On behalf of the proud 2,000 men and women who transform flat steel into a fast, agile surface combatant,” said Jan Allman, chief executive officer of Fincantieri Marinette Marine, “we are honored to support the U.S. Navy, and we congratulate the outstanding crew of the USS Billings.”

FRC Demonstrates Long-Range Transit to American Samoa



The Coast Guard Cutter Joseph Gerczak moored in the Port of Pago Pago, American Samoa, on Aug. 3. The crew is participating in Operation Aiga to conduct fisheries law enforcement and strengthen partnerships in American Samoa and Samoa throughout August. U.S. Coast Guard/Chief Petty Officer Sara Muir

PAGO PAGO,

American Samoa – The U.S. Coast Guard Cutter Joseph Gerczak (WPC 1126) arrived

in the Port of Pago Pago on Aug. 3, completing a nine-day transit from Hawaii

that demonstrated the long-range capabilities of the fast-response cutter.

The crew

is participating in Operation Aiga to conduct fisheries law enforcement and

strengthen partnerships in American Samoa and Samoa throughout August.

“It was a good transit, the longest we’ve conducted yet, nine days at sea, and we’re proving the capabilities of these new cutters to operate over the horizon throughout the remote Pacific,” said Lt. James Provost, commanding officer of Joseph Gerczak. “This is the first time a fast-response cutter has come to Pago Pago. We’re looking forward to hosting our partners and the public during tours [Aug. 5] from 1 to 3 p.m. here at the port.”

The Coast

Guard is positioned to enforce U.S. federal laws and regulations in the territorial waters of American Samoa. Worldwide, tuna is a \$7 billion-dollar annual industry, and roughly 70 percent of that tuna comes from the western and central Pacific Ocean. These pelagic fish migrate and it is essential the U.S. and its partners protect the resource from illegal, unregulated and unreported fishing. Estimates place the value of IUU fishing around \$616 million annually.

“It was a good transit, the longest we’ve conducted yet, nine days at sea, and we’re proving the capabilities of these new cutters to operate over the horizon throughout the remote Pacific.”

Lt. James Provost, commanding officer of Joseph Gerczak

“After this port call, we will be working with NOAA fisheries and the American Samoa Marine Police to enforce fisheries regulations in the region while on patrol. Oceania countries adhering to the rule of law deserve and even playing field. Presence, partnerships, and regular enforcement can deter IUU fishing and safeguard these critical fish stocks,” Provost said.

The Coast Guard Cutter Walnut (WLB 205) crew will also be conducting a fisheries mission with shipriders from Samoa aboard to enforce sovereign laws in their EEZ and deter IUU fishing. This effort is being undertaken in

coordination with Australia and New Zealand as Samoa transitions their organic patrol assets, upgrading their fleet. Both cutter crews will also respond to any emergent search-and-rescue needs in the area and seek out opportunities to work with partner nation assets.

The Coast

Guard exercises 11 bilateral shiprider agreements with Pacific Island Forum nations to help ensure regional security and maritime sovereignty.

“The U.S.

is committed to supporting our allies and neighbors in the Pacific, which is essential to a free and open Indo-Pacific.”

The Joseph

Gerczak is a 154-foot Sentinel-Class fast-response cutter homeported in Honolulu. It is one of the newest patrol boats in the fleet. Three fast-response cutters will be homeported in Honolulu, the third arriving in August. Three will also be stationed in Guam and are to begin arriving there next year.

Coast Guard Interdicts 27

Cuban Migrants 5 Miles South of Key West



A Coast Guard Station Key West 45-foot response boat-medium boat crew interdicts an 18-foot migrant chug with 27 Cuban migrants aboard on July 27 onto the Coast Guard small boat. U.S. Coast Guard/Petty Officer 3rd Class Daniel McCravy

MIAMI –

The U.S. Coast Guard interdicted 27 Cuban migrants on July 27 about 5 miles south of Key West, the Coast Guard's 7th District said in a release.

A Coast

Guard Station Key West 45-foot response boat crew interdicted an 18-foot

migrant chug with 27 Cuban migrants – 22 males, four females and one child – aboard.

The crew safely embarked all 27 migrants aboard the station boat.

“These

illegal ventures attempting to immigrate to the United States are extremely

dangerous, especially during the hurricane season, when weather and sea

conditions can dramatically and rapidly change in minutes, putting migrants in

danger of being lost at sea,” said Capt. Jason Ryan, chief of the enforcement

branch of the Coast Guard 7th District.

“The Coast

Guard and our partner agencies' priority is safety of life at sea and these

voyages in ill-equipped vessels aren't safe. The Coast Guard

and our partner agencies maintain their focused and coordinated efforts to interdict and stop these unlawful migration attempts into the United States.”

The watchstanders at Coast Guard Sector Key West were notified by a good Samaritan vessel of a possible migrant vessel. The watchstanders directed the launch of a Station Key West RB-M boat crew and diverted the crew of the Coast Guard Cutter Kathleen Moore (WPC-1109) to assist.

The station crew rendezvoused with the cutter Kathleen Moore and safely transferred the migrants to the cutter.

A total of 438 Cuban migrants have attempted to illegally enter the U.S. by sea in fiscal year 2019 compared to 384 Cuban 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 the Atlantic.

HII Continues Planning for Midlife Refueling, Overhaul

of USS John C. Stennis



USS John C. Stennis departs Hampton Roads, Virginia, in February 1998. Huntington Ingalls Industries

NEWPORT NEWS,

Va. – Huntington Ingalls Industries' Newport News Shipbuilding division has

received a \$290 million contract modification from the U.S. Navy to continue

planning for the refueling and complex overhaul of the aircraft carrier USS

John C. Stennis, the company announced Aug. 1.

The contract

funds the second and third years of planning, long-lead-time material

procurement, shop fabrication, shipboard inspections and facilities readiness

for the overhaul. As part of the planning contract, Newport News also will

perform some shipboard work, which will take place in Norfolk.

The initial year

of planning was funded at a base value of \$187.5 million.

“The second

and third year of planning is important to the overall success of a project of

the magnitude of [the overhaul],” said Chris Miner, Newport News' vice

president of in-service aircraft carriers.

“This

contract allows us to continue our critical planning for each step of the

process so we're ready to begin execution when the ship arrives in the first

quarter of 2021.”

Stennis will be the seventh Nimitz-class carrier to undergo a major life-cycle overhaul at Newport News, representing 35% of all maintenance and modernization completed during its service life.

The overhaul, a RCOH, is an extremely complex engineering and construction project that involves more than 680 suppliers from 40 states providing material and services critical to the overhaul process.

Once completed, a recapitalized carrier can support current and future warfare doctrine and continuing to operate as the centerpiece of the Navy’s fleet and national defense for another 25 years.

Alion Completes Sale of Naval Systems Business Unit to Serco

WASHINGTON –

Alion Science and Technology Corp., which designs and delivers complex

engineering solutions for defense and intelligence agencies, has completed the

sale of its naval systems business unit, including its Canadian business and a

small number of related contract operations, to Serco Inc., Alion announced.

“We are pleased to complete the previously announced

transaction to sell Alion's NSBU business to Serco and look forward to continuing to provide best-in-class engineering and technology solutions to our national security customers, including U.S. Army, U.S. Air Force, U.S. Navy as well as Intelligence customers," said Steve Schorer, chairman and CEO of Alion.

"This divestiture allows us to focus on advancing technologies and systems in the areas of C5 systems, ISR solutions, artificial intelligence, cyber solutions, electronic warfare technology and live virtual constructive training systems, which are all critical to the mission of our customers."

Universities Step In to Fuel Australian Shipbuilding Boom

ADELAIDE,

Australia – Flinders University has partnered with the Naval Shipbuilding

College, which is also in Adelaide, to ensure graduates are ready to seize

future cutting-edge jobs in the National Naval Shipbuilding Enterprise, the

Lead, a south Australian newspaper, said in an Aug. 1 article.

This week

the University of Adelaide announced that its rejuvenated master's of marine engineering

program had grown in popularity more than five-fold since 2015, thanks in part

to a partnership with Australian submarine company ASC.

Flinders

University is the first Australian university to be endorsed for delivering a course aligned with the future employment needs of the naval shipbuilding industry. Its bachelor's of engineering (mechanical) (honours) has been endorsed by the Naval Shipbuilding College with five other engineering programs expected to follow.

The Australian government is investing \$90 billion into the continuous shipbuilding program, which is expected to create 5,200 shipbuilding jobs within 10 years, to build Australia's new fleet of 12 offshore patrol vessels, nine Hunter-class anti-submarine frigates, 12 submarines and 21 Pacific patrol boats.

Based in Osborne, South Australia, the Naval Shipbuilding College is a hub that links prospective workers with suitable and accredited training at universities, TAFEs and training institutions in all states and territories.

It is operated by the Naval Shipbuilding Institute, an Australian joint venture between Kellogg Brown & Root and America's largest military shipbuilding company Huntington Ingalls Industries.

A TAFE SA welding course became the first training program endorsed by the college last September, but the Flinders program is the first university course to be

approved. Five courses at Tasmania's Australian Maritime College were also endorsed the last week of July, a few days after the Flinders University announcement.

Flinders

Learning and Teaching Innovation Pro Vice-Chancellor Professor Deborah West

said the university was committed to the partnership with the Naval

Shipbuilding College, which would provide high-quality education pathways into shipbuilding careers for students.

"The

endorsement of our degrees will ensure our graduates are well positioned for

the large number of job opportunities that are being created as a result of the growth in the shipbuilding industry," she said.

Naval

Shipbuilding College sits alongside the Osborne Naval Shipyard near Port

Adelaide. The shipyard has been at the heart of Australia's defence shipbuilding

program since the late 1980s and has delivered six Collins-class submarines and

three Hobart-class air warfare destroyers. It is also expected to play a key

ongoing role in the \$90 billion continuous build program.

The

University of Adelaide's rejuvenated master's of marine engineering program is

backed by the expertise and resources of ASC.

This year

49 students are undertaking master's degrees by course work in submarine design (naval architecture and maritime engineering), sustainment, supply chain, project management and related subjects, within the University's School of Mechanical Engineering.

The

program, offered every two years, has grown from 27 students in 2017 and nine students in 2015. It is among only a few postgraduate courses available in Australia in marine engineering and is the only one in submarine design.

The

students are drawn from industry, defense and recent graduates as well as French exchange students from the prestigious French Grande Ecole d'Ingénieurs ENSTA Bretagne, which last year signed a collaboration agreement with the University of Adelaide.

In the

program each student completes an individual project developing a submarine concept design using professional tools. Enrolled students are being offered free membership with the prestigious Royal Institution of Naval Architects and the best projects are presented to the Submarine Institute of Australia Technical Conference, SubsTec.

Newly

appointed course director Associate Professor Eric Fusil said the ramp-up in enrolments for the course reflected the place Adelaide will occupy at the center of submarine and major warship design and construction in coming decades.

“We are at the start of a historical and challenging build-up in the submarine sector in Australia,” said Associate Professor Fusil, a former submarine designer with both Naval Group of France and ASC in Adelaide.

“The students are drawing on an incredible wealth of real-life experience in terms of submarine engineering at ASC – Australia’s only established submarine company.”

Naval Shipbuilding College program director Bill Docalovich said the unprecedented upgrade of the Royal Australian Navy’s fleet was taking a national approach.

“Through collaboration with education and training providers in every state and territory we are strengthening student pathways into rewarding, long-term, sustainable shipbuilding careers,” he said.

“It demonstrates our commitment to ensuring our students are skilled and capable of meeting the changing needs of the workforce and future

industries in
Australia.”

The
Australian government established the Naval Shipbuilding
College in 2018 to
help secure a sovereign workforce to implement its \$90 billion
continuous naval
shipbuilding program.

A national naval
shipbuilding workforce register has been established for
students and workers
interested in working on some of the world’s most
technologically advanced
projects.

Boeing, Marines, Navy Celebrate \$115 Million V-22 Facility



MV-22B Osprey take off from the amphibious assault ship USS
Bataan. U.S. Navy/Mass Communication Specialist Seaman Levi
Decker

PHILADELPHIA

– Boeing, the U.S. Marine Corps, U.S. Air Force and U.S. Navy
celebrated the
transformation of a 350,000-square-foot facility outside
Philadelphia into a
modern factory where company employees will build fuselages
for the V-22 tilt-rotor

aircraft and modernize the MV-22 fleet for the Marines.

“Boeing’s \$115 million investment supports U.S. and international demand for the unrivaled capabilities of the V-22,” said David Koopersmith, vice president and general manager of Boeing Vertical Lift. “We started this project two years ago in a mothballed building. Now, it is a state-of-the-art manufacturing center for the only in-service tilt-rotor aircraft in the world.”

The new factory will improve safety and productivity, lower operating costs and reduce Boeing’s environmental impact. It will be home to the Common Configuration-Readiness and Modernization (CC-RAM) program that standardizes the Marine Corps Osprey fleet by upgrading previously built aircraft to the new Block C configuration. The factory will also house fuselage production for Navy, Air Force, Marines, and international Osprey customers.

“The V-22 readiness program is our No. 1 priority,” said Marine Corps Col. Matthew Kelly, the V-22 joint program manager. “The CC-RAM program is key in meeting our readiness goals and returning capable and reliable aircraft to Marine units around the world.”

Boeing employs about 4,600 people in Pennsylvania and supports 16,000 direct and indirect jobs in the

commonwealth.