

Coast Guard Interdicts 10 Cuban Migrants and 2 Suspected Smugglers off Villa Clara Province



A Coast Guard Cutter Raymond Evans small-boat crew approaches a 30-foot go-fast vessel about 12 miles off Villa Clara Province, Cuba, on May 20. U.S. Coast Guard

KEY WEST,

Fla.— The Coast Guard interdicted 10 Cuban migrants and two suspected smugglers

on May 21 about 12 miles off Villa Clara Province, Cuba, the Coast Guard 7th

District said in a release.

Coast Guard

7th District watchstanders received notification of an illegal departure of a

30-foot go-fast vessel with 12 people aboard in the vicinity of Villa Clara

Province.

A Coast Guard

Air Station Miami HC-144 Ocean Sentry aircraft crew located the vessel and

vectored the Coast Guard Cutter Raymond Evans (WPC-1110) crew to the location,

where the crew embarked 10 males and two females. The Evans crew repatriated

the 10 Cuban migrants back to their home. The two suspected smugglers were

transferred into Homeland Security Investigations custody.

“The

Coast Guard maintains a focused and coordinated effort with multiple agency assets to interdict any attempt to unlawfully immigrate by sea to the United States,” said Rear Adm. Peter J. Brown, commander of Coast Guard 7th District.

The 7th District, based in Miami, Florida, oversees all Coast Guard operations in South Carolina, Georgia and Florida as well as Puerto Rico and the U.S. Virgin Islands.

Brown is also the director of Homeland Security Task Force Southeast, a standing multiagency team that unifies the whole of government effort to monitor, identify, mitigate and respond to large-scale migration events.

About 290 Cuban migrants have tried to illegally enter the U.S. by sea in fiscal year 2019 compared to 384 in fiscal 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 Supports U.S. Pacific Fleet Navigation Initiatives in Federated States of Micronesia



The crew of the Coast Guard Cutter Sequoia hosts U.S. Ambassador to the Federated States of Micronesia Robert Riley on May 7. U.S. Coast Guard/USCGC Sequoia

HONOLULU –

The U.S. Coast Guard conducted an aids-to-navigation and waterways assessment

in the Federated States of Micronesia in support of improved maritime safety

and defense readiness in May, the Coast Guard 14th District said in a release.

The U.S.

Coast Guard Cutter Sequoia, a 225-foot seagoing buoy tender homeported in Guam,

completed surveys in Yap, Chuuk and Pohnpei. While in Yap, the Sequoia's crew

hosted local officials and U.S. Ambassador Robert Riley. In Pohnpei, the

Sequoia crew hosted tours for the public.

The ports

and waterways of Micronesia are essential to maritime commerce and U.S. defense

readiness. A large number of commercial, military and private vessels use these

routes.

“The

U.S. Coast Guard, in a joint effort with U.S. Embassy Pohnpei,

U.S. Pacific

Fleet, the Department of the Interior, and the Federated States of Micronesia,

is working to improve the readiness and safety of maritime navigation

systems,” said Rear Adm. Kevin Lunday, commander of the U.S. Coast Guard’s

14th District. “Our work together is essential to strengthening the U.S.

relationship with the Federated States of Micronesia, improving regional

maritime governance, and ensuring a free and open Indo-Pacific.”

Improved

navigation systems promote maritime governance in the South Pacific, essential

for economic prosperity and a free and open Indo-Pacific.

The Federated States of

Micronesia, with a population of 105,000 people and more than 600 islands, is made

up of four states: Pohnpei, Kosrae, Chuuk and Yap.

Moran Confirmed as 32nd Chief of Naval Operations



Incoming Chief of Naval Operations Adm. Bill Moran, confirmed May 24, meets people the next day in New York in Times Square during Navy Recruiting Command’s Swarm New York evolution in conjunction with Fleet Week New York 2019. U.S. Navy/Mass Communication Specialist 2nd Class Kyle Hafer

WASHINGTON – The U.S. Senate has confirmed Adm. Bill Moran to become the 32nd chief of naval operations (CNO).

The chief of naval personnel, Vice Adm. Robert Burke, also was confirmed for promotion to admiral and appointment as the next vice chief of naval operations (VCNO), the Office of the Navy Chief of Information said in a release.

“I am deeply humbled and honored to be given the opportunity to continue to serve as our Navy’s next chief of naval operations,” Moran said in a statement released after his confirmation May 24.

“I am deeply humbled and honored to be given the opportunity to continue to serve as our Navy’s next chief of naval operations.”

Incoming CNO Adm. Bill Moran

“[CNO] Adm. [John] Richardson and his wife, Dana, are an amazing team that has consistently advocated on behalf of our Sailors and their families. My wife, Patricia, and I are grateful for their service to our Navy and our nation. I look forward to the honor of leading the men and women of the world’s greatest Navy in service to our nation.”

Acting Defense Secretary Patrick M. Shanahan announced President

Donald J. Trump's
nomination of Moran and Burke on April 11.

Moran will be
the first naval aviator to become the Navy's top officer since
Adm. Jay L.

Johnson, who served as CNO from 1996 to 2000. In the years
since, three surface
warfare officers and two submariners have served as CNO,
according to another Navy
press release.



Vice Adm. Robert P. Burke, the incoming VCNO, speaks during a
change-of-command ceremony in August at Recruit Training
Command on Naval Station Great Lakes. Burke is nuclear
submariner. U.S. Navy/Mass Communication Specialist 1st Class
Amanda S. Kitchner

Moran, a
native of Newburg, New York, also would be the first CNO since
Adm. Thomas H.

Moorer, who served from 1967 to 1970, to have been a patrol
plane pilot. Moorer
flew PBY Catalina aircraft in World War II. Moran is a P-3
Orion pilot.

At the time
of Moran's nomination, Richardson said that Moran "is an
amazing leader and
good friend. He has been central to the Navy adopting a
fighting stance in this
'Great Power Competition.' As I turn over and go ashore, I
will rest easy
knowing that, pending confirmation, Adm. Moran has the watch."

Moran served
in Patrol Squadron 44 (VP-44) in Brunswick, Maine, and twice
as an instructor
pilot in VP-30 in Jacksonville, Florida. He commanded VP-46

and later Patrol

Reconnaissance Wing Two in Hawaii. He also served on the staff of commander, Carrier Group 6, aboard USS Forrestal (CVA-59).

As a flag

officer, he has served as commander, Patrol and Reconnaissance Group; director,

Air Warfare (N98) on the staff of the Chief of Naval Operations; and most

recently as the 57th chief of naval personnel, according to his official

biography. Ashore, he served as executive assistant to the chief of naval

operations; executive assistant to Commander, U.S. Pacific Command; deputy

director, Navy staff; and assistant Washington placement officer and assistant

flag officer detailee in the Bureau of Naval Personnel.

Moran

graduated with a bachelor's degree from the U.S. Naval Academy in 1981 and a

master's from the National War College in 2006.

Burke is a

nuclear submariner who has served onboard USS Von Steuben (SSBN-632), USS

Maryland (SSBN-738) and USS Bremerton (SSN-698), according to his official

biography.

He commanded

USS Hampton (SSN-767) and later became commodore of Submarine Development

Squadron 12. Burke was recognized by the United States Submarine League with

the Jack Darby Award for Leadership in 2004 and the Vice

Admiral James Bond

Stockdale Award for Inspirational Leadership in 2005.

His staff assignments

include tours as an instructor and director for the Electrical Engineering

Division at Naval Nuclear Power School; junior board member on the Pacific

Fleet Nuclear Propulsion Examining Board; submarine officer community

manager/nuclear officer program manager; senior Tactical Readiness Evaluation

Team member at Commander, Submarine Force, U.S. Atlantic Fleet; the deputy

director for Operations, Strategy and Policy Directorate (J5) at U.S. Joint

Forces Command; division director, Submarine/Nuclear Power Distribution

(PERS-42); and director, Joint and Fleet Operations, N3/N5, U.S. Fleet Forces

Command.

Burke's

assignments as a flag officer include deputy commander, U.S. 6th Fleet;

director of operations (N3), U.S. Naval Forces Europe-Africa; commander,

Submarine Group 8; and director, Military Personnel Plans and Policy (OPNAV

N13). He assumed duties as the Navy's 58th chief of naval personnel on May 27,

2016.

Burke, from Portage,

Michigan, holds bachelor's and master's degrees in electrical engineering from

Western Michigan University and the University of Central Florida,

respectively.

Coast Guard Interdicts 22 Ecuadorians in Possession of Illegal Firearms in Eastern Pacific



Interdicted Ecuadorian nationals are detained on the Coast Guard Cutter Hamilton (WMSL-753) before they are turned over to the Ecuadorian coast guard near the Port of Manta. U.S. Coast Guard District 7

ECUADOR – The

crew of the Coast Guard Cutter Hamilton (WMSL-753) interdicted 22 Ecuadorian

nationals last week in possession of illegal firearms in the eastern Pacific

Ocean and delivered them to Ecuadorian authorities, the Coast Guard 7th

District said in a release.

A Hamilton

law-enforcement team boarded the Ecuadorian long-line fishing vessel, Erika

Fernanda, in a known smuggling area during a patrol.

Multiple

violations and two illegal automatic weapons were located onboard. The crew of

the Erika Fernanda and evidence collected was transferred to the Ecuadorian

Coast Guard near the Port of Manta.

“This case highlights the value and benefits of the close partnerships the U.S. Coast Guard has with our allies in Central and South America.” said Capt. Mark Gordon, commanding officer of the Hamilton.

“The ability to work with our counterpart foreign agencies is critical to combatting common challenges such as illegal narcotics trafficking, human smuggling and illegal and unreported fishing. The success of this case is a result of years of robust collaboration between the State Department, DHS, Ecuador and the U.S. Coast Guard.”

Hamilton is deployed on a counter-narcotics patrol in the eastern Pacific. The cutter is one of two 418-foot national security cutters homeported in Charleston, South Carolina.

Coast Guard Interdicts 50 Haitian Migrants 46 Miles North of Cap-Haïtien



A Coast Guard Cutter Robert Yered (WPC-1104) small-boat crew

approaches a 30-foot panga vessel with 50 Haitian migrants aboard about 46 miles north of Cap Haïtien, Haiti, on May 20. The cutter Vigilant (WMEC-617) crew transferred the migrants back to their country.

MIAMI – The

Coast Guard interdicted 50 migrants May 21 about 46 miles north of Cap-Haïtien, Haiti, the Coast Guard 7th District said in a release.

At about 5:35

p.m. May 21, the Coast Guard Robert Yered (WPC-1104) crew detected an overloaded 30-foot panga vessel and launched a small-boat crew to investigate.

The crew then boarded the vessel and discovered 36 Haitian males and 14 Haitian females.

The Robert

Yered crew safely embarked the migrants and sank the vessel to prevent a hazard to navigation. The Coast Guard Cutter Vigilant (WMEC-617) crew transferred the 50 Haitian migrants back to their country of origin.

“Bottom

line is these voyages put lives at unnecessary risk,” said Capt. Jason

Ryan, Coast Guard 7th District chief of enforcement. “These voyages often

involve ill-advised agreements with smugglers on poorly equipped, makeshift

vessels that are prone to capsizing, leading to loss of life.”

Approximately

2,474 Haitian migrants have attempted to illegally enter the U.S. via the

maritime environment since May 20 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.

The Robert Yered is a 154-foot Sentinel-class cutter homeported in Miami, Florida. The Vigilant is a 210-foot medium endurance cutter homeported in Port Canaveral, Florida.

Coast Guard Repatriates 66 Migrants to Dominican Republic



The Coast Guard Cutter Escanaba (WMEC-907) interdicted this 30-foot makeshift boat with 28 migrants on board on May 21 about 20 nautical miles northwest of Aguadilla, Puerto Rico.

SAN JUAN,

Puerto Rico – The Coast Guard repatriated 66 migrants on May 23 to a Dominican navy vessel in waters off the Dominican Republic following the interdiction of three illegal migrant vessels in the Mona Passage earlier that week,

the Coast Guard
7th District said in a release.

Two of the
interdicted migrants, one Haitian and a Dominican man, remain
in federal
custody facing possible prosecution by the U.S. Attorney's
Office for the
District of Puerto Rico on potential charges of attempted
illegal re-entry into
a U.S. territory.

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

"I'm
extremely proud of my crew and the collaboration with our
Caribbean Border
Interagency Group partners," said Cmdr. Michael A. Nalli,
commanding officer of
the Coast Guard Cutter Escanaba (WMEC-907).

"Our
collective efforts led to the successful interdiction of three
grossly
overloaded, unseaworthy vessels and the safe recovery of all
68 migrants. Crossing
the Mona Passage in these makeshift vessels is an extremely
dangerous voyage,
where the migrants risk losing their lives or the life of a
loved one."

While on a
routine patrol in the Mona Passage on May 21, crews of Customs

and Border

Protection DHC-8 maritime patrol aircraft detected the two migrant vessels

transiting without navigational lights. The first boat was located 43 nautical

miles north of Aguadilla, Puerto Rico, while the second was detected about 15

nautical miles northwest of Desecheo Island, Puerto Rico.

Coast Guard watchstanders

in Sector San Juan diverted cutter Escanaba to interdict the suspect vessels.

Shortly thereafter, and with the cutter boat's assistance, the Escanaba

interdicted a 20-foot makeshift boat with 19 adult migrants onboard. The

Escanaba crew embarked 14 men and five women who claimed Dominican nationality.

Following the

first interdiction, the Escanaba proceeded to intercept the second migrant

vessel. Once on scene, the Escanaba crew and a CBP Caribbean Air and Marine

interceptor surface unit stopped a 25-foot makeshift boat with 21 adult

migrants onboard. The Escanaba crew embarked 18 men and three women of

Dominican nationality.

A third

migrant vessel was detected the night of May 21 by the crew of a CBP DHC-8

maritime patrol aircraft about 20 nautical miles northwest of Aguadilla. Escanaba's

crew interdicted the 30-foot makeshift boat and safely embarked 28 adult

migrants, 21 men and seven women of Dominican nationality as

well as a Haitian man.

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

The Escanaba transferred custody of the two migrants facing federal prosecution to the Coast Guard Cutter Richard Dixon (WPB-1113) for further transfer to Ramey Sector Border Patrol agents in Mayaguez, Puerto Rico.

Coast Guard Cutter Thetis Returns to Key West After 3-Month Africa Patrol



Petty Officer 1st Class Joel Gibney of the Thetis hugs his family on May 23 after the cutter pulled into Key West following a three-month deployment in support of U.S. Africa Command. U.S. Coast Guard/Petty Officer 2nd Class Jonathan Lally

KEY WEST,

Fla. – The crew of the Coast Guard Cutter Thetis (WMEC-910) returned to their

homeport in Key West, Florida, on May 23 after a three-month U.S. Africa

Command patrol, the Coast Guard 7th District said in a release.

The Thetis

crew concluded their patrol, in which they conducted multiple joint law-enforcement exercises and operations with West African countries with U.S. Africa Command and U.S. 6th Fleet to maintain and strengthen international partnerships and maritime security.

“By

conducting joint maritime law-enforcement operations, we were able to establish best practices providing the West African navies and coast guards with the tools to enforce their laws and secure their maritime borders,” said Cmdr.

Randall Chong, commanding officer of the Thetis. “The U.S. Coast Guard’s involvement in the African Maritime Law Enforcement Partnership has had a positive impact on the region, and I am proud of all the hard work my crew has put into this mission.”



The crew of Thetis on May 8 during a visit in Funchal, Portugal’s Madeira Island. U.S. Coast Guard/Petty Officer 2nd Class Jonathan Lally

Thetis crew members

and U.S. Coast Guard Tactical Law Enforcement Team South worked to build,

strengthen and maintain relationships with the African nations of Cabo Verde,

Nigeria, Côte d’Ivoire, São Tomé and Príncipe, Togo and Benin.

Together, they

conducted joint maritime safety, security and law enforcement training and

missions in support of Africa Maritime Law Enforcement

Partnership 2019
operations.

“The U.S. Coast Guard’s involvement in the African Maritime Law Enforcement Partnership has had a positive impact on the region, and I am proud of all the hard work my crew has put into this mission.”

Cmdr. Randall Chong, commanding officer of the Thetis

While at sea,
the crew conducted joint fisheries and law-enforcement boardings with Nigerian navy and Cabo Verde coast guard law-enforcement teams. The Thetis crew saved the lives of two men who were lost at sea for three days and safely transferred them to the Sierra Leone maritime authority. The crew also rescued two loggerhead sea turtles that were entangled in fishing nets in the Gulf of Guinea.



A sign with the hands of family members of the crew of the Thetis welcomes the cutter home on May 23. U.S. Coast Guard/Petty Officer 2nd Class Jonathan Lally Thetis is the first U.S. Coast Guard cutter to support U.S. 6th Fleet and deploy to U.S. Africa Command since 2012.

U.S. 6th Fleet, headquartered in Naples, Italy, conducts a full spectrum of joint and naval operations, often in concert with allied and interagency partners, to advance U.S. national interests, security and stability in

Europe and Africa.

The Thetis is a multimission 270-foot medium-endurance cutter whose missions include illegal drug and migrant interdiction as well as search and rescue. The Thetis patrols throughout the Caribbean basin, eastern Pacific and Atlantic seaboard.

Huntington Ingalls Starts Construction on Columbia-Class Subs



A plasma-burning machine cuts the steel plate at the Newport News Shipbuilding division of Huntington Ingalls Industries in Newport News, Virginia. Huntington Ingalls Industries.

Huntington

Ingalls Industries hosted a ceremonial first-cut-of-steel event today at its

Newport News Shipbuilding division to mark the start of advance construction

for the *Columbia*-class submarine program, the company announced in a press release. The event also marked the first class of

submarines that will be built using fully digital blueprints.

“Today is a

historic day,” said Jason Ward, Newport News’ vice president for *Columbia*-class construction. “It has been a half century since Newport News Shipbuilding has constructed a ballistic

submarine. Today, we celebrate the decade-plus effort spent working with Electric Boat on the design of this new class of submarine as we formally transition from design to material procurement and now to construction execution.”

The *Columbia*-class boats will replace the fleet of *Ohio*-class nuclear ballistic submarines. Newport News is starting its work three weeks ahead of schedule to support its advance construction efforts, according to the release.

“The first cut of steel is a major construction milestone that signifies our shipyard and submarine industrial base are ready to move forward with production,” Ward said. “We have worked to engage the submarine industrial base and leveraged lessons learned from the successful *Virginia*-class program to building the *Columbia*-class submarines in the most efficient and affordable manner to provide the best value to the Navy.”

Ceremony

participants included Newport News Shipbuilding President Jennifer Boykin; Rear Adm. Scott Pappano, *Columbia's* program executive officer; Capt. Jon Rucker, *Columbia's* program manager; Will Lennon, vice president of the *Columbia*-class submarine program for General Dynamics Electric Boat; and shipbuilders.

Construction

of the 12-boat *Columbia* class will take place in

Virginia, Rhode Island and Connecticut, with Electric Boat assembling and delivering all of the submarines. The lead boat is scheduled to be delivered to the Navy in 2027.

MARAD Announces Vessel Construction Manager for National Security Multi-Mission Vessel



An artist's rendering of the National Security Multi-Mission Vessel (NSMV). TOTE Services Inc. has been chosen as the vessel's construction manager. U.S. Maritime Administration WASHINGTON – Maritime Administrator Rear Adm. Mark H. Buzby announced

May 21 that TOTE Services Inc. of Jacksonville, Florida, has been chosen as the vessel construction manager for the newest class of training ship, the National Security Multi-Mission Vessel (NSMV).

TOTE Services was selected by MARAD as the construction manager for selecting a shipyard and ensuring that commercial best practices are utilized to deliver the NSMV on time and on budget, MARAD said in a May 21 release.

“The U.S. shipbuilding industry is vital to America's

economic strength and security,” Buzby said. “The selection of TOTE Services to work with a U.S. shipyard to deliver this class of vessels is an investment in our nation’s vital maritime infrastructure and underscores our mission to foster and promote the U.S. Merchant Marine.”

The 2017 National Defense Authorization Act directed MARAD to “provide for an entity other than the Maritime Administration to contract for the construction of the NSMV.” This procurement process has allowed MARAD to leverage existing marketplace expertise and target companies experienced in the production of innovative U.S.-built ships.

“The construction of this new NSMV will continue to showcase our nation’s shipbuilding standard of excellence,” Buzby said. “Ultimately, it will provide an excellent training platform for future generations of mariners.”

TOTE Services is a full-service company that will oversee and manage the detailed design, construction, testing and delivery of the final NSMV. The NSMV is a new class of purpose-built ships to provide for the replacement of the current training ships at the State Maritime Academies (SMA). SMA training ships are primarily used to meet regulatory requirements for training standards and to offer at-sea training experiences.

Upon award of the contract, TOTE Services will issue a request for proposal to shipyards. Pursuant to the contract, the company is

expected to select a shipyard within six months of the VCM contract award and will begin the management oversight of the final vessel design and construction, with an expected delivery date of fall 2022.

The NSMV will feature numerous instructional spaces and a full training bridge and have space for up to 600 cadets to train in a maritime academic environment at sea.

In addition to serving as an educational platform, the NSMV will also be available to support federal government responses to national and international disasters such as hurricanes and earthquakes. In this role, the NSMV will be equipped to support major federal relief and response efforts, providing hospital facilities, a helicopter landing pad and berthing for up to 1,000 first responders and recovery workers. The vessel's roll-on/roll-off ramp and crane to facilitate container storage will enable it to provide critical supplies to damaged port facilities.

Bell V-280 Valor Receives High Marks During Low-Speed Agility Testing



The Bell V-280 Valor in action. Bell Helicopter

FORT WORTH, Texas – The Bell V-280 Valor recently completed flight demonstrations ahead of schedule of its low-speed agility key performance parameter in the U.S. Army-led Joint Multi-Role Technology Demonstrator (JMR TD) program, Bell Helicopter announced.

The V-280 Valor, which the U.S. Marine Corps is monitoring for possible use as well, has demonstrated in flight testing that it has the raw control power in pitch, roll and yaw maneuvers to meet the Army's Level 1 handling qualities requirements, which is the highest performance standard for agility.

"This latest flight milestone proves that the V-280 Valor tilt-rotor delivers first-rate handling for pilots during low-speed maneuvers without sacrificing speed, range or payload. ..."

Ryan Ehinger, V-280 program manager at Bell

This flight testing validates Bell's engineering models and development processes to design, build and test an aircraft on an aggressive development schedule that meets Army performance requirements.

"This latest flight milestone proves that the V-280 Valor tilt-rotor delivers first-rate handling for pilots during low-speed maneuvers without sacrificing speed, range or payload that the military needs for multidomain operations," said Ryan Ehinger, the V-280 program manager at Bell.

Flight testing of the V-280 Valor.

For pilots, this achievement provides additional proof that the V-280 will have unprecedented agility on the objective (at the "X") for operational effectiveness, according to the Bell release. The aircraft's digital flight controls and performance-driven design increases mission effectiveness by providing a high level of agility, reducing pilot workload and enhancing flight safety.

As the JMR TD period of performance winds down, Bell and Team Valor continue to expand the flight envelope and demonstrate new capabilities to prove the V-280 Valor's key technologies and reduce the risk for future vertical lift programs.

The latest flight statistics for the V-280 include:

- Forward flight over 300 knots true airspeed.
- More than 110 hours of flight and over 225 rotor-turn hours.
- Greater than 50-degree banked turns.
- 4,500-feet-per-minute rate of climb and sustained flight at an altitude of 11,500 feet.
- Single flight ferry of more than 370 miles.
- Demonstrated Level 1 low-speed agility with fly-by-wire controls.
- In-flight transitions between cruise mode and vertical takeoff and landing.