

# Navy to Evaluate Kraken Sensors for Man-Portable AUVs

ST. JOHN'S, Newfoundland – Kraken Robotic Systems Inc. has been chosen by the Pentagon to test and integrate its AquaPix MINSAS sensor into a U.S. Navy man-portable autonomous underwater vehicle (AUV), the company said in a release.

Foreign Comparative Testing (FCT) is designed to allow U.S. military operators to test foreign technologies, with a view toward future procurement. The Kraken FCT will be managed by Naval Sea Systems Command, EOD Program Office. The contract value is \$900,000.

*“The competition for FCT awards is fierce and only a few projects each year that meet the strict criteria are selected.”*

*Kraken's president and CEO KARL KENNY*

Man-portable AUVs make up the largest deployment of all AUV classes worldwide. The Navy and its allies continue to invest in man-portable AUVs, which utilize a range of sonar technologies.

Kraken's AquaPix MINSAS synthetic aperture sonar sensor is offered in the MINSAS 60, 120, 180 and 240 configurations and has been traditionally integrated to medium- and large-size AUVs and towfish. As part of Kraken's FCT contract, the company will optimize the MINSAS 60 sensor, making it better suited for small man-portable AUVs while offering a significant increase in capability and performance for the

platforms.

“The competition for FCT awards is fierce and only a few projects each year that meet the strict criteria are selected,” said Karl Kenny, Kraken’s president and CEO. “An acceptable FCT project must have a high technology readiness level, which means that research and testing must have already been completed and the capability has already been proven in a setting similar to what will be encountered in real-world operations.”

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## **BAE Systems Joins Boeing’s MQ-25 Industry Team**



Boeing Co. conducts a MQ-25 deck-handling demonstration at its facility in St. Louis, Missouri. U.S. Navy via Boeing Co. NASHUA, N.H.

– BAE Systems has been awarded contracts by Boeing Co. to supply the Vehicle Management Control System (VMCS) and Identification Friend or Foe (IFF) System for the MQ-25 unmanned aerial vehicle, BAE said in a release.

“BAE Systems leads the industry in high-integrity fly-by-wire and mission-critical IFF technologies,” said Corin Beck, director of military aircraft systems at BAE Systems. “Our relationship with Boeing started more than four decades ago and has resulted in aircraft that have some of the most advanced avionics and

reduced size transponders in the world.”

*“The MQ-25 program is vital because it will help the U.S. Navy extend the range of the carrier air wing, and Boeing and our industry team is all-in on delivering this capability.”*

*Dave Bujold, Boeing Co. MQ-25 program director*

The VMCS

will control all flight surfaces and perform overall vehicle management duties

for the MQ-25. The IFF product ensures operation in contested environments by

reliably identifying both coalition and enemy vehicles.

The MQ-25 will be the U.S. Navy’s first operational carrier-based unmanned aircraft and is designed to provide a much-needed refueling capability. The contract supports Boeing’s engineering and manufacturing development program to provide four MQ-25 aircraft to the Navy for Initial Operational Capability by 2024.

<https://www.youtube.com/watch?v=KZXVnlWhPSM>

“The MQ-25 program is vital because it will help the U.S. Navy extend the range of the carrier air wing, and Boeing and our industry team is all-in on delivering this capability,” said Dave Bujold, Boeing’s MQ-25 program director. “The work we’re doing is also foundational for the future of Boeing – where we’re building autonomous systems from seabed to space.”

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# General Dynamics NASSCO to

# Launch Largest Containership Ever Built in San Diego



The Lurline, the largest containership built in San Diego, at General Dynamics NASSCO.

SAN DIEGO – General

Dynamics NASSCO will hold an event on June 15 to christen and launch the

containership Lurline, the largest such ship ever built in San Diego, the

company announced.

Lurline, constructed

for Honolulu-based Matson Inc., is an 870-foot vessel that can hold 3,500 cargo

containers – 20-foot-equivalent units (TEUs).

She has

liquefied natural gas-capable engines and is designed for energy efficiency. Lurline

is the lead ship of a two-vessel contract being built for Matson.

Thousands

of people had roles in constructing the Lurline, which is designed to not only transport

containers but also automobiles and rolling stock, including trailers. The

construction and operation of the Lurline and its future sister ship are

aligned with the Jones Act, which requires that goods transported between U.S.

ports must go on ships that are built, owned and operated by U.S. citizens or

permanent residents.

NASSCO is the only major shipyard on the West Coast of the U.S. that is designing, constructing and repairing ships for the U.S. Navy and commercial customers.

Ceremony participants will include General Dynamics NASSCO President Kevin Graney and Matson CEO Matt Cox. Constance Lau, CEO and director of Hawaiian Electric Industries and a Matson board member, will christen the ship with the traditional breaking of a champagne bottle on the hull.

The christening will be streamed [live](#) on June 15 starting at 6:30 p.m.

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## Corps Begins Fielding Mobile Satellite Communication System



U.S. Marine Corps Cpl. Frankie Garcia calls for a radio check using a PRC-117G at Marine Corps Base Camp Pendleton, California. U.S. Marine Corps/Lance Cpl. Jason Monty MARINE CORPS BASE QUANTICO, Va. – The U.S. Marine Corps recently began fielding a next-generation narrowband satellite communication system that assists warfighters in connecting to networks on the battlefield, Marine Corps Systems Command (MCSC) said in a June 12 release.

Fielded in the first quarter of 2019, the Mobile User Objective System provides satellite

communication capabilities to mobile or stationary Marines. The system enables the warfighter to leverage cellular technology to increase access to voice and data communication while using the MUOS network.

“MUOS is another way for warfighters to communicate in a tactical environment,” said Eddie Young, project officer of Multiband Radio II Family of Systems at MCSC. “The system brings [satellite communications] capabilities in various formats to Marines.”

The MUOS capability encompasses updated firmware to the AN/PRC-117G radio system and one of three antenna kits. The antennas help Marines simultaneously access satellite networks and gives them secure and nonsecure internet access. MUOS also improves overall reliability in urban environments, challenging vegetation and other arduous conditions.

*“MUOS is another way for warfighters to communicate in a tactical environment. The system brings [satellite communications] capabilities in various formats to Marines.”*

*Eddie Young, project officer, Multiband Radio II Family of Systems,  
Marine Corps Systems Command*

“MUOS is essentially software and an antenna capability augmenting existing hardware,” said Noah Slemph, systems engineer at MCSC. “It’s similar to

adding an application to a cellphone.”

The first service to widely employ MUOS, the Corps is deploying thousands of antenna kits for the AN/PRC-117G radio system and hundreds of diplexers that enable vehicular systems to access MUOS satellites.

“The Marine Corps is leading all services in terms of getting MUOS to warfighters,” Young said.

Satellite communication has become increasingly important for the Corps in the 21st century. According to the Department of Defense, more than 50 percent of DoD satellite communication involves narrowband communication. Yet, this form of communication accounts for less than 2 percent of the DoD’s bandwidth, making it an efficient way to transmit information.

MUOS is particularly important because the satellite communications infrastructure of the legacy system is nearing its expiration, Slemp said. As a result, the Corps intends to incrementally replace the older capabilities with the MUOS waveform, enabling more Marines to access ultra-high frequency tactical satellite communications.

Prior to fielding MUOS, MCSC had to demonstrate to the Milestone

Decision Authority that the system was safe, met technical performance and was ready for use by the warfighter. Since MUOS's Field User Evaluation in 2017, Marines have raved about the benefits of the system.

"Our Marines find MUOS useful in completing their missions," Young said. "We've received a lot of positive feedback thus far."

The efforts of Young's team in getting the system out to the warfighter have not gone unnoticed. In May 2018, at a Narrowband Working Group conference in Colorado Springs, Colorado, the Joint Staff J6 and the DoD Chief Information Officer recognized Young and Slemp for leading the services in employing MUOS.

The J6 and DoD CIO also emphasized the joint effort between the Multiband Radio II team and the Naval Information Warfare Center in using the Multiple Reconfigurable Training Systems, an interactive training aid that will be used to assist in the rapid fielding of MUOS.

"It was motivating to see that we were recognized for our efforts, because the team had put in a considerable amount of time and effort to make this happen," Young said. "We recognize the warfighter needs this capability, and we've done everything we can to get it to them in a timely manner."

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# U.S. Department of Transportation Launches Port Infrastructure Development Program

WASHINGTON

– The U.S. Department of Transportation (DOT) posted a Notice of Funding Opportunity (NOFO) to apply for \$292.7 million in discretionary grant funding through the new Port Infrastructure Development Program, the department said in a June 12 release.

“This major investment in the Port Infrastructure Development Program will help strengthen, modernize, and improve our country’s maritime systems and gateway ports,” said U.S. Transportation Secretary Elaine L. Chao.

As the administration continues to invest in America’s infrastructure, this new program aims to support public coastal ports by improving the safety, efficiency, or reliability of goods movement into, out of, or within a port, according to the release.

Investments in port transportation infrastructure will be awarded on a

competitive basis

for projects located either within the boundary of a coastal seaport, or

outside the boundary of a coastal seaport, and directly relate to port

operations or to an intermodal connection to a port.

The department

will evaluate projects using criteria which include leveraging federal funds,

project costs and benefits, project outcomes, project readiness, and domestic

preference. The department will also

consider geographic diversity when selecting grant recipients.

The

Consolidated Appropriations Act of 2019 made available \$292.7 million for the

Port Infrastructure Development Program, including \$92.7 million for the 15

coastal seaports that handled the greatest number of loaded foreign and

domestic twenty-foot equivalent units of containerized cargo in 2016, as

identified by the U.S. Army Corps of Engineers.

The minimum award size is \$10 million, with a federal cost share not to

exceed 80%.

Additionally,

the Department anticipates awarding funding to at least one project that

advances each of the following project outcomes:

- Advance technology supported safety, design efficiency improvements.

- Improve state of good repair and

resiliency.

- Promote efficient energy trade.
- Promote manufacturing, agriculture or other forms of exports.
- For only the top 15 coastal ports, a project that supports the safe flow of agricultural and food products, free of pests and disease, domestically and internationally.

To provide technical assistance, DOT will host a series of webinars during the Port Infrastructure Development Program grant application process. Details and registration information regarding these webinars will be made available at [www.transportation.gov/portgrants](http://www.transportation.gov/portgrants).

The deadline to submit an application for the Port Infrastructure Development Program is 8 p.m. EDT Sept. 22, 2019.

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## **Coast Guard Cutter Dauntless Returns from 58-Day Patrol**



The crew of Coast Guard Cutter Dauntless returned to their homeport in Pensacola, Florida, June 12 after a 58-day patrol in the Gulf of Mexico. U.S. COAST GUARD.  
PENSACOLA,

Fla. – The crew of Coast Guard Cutter Dauntless returned to their homeport in Pensacola, Florida, June 12 after a 58-day patrol in the Gulf of Mexico, the Coast Guard 8th District said in a release of the same date.

During its two-month patrol, the cutter supported several 8th Coast Guard District mission areas, including search and rescue, enforcement of domestic living marine resource regulations and illegal, unreported, and unregulated fishing activity near the U.S. and Mexico maritime border.

The crew deterred three Mexican vessels caught illegally fishing in U.S. waters and recovered three miles of long line fishing gear, preventing the illegal harvesting of red snapper and other regulated Gulf of Mexico fish species.

They also conducted five safety boardings of U.S. flagged commercial fishing vessels to ensure the proper safety equipment was onboard and crewmembers were properly trained in safe seamanship practices.

The crew's employment in south Texas waters supported Operation Patriot Curtain, which addressed threats to border security and U.S. sovereignty near the maritime boundary line.

During the

patrol, the crew collaborated with the Mexican Naval Warship Arm Independencia to share operational best practices. This beneficial exchange allowed the Dauntless crew to demonstrate effective interoperability with a key international maritime partner while conducting a shared mission of combating transnational threats.

The crew stopped in Galveston, Texas, the ship's homeport from 1995 to 2018, and hosted over 400 tours for the Galveston community. The ship was honored by the city council with a proclamation declaring May 15th, "Sin Miedo" Day in honor of Dauntless's motto, "Sin Miedo," meaning, "Without Fear."

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## **Coast Guard Repatriates 18 Migrants to the Dominican Republic**



The Coast Guard Cutter Winslow Griesser rendezvous with a D.R. Navy patrol boat June 10, just off Samaná, Dominican Republic. The cutter Griesser repatriated 18 Dominican migrants, from a group of 24, who were interdicted June 10 offshore Aguadilla, Puerto Rico. U.S. COAST GUARD.

SAN JUAN, Puerto Rico – The Coast Guard Cutter Winslow Griesser (WPC-1116) repatriated 18 Dominican migrants to a

Dominican Navy patrol vessel June 11 near Samana, Dominican Republic, following the interdiction of an illegal migrant voyage Monday just off the coast of Aguadilla, Puerto Rico, the Coast Guard 7th District said in a June 12 release.

Six other Dominican migrants traveling in the group 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 reentry 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 glad that our crew was able to safely recover all the migrants and provide them with the humanitarian assistance they required," said Lt. Luke A. Walsh, USCGC Winslow Griesser commanding officer. "This group is very fortunate. The dangers in the Mona Passage are quite real, as migrants risk losing their lives at the hands of ruthless smugglers whose vessels are ill equipped with little or no emergency and lifesaving equipment onboard."

A team of Ramey Sector Border Patrol agents detected the 20-foot migrant vessel, transiting without navigational lights, approximately a mile and a half off the coast of Aguadilla.

Coast Guard watchstanders in Sector San Juan diverted

cutter Winslow Griesser to interdict the suspect vessel. As the Winslow Griesser arrived on scene, a responding Puerto Rico Police Joint Forces of Rapid Action marine unit stopped the migrant vessel. The Winslow Griesser crew embarked from the makeshift vessel all 24 migrants, 23 men and a woman, who claimed Dominican nationality.

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

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

The Caribbean Border Interagency Group 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 Winslow Griesser is a 154-foot fast-response cutter homeported in San Juan, Puerto Rico.

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# Cutter Stratton Heads to Western Pacific



The Cutter Stratton sails under the Golden Gate Bridge. The cutter is headed back out on a months-long deployment in the Western Pacific. U.S. Coast Guard/Petty Officer 2nd Class Garrett Raitt

ALAMEDA,

Calif. – The U.S. Coast Guard Cutter Stratton is scheduled to depart June 12

from its homeport in Alameda, California, for a months-long deployment to the

Western Pacific in support of the U.S. Indo-Pacific Command, which oversees

military operations in the region, the Coast Guard Pacific Area announced.

The Stratton

will be the second cutter deployed to the Western Pacific this year. The crew

aboard the Coast Guard Cutter Bertholf left Alameda Jan. 20 and remain in the region.

Operating

under the tactical control of the U.S. 7th Fleet commander, the cutter is

scheduled to engage in professional exchanges and capacity-building exercises

with partner nations and to patrol and operate as directed.

As both a

federal law enforcement agency and an armed force, the Coast Guard is positioned

to conduct defense operations in support of combatant commanders on all seven

continents. The service routinely provides forces in joint military operations worldwide, including the deployment of cutters, boats, aircraft and deployable specialized forces.

The Coast

Guard's role in the Indo-Pacific goes back more than 150 years. The service's ongoing deployment of resources to the region supports U.S. foreign policy and national security objectives as outlined in the National Security Strategy.

"The United

States is a Pacific nation," said Vice Adm. Linda Fagan, commander, Coast Guard Pacific Area, who oversees the cutter.

"We have deep

and long-standing ties with our partners in the region and, more importantly, we share a strong commitment to a free and open Indo-Pacific, governed by a rules-based international system that promotes peace, security, prosperity and sovereignty of all nations."

Commissioned

in 2012, Stratton is one of four Coast Guard Legend-class national security cutters homeported in Alameda. NSCs are 418 feet long, 54 feet wide and have a 4,600 long-ton displacement. They have a top speed in excess of 28 knots, a range of 12,000 nautical miles, endurance of up to 90 days and can hold a crew of up to 170.

The Coast

Guard is scheduled to commission its seventh and eighth national security cutters, Kimball and Midgett, in August. Both will be homeported in Honolulu.

“Security

abroad equals security at home,” Fagan said. “Enhancing our partners’

capabilities is a force multiplier in combating transnational criminal and

terrorist organizations and deterring our adversaries.”

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# Presidential Helicopter Program Approved for Production of 6 Aircraft



Marine Helicopter Squadron (HMX) 1 conducts test flights of the new VH-92A helicopter over the South Lawn of the White House in Washington last September. U.S. Marine Corps/Sgt. Hunter Helis

PATUXENT

RIVER, Md. – The U.S. Navy’s presidential helicopter program awarded a \$542

million contract to Sikorsky, a Lockheed Martin company, on June 10 to build

six VH-92A aircraft, spares and support equipment, the Program Executive Office

for Assault and Special Missions announced in a release.

“The team

has efficiently leveraged a proven platform with cutting-edge government mission systems for rapid agile development of the next helicopters to fly presidential missions," said James F. Geurts, assistant secretary of the Navy for research, development and acquisition. "I am proud of the combined government and contractor team who has worked so hard to transition this program into initial production and did so at over \$1 billion less than the program's cost baseline."

"The presidential lift mission is a no-fail mission for the Marine Corps," said Lt. Gen Steven Rudder, the deputy commandant for Marine Corps aviation. "We deliver helicopters and MV-22 transportation across the globe to support the requirements of the presidency. The authorization to move forward with procurement of the VH-92A will allow the Marine Corps to deliver the next generation of presidential helicopter support."

The VH-92A aircraft will increase performance and payload over the current presidential helicopters, VH-3D and VH-60N, that have been serving more than 40 years. The VH-92A will provide enhanced crew coordination systems and communications capabilities plus improve availability and maintainability.

Government testing will continue to validate system performance and prepare for

initial operational test  
and evaluation planned for mid-2020 and initial operational  
capability (IOC) in  
late 2020.

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# Coast Guard Commissions New Fast-Response Cutter in San Juan



The crew of the Coast Guard Cutter Joseph Doyle bring's the cutter to life during the ship's commissioning ceremony at Coast Guard Sector San Juan on June 8. Coast Guard/Seaman Erik Villa Rodriguez

SAN JUAN,

Puerto Rico – The Coast Guard Cutter Joseph Doyle (WPC-1133) was commissioned

into service June 8 during a ceremony at U.S. Coast Guard Sector San Juan,

Puerto Rico, the Coast Guard 7th District said in a release.

The Joseph

Doyle is the 33rd fast-response cutter (FRC) to be commissioned in the Coast

Guard and the seventh to be assigned to Sector San Juan and homeported in

Puerto Rico.

<https://www.youtube.com/watch?v=-Cuv0EFES4w>

“Today, we

make history as we welcome the USCGC Joseph Doyle, and Puerto Rico is now the sector

in the Coast Guard with the largest number of fast-response cutters,” said Rep. Jennifer-González-Colón, who represents Puerto Rico in Congress. “I’m honored to be the ship’s sponsor of this beautiful cutter and that it is also commanded by a woman. This is part of the work we do in collaboration with the Coast Guard, and other agencies, so Puerto Rico can have the necessary resources to guarantee the safety of our coasts and combat illegal drug trafficking.”



Members of the armed forces and guests salute during the posting of colors as part of the Coast Guard Cutter Joseph Doyle commissioning ceremony. Coast Guard/Seaman Erik Villa Rodriguez  
“It is an absolute honor to be the commanding officer of the Coast Guard’s 33rd fast-response cutter, but more importantly the seventh fast-response cutter in Puerto Rico,” Lt. Catherine Gillen said. “My crew and I look forward to serving the people of Puerto Rico and the U.S. Virgin Islands and keeping these beautiful islands safe.”

“Each fast response cutter represents an extraordinary resource [that] increases our search-and-rescue and other multimission capabilities in our area of responsibility,” said Capt. Eric King, commander of Coast Guard Sector San Juan. “The Joseph Doyle will contribute to strengthening the coastal security

of Puerto Rico and the U.S. Virgin Islands as the nation's most southern maritime border."

*"My crew and I look forward to serving the people of Puerto Rico and the U.S. Virgin Islands and keeping these beautiful islands safe."*

*Lt. Catherine Gillen, commanding officer of Cutter Joseph Doyle*

Sentinel-class

FRCs are designed to conduct maritime drug interdiction, alien migrant

interdiction, search and rescue, national defense, homeland security, living

marine resource protection and other Coast Guard missions.

They can deploy

independently to execute Coast Guard missions and prevent potential threats

from approaching the nation's shores and offers improved capabilities over the

aging 110-foot Island-class patrol boats it replaces.



Lt. Catherine Gillen, commanding officer of the Doyle, addresses the audience and her crew during the cutter's commissioning ceremony June 8. Coast Guard/Seaman Erik Villa Rodriguez

The FRC is

part of the Coast Guard's layered approach to maritime security that also includes

the national security cutter and the offshore patrol cutter.

FRCs are 154 feet

long with a beam of 25 feet, and they can reach a maximum sustained speed of 28

knots. They are armed with a 25 mm machine-gun mount and four .50-caliber

machine guns.

Each FRC

is named for a Coast Guard hero who distinguished him or herself in the line of duty. The Cutter Doyle's namesake is Capt. Joseph O. Doyle. Born in 1836 and keeper of the Charlotte, New York, Life Saving Station starting in 1878, he achieved two impressive rescues that year.

*Today I have the honor of becoming the godmother of the most modern cutter in the Coast Guard that is assigned to Puerto Rico, the USCGC Joseph Doyle. This is part of the efforts with the [@USCG](#) and Captain King to strengthen the security of [#PuertoRico](#). [pic.twitter.com/60pS7LaYcx](https://pic.twitter.com/60pS7LaYcx)*

*– Jennifer González (@RepJennifer) [June 8, 2019](#)*

The first rescue

was of the wreck of the schooner B.P. Dorr of Chicago, which was discovered on Sept.

11, 1878. At 9:30 p.m. the ship stranded about one mile west of Doyle's station.

The vessel was visible by the flare of a strong torch on board despite the

rain. With the six men and the women on board, the vessel safely and swiftly

was returned to the beach under the steady oar of the keeper.

The second rescue

in which Doyle showed his skill and bravery involved the wreck of the schooner

Star of Millpoint, Ontario Canada, on Oct. 23, 1878.

Doyle was

awarded the Gold Life Saving Medal for his actions in both rescues.