

Coast Guard Cutter Dauntless Returns Home after Caribbean Patrol

NEW ORLEANS – The Coast Guard Cutter Dauntless returned home to Pensacola, Florida, after completing a 59-day patrol in the Caribbean Sea, the Coast Guard 8th District said in a Feb. 14 release.

During the patrol, Dauntless conducted joint operations with Department of Homeland Security air and surface assets to intercept over 80 migrants heading for U.S. soil, conducted four medical evacuations at sea saving nine lives, and assisted in a drug interdiction seizure.

The crew of the Dauntless supported Operation Unified Resolve, a combined effort between Joint Interagency Task Force South, Coast Guard and international partners in the Caribbean region. The emphasis of the operation focused on interdicting vessels smuggling drugs and illegal migrants to the United States, which resulted in the seizure of 640 kilograms of cocaine and detention of two smugglers as part of a joint mission effort with U.S. Customs Border Protection.

**Mercury Systems Receives
\$3.5M Order for Rugged**

Servers for Naval Application

ANDOVER, Mass. – Mercury Systems Inc. has received a \$3.5 million order from a leading defense prime contractor for rugged servers to be used in a naval subsurface application, the company announced in a Feb. 12 release. The order was booked in the Company's fiscal 2019 third quarter.

Mercury's EnterpriseSeries servers are currently deployed on over forty naval programs. Designed from the ground up for mission critical applications where interoperability, longevity, availability and performance are crucial, Mercury's servers feature commercial leading-edge technologies while providing superior resilience to shock, vibration and temperature extremes.

"We are proud to provide our customers with a wide variety of servers designed for suitability in a variety of military domains, in this case, the demanding environment of our Navy's subsurface fleet," said Scott Orton, vice president and general manager of Mercury's Trusted Mission Solutions group. "With a broad range of surface, subsurface, ground and airborne deployments, Mercury continues to develop and support server solutions that can be optimally configured to meet our customer's performance, reliability, environmental and security needs."

**Department of the Navy
Announces New Education**

Initiatives

WASHINGTON – The Department of the Navy (DoN) released its Education for Seapower report Feb. 12, along with the Secretary of the Navy's action memorandum, providing the way forward for the new education initiatives for the department, according to a release of the same date from the undersecretary of the Navy's public affairs officer.

The Education for Seapower study was a clean-sheet review of naval learning and focused on flagship institutions like the U.S. Naval Academy, Naval Postgraduate School, and Naval and Marine War Colleges, along with a fresh look at the relationships with civilian academic institutions and corporate learning structures.

Members of the Education for Seapower Executive Board included luminaries such as Adm. Mike Mullen, USN(Ret.), Gen John Allen, USMC(Ret.), Amb. Barbara Barrett, Vice Adm. Ann Rondeau, USN(Ret.), and Dr. Harlan Ullman.

"I am convinced, now more than ever before that the intellectual development of our naval leaders is the most critical warfighting capability for our national security," said the Navy Secretary Richard V. Spencer. "That is why the Department of the Navy intends to create a Naval University System that further integrates and aligns naval education to the need of the enterprise."

Highlights from the memorandum include a new secretary of the Navy staff assistant, Chief Learning Officer for naval education, intent to establish a Naval Community College with universal transcripts so enlisted Sailors and Marines can soon earn accredited associate's degrees in technology-rich fields, and a new Naval University System that retains the strengths of current educational institutions, while aligning strategic intent in order to provide increased agility. While the

Department of the Navy is enacting these changes, many initiatives within them will, over the next year, be evaluated for their efficacy before being fully implemented.

“Any success we may enjoy in the future will be enabled by an ever-more-agile force – led by agile people who thirst for knowledge and who are adept at thinking, learning, and processing information quickly,” said Undersecretary of the Navy, Thomas B. Modly. “The development of such a force does not happen by accident. It must be constantly cultivated through a renewed emphasis on education, and the deliberate construction of a learning culture across the entire naval service.”

Navy to Commission Littoral Combat Ship Tulsa

ARLINGTON, Va. – The Navy will commission its newest Independence-variant littoral combat ship, the future USS Tulsa (LCS 16), during a 10 a.m. PST ceremony Saturday, Feb. 16, at Pier 30/32 in San Francisco, the Defense Department announced in a Feb. 13 release.

U.S. Sen. James Lankford of Oklahoma will deliver the commissioning ceremony’s principal address. Kathy Taylor, former mayor of Tulsa, Oklahoma, is the ship’s sponsor. The ceremony will be highlighted by a time-honored Navy tradition when Taylor gives the first order to “man our ship and bring her to life!”

“This ship is named in honor of Tulsa, Oklahoma, but represents more than one city,” said Navy Secretary Richard V. Spencer. “USS Tulsa represents an investment in readiness and

lethality and is a testament to the increased capabilities made possible by a true partnership between the Department of the Navy and our industrial base.”

The future USS Tulsa is the second naval vessel to honor Oklahoma’s third largest city. The first USS Tulsa was an Asheville-class gunboat designated as PG 22 that served from 1923 to 1944 before being renamed Tacloban. She earned two battle stars for World War II service. A cruiser to be named USS Tulsa was also authorized for construction during World War II, but the contract was canceled before it was built.

LCS is a highly maneuverable, lethal and adaptable ship designed to support focused mine countermeasures, anti-submarine warfare and surface warfare missions. The ship integrates new technology and capability to affordably support current and future mission capability from deep water to the littorals.

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

USS Tulsa will join USS Freedom (LCS 1), USS Independence (LCS 2), USS Fort Worth (LCS 3), USS Coronado (LCS 4), USS Jackson (LCS 6), USS Montgomery (LCS 8), USS Gabrielle Giffords (LCS 10), USS Omaha (LCS 12) and USS Manchester (LCS 14) in their homeport of San Diego.

The ceremony, using hashtag #USSTulsa, can be viewed on the Navy Live blog at <http://navylive.dodlive.mil>.

SPAWAR Systems Center Names Change to Naval Information Warfare Centers

SAN DIEGO – Space and Naval Warfare Systems Command (SPAWAR) announced it will change the names of its Echelon III systems centers, SPAWAR Systems Center Atlantic in Charleston, S.C. and SPAWAR Systems Center Pacific in San Diego, Calif., to Naval Information Warfare Center Atlantic and Naval Information Warfare Center Pacific, respectively, SPAWAR Public Affairs said in a Feb. 13 release.

The changes will be effective Feb. 18. The new language “Naval Information Warfare Center,” with the acronym NIWC, (pronounced Nī’ wick) will apply to the names of all Naval Information Warfare Center sites falling under NIWC Pacific and NIWC Atlantic worldwide.

SPAWAR Commander Rear Adm. Christian Becker made the announcement Feb. 13 in his address to attendees at the WEST 2019 conference co-hosted by the U.S.

Naval Institute (USNI) and the Armed Forces Communications and Electronics

Association (AFCEA) at the San Diego Convention Center.

The name change demonstrates that information is a fundamental element of warfare, an essential concept of the Navy’s Design for Maritime Superiority 2.0.

Use of ‘warfare centers’ in the names reflects the centers’ focus, core capabilities and importance in the full spectrum of warfighting. It also improves clarity of mission and purpose with stakeholders across the fleet and industry and throughout the broader Information Warfare community and Naval

Research and Development Enterprise.

The name Naval Information Warfare Center also aligns the centers with Naval Air Systems Command's air warfare centers and Naval Sea Systems Command's surface and undersea warfare centers.

The intent of the name change is to recognize the importance of the Information Warfare mission and does not signal a change in SPAWAR's mission of identifying, developing, delivering and sustaining information warfighting capabilities.

"The advantage information warfare brings to the fight is at the core of our Navy's ability to compete and win today and in the coming decades," said Becker. "Recognizing our systems centers as Naval Information Warfare Centers reaffirms our commitment to accelerate the development and delivery of advanced warfighting capabilities to the fleet."

OPT to Develop Fiber Optic Mooring Technology for the Naval Air Warfare Center

MONROE TOWNSHIP, N.J. – Ocean Power Technologies Inc. (OPT) has been awarded a contract award from the U.S. Navy valued at \$125,000, and an additional three options totaling \$100,000 for a total potential contract value of \$225,000, the company announced in a Feb. 12 release. Under this contract, OPT will immediately begin the development of a buoy mooring system which incorporates fiber optics for the transmission of subsea sensor data to airplanes, ships and satellites. OPT will

execute the work under its Innovation and Support Services line and will leverage its many years of experience with marine systems and U.S. Navy programs to address the Navy's need for reliable and low-cost "optical-mechanical mooring cables." Importantly, the fiber optic mooring concepts developed under this contract may be incorporated into OPT's PowerBuoy and Subsea Battery Module product lines.

"We're very excited for this Phase I award by the U.S. Navy to develop a fiber optic mooring line which may be used for both defense and commercial applications," said George Kirby, CEO of Ocean Power Technologies. "We believe that this new contract award further validates our technical expertise and experience with ocean energy systems and could also lead to additional future contract awards where we might utilize OPT technologies which are already in advanced stages of development. To date, OPT has earned 28 U.S. government awards, including eight Phase I awards, which led to five Phase II efforts and 15 Phase III efforts, all related to marine systems and applications. We welcome the opportunity that this new contract brings, and this award now allows us to immediately bid on a Phase II contract."

OPT has submitted several proposals to the U.S. Navy and the Office of Naval Research under its Innovation and Support Services line on topics such as powering acoustic and nonacoustic sensors and improving the persistence of unmanned underwater vehicles through battery recharging and critical data transfer. Additionally, OPT has successfully advanced its anchorless PowerBuoy design under a prior contract with the Office of Naval Research and is seeking to prototype the design for both defense and commercial applications.

"OPT has a long work history on Department of Defense projects," Kirby said. "Our most recent government effort has been around advancing our anchorless PowerBuoy design, and we're nearing the prototype stage. The anchorless PowerBuoy design is very encouraging to our customers due to its

innovative and patented approach to power generation and also the need for a quick-deploy solution throughout markets such as defense and offshore oil and gas.

“In addition, these markets are undergoing a radical transformation to cleaner and more efficient all electric, all digital and all autonomous subsea operations,” he said. “Rapid deployment of persistent power and real-time subsea data communications is the enabling technology. Thanks to our efforts over the past few years, OPT is positioned and ready to enable this transformation today. In fact, we currently have one PowerBuoy deployed for a global oil and gas operator, another

which is undergoing preparation for deployment, and we have two additional PowerBuoys in various stages of production.

Final Resting Place of USS Hornet CV-8 Located in South Pacific

SEATTLE – Wreckage of the World War II aircraft carrier USS Hornet rests on the floor of the South Pacific Ocean around the Solomon Islands, 5,400 meters (nearly 17,500 feet) below the surface as discovered last month by the expedition crew of Paul G. Allen’s Research Vessel (R/V) Petrel, the Navy’s website said in a Feb. 12 post.

Hornet was best known for its part in the fateful Doolittle Raid that was launched in April of 1942, which was the first airborne attack of Japanese homeland targets including Tokyo. Led by U.S. Army Lt. Col. James Doolittle, all of the 16 B-25 planes that were launched from Hornet were unable to land at

their designated airstrip in China, but the raid provided a boost to American morale, and put Japan on alert about our covert air capabilities.

In June, Hornet was one of three American carriers that surprised and sunk four Japanese carriers at Midway, turning the tide of war in the Pacific.

The ship was sunk during the exceptionally vicious Battle of Santa Cruz Island that started Oct. 25, 1943. Hornet proved an especially determined ship over the next 24 hours. Enduring a relentless, coordinated attack by Japanese dive-bombers and torpedo planes, her crew was ultimately forced to abandon the ship due to damage and resulting fires. She then defied American efforts to scuttle her with 16 torpedoes and 369 rounds of 5-inch shells. When Japanese forces approached shortly thereafter and fired four torpedoes from two Japanese destroyers late in the evening of Oct. 26, Hornet finally succumbed and slipped beneath the surface. She lost 111 Sailors from her crew of nearly 2,200.

"With the loss of Hornet and serious damage to Enterprise, the Battle of Santa Cruz was a Japanese victory, but at an extremely high cost," said retired Rear Admiral Samuel Cox, director of Naval History and Heritage Command. "About half the Japanese aircraft engaged were shot down by greatly improved U.S. Navy anti-aircraft defenses. As a result, the Japanese carriers did not engage again in battle for almost another two years."

"Naval aviation came of age in World War II and American Sailors today continue to look to and draw inspiration from the fighting spirit of ships and crews like USS Hornet (CV 8)," Vice Chief of Naval Operations Adm. Bill Moran added. "Although her service was short-lived, it was meteoric.

"In the dark days following the Japanese surprise attack on Pearl Harbor, she and the Doolittle Raiders were the first Americans to punch back at Japan, giving hope to the nation and the world when things looked bleakest," Moran said. "She was there when the American Navy turned the tide in the Pacific at the Battle of Midway, and she was there when

America started the long drive to Tokyo in the Solomon Islands. Mortally wounded during the vicious campaign at Guadalcanal and abandoned after all attempts to save her failed, she was finally sent below by the Japanese destroyers Akigumo and Makigumo.

“As America’s Navy once again takes to the sea in an uncertain world, Hornet’s discovery offers the American Sailor a timeless reminder of what courage, grit and commitment truly look like,” Moran continued. “We’d be wise as a nation to take a long, hard look. I’d also like to thank the crew of Petrel for their dedication in finding and honoring her sacrifice.”

The discovery of Hornet was made during R/V Petrel’s first mission of 2019 after relocating from the Philippine Sea to the Solomon Islands to spend winter months in this arena. Operating out of Guadalcanal, the area is rich in history and prominence in terms of naval engagements.

“We had Hornet on our list of WWII warships that we wanted to locate because of its place in history as an aircraft carrier that saw many pivotal moments in naval battles,” said Robert Kraft, director of subsea operations for Vulcan. “Paul Allen was particularly interested in historically significant and capital ships, so this mission and discovery honor his legacy.”

The 10-person expedition team on the 250-foot R/V Petrel was able to locate Hornet’s position by piecing together data from national and naval archives that included official deck logs and action reports from other ships engaged in the battle. Positions and sightings from nine other U.S. warships in the area were plotted on a chart to generate the starting point for the search grid.

In the case of Hornet, she was discovered on the first dive mission of Petrel’s autonomous underwater vehicle and confirmed by video footage from the remotely operated vehicle, both pieces of equipment rated to dive down to 6,000 meters.

Ports Association Calls For Increasing Multimodal Project Funding, Eligibility

ALEXANDRIA, Va. – In written and oral testimony tomorrow (Feb. 13) before a hearing of the U.S. Senate Commerce, Science and Transportation Committee, the American Association of Port Authorities (AAPA) – the unified and recognized voice of America’s seaports – will say that nowhere in the country are there such stark examples of unmet infrastructure needs than in America’s ports, and in the land- and water-side transportation connections to them, the AAPA said in a Feb. 12 release.

“During the past six decades, there’ve been eight evolutions of the containership, resulting in ships today having capacities of 18,000 TEUs and beyond, while our country has relied upon essentially the same infrastructure to accommodate and facilitate an astronomical growth in freight volumes,” says AAPA Chairman William D. Friedman, chief executive officer of the Cleveland-Cuyahoga County Port Authority, who will testify before the Senate Commerce, Science and Transportation Committee. “Clearly, multimodal project funding levels and multimodal project eligibilities need to be improved.”

Friedman will note that, in 2018, AAPA issued an infrastructure report in which its U.S. member port authorities identified more than \$20 billion in multimodal funding needs over the next decade. “A top priority for the port industry continues to be multimodal funding.”

To aid with finding solutions to the multimodal funding and project eligibility dilemma, among AAPA’s FAST Act

reauthorization recommendations are that:

- All freight program funding be 100 percent multimodal (verses being mode-specific).
- The multimodal cap on U.S. Department of Transportation INFRA (Infrastructure for Rebuilding America) grants and formula funding be lifted.
- A maritime supply chain title be included in the next USDOT reauthorization bill that recognizes the evolving supply chain needs of the multimodal freight network.
- Funding to support freight infrastructure improvements come from a gas tax increase, a Vehicle Miles Traveled program, and/or some concept of a 1 percent charge on the domestic cost of freight movement (i.e., a “waybill fee”).
- The financing fee for federal Rail Rehabilitation Innovation Financing loans be removed.

Further noting that AAPA’s 2019 freight infrastructure report, *The State of Freight IV*, identified nearly \$4 billion in port security funding needs over the next decade, Mr. Friedman adds, “We need to invest in port infrastructure and we need to secure it.”

The Senate Commerce, Science and Transportation Committee hearing, titled *America’s Infrastructure Needs: Keeping Pace with a Growing Economy*, follows a similar U.S. House Transportation and Infrastructure Committee hearing on Feb. 7, titled *The Cost of Doing Nothing: Why Investing in Our Nation’s Infrastructure Cannot Wait*, in which AAPA is preparing written testimony that will include information on the association’s long-term funding solution for harbor maintenance.

Future LCS USS Cincinnati Completes Acceptance Trials

MOBILE, Ala. – The future USS Cincinnati (LCS 20) successfully concluded acceptance trials in the Gulf of Mexico Feb. 8, following a series of in-port and underway demonstrations for the Navy's Board of Inspection and Survey, the Program Executive Office-Unmanned and Small Combatants said in a Feb. 12 release.

Acceptance trials are the last significant milestone before the ship is delivered to the Navy, which is planned for this summer. During trials, the Navy conducted comprehensive tests of the Independence-variant littoral combat ship (LCS) to demonstrate the performance of the propulsion plant, ship-handling and auxiliary systems.

"I can't say enough about the positive results achieved by the Navy and industry team during these acceptance trials of the future USS Cincinnati," said Capt. Mike Taylor, LCS program manager. "She's well into her journey to be delivered to the Navy this summer and will provide needed and cost-effective warfighting capability to the fleet and the nation."

Following delivery and commissioning, Cincinnati will join her nine sister ships already homeported in San Diego, USS Independence (LCS 2), USS Coronado (LCS 4), USS Jackson (LCS 6), USS Montgomery (LCS 8), USS Gabrielle Giffords (LCS 10), USS Omaha (LCS 12), USS Manchester (LCS 14), the future USS Tulsa (LCS 16) and the future USS Charleston (LCS 18).

Four more Independence-variant ships are under construction at Austal USA in Mobile. Final assembly is well underway on the future USS Kansas City (LCS 22) and Oakland (LCS 24). Modules for the future USS Mobile (LCS 26) are under construction in the module manufacturing facility and construction on the

future USS Savannah(LCS 28)commenced last summer. Additionally, Austal is preparing for construction of the future USS Canberra (LCS 30), Santa Barbara (LCS 32), Augusta (LCS 34), Kingsville (LCS 36) and Pierre (LCS 38).

LCS is a highly maneuverable, lethal and adaptable ship designed to support focused mine countermeasures, anti-submarine warfare and surface warfare missions. The Independence-variant LCS integrates new technology and capability to affordably support current and future mission capability, from deep water to the littorals.

LCS is now the second-largest surface ship class in production. In 2018, five LCSs were delivered to the Fleet and three will be delivered in 2019 – a pace not seen since the 1990s.

Coast Guard Interdicts 24 Migrants off Mona Island, Puerto Rico

SAN JUAN, Puerto Rico – The crew of the Coast Guard Cutter Tahoma (WPC-908) repatriated 20 of 24 Dominican migrants to a Dominican Republic Navy vessel Feb. 11 just off Samana, Dominican Republic, following the interdiction of a makeshift boat Feb. 9, approximately five nautical miles west of Mona Island, Puerto Rico, the Coast Guard 7th District said in a Feb. 11 release.

Four men among the interdicted migrants are facing possible federal prosecution by the U.S. Attorney's Office for the District of Puerto Rico for illegally attempting to reenter

the United States.

Since October 2018, Coast Guard, federal and Puerto Rico law enforcement partners have interdicted at least 969 migrants and stopped several narcotics smuggling attempts throughout the Sector San Juan area of responsibility.

“Despite challenging conditions, the Coast Guard crews involved in this event utilized their training and expertise to successfully rescue all 24 people from the unseaworthy vessel,” said Lt. Cmdr. Matthew Haddad, Sector San Juan chief of enforcement. “These illegal maritime migration voyages are extremely dangerous and put the safety of those onboard in great jeopardy. The Coast Guard, in conjunction with our partners, remain poised to intercept these smuggling events in an effort to prevent the unnecessary loss of life.”

The crew of a Coast Guard HC-144 Ocean Sentry aircraft from Air Station Miami, while on a routine patrol of the Mona Passage, detected a 22-foot makeshift wooden boat late Friday night with an undetermined number of passengers aboard transiting towards Puerto Rico. The migrants were continuously bailing out water to prevent their vessel from sinking.

The Coast Guard Cutter Joseph Tezanos (WPC-118) diverted and interdicted the migrant vessel Saturday morning, when the crew embarked all 24 migrants, 20 men and four women, and destroyed the migrant boat as a hazard to navigation. Afterwards, the migrants were embarked aboard Coast Guard Cutter Richard Dixon (WPC-1113) and then to the Coast Guard Tahoma (WMEC-908) for their repatriation. The crew of the Tahoma completed the transfer of the four detained migrants Sunday to Border Patrol agents in Mayaguez, Puerto Rico.

Following at-sea interdictions, illegal migrants stopped are repatriated to their country of origin or returned to their place of departure. In some cases, those migrants found to have a criminal history with possible connection to smuggling

operations are turned over to law enforcement authorities for further prosecution by the Department of Justice. Once aboard a Coast Guard cutter, all migrants receive food, water, shelter and basic medical attention.

The Joseph Tezanos and Richard Dixon are 154-foot fast response cutters homeported in San Juan, Puerto Rico, while the Tahoma is a 270-foot medium endurance cutter based out of Portsmouth Naval Shipyard in Kittery, Maine. The new Offshore Patrol Cutter will eventually replace Tahoma and other ships in its

class, which will be able to carry out Coast Guard missions with greater endurance and interoperability with military and federal partners.