LPD 17 Flight II Program Moves the Navy Forward With Common Rail Fuel Injection

WASHINGTON – The next generation LPD 17 Flight II Class amphibious transport
dock ships are moving forward in Main Propulsion Diesel Engine (MPDE) efficiency by installing the common rail fuel injection system on the ship's FM Colt-Pielstick PC2.5 Sequentially Turbocharged (STC) engine, the Naval Sea Systems Command said in a Feb. 8 release. This technically advanced system replaces the existing mechanical fuel delivery system and is expected to yield significant lifecycle cost savings due to
reduced fuel usage and maintenance costs.

"We made the right decision to incorporate reduced fuel consumption, reduced emissions, less maintenance and improved reliability into our next generation of amphibious ships," said Capt. Brian Metcalf, LPD 17 class program manager for Program Executive Office (PEO) Ships. "Innovation should be driven into all levels of design, and this is just one example of NAVSEA's culture of affordability mission."

The project began in 2015 with discussions between PEO Ships, NAVSEA's engineering and ship lifecycle management directorates, and Naval Surface Warfare Center Philadelphia Division (NSWCPD), who is serving as technical lead for the contract. Fairbanks Morse engineers collaborated with MAN Diesel and NSWCPD to develop the prototype, which was tested on a future USS Fort Lauderdale (LPD-28) engine.

Upon completion of testing, the common rail fuel injection components were removed and the mechanical fuel injection components were re-installed and
retested prior to shipment. Prototype testing on the factory

engines demonstrated fuel savings across the Navy operating envelope, and an emission-reducing engine operating profile was also developed.

The future USS Richard M. McCool Jr. (LPD 29), currently under construction at Huntington Ingalls Industries Shipyard in Pascagoula, Mississippi, will be the first of many amphibious ships delivered to the Navy with common rail fuel injection MPDEs.

Sea Hunter MDUSV Reaches New Milestone for Autonomy

RESTON, Va. – The Office of Naval Research's (ONR) Medium Displacement Unmanned Surface Vessel (MDUSV), Sea Hunter, became the first ship to successfully autonomously navigate from San Diego to Pearl Harbor, Hawaii, and back without a single crew member onboard, except very short-duration boardings by personnel from an escort vessel to check electrical and propulsion systems, the ship's builder, Leidos, said in a Jan. 31 release.

Leidos designed and built the 132-foot-long Trimaran, Sea Hunter, an autonomous, unmanned vessel capable of traveling for long periods of time and executing a variety of missions at a fraction of the cost of a manned ship. This recent achievement is part of an extended test phase, which has been ongoing since the end of 2016.

"The Sea Hunter program is leading the world in unmanned, fully autonomous naval ship design and production," said Gerry Fasano, Leidos Defense Group president. "The recent long-range mission is the first of its kind and demonstrates to the U.S.

Navy that autonomy technology is ready to move from the developmental and experimental stages to advanced mission testing."

Sea Hunter will continue long duration and mission package testing throughout 2019. ONR awarded Leidos a potential $43.5 million contract to develop Sea Hunter II, which is currently under construction in Mississippi. The sister ship will be evolved based upon lessons learned during the first Sea Hunter build, evolving mission requirements and further development of autonomy enhancements.

"Our talented team of engineers, scientists and analytical experts have decades of experience that will allow us to deliver a second highly autonomous vessel designed to keep our servicemen and women safe while monitoring the maritime environment," said Fasano. "We're excited to showcase our unique and innovative capabilities for a program of great national significance."

No Injuries as Two U.S. Navy Vessels Involved in Minor Mishap Off East Coast

NORFOLK, Va. — No personnel were injured when a U.S. Navy guided-missile cruiser and dry cargo ship made contact during an underway replenishment off the southeastern coast of the United States, Feb. 5, the U.S. Fleet Forces Command Public Affairs said in a release of the same date.

USS Leyte Gulf (CG 55) and USNS Robert E. Peary (T-AKE 5) were able to safely operate after the incident. Damage will be

assessed when the ships pull into port.

The ships had been conducting a replenishment-at-sea when the sterns touched at approximately 4 p.m. EST. U.S. Fleet Forces Command and Military Sealift Command will thoroughly investigate this incident.

The ships were conducting operations in conjunction with the Abraham Lincoln Carrier Strike Group.

L3 ASV Delivers Data-Gathering Autonomous Vessel to the Royal Navy

PORTCHESTER, England – L3 ASV has successfully delivered a long-endurance autonomous vessel known as the C-Enduro to the Royal Navy, the company said in a Feb. 5 release. The C-Enduro will be used for military data gathering trials by the Mine Countermeasures and Hydrographic Capability (MHC) program as the Navy seeks to exploit autonomous technology.

“We are proud to support the Royal Navy in their plans to explore the uses of marine autonomy as they continue to invest in new and exciting technology,” said Vince Dobbin, sales and marketing director for L3 ASV. “This vessel is an evolution of our existing C-Enduro product range and provides the unique capability to collect a variety of data during any one mission over extended periods.”

The 4.8-meter autonomous vessel is equipped with 10 sensors combining scientific and hydrographic survey equipment. The vessel operates using L3 ASV’s proprietary control system,

ASView, and is fitted with L3 ASV's advanced autonomy package, ensuring situational awareness and smart path planning. ASView enables a range of autonomous control modes, including line following, station-keeping and geofencing.

"The different ways in which the C-Enduro can be operated will allow the Navy to test and develop the ability of an autonomous unmanned surface vessel to effectively gather important hydrographic data and potentially form part of a future capability to be delivered by the MHC program," said Alex du Pre, MHC Team Lead at Defence Equipment and Support.

This project marks the fourth delivery of a C-Enduro vessel, and previous successful missions include an 11-day over-the-horizon marine science mission north of Scotland for the National Oceanography Centre.

Coast Guard Interdicts 25 Migrants Off Mona Island, Puerto Rico

SAN JUAN, Puerto Rico – The crew of the Coast Guard Cutter Joseph Napier (WPC-1115) repatriated 22 of 25 Dominican migrants to a Dominican Republic Navy vessel Feb. 4, following the interdiction of a makeshift boat Feb. 2, approximately 20 nautical miles northwest of Mona Island, Puerto Rico, the Coast Guard 7th District said in a February release.

Three of 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 re-enter the United States.

The Coast Guard and federal and Commonwealth of Puerto Rico law enforcement partners have interdicted more than 400 migrants and stopped several narcotics smuggling attempts since October of 2018.

“The migrants were attempting to make the transit across an ocean passage in a vessel that was inherently unsafe due to overloading, missing all required safety equipment, and operating without navigation lights,” said Lt. John Schulz, cutter Joseph Napier commanding officer. “Many lives are lost each year by these types of ventures and are a direct threat to the people who attempt the voyage. Each person saved is a testament to how critical the Coast Guard and our partner agencies efforts are to ensuring that there is not a unnecessary loss of life in the waters surrounding Puerto Rico.”

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 35-foot makeshift boat Friday night with an undetermined number of passengers aboard transiting towards Puerto Rico.

The Coast Guard Cutter Joseph Napier was diverted and interdicted the migrant vessel Saturday morning embarking all 25 Dominican migrants, 24 men and a woman.

Following at-sea interdictions, illegal migrants that are 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 Napier is a 154-foot fast response cutter homeported in San Juan, Puerto Rico.

Navy Successfully Conducts SPY-6 AMDR Ballistic Missile Test

KAUAI, Hawaii – The U.S. Navy's AN/SPY-6(V)1 Air and Missile Defense Radar (AMDR) successfully tracked a ballistic missile target, Jan. 31, the Naval Sea Systems Command said in a Feb. 5 release.

The short-range ballistic missile target was launched from the Pacific Missile Range Facility. An AN/SPY-6(V)1 AMDR searched for, detected and maintained track on the target as predicted. The flight test, designated Vigilant Nemesis, is the final developmental test in a series of ballistic missile defense flight tests for the AN/SPY-6(V)1 AMDR.

"The radar performed exactly as predicted. This completes our rigorous developmental test program to support the on-time delivery of the Navy's newest Flight III destroyer," said Capt. Seiko Okano, major program manager for Above Water Sensors, Program Executive Office-Integrated Warfare Systems (PEO IWS).

Based on preliminary data, the test successfully met its primary objectives. Program officials will continue to evaluate system performance based upon telemetry and other data obtained during the test.

Integrated air and missile defense testing commenced in March of 2017 with the successful completion of the first live ballistic missile flight test mission for the AN/SPY-6(V)1 radar named Vigilant Hunter. Vigilant Nemesis was the capstone ballistic missile test for the AN/SPY-6(V)1 AMDR and the 15th

live ballistic missile test for the radar’s development phase.

GD Bath Iron Works Awarded $719 Million for Planning Yard Services for DDG 51s

BATH, Maine – General Dynamics Bath Iron Works, a subsidiary of General Dynamics, has been awarded a Navy contract to continue providing planning yard services for DDG 51 Arleigh Burke-class guided missile destroyers. The contract is valued at $126 million for the first year with four option years, which, if exercised and fully funded by the Navy, would bring the total value of the contract to $719 million.

Planning yard services include design, material kitting, logistics, planning and execution. The majority of the planning yard services work will be performed in Maine.

Bath Iron Works also currently manages post-delivery maintenance and modernization activities for DDG 1000-class ships and LCS-class ships.

Navy Orders Two Utility Landing Craft from Swiftships

WASHINGTON – The Navy has awarded contract for the second and third utility landing craft (LCU) of a new class.

The Naval Sea Systems Command awarded a $26.7 million contract modification to Swiftships LLC of Morgan City, Louisiana, for LCU 1701 and 1702. The craft will follow the prototype of the LCU 1700 class, which is replacing the old LCU 1610 class on a one-for-one basis.

“LCU 1700 will be a similarly rugged steel craft, which will recapitalize the LCU 1610 capabilities and have a design life of 30 years,” the contract announcement said. “LCU 1700 craft will be a highly reliable and fuel-efficient heavy-lift platform whose capability will be complementary to the faster air cushion landing craft, which have a significantly shorter range, smaller payload capacity, no habitability and operating hour limitations.”

The Navy’s amphibious warfare ships equipped with well decks routinely deploy with LCUs embarked.

Work on the two craft is expected to be completed by May 2021.

Navy Secretary Names Independence-Variant Littoral Combat Ship After South Dakota’s Capital

WASHINGTON — Navy Secretary Richard V. Spencer announced that the next Independence-variant Littoral Combat Ship will be named USS Pierre (LCS 38), his public affairs officer said in a Feb. 5 release. The future USS Pierre is named in honor of the capital city of South Dakota and is the second ship to bear the name.

“I am proud to name a future Independence-variant LCS after the capital city of South Dakota,” Spencer said. “The citizens of Pierre and the entire state of South Dakota have a great history of service in the Navy and Marine Corps team, and that legacy will live on in the future USS Pierre.”

The future USS Pierre will be built by Austal USA in Mobile, Alabama. This ship will be 419 feet long, with a beam length of 104 feet and capable of operating at speeds in excess of 40 knots.

The Navy has accepted delivery of 17 littoral combat ships (LCSs). Including the recent contract modifications, a total of 35 LCSs have been procured with 11 ships under construction (LCS 17, 19-26) and seven more ships in preconstruction stage (LCS 29 – 32, 34, 36, 38).

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

Coast Guard Offloads 34,780 Pounds of Cocaine in Port Everglades

MIAMI – The crew of the Coast Guard Cutter Forward (WMEC-911) offloaded approximately 34,780 pounds of cocaine Feb. 5 in Port Everglades worth an estimated $466 million wholesale

seized in international waters in the Eastern Pacific Ocean, the Coast Guard 7th District said in a release of the same date.

The drugs were interdicted off the coasts of Mexico, Central, and South America and represent 21 separate suspected drug smuggling vessel interdictions by the U.S. Coast Guard.

The cutter Forward was responsible for eight cases seizing an estimated 14,207 pounds of cocaine. The Coast Guard Cutter Hamilton (WMSL-753) was responsible for five cases, seizing an estimated 9,460 pounds of cocaine. The Coast Guard Cutter Campbell (WMEC-909) was responsible for four cases, seizing an estimated 6,153 pounds of cocaine. The Coast Guard Cutter Alert (WMEC-630) was responsible for two cases, seizing an estimated 5,736 pounds of cocaine. The Coast Guard Cutter Venturous (WMEC-625) was responsible for one case, seizing an estimated 1,565 pounds of cocaine. The Coast Guard Cutter Confidence (WMEC-619) was responsible for one case seizing an estimated 553 pounds of cocaine.

“The interdiction and disruption of more than 17 tons of cocaine is a result of the collaboration and coordination of multiple Coast Guard and interagency assets to address the complex maritime challenge of transnational criminal organizations,” said Cmdr. Michael Sharp, commanding officer of the cutter Forward. “I am extremely proud of all the women and men that contributed to the mission success, it is a direct reflection of how the U.S. Coast Guard delivers mission excellence anytime, anywhere.”

Numerous U.S. agencies from the Departments of Defense, Justice and Homeland Security are involved in the effort to combat transnational organized crime. The Coast Guard, Navy, Customs and Border Protection, FBI, Drug Enforcement Administration, and Immigration and Customs Enforcement along with allied and international partner agencies play a role in counter-drug operations. The fight against transnational

organized crime networks in the Eastern Pacific requires unity of effort in all phases from detection, monitoring and interdictions, to prosecutions by U.S. Attorneys in Florida, California, New York, the Gulf Coast, Puerto Rico and elsewhere.

The Coast Guard increased U.S. and allied presence in the Eastern Pacific Ocean and Caribbean Basin, which are known drug transit zones off of Central and South America, as part of its Western Hemisphere Strategy. During at-sea interdictions in international waters, a suspect vessel is initially located and tracked by allied, military or law enforcement personnel. The interdictions, including the actual boarding, are led and conducted by U.S. Coast Guardsmen. The law enforcement phase of counter-smuggling operations in the Eastern Pacific are conducted under the authority of the Coast Guard 11th District headquartered in Alameda, California.

The cutter Forward is a 270-foot medium-endurance cutter homeported in Portsmouth, Virginia. The cutter Hamilton is a 418-foot national security cutter homeported in Charleston, South Carolina. The cutter Campbell is a 270-foot medium endurance cutter homeported in Portsmouth, New Hampshire. The cutter Alert is a 210-foot medium-endurance cutter homeported in Astoria, Oregon. The cutter Venturous is a 210-foot medium-endurance cutter homeported in St. Petersburg, Florida. The cutter Confidence is a 210-foot medium-endurance cutter homeported in Port Canaveral, Florida.