Navy Secretary Names New Destroyer in Honor of U.S. Senator From Georgia

An artist rendering of the future Arleigh Burke-class guided-missile destroyer USS Sam Nunn. U.S. Navy photo illustration

WASHINGTON — Secretary of the Navy Richard V. Spencer named a future Arleigh Burke-class guided-missile destroyer, DDG 133, in honor of former U.S. Sen. Sam Nunn, who represented Georgia from 1972 to 1997, the secretary's public affairs office said in a release.

"Senator Nunn's impact on the Navy and Marine Corps team cannot be overstated," Spencer said. "His leadership in the Senate, specifically as the long-serving chairman of the Senate Armed Services Committee, helped streamline the military chain of command and strengthen our Navy and Marine Corps team. I am pleased that Senator Nunn's legacy of service to our nation will continue in the future USS Sam Nunn."

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>
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Nunn served in the U.S. Coast Guard 1959 to 1960 and remained in the Coast Guard Reserve until 1968. A Democrat, he was elected to the Georgia House of Representatives in 1968 and in 1972 was first elected to the U.S. Senate.

During his tenure as a senator, Nunn served as chairman of the Senate Committee on Armed Services and the Permanent Subcommittee on Investigations. He helped draft the Department of Defense Reorganization Act and the Nunn-Lugar Cooperative Threat Reduction Program, which helped Russia and the former Soviet republics to secure and destroy their excess nuclear, biological and chemical weapons.

Arleigh Burke-class destroyers conduct a variety of operations, from peacetime presence and crisis response to sea control and power projection. USS Sam Nunn will be capable of fighting air, surface and subsurface battles simultaneously, with offensive and defensive weapons systems designed to support maritime warfare, including integrated air and missile defense and vertical launch capabilities.

USS Sam Nunn will be constructed by Huntington Ingalls Industries in Pascagoula, Mississippi. The ship will be 509 feet long, have a beam of 59 feet and be capable of traveling in excess of 30 knots.

U.S., Philippine Coast Guards Conduct Joint Search-and-Rescue Exercise

The U.S. Coast Guard Cutter Bertholf (left) moves in formation with Philippine coast guard vessels Batangas (center) and Kalanggaman during an exercise on May 14. U.S. Coast Guard/Chief Petty Officer John Masson

MANILA, Philippines – The U.S. Coast Guard Cutter Bertholf (WMSL 750) and vessels from the Philippine coast guard conducted joint search-and-rescue exercises May 14 in the South China Sea west of Manila, the Coast Guard Pacific Area said in a release.

The Bertholf, a 418-foot national security cutter based in Alameda, California, worked together with the Philippine coast guard vessels Batangas and Kalanggaman on small-boat search-and-rescue tactics to conduct the mock rescue of a person in the water. The Bertholf is in the midst of a Western Pacific deployment under the tactical control of the U.S. Navy's 7th Fleet.

In training with and learning alongside partners in the Philippines on search and rescue, maritime law enforcement and small-boat tactics, Bertholf's

crew enjoys the
benefits of the strong, often personal ties between the countries, the release
said.

Capt. John J. Driscoll (left), Bertholf’s commanding officer, enjoys breakfast aboard the Philippine coast guard vessel Batangas along with Batangas’ commanding officer (right foreground) and other officers prior to the search-and rescue exercise on May 14. U.S. Coast Guard/Chief Petty Officer John Masson

The work also
strengthens one of the most enduring partnerships in the Indo-Pacific region,
between the United States and the Republic of the Philippines and supports both
countries’ commitment to a free and open Pacific, governed by international
maritime law that promotes peace, security and prosperity of all nations.

“Bertholf
completed an at-sea search-and-rescue exercise today with our counterparts from
the Philippine coast guard. This engagement proved an excellent opportunity to
compare techniques, maintain proficiency and build a friendly relationship
amongst professional mariners and coast guards,” said Capt. John J. Driscoll,
Bertholf’s commanding officer.

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The crew of Bertholf also will participate in other joint events with members of the Philippine coast guard during the ship's Manila port call. The events include a series of engagements on operational subjects such as damage control and search and rescue as well as sporting and social events. The activities are designed to improve interoperability and strengthen the ties between the two countries.

"The U.S. Coast Guard is proud to operate with our Pacific counterparts, and together we are dedicated to enhancing our capabilities and strengthening maritime governance and security while promoting individual sovereignty," said Vice Adm. Linda Fagan, commander of the U.S. Coast Guard's Pacific Area. "Today's exercise is a great opportunity to share our experiences and learn from our partners in the Philippine coast guard."

Future USNS John Lewis Keel Authenticated

SAN DIEGO, Calif. – The keel for the future USNS John Lewis (T-AO 205), the Navy's first John Lewis-class fleet replenishment oiler, was ceremonially laid at General

Dynamics-National Steel and Shipbuilding Co. on May 13, Naval Sea Systems Command said in a release.

A keel laying is the ceremonial recognition of the start of a ship's construction. It is the joining together of a ship's modular components and the authentication or etching of an honoree's initials into a ceremonial keel plate. The ship's namesake, Rep. John Lewis (D-Ga.), and the ship's sponsor, actress Alfre Woodard, etched their initials into the keel plate.

> *"These ships are steadfast, reliable and allow our warships to defend our freedoms for which Representative Lewis has dedicated his life to protecting."*
>
> *Mike Kosar, Support Ships, Boats and Craft program manager, Program Executive Office-Ships*

"We're honored to have Representative Lewis and Ms. Woodard with us today as we lay the foundation for recapitalizing our nation's critical fuel-replenishment-at-sea capabilities," said Mike Kosar, Support Ships, Boats and Craft program manager, Program Executive Office-Ships. "These ships are steadfast, reliable and allow our warships to defend our freedoms for which Representative Lewis has dedicated his life to protecting."

The John Lewis-class ships are based on commercial design standards and will recapitalize the current T-AO 187-class fleet replenishment oilers to provide underway replenishment

of fuel to U.S.
Navy ships at sea. These ships are part of the Navy’s Combat Logistics Force.

John Lewis will be operated by the
Navy’s Military Sealift Command and is the first ship named after the civil
rights leader and Presidential Medal of Freedom recipient. Construction of John
Lewis began in September 2018, with delivery planned in late 2020.

Mercury Systems Receives $2.1 Million Order for RF Amplifiers Required for Navy Program

ANDOVER,
Mass. – Mercury Systems Inc. received a $2.1 million order from a leading
defense prime contractor for custom-engineered radio frequency (RF) amplifiers required
for an advanced naval electronic support program, the company said in a release.

The order
was booked in the company’s fiscal 2019 third quarter and is expected to be
shipped over the next several quarters.

Mercury

Systems offers a broad range of RF and microwave product offerings designed and manufactured in its scalable Advanced Microelectronics Centers (AMC) located throughout the United States.

“With co-located engineering and manufacturing resources, our AMC facilities are the ideal solution to deliver highly differentiated custom RF microelectronics with affordable, long-term supply continuity,” said Kevin Beals, vice president and general manager of Mercury’s RF and Microwave group.

“Receiving this order from our valued defense prime contractor customer further validates the power of Mercury’s next-generation business model to support our military forces with sophisticated microelectronics that are second to none.”

Minor Injuries Reported after T-45 Training Jet Crash at NAS Kingsville

CORPUS CHRISTI, Texas – A Navy T-45C Goshawk aircraft crashed at Naval Air Station Kingsville at 2:38 p.m. Friday, May 10, the Chief of Naval Air Training Public Affairs reported in a release.

The two pilots, an instructor and a student, suffered minor injuries and were transported to a local medical treatment facility for care.

The pilots safely ejected from the aircraft before it crashed just short of the runway inside the airfield perimeter fence.

Emergency services immediately responded to the crash site. The incident is under investigation.

BAE Systems Sensor Technology Guides Next-Generation Missile to Readiness

Artist’s rendering of the LRASM. BAE Systems

NASHUA, New Hampshire – BAE Systems worked closely with Lockheed Martin to deliver Long-Range Anti-Ship Missiles (LRASM) to the U.S. Air Force, achieving Early Operational Capability (EOC) for the B-1B bomber ahead of schedule, BAE said in a May 6 release. The Air Force accepted delivery of production LRASM units following successful simulation, integration, and flight tests that demonstrated the missile’s mission readiness.

“We’re quickly delivering critical capabilities to warfighters to meet their urgent operational needs,” said Bruce Konigsberg, Radio Frequency (RF) Sensors product area director at BAE Systems. “Our sensor systems provide U.S. warfighters with a strike capability that lets them engage protected, high-value maritime targets from safe distances. The missile provides a critical advantage to U.S. warfighters.”

BAE Systems’ long-range sensor and targeting technology enables LRASM to detect and engage protected ships in all weather conditions, day or night, without relying on external intelligence and navigation data.

BAE Systems and Lockheed Martin are working closely together to further mature the LRASM technology. The companies recently signed a contract for the production of more than 50 additional sensors and are working to achieve EOC on the U.S. Navy’s F/A-18E/F Super Hornet in 2019.

The advanced LRASM sensor technology builds on BAE Systems’ knowledge in electronic warfare (EW), signal processing and targeting technologies, and demonstrates the company’s ability to apply its world-class EW technology to small platforms. The successful LRASM sensor program demonstrates the company’s ability to quickly deliver advanced EW technology to warfighters.

As part of the company’s electronic warfare capacity expansion initiatives, it locates key programs where they will be optimally staffed to quickly transition from design to production, accelerate deliveries, and improve product affordability. The company’s work on the LRASM program is

conducted at state-of-the-art facilities in Wayne, New Jersey and Nashua, New Hampshire.

Sealift Command to Welcome New Navajo Class of Tugboats to Fleet


An artist rendering of the future USNS Navajo (T-TATS 6). U.S. Navy photo illustration.

NORFOLK, Virginia — A new class of towing and salvage vessels will join the U.S. Navy's Military Sealift Command (MSC) in fiscal year 2021.

"The new Navajo class replaces the Powhatan class T-ATF fleet tugs, which provide towing, diving and standby submarine rescue services for the U.S. Navy, and the Safeguard class T-ARS rescue and salvage vessels, whose mission includes, salvage, diving, towing and heavy-lift operations," said Tim Schauwecker, MSC towing and salvage project officer.

"MSC and the fleet commanders will benefit by having new, state-of-the-art and highly capable platforms that can perform a wide range of missions ranging from towing and salvage, diving operations and submarine rescue," he said.

The primary mission of the fleet tug is towing and submarine rescue with the secondary mission of salvage. Rescue and salvage ships conduct salvage with a secondary mission of towing. The Navajo class will combine the capabilities of both classes into a single class for greater efficiency, Schauwecker said.

> *“This new ship class will … eventually restore the towing and salvage fleet to an end strength of eight hulls.”*
>
> *Tim Schauwecker, Sealift command’s towing and salvage project officer*

“The major improvements include a significant bollard pull increase that will enable the ship to tow virtually any ship currently in the [Navy] inventory. The new ships include additional deck space to account for the requirements of the submarine rescue diving and recompression system, including transfer under pressure, a 40-ton heave compensating crane to assist with underwater salvage operations such as lifting aircraft wreckage out of the water, dynamic positioning, which provides the ability to automatically maintain position and heading in the water by using its propellers and thrusters despite the environmental conditions, and berthing for an additional 42 personnel [other than crew] in two- to six-person staterooms. The ship will also have modern automation and

engineering systems that include environmentally friendly main propulsion diesel engines," he said.

MSC search-and-rescue vessels have contributed to a variety of missions around the world, including recovery efforts for John F. Kennedy Jr.'s plane crash, the USS Guardian grounding, TWA flight 800, Hurricane Katrina and the SS El Faro sinking.

MSC took delivery of the Powhatan class of fleet ocean tugs between 1978 and 1981. These ships were designed and built based on commercial offshore towing vessels and were manned by civilian mariners. Salvor and Grasp were commissioned in 1985 and 1986 and were sailed as USS ships by U.S. Navy Sailors. The Navy decommissioned the Safeguard class of salvage ships in 2006 and 2007 and transferred them to MSC, where they were redesignated as T-ARS and manned by civilian mariners.

According to the Congressional Budget Office's 2019 shipbuilding analysis, the procurement of the new Navajo class aligns with the Navy's plan to expand the fleet to 355 ships.

"This new ship class will bring a significant capability increase to the U.S. Navy and Military Sealift Command and eventually restore the towing and salvage fleet to

an end strength of eight hulls," Schauwecker said.

Secretary of the Navy Richard V. Spencer announced in March the new class of ships will be named Navajo, in honor of the major contributions the Navajo people have made to the armed forces.

The lead ship will start construction in May, with delivery of the first five ships in fiscal 2021 and 2022, followed by one ship per year through 2025.

HII's Digital Shipbuilding Transformation Earns 2019 CIO 100 Award

NEWPORT NEWS, Va. – Huntington Ingalls Industries' Newport News Shipbuilding division has been named a recipient of a 2019 CIO 100 Award for adopting business-aligned IT strategies during its integration of modern technologies into shipbuilding. The ongoing initiative, known as Integrated Digital Shipbuilding (iDS), is transforming the way ships are being designed and built.

The annual awards program, sponsored by IDG's CIO magazine and the CIO

Executive Council, celebrates organizations that are using IT in innovative ways to deliver business value, optimize business processes, enable growth or improve relationships with customers.

Newport News is being recognized for its use of technology business management strategies to bolster IT cost transparency and build trust, which helped the company to embrace a digital-first mindset in adopting leading-edge technologies.

Since the company's digital transformation began two years ago, Newport News has introduced laser scanning, augmented reality, modeling and simulation, and additive manufacturing into processes to increase efficiency, safety and affordability. The digital shipbuilding efforts also include transitioning from traditional two-dimensional paper-based instructions – the company's primary method for conveying design data for more than a century – to digital formats.
The company currently is developing digital work packages for the aircraft carrier Enterprise (CVN 80), which will be the first ship built completely paperless, and preparing to go digital with the new class of ballistic submarines, the Columbia class.

"Digital

shipbuilding is the largest transformative initiative, digital or otherwise,
that Newport News has embarked upon since switching from diesel to
nuclear-powered aircraft carriers in the 1960s," said Bharat Amin, Newport
News' vice president and chief information officer. "I feel proud of my team
for helping to drive change and empowering shipbuilders with the tools to build
today's warships with tomorrow's technology. It's an exciting time to work in
IT and at HII."

The
company will be recognized at the CIO 100 Symposium and Awards Ceremony on Aug.
21 in Colorado.

Schiebel Wins Norway's Tender for UAS Deployment in the Arctic

Schiebel's Camposter S-100 will start tests with the Norwegian Coast Guard in fall 2019. Schiebel
VIENNA,
Austria – Norway's Andøya Test Center selected Schiebel's market-leading Camcopter
S-100 vertical takeoff and landing (VTOL) unmanned air system (UAS) for

extensive search-and-rescue trials as part of the Arctic 2030 project, the company said in a May 2 release.

In a typical configuration, the Camcopter S-100 operates six hours continuously and is able to simultaneously carry multiple payloads, offering significant payload flexibility to the user. Therefore, the S-100’s missions deliver aerial views that reach considerably farther than manned helicopters.

The S-100 also offers a number of key advantages for naval operations in the Arctic. As a VTOL platform, the Camcopter does not require any additional start or recovery equipment and its minimal footprint is perfect for offshore patrol vessels with small deck sizes. The S-100 also distinguishes itself through its ability to perform in the harshest weather conditions, flying at temperatures down to -40°C. This has been proven in a series of intensive trials, such as the Canadian icebreaker operations. In this particular case, the Camcopter S-100 was deployed 60 nautical miles north of Fogo Island, offshore Canada, providing a wide-view image of the ice structure as well as identifying the boundaries between flat and rough ice.

The goal of the Andøy Municipality project is a demonstration of VTOL UAS use in the Arctic region in an effort to increase maritime safety. For this

purpose, the Camcopter S-100 will be equipped with an electro-optical/infrared camera gimbal, an Overwatch Imaging PT-8 Oceanwatch payload, an automatic identification system receiver and a maritime broadband radio by Radionor. Such a combination of payloads is intended to strengthen emergency preparedness in the region and provide search and rescue mission support.

Tests are scheduled to commence in the fall of 2019 with the UAS being deployed from Norwegian Coast Guard vessels in Andfjorden, Northern Norway. More operations are planned in Spitsbergen in the spring of 2020.

“This is clearly an important milestone in the project,” said Gunnar Jan Olsen, general manager of the Andøya Test Center. “We have already gained some experience with the Schiebel Camcopter S-100 UAS during an impressive demonstration in 2017. We believe that these current, more extensive S-100 trials will demonstrate that maritime safety in the Arctic can effectively be increased with the help of VTOL UAS.”

Coast Guard Commissions Newest FRC in San Diego

Adm. Charles Ray, the U.S. Coast Guard vice commandant, delivers his remarks during the commissioning ceremony for the Coast Guard Cutter Benjamin Bottoms at Coast Guard Sector San Diego, May 1. The Benjamin Bottoms will operate throughout the 11th Coast Guard District which includes all of California and international waters off of Mexico and Central America. U.S. Coast Guard / Petty Officer 1st Class Patrick Kelley

SAN DIEGO –

The Coast Guard commissioned the newest California-based 154-foot Fast Response

Cutter in San Diego, May 1, the Coast Guard 11th District said in a
release of the same date.

The Benjamin
Bottoms is the fourth Sentinel-Class Fast Response Cutter (FRC) to be
homeported at Base Los Angeles-Long Beach.

While these
ships will be based in San Pedro, they will operate throughout the 11th Coast
Guard District, which includes all of California and international waters off
of Mexico and Central America.

“Radioman
First Class Benjamin Bottoms is a Coast Guard hero,” said Adm. Charles
Ray, the Coast Guard vice commandant. “He was the embodiment of honor,
commitment and sacrifice – the motto of this new cutter.”

FRC’s are 154-foot multimission ships designed to conduct drug and migrant interdictions; ports, waterways and coastal security operations; fisheries and environmental protection patrols; national defense missions; and search and rescue.

To date, the Coast Guard has accepted delivery of more than 30 FRCs. Each ship is designed for a crew of 24, has a range of 2,500 miles and is equipped for patrols up to five days. The FRCs are part of the Coast Guard’s overall fleet modernization initiative.

FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment as well as over-the-horizon response boat deployment capability and improved habitability for the crew. The ships can reach speeds of 28 knots and are equipped to coordinate operations with partner agencies and long-range Coast Guard assets such as the Coast Guard’s National Security Cutters.

FRCs are named in honor of Coast Guard enlisted leaders, trailblazers and heroes. The four California-based FRCs are:

Forrest Rednour (WPC-1129): Rednour aided in the rescue of 133 people during the sinking of the U.S.A.T. Dorchester, Feb. 3, 1943. He was

awarded the Purple Heart and Navy and Marine Corps Medal for his actions.
Rednour lost his life in the sinking of the Coast Guard Cutter Escanaba in June 1943.

Robert Ward (WPC-1130): Ward operated beach-landing boats during the Normandy invasion. He landed his craft on the Cotentin Peninsula and rescued two stranded boat crews in the face of a heavily fortified enemy assault.

Terrell Horne III (WPC-1131): Horne was murdered by suspected drug smugglers who intentionally rammed the boat he and fellow Coast Guardsmen were aboard during law enforcement operations near Santa Cruz Island off the Southern California coast in December 2012. Horne pushed one of his shipmates out of the way of the oncoming vessel attack and sustained fatal injuries.

Benjamin Bottoms (WPC-1132): Bottoms was part the Coast Guard aircrew that rescued an Army aircrew from a downed B-17 off the east coast of Greenland in 1942. Bottoms and the pilot conducted the first landing of a cutter plane on an icecap and commenced a two-day rescue over a rugged arctic terrain that required multiple flights. During the second day of rescue operations, radio contact with Bottoms' plane was lost and he was declared missing in action.