

U.S. Government Approves Release of Boeing EA-18G Growler to Finland

ARLINGTON, Va. – Boeing and the U.S. Navy have received U.S. Department of Defense approval to offer the EA-18G Growler to Finland, the company said in a Feb. 18 release. Previously only Australia had been authorized to purchase the airborne electronic attack (AEA) aircraft.

Boeing and the Navy have offered the Growler and F/A-18 Super Hornet in a response to query issued by the Finnish Ministry of Defense as part of their HX fighter program procurement.

“All strike fighter aircraft rely on Growler escort to increase survivability during high-threat missions,” said Dan Gillian, Boeing vice president, F/A-18 and EA-18G programs. “The combination of the Super Hornet Block III and Growler would provide Finland with superior technological capability particularly suited to Finland’s HX mission requirements.”

An F/A-18 variant, the Growler is the world’s most advanced AEA platform and the only one in production today. It’s capable of disrupting, deceiving or denying a broad range of military electronic systems including radar and communication systems.

In addition to the U.S. Navy, the Growler is flown by the Royal Australian Air Force.

Ultra Electronics to be Underwater Warfare Lead for the Canadian Surface Combatant

DARTMOUTH, Nova Scotia – Ultra Electronics Maritime Systems has signed a significant sub-contract with Lockheed Martin Canada as part of Canada's Combat Ship Team, selected as the winning bid for the Canadian Surface Combatant (CSC) program by Irving Shipbuilding, Ultra said in a Feb. 19 release. Irving Shipbuilding is the Canadian Surface Combatant prime contractor and will build all 15 ships at Halifax Shipyard.

Ultra, as the anti-submarine warfare (ASW) lead, will provide a low-frequency active and passive towed sonar system paired with its next-generation hull-mounted sonar, and will lead the integration of these world-leading sensors with sonobuoys and other capabilities for wide-area underwater battlespace surveillance to meet Canada's future strategic needs.

"Ultra is proud to be a member of Canada's successful CSC Home Team," said Bernard Mills, president of Ultra Electronics Maritime Systems. "As the underwater warfare lead, we are using our considerable depth of ASW experience and capability to ensure Canada's new ships will provide an enduring operational advantage to the Royal Canadian Navy. This work will also generate high-tech jobs in Nova Scotia for sonar design and manufacturing, add to our existing significant export capability, and maintain Canada's position in the top tier of advanced ASW nations in the world."

The Canadian Surface Combatant project is the largest and most complex procurement ever undertaken by the Government of Canada. It will deliver lasting economic benefits to Canadian

industry through billions of dollars of value proposition commitments in innovation across Canada's priority areas.

The winning Lockheed Martin Canada bid, based around BAE's Type 26 Global Combat Ship, was put forward by a team comprised of six companies with a strong Canadian-focused supply chain; BAE Systems, CAE, Lockheed Martin Canada, L3 Technologies, MDA, and Ultra Electronics. Bringing together a pan-Canadian team, the six companies have a uniquely skilled Canadian workforce and supply chain that employs 9,000 Canadians in 40 facilities from coast to coast and engages more than 4,000 small and medium sized enterprises.

The Type 26 is a globally-deployable, multi-role warship that meets current and future demands of the Royal Canadian Navy. It has been specifically designed for high-end ASW and will be capable of performing a wide range of missions around the globe.

SAFE Boats International and Al Blagha Industrial Company Sign Formal Teaming Agreement

ABU DHABI, United Arab Emirates – Attendees of the Naval Defense Exposition (NAVDEX) witnessed the executive leadership of SAFE Boats International LLC (SBI) and Al Blagha Industrial Company entering into a formal teaming agreement for long term service, support and production of SAFE Boats products, including the Mk VI Patrol Boat, in the Kingdom of Saudi Arabia, SAFE Boats said in a Feb. 19 release.

This agreement formalized a partnership to ensure SAFE Boats

vessels in the region receive the support and maintenance required for maximum mission effectiveness. Additionally, the agreement laid the foundation for potential future production of SAFE Boats in Al Blagha's facilities in Saudi Arabia.

"This critical partnership is the cornerstone of our strategy in the region and we are honored to partner with Al Blagha Industrial," said Richard Schwarz, SBI chief executive officer. "SAFE Boats and Al Blagha formed this partnership based on shared values and a common vision for bringing an aluminum boat building capability to the region. This agreement creates a foundation for the success of both companies and embodies the core tenets of Vision 2030."

"Our partnership with SAFE Boats International, a leading international boat builder, is an important step forward for Vision 2030's goal of economic diversification and defense self-reliance, for the Kingdom of Saudi Arabia," said Eng. Fares Al Blawi, Al Blagha chief executive officer.

Port-Related Funding Programs Fare Well in Fiscal '19 Minibus Agreement

ALEXANDRIA, Va. – Funding for U.S. port-related programs advocated by the American Association of Port Authorities (AAPA) fared well in the Consolidated Appropriations Act, 2019 agreement announced by Congress Feb. 13, the AAPA said in a Feb. 14 release.

Of particular significance to America's deep-draft ports, the agreement includes Transportation, Housing and Urban

Development and related agencies (THUD) funding for a dedicated port infrastructure program in the U.S. Department of Transportation's (USDOT) Maritime Administration (MARAD); a significant allocation for USDOT's Better Utilizing Investments to Leverage Development (BUILD) program in which ports are eligible; level funding in the U.S. Department of Homeland Security's Port Security Grant Program in addition to a hefty increase in Customs and Border Protection personnel; a \$12 million increase in funding for the Environmental Protection Agency's Diesel Emission Reduction Act grants program; and an increase in the National Oceanic and Atmospheric Administration's (NOAA's) Navigation, Observations and Positioning program.

"AAPA is particularly thankful that House and Senate appropriators agreed to provide \$292.73 million in funds for U.S. coastal port grants to be distributed by the Maritime Administration as part of its Port Infrastructure Development Program," said Kurt Nagle, AAPA president and CEO. "AAPA has long advocated for dedicated port infrastructure development funding and recently identified \$66 billion in port-related infrastructure needs over the next decade to build projects that better connect ports to the freight network, with rail and road access points. This funding is needed to ensure U.S. job creation, economic growth and tax fairness. The MARAD infrastructure program is a good step forward toward meeting these needs."

Nagle noted that the MARAD program's goal is to enhance U.S. port competitiveness and the ability of ports to effectively handle the movement of goods in our nation's supply chain, which are used by U.S. manufacturers, farmers and consumers.

"We thank Rep. Mario Diaz Balart, R-Fla., for his leadership in negotiating this new funding. His support began as chairman of the House Appropriations subcommittee on THUD, where he's now ranking member."

The minibus funding agreement also includes \$900 million for USDOT's Better Utilizing Investments to Leverage Development (BUILD) grants, which when combined with funding for MARAD's infrastructure program, brings USDOT's multimodal grants funding level to almost \$1.2 billion. While less than the \$1.5 billion provided for BUILD grants in fiscal 2018, the key difference is the dedicated infrastructure funding for ports. The minibus agreement also provides increased funding for MARAD's America's Marine Highway Program – from \$5 million last fiscal year to \$7 million this year.

Another component of the THUD appropriation important to ports is \$255 million in grant funding for the Consolidated Rail Infrastructure and Safety Improvements Program, which can be used for multimodal port access projects.

Beyond THUD, there were several other programs on which ports depend that will get increased funding.

The Environmental Protection Agency's Diesel Emissions Reduction Act grants program appropriation will rise 16 percent, from \$75 million last year to \$87 million this year. Ports use these grants to reduce ambient air emissions through a variety of initiatives, including clean truck programs, retrofitting or replacing yard equipment, installing shore power for vessels at docks, and retrofitting dredges and tugs.

While funding for the U.S. Department of Homeland Security's Port Security Grant Program will remain level at \$100 million, Customs and Border Protection (CBP) agency staffing, which increased by 325 officers last year, will increase by 600 officers this year. AAPA, which advocates increasing CBP officers by at least 500 annually, has voiced strong concerns in recent years over CPB understaffing at America's seaports.

Within the Department of Commerce, NOAA's Navigation, Observations and Positioning program is set to receive \$227 million, a \$7.8 million increase above fiscal 2018 funding.

Included is \$2 million that will go to funding hydrographic surveys to update nautical charts. NOAA's popular PORTS program is a component of NOP, and fiscal 2019 funding is the same as last year.

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 Ni’ 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.