

Coast Guard Cutter returns to Homeport after Hurricane Response, Fisheries Patrol

PORTSMOUTH, Va. – The crew of the U.S. Coast Guard Cutter Dependable returned to Little Creek, Virginia, after responding to Hurricane Florence and conducting a 42-day Mid-Atlantic fisheries patrol, Oct. 8, the 5th Coast Guard District said in a release.

During the patrol, Dependable was called to assist with the devastation left in the wake of Hurricane Florence. Several dozen crew members volunteered to help Coast Guard units in Atlantic Beach, North Carolina, rebuild critical infrastructure and restore habitability.

Over a three-day period, Dependable helped reopen waterways essential to facilitating commerce in the Port of Morehead City, North Carolina, provided needed supplies, and repaired damaged grounds to local Coast Guard units. The crew's work helped Coast Guard Sector Field Office and Station Fort Macon restore their operations and assist their local partners in re-establishing their community.

Prior to Hurricane Florence, from New Jersey to South Carolina, Dependable's boarding teams inspected U.S. fishing vessels' catch, gear and lifesaving equipment, ensuring that the vessels were operating safely and legally. The boarding teams identified a variety of lifesaving equipment concerns on board several fishing vessels. The teams helped fix issues on the spot and educated the crews on the importance of maintaining their equipment.

"Enforcement of fisheries regulations at sea is a vital part of ensuring our natural resources are around for future generations," said Cmdr. Rula Deisher, commanding officer of

Dependable. “When Hurricane Florence came through, we quickly shifted gears and responded to the devastation she left in her wake. The teamwork and enthusiasm displayed by the crew to help fellow Coast Guardsmen in need was fantastic. I am very proud of Coast Guard Cutter Dependable and the work they accomplished this patrol.”

Dependable is a 210-foot medium-endurance cutter, which routinely deploys in support of counterdrug, alien migrant interdiction, living marine resources, and search and rescue missions.

SaaLEX Solutions Awarded U.S. Navy OLSS Contract

CAMARILLO, Calif. – SaaLEX Solutions Inc. has been awarded the SeaPort Ordnance Logistics Support Services (OLSS) contract by the U.S. Navy, valued at \$5.7 million over five years, the company said in an Oct. 4 release.

The work will support the Navy Munitions Command Pacific CONUS West Division (NMCPAC CWD). SaaLEX will provide technical and support services at Naval Weapons Station (NWS) Seal Beach and NWS Fallbrook for the NMCPAC CWD mission of Fleet Ordnance Support.

SaaLEX’s contract services include administrative and inventory support, truck driving and heavy equipment operations, key custodianship and magazine access for NMCPAC CWD, USB and DET FB. Support specific to the Surface Launched Missiles Division at USB includes support of the Standard Missile, Evolved SeaSparrow Missile, Tomahawk Missile and Vertical Launch systems material coordination, movement, and

tracking. Support specific to the Air Launched Missiles Division includes support of the Navy Sidewinder, Maverick, Hellfire and Air Force Maverick material coordination, movement and tracking.

“Saalex is proud to be awarded this contract and once again support the Navy,” said Travis Mack, president and CEO of Saalex. “We have a longstanding commitment to serving the Navy in its efforts to maintain the security of the United States and are honored to expand that relationship even further with this contract.”

L3 OceanServer Successfully Participates in Advanced Naval Technology Exercise

FALL RIVER, Mass. – L3 OceanServer successfully participated in the Advanced Naval Technology Exercise (ANTX), an annual event held at the Naval Undersea Warfare Center in Newport, Rhode Island, where the future of naval technologies is demonstrated, the company announced in an Oct. 4 release. L3 OceanServer’s presence included 12 Iver unmanned underwater vehicles (UUVs), the largest UUV showing at ANTX.

Iver vehicles successfully completed seven missions at the event, including three customer-operated missions, showcasing new technology payloads and advanced command and control capabilities. One successful exercise integrated the Marine Magnetics internal magnetometer into an Iver UUV for the collection of magnetometer data over a simulated minefield.

Notably, an Iver4 concept vehicle demonstrated battery power

endurance and system efficiency by completing a long ingress/egress mission. The vehicle started its mission with a 15-nautical-mile ingress, was retasked on arrival to survey a simulated minefield and finished with a 3-nautical-mile egress. On mission completion, 57 percent of battery power remained.

“As undersea missions evolve, our dialogue with naval customers has consistently reiterated the need for a portable vehicle that can complete long-duration missions,” said Daryl Slocum, L3 OceanServer’s general manager. “The Iver4 offers a broad range of innovative technologies, including various power options, to execute these demanding missions.”

L3 OceanServer is part of the Maritime Sensor Systems sector within L3’s Communications & Networked Systems business segment. Since its inception in 2003, L3 OceanServer has sold more than 300 autonomous underwater vehicles worldwide, providing highly capable solutions to a broad array of military, commercial and international customers.

Coast Guard Cutter Stratton Returns Home Following 104-day Patrol

ALAMEDA, Calif. – The Coast Guard Cutter Stratton returned home Oct. 4 to Coast Guard Island following a 104-day, 23,500-nautical-mile patrol that included enforcement of fisheries regulations in Alaska and interdicting more than 16,000 pounds of cocaine from known drug trafficking zones in the Eastern Pacific Ocean, the Coast Guard Pacific Area said in a release.

Stratton's crew began their deployment in the Arctic Ocean supporting Coast Guard District Seventeen and Operation Arctic Shield. Deploying with a MH-65 Dolphin helicopter and an aircrew from Air Station San Francisco, Stratton provided maritime domain awareness in waters off the north slope of Alaska, ensuring the sovereignty over U.S. waters in the region. Stratton also served as a search and rescue platform and conducted living marine resource and commercial vessel safety regulation enforcement.

U.S. waters surrounding Alaska support significant renewable resources, including a robust fishing industry. More than 59 percent of fish caught in the United States are harvested from Alaskan waters, generating more than \$6.4 billion annually. The U.S. Coast Guard is responsible for conducting at-sea enforcement in direct support of both domestic and international fisheries management schemes to ensure the sustainability of these living marine resources.

Stratton additionally patrolled international waters off the coasts of Central and South America conducting counterdrug operations with an aircrew and a MH-65 Dolphin helicopter from Coast Guard Helicopter Interdiction Tactical Squadron based in Jacksonville, Florida. Stratton partnered with units from multiple U.S. agencies in support of the 11th Coast Guard District, headquartered in Alameda, and the Joint Interagency Task Force-South based in Key West, Florida.

The crew interdicted seven drug smuggling vessels in 26 days, including three low-profile go-fast vessels. The interdictions yielded more than 16,000 pounds of cocaine seized by Stratton's crew worth an estimated \$235 million wholesale and detained 23 suspected smugglers for prosecution in U.S. and partner nation courts.

Throughout the patrol, Stratton leveraged a Small Unmanned Aerial System (sUAS) for mission support in both operational theatres. The sUAS provided the crew real-time video footage

through aerial surveillance and expanded Stratton's capabilities to support operations across all Coast Guard missions. The real-time video increases situational awareness enabling the crew to make more-informed decisions and assists with mission planning, efficiency and crew safety.

Stratton is a 418-foot-long national security cutter, one of four homeported in Alameda.

ESG, MAGTF Departs for Exercise Trident Juncture 18

MAYPORT, Fla. – Ships of an expeditionary strike group have departed ports in the U.S. East Coast and will embark a Marine Air-Ground Task Force (MAGTF) in North Carolina bound for participation in Exercise Trident Juncture 18 in Northern Europe, Expeditionary Strike Group Two (ESG-2) said in an Oct. 5 release.

The Wasp-class amphibious assault ship USS Iwo Jima and the San Antonio-class amphibious transport dock ship USS New York departed Naval Station Mayport and the Whidbey Island-class dock landing ship USS Gunston Hall sailed from Joint Expeditionary Base Little Creek-Fort Story in Virginia.

Nearly 2,000 Marines with a MAGTF built around the 24th Marine Expeditionary Unit command element from Camp Lejeune, North Carolina, will also embark the ships. The MAGTF is comprised of battalion landing team, a composite aviation squadron and a combat logistics battalion.

Exercise Trident Juncture 18 will take place in Norway, Sweden and Finland beginning this month, with expected participation

of more than 40,000 troops from more than 30 NATO member and partner nations. It will be one of NATO's largest exercises in recent history.

"It's important for U.S. amphibious forces to conduct operations in the European area of responsibility and for us to work with multinational amphibious forces," said Rear Adm. Brad Skillman, commander, ESG-2. "Exercises like Trident Juncture 18 provide and reinforce security measures; maritime and amphibious capability development and presence; synchronized operational planning; and better options for political-military decision-making."

The majority of U.S. personnel participating will be a part of ESG 2 and the Marine Corps' II Marine Expeditionary Group. En route to Norway, U.S. forces will conduct training in Iceland, host a Marine assault landing rehearsal, cold-weather training, a Naval Striking and Support Forces NATO pre-sail conference, and a commemoration of the 75th anniversary of the Battle of the Atlantic, which took place during World War II.

In Norway, the U.S. Navy and Marine Corps will participate primarily in the live training portion of Trident Juncture 18. This includes maneuvers on land, at sea, and in the air.

Defense Industrial Base Report Delivered to President

ARLINGTON, Va. – Deputy Secretary of Defense Pat Shanahan, on behalf of Secretary of Defense James Mattis, presented a report, "Assessing and Strengthening the Manufacturing and Defense Industrial Base and Supply Chain Resiliency of the United States," to President Donald J. Trump Oct. 5, pursuant

to Executive Order 13806, the Department of Defense (DoD) said in a release.

Trump directed Mattis to lead a whole-of-government effort to identify and assess risks in the manufacturing and defense industrial base. Based on this review, the secretary made recommendations to the president to ensure a robust, resilient, secure, and ready manufacturing and defense industrial base.

The recommendations outlined in the report reflect the administration's commitment to securing the industrial capabilities of the United States. The action that followed the president's Executive Order included a multi-agency risk assessment of the industrial base of the United States, which involved experts from the DoD; Commerce, Labor, Energy and Homeland Security departments; and other agencies and offices.

The report provides recommendations to address immediate risks identified in the manufacturing and defense industrial base and initiates follow-on efforts to create a strategy for building this base for next-generation technologies.

The assessment identified:

- Five macro forces shaping industrial base-wide trends and causing a deterioration in U.S. capabilities;
- Ten risk archetypes resulting from the macro forces, each of which contribute to insecurity in DoD's supply chain;
- Over 280 impacts across sectors, acutely affecting the vitality and resiliency of the industrial base.

Major findings include:

- Macro forces have led to impacts primarily in the sub-tiers of the defense supply chain;
- A surprising level of foreign dependence on competitor nations exists;
- Workforce challenges face employers across all sectors; and
- Many sectors continue to move critical capabilities offshore

in pursuit of competitive pricing and access to foreign markets.

In addition to the ongoing reform efforts, the DoD-led Interagency Task Force created a set of recommendations, which are organized by the secretary, with DoD's recommendations provided in a classified Action Plan. In summary, the recommendations propose:

- Creating an industrial policy in support of national security efforts, as outlined in the National Defense Strategy, to inform current and future acquisition practices;
- Expanding direct investment in the lower tier of the industrial base through DoD's Defense Production Act Title III, Manufacturing Technology, and Industrial Base Analysis and Sustainment programs to address critical bottlenecks, support fragile suppliers and mitigate single points-of-failure;
- Diversifying away from complete dependency on sources of supply in politically unstable countries who may cut off U.S. access. Diversification strategies may include re-engineering, expanded use of the National Defense Stockpile program or qualification of new suppliers;
- Working with allies and partners on joint industrial base challenges through the National Technology Industrial Base and similar structures;
- Modernizing the organic industrial base to ensure its readiness to sustain fleets and meet contingency surge requirements;
- Accelerating workforce development efforts to grow domestic science, technology, engineering, mathematics (STEM), and critical trade skills;
- Reducing the personnel security clearance backlog through more efficient processes; and
- Further enhancing efforts to explore next-generation technology for future threats.

"A challenge this large demands a multifaceted approach," the

report states. "Therefore, the classified Action Plan also includes direction for DoD to conduct a comprehensive study on the industrial base requirements needed to support force modernization efforts, specifically focused on the technologies necessary to win the future fight."

The report can be found at <http://defense.gov/StrengtheningDefenseIndustrialBase>.

Navy to Christen Guided-Missile Destroyer Frank E. Petersen Jr.

ARLINGTON, Va. – The Navy will christen the newest guided-missile destroyer, the future USS Frank E. Petersen Jr. (DDG 121) Oct. 6 at Huntington Ingalls Industries shipyard in Pascagoula, Mississippi, the Defense Department said in an Oct. 4 release.

The future USS Frank E. Petersen Jr. is the first ship named in honor of Marine Corps Lt. Gen. Frank E. Petersen Jr., the first African-American Marine Corps aviator and the first African-American Marine Corps officer promoted to brigadier general. When he retired in 1988 after 38 years of service, he was, by date of designation, the senior-ranking aviator in the Marine Corps and the U.S. Navy.

At the ceremony, the principal speaker will be Gen. Alfred Gray, 29th commandant of the Marine Corps. D'Arcy Neller, wife of Gen. Robert Neller, commandant of the Marine Corps, and Dr. Alicia J. Petersen, widow of Frank E. Petersen Jr., will serve as ship's sponsors. In a time-honored Navy tradition, the two

sponsors will christen the ship by breaking a bottle of sparkling wine across the bow.

“The future USS Frank E. Petersen Jr. will serve for decades as a reminder of Lt. Gen. Petersen’s service to our nation and Navy and Marine Corps team,” said Navy Secretary Richard V. Spencer. “This ceremony honors not only Petersen’s service but also the service of our nation’s industrial partners, who, for centuries, have helped make our Navy the greatest in the world.”

The future Frank E. Petersen Jr. will be the 71st Arleigh Burke-class destroyer, and is the fifth of 21 ships currently under contract for the DDG 51 program. The ship will be configured as a Flight IIA destroyer, which enables power projection, forward presence, and escort operations at sea in support of low-intensity conflict/coastal and littoral offshore warfare, as well as open ocean conflict.

Coast Guard Offloads More Than 11 Tons of Cocaine in San Diego

SAN DIEGO – The crew of the Coast Guard Cutter Stratton offloaded more than 11 tons of cocaine seized in international waters off the Eastern Pacific Ocean from late August to mid-September on Oct. 3, the 11th Coast Guard District said in a release.

The drugs were seized during the interdiction of eight suspected smuggling vessels found off the coasts of Mexico, Central and South America by the Coast Guard cutters Stratton,

Seneca and Active.

Stratton was responsible for six cases, seizing an estimated 16,473 pounds of cocaine. Seneca was responsible for one case, seizing an estimated 2,954 pounds of cocaine. Active was responsible for one case, seizing an estimated 2,646 pounds of cocaine.

“This offload reflects the outstanding efforts of the Coast Guard and our partner agencies to disrupt and dismantle transnational criminal organizations,” said Capt. Craig J. Wieschhorster, Stratton’s commanding officer. “These interdiction results take hundreds of millions of dollars away from these criminal networks that work to undermine the rule of law in South and Central America, which increases migration pressures on the U.S. southern border. Keeping this product off the streets of America saves lives, and I am very proud of the efforts of my crew.”

Numerous U.S. agencies from the Departments of Defense, Justice and Homeland Security cooperated 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 criminal organizations in the Eastern Pacific requires unity of effort in all phases from detection, monitoring and interdictions, to criminal prosecutions by U.S. Attorneys in districts across the nation.

The Coast Guard increased U.S. and allied presence in the Eastern Pacific Ocean and Caribbean Basin, which are known drug transit zones off Central and South America, as part of its Western Hemisphere Strategy. During at-sea interdictions in international waters, a suspect vessel is initially detected and monitored by allied, military or law enforcement personnel coordinated by Joint Interagency Task Force-South

based in Key West, Florida. The law enforcement phase of counter smuggling operations in the Eastern Pacific is conducted under the authority of the 11th Coast Guard District, headquartered in Alameda. The interdictions, including the actual boarding's, are led and conducted by members of the U.S. Coast Guard.

The Stratton is a 418-foot national security cutter homeported in Alameda. The Seneca is a 270-foot medium-endurance cutter homeported in Boston. The Active is a 210-foot medium-endurance cutter homeported in Port Angeles, Washington.

Huntington Ingalls Industries Closes Sale of Avondale

NEWPORT NEWS, Va. – Huntington Ingalls Industries (HII) has closed the sale of HII's Avondale facility to Avondale Marine, a joint venture between T.P. Host and Hilco Redevelopment Partners, HII said in an Oct. 4 release.

The Avondale facility, part of HII's Ingalls Shipbuilding division, ceased its Navy shipbuilding operations in December 2014. Avondale's UNO Maritime Center of Excellence has remained open and continues to do engineering and design work in support of Ingalls' shipbuilding programs.

"We are very proud of our legacy at Avondale and the many contributions that generations of its shipbuilders made to our national security," said Ingalls Shipbuilding President Brian Cuccias. "Ingalls will continue to maintain a presence in Louisiana, not only at the UNO Center, but also through the many Louisiana residents who commute to Pascagoula each day to help us build the ships we produce for our nation's defense.

We are pleased that Avondale Marine plans to put the facility back into commerce and look forward to its success.”

T.P. Host is one of the nation’s largest terminal operators and a leader in the maritime industry, specializing in agency, terminal operations and marine assets. In business for over 90 years, the company has developed a strong reputation in the maritime community for its expertise, transparency and high standards of service.

“For generations, Avondale Shipyards has been a source of pride for the community that generated jobs and economic development,” said Adam Anderson, president and CEO of T.P. Host and principal of Avondale Marine. “Our team will unleash its potential by transforming the shipyard into a global logistics hub for intermodal commerce.

“As we usher in a new era for this facility, we will benefit from the strength and skill of the workforce in Jefferson Parish and Louisiana. We are grateful for the steadfast support and leadership of the governor, parish president and council, as well as our partners in this project, including the Port of New Orleans, Public Belt, JEDCO, GNO Inc., Business Council and Chamber of Commerce.”

Hilco Redevelopment Partners, a real estate firm based in Chicago, remediates and redevelops large-scale industrial facilities across North America, such as Tradepoint Atlantic and the Avondale Shipyard.

“We’re thrilled to leverage our extensive experience in redeveloping and transforming facilities that are at the end of their current useful life into modern productive businesses for the future,” said Roberto Perez, CEO of Hilco Redevelopment Partners. “We look forward to supporting our managing partners at T.P. Host in the Avondale Marine project as we build this important logistics hub in New Orleans.”

In the coming months, Avondale Marine will begin its planning

process for the approximately 254-acre site in partnership with stakeholders.

First Saudi Helicopter Arrives at Naval Station Mayport

NAVAL STATION MAYPORT, Fla. –The first of several MH-60R Seahawk helicopters purchased by the Royal Saudi Arabian Navy arrived at Naval Station Mayport Oct. 2. The helicopters are part of a training program for Saudi pilots and crew that is expected to last for the next three years.

“This is an exciting day!” said Lt. Cmdr. Ryan Miller, the training officer for the “Airwolves” of Maritime Strike Squadron (HSM) 40. “This is the first of a series of five aircraft that will be joining us here at HSM 40.”

HSM 40, a helicopter squadron based out of Naval Station Mayport, is playing an imperative role in the training of Royal Saudi Naval officers and crewmen.

“We are responsible for providing the training that the foreign military sales office has contracted with the Kingdom of Saudi Arabia,” Miller said. “[We will be providing the training] for their 250 plus, pilots, aircrew and maintainers.”

The Saudi detachment was excited to receive their new aircraft.

“We’ve been waiting for this moment for a long time,” said Lt. Cmdr. Mazin Alshahrani, the officer in charge of the Saudi

detachment. "We appreciate our partnership with the U.S. Navy and especially the squadron, HSM 40."

The MH-60R helicopter that the Royal Saudi Navy received is one of the most advanced helicopters in the world and is capable of a multitude of missions.

"This helicopter is really a game changer," Alshahrani said. "It's the top of the line and one of the best helicopters that the Saudi government will provide our navy and will be the main mission helicopter of our fleet."

Once the detachment is fully trained, 10 aircraft, including five from Mayport, will be shipped to Saudi Arabia where a new squadron will be stood up.

"The Kingdom of Saudi Arabia has purchased 10 MH-60R helicopters," Miller said. "Five of those aircraft will be homebased in Mayport for the next three years. [This one] is the first of those aircraft. We expect one more per month for the next four months. The remaining five aircraft will remain in the United States until all of the remaining aircraft are ready to be shipped back to Saudi Arabia to join the Royal Saudi Naval fleet."

The addition of the aircraft and the training of the Saudi naval personnel is a step to promote global security in the U.S. Fifth Fleet area of operations.

"This is a big milestone for us in the partnership," Miller said. "We look forward to providing the highest quality of training to the Kingdom. Once the training program is complete in about three years, we look forward to sending all of the aircraft and personnel back home and strengthening the relationship that both nations have towards global security."