

Leonardo DRS to Provide Advanced Hybrid Electric Drive for Second Coast Guard OPC

ARLINGTON, Va. – Leonardo DRS Inc. will provide a second hybrid electric drive (HED) system for the U.S. Coast Guard's next offshore patrol cutter (OPC) under a contract from Eastern Shipbuilding, the company announced in a Jan. 15 release. Eastern Shipbuilding is the prime contractor and builder of the next-generation OPCs.

Under the contract, originally announced in 2017, Leonardo DRS would provide the HED systems for the first nine ships of the OPC program with a contract value totaling \$10.7 million. The first HED system is set to be delivered in mid-2019.

Under the contract, Leonardo DRS will provide its high-performance, permanent magnet motor-based Auxiliary Propulsion System. This integrated hybrid electric drive system provides capability for the ship to operate much more efficiently at slower speeds, increases mission duration capability, reduces emissions and provides emergency take-home capability in the event of a failure of the main propulsion diesel engines. When coupled to the main propulsion gearbox, the system allows the ship to operate quietly and efficiently during loitering operations while providing superior fuel economy for increased on-station operations and capability.

"Our hybrid electric drive will offer crews of these new ships operational flexibility when they need it, while significantly increasing cost savings in yearly maintenance and fuel," said Christine Borglin, senior program manager for DRS Naval Power Systems. "As we move from design and development onto

production of the first HED system, and now to this second drive, we are proud to continue to be a part of the Eastern Shipbuilding team for this vital program.”

The Auxiliary Propulsion System includes two of the most power-dense permanent magnet motors on the market today. They have significant advantages in size, weight, efficiency and performance over conventional electric induction motors and produce more torque from the same amount of supplied current. Their smaller footprint allows greater flexibility in engine room design and increased cargo space, while the simpler more rugged construction results in proven reliability and durability.

Using propulsion diesel engines at slow speeds adds significant wear and tear on the engines and increases the potential for coking/wet stacking. By adding this electric Auxiliary Propulsion System, the Coast Guard will have a built-in advantage of reducing fuel, maintenance requirements and lifecycle costs, while increasing safety for the fleet.

Coast Guard's Only Heavy Icebreaker Arrives at Antarctica

ALAMEDA, Calif. – The 150 crew members of the U.S. Coast Guard Cutter Polar Star arrived Jan. 17 in Antarctica along with a resupply vessel during Operation Deep Freeze – a joint military service mission to resupply U.S. interests in Antarctica, the Coast Guard Pacific Area said in a release.

Homeported in Seattle, the 42-year-old cutter is the United

States' only operational heavy icebreaker, and the crew is making their sixth deployment in as many years to directly support the resupply of McMurdo Station – the United States' main logistics hub in Antarctica.

Operation Deep Freeze is a joint military service mission in support of the National Science Foundation – the lead agency for the United States Antarctic Program. Since 1955, U.S. Indo-Pacific Command has assisted in providing air and maritime support throughout the Antarctic continent. This year marks the 63rd iteration of the annual operation.

Each year, the Polar Star crew creates a navigable path through seasonal and multiyear ice, sometimes as much as 21-feet thick, to allow a resupply vessel to reach McMurdo Station. The supply delivery allows Antarctic stations to stay operational year-round, including during the dark and tumultuous winter.

The 399-foot, 13,000-ton Polar Star arrived after completing an 18-mile trip through the ice to McMurdo Sound, where 400 containers will be offloaded from the supply ship Ocean Giant.

Presently, the U.S. Coast Guard maintains two icebreakers –Healy, which is a medium icebreaker, and Polar Star. Protecting national interests in the polar regions is essential to ensure the Coast Guard's national defense strategy and search-and-rescue capabilities are ready for action, but in order to do so, the icebreaker fleet requires modernization.

Commissioned in 1976, the Polar Star is showing its age. Reserved for Operation Deep Freeze each year, Polar Star spends the winter breaking ice near Antarctica, and when the mission is complete, it returns to dry dock in order to complete critical maintenance and repairs in preparation for the next Operation Deep Freeze mission. Once out of dry dock, the ship returns to Antarctica, and the cycle repeats itself.

During this year's deployment, one of the ship's electrical systems began to smoke, causing damage to wiring in an electrical switchboard, and one of the ship's two evaporators used to make drinkable water failed.

The ship also experienced a leak from the shaft that drives the ship's propeller, which halted icebreaking operations in order to send scuba divers in the water to repair the seal around the shaft. A hyperbaric chamber on loan from the U.S. Navy aboard the ship allows Coast Guard divers to make external emergency repairs and inspections of the ship's hull.

Coast Guard, Partners Recover Section of Downed Jet off Oahu

HONOLULU – Personnel from the Coast Guard and the State of Hawaii oversaw local salvor's recovery of a section of the fuselage from a Hawker Hunter aircraft, downed initially in December, off Honolulu, Jan. 8.

“Using a blend of local salvage assets, remote engineering guidance, and advanced sensing technology sourced from the mainland, the locally based salvage company Parker Marine Corp. has completed the next stage of the aircraft salvage,” said Chief Warrant Officer Russ Strathern, a marine safety specialist, and response officer at Sector Honolulu. “The main section of the fuselage containing residual oil and potentially hazardous substances has been salvaged and transported to a staging location for the ongoing National Transportation Safety Board-led investigation.”

Strathern also noted, "Because of the incident complexity and operational environment, this evolution was technically challenging. The aircraft owners worked tirelessly with the salvor and jurisdictional authorities to safely mitigate the threat to the public and environment, all while preserving evidence critical to future root-cause analyses. I'm pleased to note that there were no reported injuries after the initial accident or impacts to wildlife, these are great measures of success, and indicative of the hard work of the involved parties."

Following exhaustive searches, the fuselage was positively identified in 260-feet of water by a remotely operated vehicle (ROV) in early January. After analyzing the data from the ROV, the salvor consulted with an engineer, formulated a plan, and received concurrence from the Coast Guard to proceed.

Using the ROV, the salvage company lassoed the tail of the aircraft wreckage with line and slowly raised it to the surface. The team towed the section to a haul-out point designated by the State's Department of Land and Natural Resources Division of Boating and Ocean Recreation Division. Following the section's removal from the water, it was transported by truck to Marine Corps Base Hawaii, where the National Transportation Safety Board will continue its investigation into the cause of the crash.

Throughout the operation, the Coast Guard worked closely with representatives from the Hawaii State Department of Health Hazard Evaluation and Emergency Response and Department of Land and Natural Resources offices to monitor the salvage and recovery efforts.

"With the removal of this section, which contained the aircraft's engine, any oil or hazardous substances from the aircraft has either been removed or naturally dissipated and the remaining pieces do not pose a significant or substantial threat to the public or environment," Strathern said. "Any

future actions related to the crash site or remaining debris will be coordinated with the State's Department of Land and Natural Resources."

The privately owned aircraft crashed in December while participating in the Hawaii Air National Guard-sponsored training exercise Sentry Aloha. The pilot ejected before the crash and was rescued by the Coast Guard with the assistance of nearby good Samaritans.

Coast Guard Academy Announces Next Superintendent

NEW LONDON, Conn. – The Coast Guard Academy announced in a Jan. 10 release that Rear Adm. William G. Kelly to be its 42nd superintendent.

Kelly will relieve current Superintendent Rear Adm. James E. Rendon this summer.

Kelly currently serves as the assistant commandant for Human Resources since April 2016. He also oversees the Coast Guard's human resources field activities, from accession of new military personnel to retirees' pay and benefits. His previous flag assignment was as the commander, Personnel Service Center.

Kelly is a 1987 graduate of the Coast Guard Academy and he earned his master's degree in Instructional Systems Design from Florida State University and a Certificate in Human Resource Management. He has extensive experience in personnel development as the director of the Coast Guard's Leadership Development Center in New London, and also served as the

school chief for Officer Candidate School.

Ranked among the nation's most prestigious institutions of higher learning, the U.S. Coast Guard Academy in New London is proud to educate future leaders of America's multimission, maritime military force. Each year, approximately 200 graduates are commissioned as Coast Guard officers to help ensure the safety, security and stewardship of our nation's waters.

Coast Guard, Partners Stop Multiple Smuggling Events off Puerto Rico

SAN JUAN, Puerto Rico – The Coast Guard interdicted a vessel Jan. 7 with 35 Dominican migrants and 4 kilograms of heroin approximately 34 miles west of Desecheo, Puerto Rico, the 7th Coast Guard District said in a release.

The crew of a Coast Guard Air Station Miami HC-144 Ocean Sentry, deployed to Air Station Borinquen, Puerto Rico, detected the vessel on the evening of Jan. 7. Watchstanders with Coast Guard Sector San Juan diverted the Cutter Heriberto Hernandez, which arrived on scene, embarked the 35 migrants and discovered a backpack with 4 kilograms of heroin floating near the vessel.

“While this interdiction is certainly a success of Coast Guard operational units through Operation Unified Resolve partnered with the Caribbean Border Interagency Group, it is also a symptom of a serious threat to our national security and maritime borders where narcotics smuggling is paired with

illegal migrant ventures.” said Capt. Jason Ryan, chief of enforcement for the 7th Coast Guard District.

“Together with other DHS [Department of Homeland Security] components and local law enforcement partners, we will continue to diligently patrol throughout the Caribbean Basin and Florida Straits to stem the flow of maritime smuggling and criminal organizations that bring violence to our shores and fuel the growing epidemic of drug use and overdoses throughout our country.”

On Jan. 10, 27 of the migrants were repatriated to the Dominican Republic, while the remaining eight were transferred into the custody of the Department of Justice’s District of Puerto Rico for further investigation and possible prosecution. One of the individual’s is a suspected smuggler who is being investigated for participation in prior smuggling operations in which several migrants lost their lives.

In the past month, the Coast Guard and partners have made multiple interdictions in the Caribbean. Heriberto Hernandez is a 154-foot fast-response cutter homeported in San Juan.

Coast Guard, HSI, CBP Interdict Suspected Smuggler, Migrants, Drugs

MIAMI – The Coast Guard, Homeland Security Investigations (HSI) and Customs and Border Protection (CBP) interdicted a sport fisher boat with a suspected smuggler, two migrants, a U.S.-Bahamas dual citizen and 7 kilograms of cocaine Jan. 7 north of Miami, the 7th Coast Guard District said in a

release.

At approximately, 5:25 a.m. Coast Guard Sector Miami watchstanders received a report from the Coast Guard Cutter Bernard C. Webber crew stating that they spotted an unlit 46-foot sport fisher boat approximately eight miles east of Dania Beach. The Bernard Webber crew interdicted the vessel to find one Bahamian suspected smuggler, two Bahamian migrants and the dual citizen aboard.

The Bernard C. Webber crew embarked the four persons while one of their small-boat crews drove the sport fisher boat to Coast Guard Station Fort Lauderdale. The Coast Guard, HSI and CBP jointly searched the boat and located 7 kilograms of cocaine. The Bernard Webber crew later transferred the persons to CBP custody.

“Our partnerships with Customs and Border Protection and Homeland Security Investigations were crucial in the success of this interdiction,” said Petty Officer 1st Class Emily Wilhite, the command duty officer for Coast Guard Sector Miami. “We were able to stop the illegal smuggling of migrants and drugs and will continue to maintain a strong presence in the Florida Straits and Caribbean Sea.”

Federal prosecution has been accepted in the Southern District of Florida.

**U.S. Coast Guard Assists
Haitian Coast Guard in**

Stopping Illegal Migrant Voyage

MIAMI – The U.S. Coast Guard assisted the Haitian Coast Guard in stopping approximately 70 Haitian migrants Jan. 6 approximately 26 miles north of Cap Haïtien, Haiti, the 7th Coast Guard District said in a release.

At approximately 1:30 a.m., the Coast Guard Cutter Vigilant crew sighted a roughly 40-foot Haitian freighter. The Vigilant crew launched a small-boat crew to question the people aboard. Upon detection, the freighter changed course back south to Haiti. The Vigilant crew continued to shadow the vessel while 7th District watchstanders contacted the Haitian Coast Guard. A Haitian Coast Guard marine unit arrived on scene at approximately 9:30 a.m. and relieved the Vigilant crew.

“This case highlights a critical component to the success of curbing illegal immigration in the Caribbean and that is of our international partners, and in this case specifically, the Haitian Coast Guard,” said Capt. Aldante Vinciguerra, chief of response for the 7th District. “The close cooperation between both U.S. Coast Guard and Haitian Coast Guard operational teams in this instance helped prevent a dangerous and ill-advised illegal migrant voyage from potentially capsizing and ending tragically as we unfortunately have seen happen recently.

“The U.S. Coast Guard has maintained a continual presence in the Florida straits and Caribbean basin and will continue to do so to detect, deter, and stop these illegal and unsafe voyages.”

HII Awarded Contracts to Build Two More National Security Cutters

PASCAGOULA, Miss. – Huntington Ingalls Industries' (HII's) Ingalls Shipbuilding division has received two fixed-price incentive contracts from the U.S. Coast Guard to build two additional National Security Cutters (NSCs), the company said in a Dec. 21 release. The contract values for the a 10th and 11th ships in the program are \$468.75 million for NSC 10 and \$462.13 million for NSC 11.

“This additional funding for two NSCs is a great accomplishment on which to end the year,” said Ingalls Shipbuilding President Brian Cuccias. “The outstanding work being done by skilled men and women of Ingalls, as well as the recognition by Congress and the U.S. Coast Guard as to the important contributions these ships make to our nation’s defense, are the reason for this success. These ships provide capable assets that our Coast Guard customer uses to perform essential homeland security missions, and we look forward to delivering two more quality NSCs to help with this important work.”

Ingalls has delivered seven NSCs, the flagships of the Coast Guard’s cutter fleet, designed to replace the 12 Hamilton-class high-endurance cutters that entered service in the 1960s. The seventh ship, Kimball (WMSL 756), will be commissioned in Hawaii on Jan. 19.

Both the eighth ship, Midgett (WMSL 757), and the ninth, Stone (WMSL 758), are currently under construction at Ingalls. Midgett is scheduled for its first set of sea trials in the first quarter of 2019. Stone is scheduled to launch in 2019. NSCs are 418 feet long with a 54-foot beam and displace 4,500

tons with a full load. They have a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 120.

Coast Guard Cutter Mohawk Returns to Key West After 42-Day Patrol

KEY WEST, Fla. – The crew of the Coast Guard Cutter Mohawk, homeported in Key West, returned Sunday following a 42-day patrol in the Caribbean Sea, the 7th Coast Guard District said in a Dec. 24 release.

The cutter crew worked with multiple Customs and Border Protection and U.S. Navy maritime patrol aircraft while countering transnational criminal organizations attempting to smuggle drugs, humans and other dangerous cargoes to the United States.

Over the course of the patrol, Mohawk's crew, complimented by a deployable specialized forces team from U.S. Coast Guard Tactical Law Enforcement Team South, successfully interdicted and seized nearly \$17 million of cocaine.

Part of the cutter's duties included a four-day engagement with the Guatemalan Naval Forces to exchange tactics and best practices, strengthening the collaborative efforts of regional security partners. Furthermore, crew members spent over 20 hours restoring a local K-12 community school to make it more habitable for the students. These efforts resulted in a new roof for one of the buildings, the rejuvenation of athletic and bathroom facilities, and the repainting of one of the

classrooms.

“Additionally, Mohawk’s crew conducted daily damage control, navigation, and combat drills to ensure the cutter remains ready to save lives, defend our nation and enforce federal laws,” said Ensign Kira Dabrowski, public affairs officer aboard the cutter. “Upon our return to homeport, the crew will continue to work diligently to prepare to return to sea and continue to serve the American people.”

The Mohawk is a 270-foot Famous-class cutter named after the Algonquin tribe of the Iroquoian Indians who lived in the Mohawk Valley of New York.

Cutter Resolute Returns Home After 59-Day Patrol

ST. PETERSBURG, Fla. – The crew of the Coast Guard Cutter Resolute returned home Dec. 31 to St. Petersburg following a 59-day patrol, the 7th Coast Guard District said in a release.

Resolute crew members patrolled more than 9,000 miles providing a law enforcement presence in the Caribbean Ocean in the vicinity of Hispaniola and Puerto Rico while deterring illegal migrant departures and playing a role in several Coast Guard operations.

“After spending the holidays deployed, Resolute crew members are ready to be home with family and friends to celebrate the new year,” said Cmdr. Roy R. Brubaker, commanding officer of the Resolute. “As always, the crew performed remarkably well amidst challenging weather conditions and mission demands.”

During the patrol, the Resolute crew participated in a four-day operation targeting illicit flow of narcotics off the coast of Jamaica. At the conclusion of the operation, the Resolute crew transitioned to support Operation Unified Resolve and team with Coast Guard Sector San Juan crew members. Their joint efforts resulted in the interdiction of nine Dominican migrants attempting to illegally enter Puerto Rico. Crew members also patrolled the Windward Passage thus providing an overt presence and deterring illegal migration off the north coast of Haiti.

While conducting a port visit in Ocho Rios, Jamaica, Resolute crew members, and personnel of the U.S. Embassy Kingston staff, hosted the Mayor Councillor Michael Belnavis along with 80 students from Ocho Rios Primary School. The tour provided an opportunity for Jamaican youth to learn about the Coast Guard and see aspects of sea-going life first-hand.

In the final days of patrol, the crew served as on-scene commander in a 37-hour search for a missing cruise ship crew member. Search crews saturated 105 square nautical miles, but the crew member was not recovered.

The Resolute is a 210-foot Reliance-class cutter and has a crew of 78.