USS Farragut Going Full Speed Ahead Making Multiple Drug Busts

Release from USNAVSOUTH/4TH FLEET PUBLIC AFFAIRS

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Nov. 9, 2023

By USNAVSOUTH/4TH FLEET PUBLIC AFFAIRS

Caribbean Sea – USS Farragut (DDG 99) has found success in stopping alleged illicit drug traffickers in the Caribbean, with four drug busts in October.

Farragut, with an embarked U.S. Coast Guard (USCG) Law Enforcement Detachment (LEDET) and Helicopter Maritime Strike Squadron (HSM) 50, Detachment Two, made all four drug busts in

the Central Caribbean, taking down go fast vessels through a combination of coordinated air and surface operations.

The busts resulted in the confiscation of 1,384 kilograms of cocaine and the detention of 12 suspected illicit drug runners.

“USS Farragut Sailors have brought their hammer to the detection, monitoring, interdiction and apprehension fight against transnational criminal organizations,” said U.S. Marine Corps Col. P. Goguen, Joint Interagency Task Force South (JIATF-South) Director of Operations. “Their results so far demonstrate a highly professional level of planning and preparation that has resulted in the execution of several flawless interdiction events; there are few other Services worldwide that are as effective. We look forward to continued results during the rest of Farragut’s deployment.”

“Every Sailor has a role in this team effort” said Farragut Commanding Officer Cmdr. Tom Roberts. “We gain a good measure of satisfaction in interdicting these drugs and keeping them out of the United States. The positive results are tangible and immediate. Our team can see the difference their efforts hold.”

USS Farragut is currently assigned to Commander, Task Force 45 (CTF 45). CTF-45 is the 4th Fleet surface task force charged with executing combined naval operations, building and strengthening Latin American, south of Mexico, and Caribbean maritime partnerships, and acting as a DoD ready service provider to Joint Interagency Task Force – South in support of counter illicit-drug trafficking operations in the Central and South American waters.

LEDETS are deployable specialized forces of the U.S. Coast Guard that enforce U.S. laws and treaties in the maritime domain.

U.S. Naval Forces Southern Command/U.S. 4th Fleet supports U.S. Southern Command’s joint and combined military operations by employing maritime forces in cooperative maritime security operations to maintain access, enhance interoperability, and build enduring partnerships in order to enhance regional security and promote peace, stability and prosperity in the Caribbean, Central and South American region.

Learn more about USNAVSOUTH/4th Fleet at https://www.fourthfleet.navy.mil, https://www.facebook.com/NAVSOUS4THFLT and @NAVSOUS4THFLT.

U.S. Coast Guard Cutter Terrell Horne returns to home port following a 52-day multi-mission patrol in the Eastern Pacific

Release from U.S. Coast Guard District 11

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Nov. 8, 2023

SAN PEDRO, Calif. – The U.S. Coast Guard Cutter Terrell Horne and crew returned to their home port in Los Angeles/Long Beach Tuesday after a 52-day patrol across the Eastern Pacific.

The crew of the Terrell Horne deployed in support of multiple missions, including Operations Green Flash, Albatross, Martillo, and Southern Shield, within the 11th Coast Guard District's area of responsibility. During the patrol, Terrell Horne's crew conducted a range of missions encompassing law enforcement, counter-drug operations, illegal, unreported, and unregulated fishing enforcement, and search and rescue operations.

"The crew of the Terrel Horne lived up to the cutter's

namesake in every way during this patrol. Operation Southern Shield allowed the cutter to showcase the versatility of the Fast Response Cutter. This operation brought a patrol boat and a buoy tender almost 4,000 nautical miles from home, conducting operations and international engagements with Mexico, Ecuador, Peru, and Costa Rica, said Chief Warrant Officer Jason Bussell, the commanding officer of the Coast Guard Cutter Terrell Horne. “The crew excelled in counter-illegal fishing missions, search and rescue, and counter-drug operations. Working alongside other Coast Guard assets, the crew was able to interdict a drug smuggling vessel and assisted in the seizure of nearly 2,000 lbs of contraband.”

The Coast Guard commissioned the Terrell Horne as the 31st Fast Response Cutter on March 22, 2019. Coast The cutter is named for Senior Chief Terrell Horne III, who died from injuries sustained while conducting maritime law enforcement operations off the California coast in December 2012. He was the executive petty officer aboard the Coast Guard Cutter Halibut at the time. For his heroic actions, the Coast Guard posthumously promoted Horne to senior chief petty officer.

For information on how to join the U.S. Coast Guard, visit GoCoastGuard.com to learn about active duty, reserve, officer and enlisted opportunities. Information on how to apply to the U.S. Coast Guard Academy can be found here.

AEROVIRONMENT’S JUMP 20 Medium UAS Demonstrates

Maritime Autonomous Takeoff and Landing at Vessel Speeds Over 20 Knots

Release from AeroVironment Inc.

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ARLINGTON, Va., November 07, 2023 - AeroVironment Inc. today announced the company's **JUMP 20** VTOL Medium UAS exceeded expectations during the recent U.S. Naval Forces Southern Command/4th Fleet Hybrid Fleet Campaign Event (HFCE) that demonstrated human-machine teaming in the maritime domain. The JUMP 20 provided ship-based intelligence, surveillance, reconnaissance, and targeting (ISR-T) support to USFOURTHFLT and USSOUTHCOM during the week-long, at-sea exercise onboard USNS Burlington. The JUMP 20 has previously flown over 130,000 land-based hours in support of U.S. Special Operations Command combat deployments, and the expansion of JUMP 20 operations into the shipboard environment allows AeroVironment to provide these services globally.

During HFCE, JUMP 20 showcased its ability to launch and recover at vessel speeds over 20 knots, with fully autonomous

flight from takeoff to landing. The JUMP 20 requires neither launch or recovery equipment, nor personnel on the flight deck during launch and recovery, maximizing operational safety and flexibility for users. JUMP 20’s vertical takeoff and landing (VTOL) capability, and class-leading endurance and payload capacity expand the operational capabilities of U.S. and allies to compete and win in the era of great power competition. The JUMP 20 demonstrated how uncrewed systems will support distributed operations across multiple domains, supporting national security objectives and our warfighters.

“The shipboard flight environment is dynamic and challenging. JUMP 20 is a proven combat-effective platform, and the system’s performance during HFCE illustrates the value to maritime operations. JUMP 20’s ability to launch and land at speed, and without personnel intervention, enhances the ship’s operational effectiveness and enables operators to focus on important mission tasking,” said Shane Hastings, AeroVironment’s vice president and product line general manager for Medium UAS. “As we continue to demonstrate and prove the effectiveness of the JUMP 20 platform, we look forward to getting this capability in the hands of our sailors, Marines, and allies operating in the maritime environment.” AeroVironment JUMP 20 is deployed to U.S. and allied militaries around the world, and it can be provided on a contractor-owned / contractor-operated (COCO) basis to maximize operational flexibility.

Decommissioning work on

historic nuclear support facility, SSSB, draws to a close

Release from Naval Sea Systems Command

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Nov. 8, 2023

By Program Executive Office Aircraft Carriers Public Affairs

WASHINGTON. – Along the waterfront in the Alabama Shipyard, LLC, near Mobile, Ala., decommissioning work has drawn to a close on a remarkable hull, which quietly and safely served the nuclear-powered aircraft carriers and cruisers of the U.S. Navy for more than 50 years.

The Navy's Surface Ship Support Barge (SSSB) served as the primary platform supporting the complex refueling, defueling, and associated maintenance operations for reactor components from U.S. Navy nuclear-powered surface ships at Newport News Shipbuilding, from 1964 to 2016. Dismantlement and disposal of SSSB began in 2020 and concluded this summer. On September 30th, the dismantlement site was turned back over to Alabama Shipyard, marking final completion of the project.

"This historic platform was an integral part of the Navy's nuclear-powered ship maintenance efforts for decades," notes RDML Casey Moton, Program Executive Officer for Aircraft Carriers. "The Navy-industry team leading the dismantlement has honored that legacy, displaying the same innovative spirit that has been driving the safe modernization and revolutionary construction of the nation's aircraft carriers over the last 60 years."

Dismantlement and Disposal

In June 2020, NAVSEA awarded a three-year, $129 million contract for SSSB's dismantlement and disposal to APTIM Federal Services, LLC, with work to be accomplished at Alabama Shipyard, LLC. APTIM completed the process of demolishing the final components of the platform to include the former spent fuel water pool – a 32-foot-deep compartment on the barge that comprised 2,500 tons of steel-reinforced, high-density concrete.

Ray Duff, assistant program manager for CVN Inactivation/Disposal, who leads the Government's team on this project within NAVSEA, highlighted the major accomplishments of the project, which completed site work in June 2023, and received approval to turn over the SSSB dismantlement area back to the host shipyard on 30 September 2023. No spent fuel has been present on SSSB since its decommissioning in 2016, but the remaining 1% of the platform's low residual radioactivity contained in the spent water pool and associated system components required careful remediation.

"Our focus throughout the project was to remove and secure the hazardous material while keeping every worker safe and protecting the public and the environment," explained Duff, "and we succeeded."

APTIM's team of hazardous remediation experts logged 237,389 hours to complete the dismantlement and dispoal, working within a specially fabricated structure under strict environmental monitoring, with zero OSHA lost time or recordable incidents. The team methodically surveyed, identified, and separated components, and then packaged and transported hazardous waste for disposal at Waste Control Specialists, LLC, a regulated facility in Andrews, Texas, capable of handling such materials. Approximately 8,080 tons of waste material were safely packaged and shipped to Waste Control Specialists, and 426 tons of ferrous and non-ferrous metals were recycled.

From World War II tanker to nuclear-age platform

SSSB began its service at sea, as the mid-section of the tanker ship SS Cantigny, built in 1945 by the Sun Shipbuilding Company, in Chester, Pennsylvania. The T2-SE-A1-type tanker was named after the 1918 Battle of Cantigny, the first major American offensive of World War I, fought near the village of Cantigny, on the Somme River in France.

In 1964, Newport News Shipbuilding and Drydock Company converted Cantigny's mid-body section to a nuclear support facility, initially called the Prototype Waterborne Expended Fuel Container (PWEFC). PWEFC provided an operational capability similar to the spent fuel pool in a commercial nuclear power reactor, and during the course of its long life supported refueling operations for many nuclear-powered cruisers and aircraft carriers—including early refuelings of ex-Enterprise (CVN 65).

In the late 1980s, Newport News Shipbuilding refurbished PWEFC with significant upgrades, replacing the original hull and tank structure and installing new longitudinal bulkheads. Then a decade later, the Navy completed additional repairs and upgrades, extending the platform's service life by 50 years, and renamed her the Surface Ship Support Barge—otherwise known as the "Triple S-B."

A Legacy of Safety and Service

In cooperation with NAVSEA, using an interagency agreement, the U. S. Nuclear Regulatory Commission (NRC) provided NAVSEA with technical expertise during planning, execution, and termination of the project, evaluating APTIM's work plan to ensure workplace safety and to mitigate any possible impacts to the environment or to the public.

Based on NRC review and recommendation for approval of the dismantlement work plan, Naval Reactors, also referred to as the Naval Nuclear Propulsion Program, transferred custody of

SSSB to APTIM for dismantlement on June 10, 2021. SSSB left Hampton Roads on May 19, 2021, and arrived at the Port of Mobile on June 1, 2021, where self-propelled modular transporters moved the 268-foot barge to a land-based facility in the Alabama Shipyard—its final port of call.

SSSB's legacy of safety and service spans 52 years in Newport News Shipbuilding, supporting defueling operations for the Navy's nuclear-powered cruisers and aircraft carriers. In addition to ex-Enterprise, SSSB was instrumental in extending the service lives of the USS Nimitz (CVN 68), USS Dwight D. Eisenhower (CVN 69), USS Carl Vinson (CVN 70), USS Theodore Roosevelt (CVN 71), and USS Abraham Lincoln (CVN 72) as part of those ships' mid-life refueling and complex overhauls (RCOH).

Capt. Mark Johnson, manager of the PEO CVN In-Service Aircraft Carrier Program Office, notes that while SSSB's decommissioning signals the end of an era, it also marks the Navy's infusion of technological advancements in executing RCOHs.

"The Navy now has the capacity to manage and package spent fuel modules into robust shipping containers as required in real time, without the need to first house the materials in an intermediate facility, such as the SSSB spent fuel water pool," said Johnson. "It's an advancement that safely streamlines refueling activities, consistent with expediting readiness across the maintenance enterprise, with the goal of delivering warships back to operators in the fleet."

HII’s Newport News Shipbuilding Opens Additional Site in Norfolk

Release from HII

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NORFOLK, Va., Nov. 08, 2023 (GLOBE NEWSWIRE) — HII (NYSE: HII) announced today that its Newport News Shipbuilding division has begun production at an additional campus in Norfolk to support the shipyard’s continued progress toward more effective and efficient shipbuilding.

The Newport News Shipbuilding Norfolk Campus is located on land leased from Fairlead in the Lambert’s Point area, at a development known as Fairwinds Landing. NNS shipbuilders have worked at the site for several months constructing steel panels that will eventually make up units of *Gerald R. Ford*-class aircraft carrier *Enterprise* (CVN 80).

“This is a prime example of how we’re innovating, thinking differently and improving efficiency when it comes to building the aircraft carriers our nation needs,” explained Les Smith, NNS vice president for *Enterprise* (CVN 80), *Doris Miller* (CVN 81) and future aircraft carrier programs. “Coupling our energized workforce with this additional capacity is already yielding positive results and we expect to see great synergy as a result of this intentional investment.”

In addition to *Enterprise* (CVN 80) panel production work, the site is freeing up critical storage space at the main shipyard in Newport News to support other programs, including nuclear-powered submarine production. The campus in Norfolk also allows for future growth opportunities.

Photos accompanying this release are available at: https://hii.com/news/hii-newport-news-shipbuilding-opens-additional-site-norfolk-2023.

HII investment, coupled with Navy funding, is helping to make the new campus possible. NNS leadership and shipbuilders joined with city of Norfolk leaders, Navy officials and Fairlead leadership to mark the opening Monday.

Rear Adm. Casey Moton, program executive officer for aircraft carriers, said the Norfolk campus is a prime example of what can be accomplished when the Navy-industry team comes together to drive new shipbuilding efficiencies into programs and to invest in the future of the industrial base and the workers and communities that support them.

“I think the fact that we’re able to both expand capacity but at the same time make it easier for employees that work in this area with shorter commutes, good parking, is not only good for them, but hopefully it’ll attract more people to the shipbuilding business,” Moton said.

Moton also talked about delivering much-needed capability against a backdrop of current world events. “The importance of

our aircraft carriers and what you all do here, and our Navy's ability to project power from five acres of sovereign U.S. territory, anywhere in the world has never been more clear," Moton said.

Norfolk Mayor Kenny Alexander spoke on the importance of collaboration, "As an essential corporate citizen in our region, HII and its remarkable shipbuilders serve as a vital force in protecting our national security and shaping the future of defense," Alexander said. "We thank HII for choosing to invest in Norfolk and reaffirming our commitment to workforce development by bringing dozens of highly-sought after jobs to our city."

NNS is the nation's sole designer, builder and refueler of nuclear-powered aircraft carriers and one of just two shipyards capable of building nuclear-powered submarines for the Navy. Three *Gerald R. Ford*-class aircraft carriers are currently under construction: *John F. Kennedy* (CVN 79), *Enterprise* (CVN 80) and *Doris Miller* (CVN 81).

U.S. Coast Guard formally establishes Base Guam

Release from U.S. Coast Guard Base Guam

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Nov. 7, 2023

SANTA RITA, Guam – The U.S. Coast Guard is proud to announce the establishment of U.S. Coast Guard Base Guam on Nov. 8, 2023, in a ceremony presided over by Rear Adm. Carola List, commander of Operational Logistics Command.

Led by Cmdr. Dana Hiatt, Base Guam, will be pivotal toward enhancing the U.S. Coast Guard's mission support logistics in the region. This strategic move aligns with the Service's commitment to increase mission support throughout Oceania. Given Guam's vital importance to national security, this initiative takes center stage.

The establishment of Base Guam is part of the Consolidated Appropriations Act of 2023 and expands the U.S. Coast Guard's mission support in the Indo-Pacific region. The establishment will shift current facilities engineering, naval engineering,

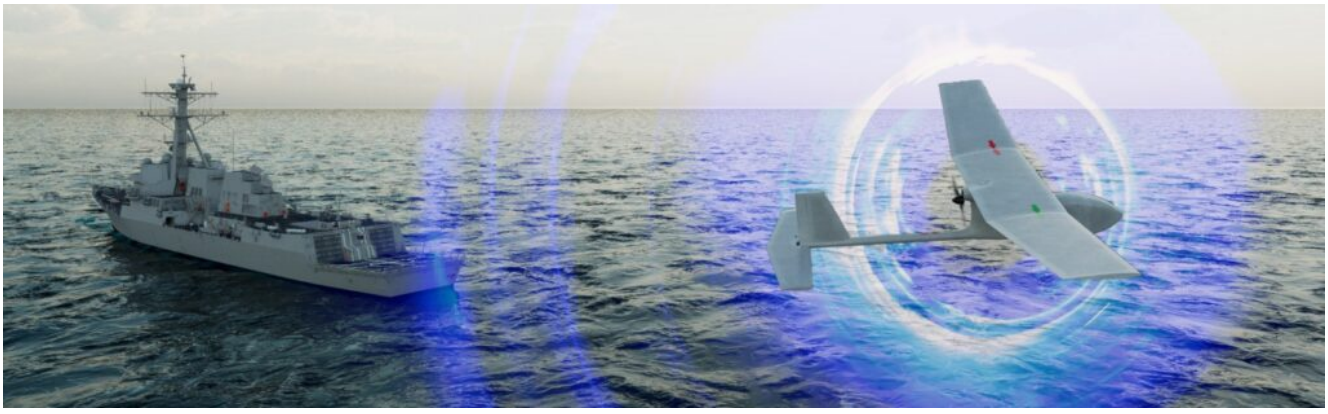
comptroller and base operations, health, safety, and work life, personnel support, information technology, and procurement billets and responsibility from the existing U.S. Coast Guard Forces Micronesia/Sector Guam to a new Base Guam command structure. The establishment of Base Guam will consist of 17 additional personnel billets and will rely on the realignment of existing elements to provide logistical efficiencies improving U.S. Coast Guard mission support on Guam.

U.S. Coast Guard Base Guam will operate under the direction of the Operational Logistics Command, responsible for mission support logistics across the entire U.S. Coast Guard enterprise while coexisting with U.S. Coast Guard Forces Micronesia/Sector Guam. The base is taking on the role of the lead logistics and support command, a strategic decision aimed at better serving the needs of the operational community and partners. Forces Micronesia/Sector Guam retains the role of operational authority for U.S. Coast Guard activity in the Western Pacific.

The Base crew’s responsibilities encompass contingency logistics planning for joint operational plans, integration of logistics services, and support for tactical logistics needs for deployed operational assets. Additionally, the enterprise maintains a national-level logistics common operating picture and commands the Coast Guard’s 22 existing bases, ensuring the execution of assigned tasking through each of the U.S. Coast Guard’s Logistics and Service Centers.

The establishment of Base Guam marks a significant milestone in strengthening the U.S. Coast Guard’s presence and capabilities in the region. The unit is physically located on the existing U.S. Coast Guard footprint within U.S. Naval Base Guam.

BAE Systems to develop custom microelectronics for next-generation radar, electronic warfare, and communication applications



Release from BAE Systems

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FAST Labs™ research and development organization awarded a $5 million contract from the Office of Naval Research

NASHUA, N.H. – Nov. 8, 2023 – The Office of Naval Research (ONR) has awarded BAE Systems' FAST Labs™ research and development organization a $5 million contract for the COALESCE (Common-architecture Amplifier for Low-cost, Efficient, SWaP-Constrained Environments) program.

In this effort, BAE Systems' FAST Labs, will develop advanced Gallium Nitride (GaN)-based monolithic microwave integrated circuit (MMIC) and module electronics. The program's objective

is to develop the world’s highest efficiency high power amplifier module in its frequency band. The radio-frequency (RF) modules will then transition to small form factor U.S. Navy payloads, enabling longer range and greater effectiveness in active electronic warfare applications.

“The COALESCE program closes the gap between commercial electronics and customized electronics to meet the Department of Defense’s space and power requirements and enable next-generation solutions,” said Ben McMahon, technology development manager at BAE Systems’ FAST Labs. “Together with the Office of Naval Research, we will deliver these electronic solutions to increase survivability for our warfighters.”

BAE Systems will provide capabilities above and beyond what can be found commercially, and its solution is designed specifically for harsh DoD operating environments. The technology’s high power and ultra-small form factor will enable next-generation radar, electronic warfare, and communication applications.

MMICs and modules for the program will be fabricated at BAE Systems’ Microelectronics Center Foundry in Nashua, New Hampshire. The FAST Labs organization in Merrimack, New Hampshire will work to ensure the technology is relevant across multiple DoD branches, applications, and businesses.

Navy Accepts Delivery of Ship to Shore Connector, Landing

Craft, Air Cushion 108

Release from Naval Sea Systems Command

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Nov. 7, 2023

By Team Ships Public Affairs

NEW ORLEANS – The Navy accepted delivery of the next-generation landing craft, Ship to Shore Connector (SSC), Landing Craft, Air Cushion (LCAC) 108, from Textron Systems, Nov. 3.

The delivery comes after successful completion of acceptance trials conducted by the Navy's Board of Inspection and Survey, which tested the readiness and capability of the craft to effectively meet its requirements. Delivery represents the official transfer of the ship from the shipbuilder to the Navy.

"These next-generation craft provide our Navy and Marine Corps

team with essential agility and speed to complete their missions," said Capt. Jason Grabelle, program manager for Amphibious Assault and Connectors Programs, Program Executive Office (PEO) Ships. "SSC provides the fleet with agility and speed to assist with current and future mission requirements."

LCACs are built with configurations, dimensions, and clearances similar to the legacy LCACs they replace – ensuring that this latest air cushion vehicle is fully compatible with existing, well deck-equipped amphibious ships, the Expeditionary Sea Base and the Expeditionary Transfer Dock. LCACs are capable of carrying a 60 to 75-ton payload. They primarily transport weapon systems, equipment, cargo, and assault element personnel through a wide range of conditions, including over-the-beach.

Textron Systems is currently in serial production on LCACs 109-120.

As one of the Defense Department's largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, special mission and support ships, boats and craft.

U.S. Coast Guard Cutter James returns from Eastern Pacific patrol after interdicting

12,909 kilograms of cocaine, 7,107 pounds of marijuana

[Release from U.S. Coast Guard 7th District]

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Nov. 7, 2023

Charleston, S.C. – The crew of the U.S. Coast Guard Cutter James (WMSL 754) returned home to Charleston, Saturday, following a 113-day patrol in the Eastern Pacific Ocean.

Patrolling in support of Joint Interagency Task Force-South, James worked alongside other Coast Guard cutters, Department of Defense and Department of Homeland Security units, and international partners to conduct counter-drug operations.

During the patrol, James' crew disrupted illegal narcotics smuggling, interdicting 12,909 kilograms of cocaine and 7,107

pounds of marijuana valued at over $380 million. While in theater, James interdicted eight drug-smuggling vessels and apprehended 23 suspected traffickers, including one low-profile vessel laden with contraband. The efforts by the crew of the James directly contributed to U.S. Coast Guard objectives to combat transnational criminal organizations and enhance regional stability and security.

James' crew conducted multiple joint operations with foreign partner nations such as Ecuador and Mexico. James conducted a passing exercise with the Mexican navy's ARM Chiapas. During the exercise, James practiced close quarters tactical maneuvering and landed the Chiapas' Panther helicopter on deck. This exercise with the Mexican navy was particularly important to promote interoperability and enhance ongoing and focused partnership efforts.

While in the Eastern Pacific Ocean, James interdicted an Ecuadorian go-fast vessel laden with illicit narcotics. James executed a complex at-sea rendezvous with Isla Darwin (ECU) and transferred three suspected narcotics traffickers and 73 bales (1,742 kilograms) of cocaine. The evolution enhanced cooperation with Ecuadorian partners and supported the home-country prosecution of international crimes.

James is a 418-foot National Security Cutter. The cutter's primary missions are counter-drug operations, and defense readiness in support of U.S. Coast Guard operations. The National Security Cutters fall under the command of the U.S. Coast Guard Atlantic Area. Based in Portsmouth, Virginia, U.S. Coast Guard Atlantic Area oversees all Coast Guard operations east of the Rocky Mountains to the Arabian Gulf. In addition to surge operations, Atlantic Area also allocates ships to deploy to the Caribbean and Eastern Pacific to combat transnational organized crime and illicit maritime activity.

For information on how to join the U.S. Coast Guard, visit GoCoastGuard.com to learn about active duty, reserve,

officer, and enlisted opportunities. Information on how to apply to the U.S. Coast Guard Academy can be found here.

Saildrone Issued First-ever Classification for a Commercial Autonomous, Uncrewed Vehicle from the American Bureau of Shipping

Release from Saildrone

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The Saildrone Voyager, a 10-meter USV used for near-shore bathymetry and maritime security, is a proven platform and a force multiplier providing near-real-time data across the world's oceans.

(November 7, 2023 – ALAMEDA) – Saildrone, the leading company in ocean data collection using autonomous vehicles, announced today that it has received the first-ever classification for an autonomous, uncrewed surface vehicle (USV) from the American Bureau of Shipping (ABS).

The Saildrone Voyager, the mid-class vehicle in Saildrone's rapidly expanding fleet, is the first-ever commercial USV to receive classification. ABS has been setting rigorous standards for safety and excellence as one of the world's leading classification organizations and is at the forefront of marine and offshore innovation.

Classification is a major milestone for Saildrone, allowing the Voyager to operate in the ports and waters of countries that require vessels to be classed by organizations such as ABS, and demonstrates Saildrone's commitment to safety, standardization, and reliability in its technology and operations.

"Saildrone has spent three years maturing the Voyager design to be the industry leader in capability, reliability, and safety in the uncrewed vehicle sector," said Richard Jenkins, CEO and founder of Saildrone. "This classification from the American Bureau of Shipping defines the new gold standard for uncrewed systems and underscores the maturity of our technology."

The Voyager carries an impressive payload for coastal ocean mapping operations, including high-resolution MBES and Innomar SBP systems, and is the only survey USV that can deliver long-duration multibeam mapping surveys meeting the highest industry standards. Its ISR sensor suite includes a smart

camera array, digital radar, and sub-surface passive acoustics.

Saildrone USVs are equipped with a suite of sensors and instruments, enabling them to collect a wide range of ocean data above and below the sea surface. They are primarily powered by wind and solar energy, making Saildrone USVs an environmentally friendly solution for long-duration ocean data missions.

“Uncrewed drone vehicles have huge potential to change the way we operate at sea and are a first step towards commercial autonomous vessels. ABS is a leader in this space, working with key partners all over the world to support the development and adoption of the technologies and strategies autonomous shipping will be built on. Saildrone Voyager is exciting technology and a key milestone on the road to more autonomous operations and we are proud to be able to use our experience to support it,” said Patrick Ryan, ABS Senior Vice President and Chief Technology Officer.

Earlier last summer, ABS granted Approval in Principal, which helps clients evaluate the feasibility of their designs, for the Voyager and the larger 20-meter (65-foot) Surveyor platform.

With the classification for the Voyager now in place, Saildrone is expanding data delivery for scientific organizations, government agencies, and commercial partners. By harnessing the power of renewable energy and autonomous technology, Saildrone is revolutionizing the way ocean data is collected and utilized for science, commercial, and defense applications worldwide.