

Coast Guard Cutter Campbell Returns Home after 80-Day Patrol



Coast Guard Cutter Campbell's crew member feeding a baby near Anguilla Cay, Bahamas, April 11, 2022. Coast Guard Cutter Charles Sexton crew transferred 67 Haitians to Bahamian authorities after the Cutter Campbell crew rescued them. *U.S. COAST GUARD*

BOSTON – Coast Guard Cutter Campbell's crew returned home to Newport, Rhode Island, June 23, following an 80-day, multi-mission patrol in the Caribbean Sea and Atlantic Ocean in support of the Coast Guard 7th District's Operation Southeast Watch and the U.S. Navy's Composite Training Unit Exercise, the Coast Guard 1st District said in a release.

Amidst the largest surge in maritime migration in nearly two decades, Campbell patrolled the Windward Pass and South Florida Straits, tasked with the disruption and interdiction of dangerous and illegal migrant ventures departing from Haiti and Cuba.

On April 10, within hours of entering the South Florida Straits, Campbell's crew intercepted a wooden sail freighter with 67 Haitians aboard. The group, which included minors as young as five months, departed the north coast of Haiti nearly a week prior, and ran dangerously short on food, water, baby formula, and other essential supplies. The crew embarked the distressed migrants, providing care and medical attention before transferring the case to the Royal Bahamian Defense Force.

Throughout April and May, Campbell interdicted five additional migrant vessels that departed from Haiti and Cuba. In one notable case, Campbell interdicted a 50-foot, power-driven vessel carrying 212 Haitians south of Turks and Caicos. In total, Campbell's crew rescued and cared for 528 Haitians and 21 Cubans during the patrol.

In June, Campbell shifted focus and joined a U.S. Navy Carrier Strike Group for COMPTUEX, a joint training mission off the North Carolina and Florida coasts. The training exercise, which serves as the Navy's capstone prior to overseas

deployment, included live-fire weapons exercises, formation steaming, and multi-day at-sea combat simulations.

The Campbell, a 270-foot Cutter with a crew complement of 100, is homeported in Newport, Rhode Island. The crew's missions include search and rescue operations, counter-drug, migrant interdiction and living marine resources protection.

Coast Guard Cutter Thetis Returns Home from 77-day Counter-Narcotic Deployment



U.S. Coast Guardsmen assigned to the U.S. Coast Guard Cutter Thetis (WMEC 910), boost morale during a 77-day counter-narcotic deployment in the Caribbean sea, June 19. *U.S. COAST*

GUARD

KEY WEST, Fla. – The U.S. Coast Guard Cutter Thetis (WMEC 910) crew returned to homeport in Key West, June 21, after a 77-day counter-narcotics patrol in the Caribbean Sea, the Coast Guard Atlantic Area said in a release.

The Thetis crew repatriated 88 Haitian migrants to Cap Haitien, Haiti, after they were reported to be on an unseaworthy sailing vessel in the Windward Passage between Cuba and Haiti.

An embarked U.S. Coast Guard law enforcement detachment disabled a smuggling vessel transporting an estimated 1,323 pounds of cocaine in the Central Caribbean.

The Thetis's crew assisted with a search and rescue case of 14 mariners that went into the water after their commercial ship began taking on water in the middle of the Caribbean Sea.

"While on a counter-narcotics patrol, our crew quickly shifted gears to help locate and provide situational awareness during an unfortunate search and rescue case," said Cmdr. Justin Nadolny, the commanding officer of the Thetis. "Working alongside our international and commercial partners showcased the can-do spirit of mariners and our universally shared duty of assisting those in distress and ensuring safety of life at sea."

The Thetis's crew strengthened international partnerships while in Cartagena, Colombia, hosting Colombian naval officers aboard to gain a deeper understanding of maritime activity in the region and to develop relationships with international maritime partners operating in Caribbean waters.

The Thetis, a 270-foot Famous-class cutter homeported in Key West and has a crew of 104. Their primary missions are counter-drug operations, migrant interdiction, the enforcement of federal fisheries laws, and search and rescue in support of U.S. Coast Guard operations throughout the Western

Hemisphere.

Navy Orders Two More MQ-4C Triton UAVs



An MQ-4C Triton takes to the skies over the California desert as the Triton low-rate initial production schedule progresses. *NORTHROP GRUMMAN*

ARLINGTON, Va. – The U.S. Navy has ordered two more MQ-4C Triton high-altitude, long-endurance unmanned aerial vehicles from Northrop Grumman, the Defense Department said June 22.

The Naval Air Systems Command, Patuxent River, Maryland, awarded Northrop Grumman Systems a \$248.2 million contract modification to procure two MQ-4Cs as an addition to Lot 5 low-rate initial production.

The contract modification follows two other contracts awarded in June to Northrop Grumman for the Triton program.

The Naval Air Systems Command awarded Northrop Grumman a \$15.1 million contract modification on June 14 to incorporate production engineering change proposals that modify MQ-4C Triton unmanned aircraft system production UAVs to an integrated functional capability 4.0 multiple intelligence configuration for the Navy and the government of Australia.

Another contract issued June 16 awarded the company \$20.5 million to incorporate IFC-4 for MQ-4Cs construction numbers B13 through B15.

The MQ-4C's IFC-4 is designed to bring an enhanced multi-mission sensor capability as part of the Navy's Maritime Intelligence, Surveillance, Reconnaissance and Targeting transition plan. The Triton in the IFC-4 configuration is designed to complement the Navy's P-8A Poseidon maritime patrol aircraft and eventually will enable the Navy to retire its EP-3E Orion electronic reconnaissance aircraft. The initial operational capability for the Triton will be declared in 2023 when IFC-4-configured Tritons are deployed in enough quantity to field one complete orbit.

Work on the two additional UAVs is expected to be completed in February 2027.

Navy's RQ-4A BAMS-D UAVs End 13-Year Mideast Deployment



The Broad Area Maritime Surveillance Demonstrator returned from 5th Fleet to Patuxent River, Maryland, June 17 after accruing more than 42,500 flight hours and over 2,000 overseas missions during a 13-year deployment. *NORTHROP GRUMMAN*

ARLINGTON, Va. – The Navy has brought home from the Middle East its last deployed RQ-4A Global Hawk Broad-Area Maritime Surveillance – Demonstrator (BAMS-D) unmanned aerial vehicle, culminating a 13-year span of operations that began as a six-month experiment.

According to a June 22 release from the Naval Air Systems Command, the RQ-4A returned to its home base, Naval Air Station Patuxent River, Maryland, from the U.S. 5th Fleet area of responsibility on June 17.

The Navy had deployed the RQ-4A to Southwest Asia since 2009 as a component of the BAMS-D program. Five Block 10 RQ-4As were acquired from the U.S. Air Force and were based at Patuxent River and operated in sequence over the years by detachments of Patrol Reconnaissance Wings 5, 2, and 11. The detachment kept at least one RQ-4A in the rotation to a base in the Persian Gulf region. One was lost in a mishap in Maryland in June 2012. Another was shot down June 19, 2019, in an unprovoked attack in international airspace over the Strait

of Hormuz by an Iranian surface-to-air missile.

“BAMS-D has been a singular force multiplier for 5th Fleet and U.S. Central Command and has provided invaluable insights into the use of unmanned air systems as part of an overall concept of operations for naval ISR,” said Dave Seagle, BAMS-D deputy program manager, who has led the program since its inception, in the release.

BAMS-D provided more than 50% of maritime intelligence, surveillance and reconnaissance in theater accruing over 42,500 flight hours in 2,069 overseas missions, the Navy said.

“By 2013, BAMS-D had ramped up its capabilities to 15 24-hour missions every month, supplementing its first deployed aircraft with a second aircraft,” Seagle said. “Through the next nine years, BAMS-D provided uninterrupted operations and collected almost 1.4 million ISR scenes, highlighted over 11,500 targets of interest and provided the fleet with over 15,000 tactical reports, becoming an indispensable asset for the warfighter. One of many notable achievements occurred as recently as August 2021 when BAMS-D provided ISR coverage to non-combatant evacuation operations during the U.S. drawdown in Afghanistan.

“Despite the aging of the system and limited spares available, BAMS-D’s incredible operations and maintenance team achieved an overall mission availability rate of 96%, with more than 94% of scheduled missions completed,” he said.

The BAMS-D Integrated Sensor Suite featured electro-optical/infrared, synthetic aperture radar, ground moving target indicator and wide-area search modes retained from the Air Force production system. To improve performance in the maritime environment, LR-100 electronic surveillance sensors, Automatic Identification System receiver, inverse synthetic-aperture radar, and maritime search and maritime moving target

indicator radar modes were integrated into the demonstrator system. The ground segment consisted of three launch and recovery elements, two mission control elements and a Navy-designed tactical auxiliary ground station.

In the Navy's 2022 budget request, divestment of the RQ-4A Global Hawk Broad-Area Maritime Surveillance-Demonstrator UAV had been planned for acceleration from 2023 to 2022, with the savings invested in higher priorities.

The BAMS-D is being replaced by a Global hawk derivative, the MQ-4C Triton, which has been deployed to the Western Pacific in an Early Operational Capability deployment. The Triton with an upgraded sensor capability will be deployed in 2023.

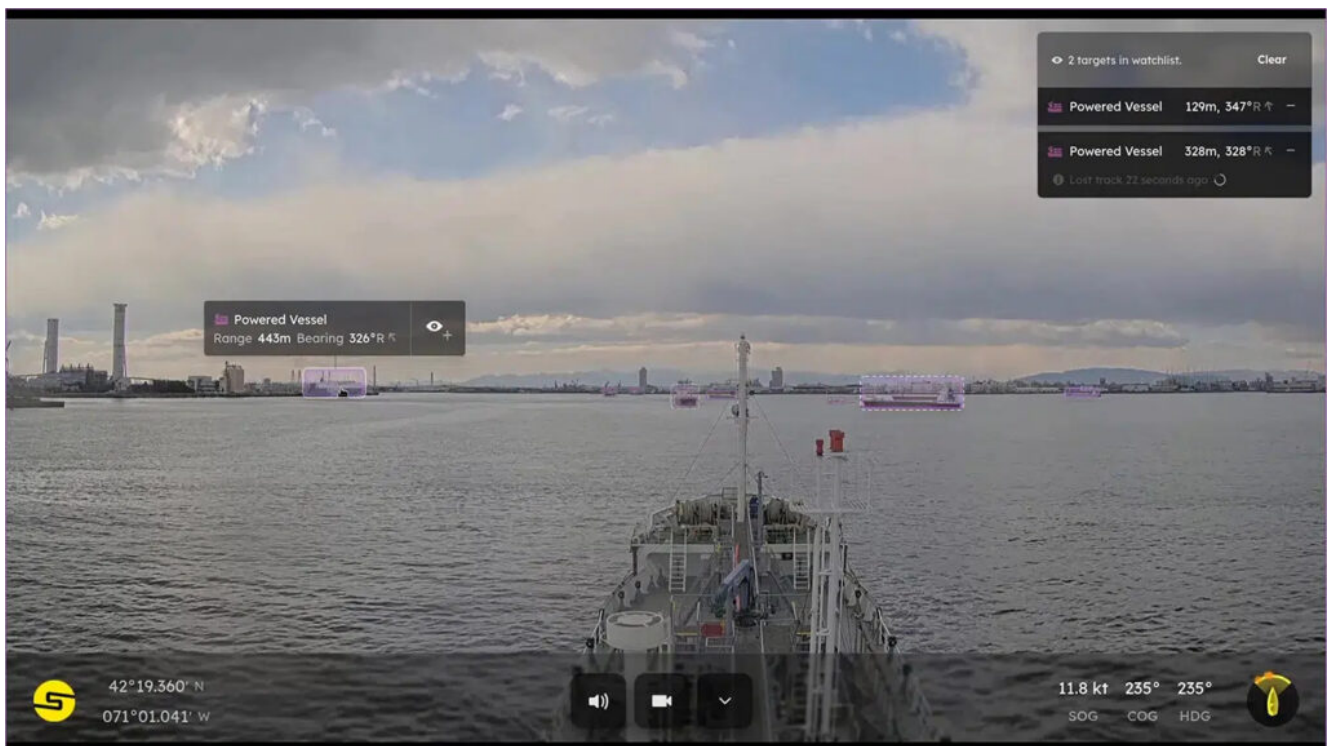
Navy Announces New Flag Officer Assignments

ARLINGTON, Va. – The secretary of the Navy and chief of naval operations announced June 22 the following assignments:

Rear Adm. Grafton D. Chase Jr. will be assigned as commander, Defense Logistics Agency – Distribution, New Cumberland, Pennsylvania. Chase is currently assigned as director, Joint Reserve Forces, J9, Defense Logistics Agency, Fort Belvoir, Virginia.

Capt. Michael L. Baker, selected for promotion to rear admiral (lower half), will be assigned as senior defense official/defense attaché – India, New Delhi, India. Baker is currently serving as International Affairs Branch head, N5, Office of the Chief of Naval Operations, Washington, D.C.

Sea Machines Unveils Advancement in Vessel Navigation Instrumentation



The AI-ris marine computer vision navigation sensor's view.
SEA MACHINE ROBOTICS

BOSTON – Sea Machines Robotics Inc., a developer of autonomous command and control and advanced perception systems for the marine industries, has unveiled AI-ris, a new marine computer vision navigation sensor designed to improve safety and performance while vessels are underway, the company said June 21.

The company revealed this new technology during Seawork2022, the largest European commercial marine exhibition. Sea Machines' AI-ris, (artificial intelligence recognition and identification system) uses digital cameras and AI-processing to detect, track, classify and geolocate objects, vessel

traffic and other potential obstacles in the majority of operational conditions, day or night, to equip crew with best-in-class situational awareness. Computer vision helps improve safety for vessels and is also a critical technology for the advancement of autonomous command and control systems.

Boats and ships operate in the planet's most dynamic environment and the limitations of conventional navigation sensors leave the bulk of perception work to the human eye and brain for continuous scanning of the waterway. Fatigue, distraction, and confusion can lead to misses and mistakes. The U.S. Coast Guard reported that in 2020, 36% of boating accidents were collisions and allisions, with the primary cause being improper lookouts and operator inattention. The commercial marine industry suffers from similar challenges. Sea Machines designed AI-ris to be ever alert, with the ability to deliver predictable operational results that can improve vessel reliability, as well as eliminate liabilities caused by human error.

"Sea Machines is dedicated to building the future of ocean mobility. We envision a future with fewer accidents at sea. We are revolutionizing marine navigation with data-driven intelligence, autonomy and connectivity," said CEO Michael G. Johnson, Sea Machines. "AI-ris enables a tremendous performance and safety increase. The superior capabilities of computer vision and AI will ensure a safer, more productive voyage."

"AI-ris is always scanning for obstacles and can alert the operator of potentially dangerous situations. It also labels objects very small in size, like swimmers, kayakers or animals, to those very large, like another ship," said CTO Trevor Vieweg, Sea Machines. "With the ability to detect, classify and geolocate such targets via optical sensors, AI-ris augments and surpasses the capabilities of existing marine sensor technologies, like radar and automatic identification system, enabling greater performance and achieving the highest

levels of safety. In the future, this technology may also help responders detect marine oil spills.”

AI-ris is commercially available now and can be installed aboard existing vessels, as well as new builds.

Fairbanks Morse Defense Becomes Exclusive Naval Field Service Provider for Ideal Co. Electric Motors & Generators

BELOIT, Wis. – Fairbanks Morse Defense, a portfolio company of Arcline Investment Management, has finalized an agreement with The Ideal Electric Company, an American manufacturer of high-power, specialty electric motors, generators, and related equipment, to serve as IDEAL’s exclusive naval field service provider, FMD said in a June 21 release.

FMD will provide maintenance and global field services for The Ideal Electric Company’s motors and generators that are already installed or will be installed on naval ships worldwide.

“Fairbanks Morse Defense is constantly seeking new opportunities to expand the range of turnkey services that we can offer our marine defense customers and teaming up with The Ideal Electric Company to service their motors and generators while we’re already on board servicing our engines and other equipment makes this a great value add for the Navy,” said

Jamie McMullin, president of FMD Services.

The agreement reinforces FMD's ability to build, maintain, and service naval power and propulsion systems worldwide through six strategically located domestic centers and resources deployed globally.

"Fairbanks Morse Defense's extensive field service network and focus on supporting naval customers coupled with The Ideal Electric Company's legacy of rotating electric expertise and American-made product range is a perfect match for us. We are excited to leverage this in-place capability and provide unparalleled support to our customers when and where they need it," said Nic Phillips, vice president of IDEAL. "We see this as a great fit with two American manufacturers coming together, strengthening the domestic defense industrial base, and we feel confident that our customers will be well-served by FMD."

Austal USA Wins Navy Contract for Auxiliary Floating Dry Dock

MOBILE, Ala. – Austal USA was awarded the detailed design and construction contract on June 17 valued at \$128 million for the U.S. Navy Auxiliary Floating Dry Dock Medium (AFDM). The competitively awarded contract marks Austal USA's second steel vessel program for the U.S. Navy and demonstrates the shipyard's growing capability to meet the Navy's needs for aluminum and steel vessels.

The AFDM will be constructed in Austal's modern steel panel

line in Mobile, Alabama. The design incorporates features to improve operability and maintainability based on the company's experience and lessons learned from owning, operating, and maintaining a similar dry dock at its repair facility at Austal West Campus.

"I am proud of our Austal USA team for developing a winning proposal," Austal USA President Rusty Murdaugh said. "Combined with our contract for the T-ATS program, the AFDM award is evidence of our expanding capability and focus on delivering a diverse portfolio of solutions to our customers, from combatants to dry docks. We are looking forward to providing the U.S. Navy with an exceptional floating dry dock using our lean manufacturing approach."

The AFDM is a "Rennie"-type floating dry dock with an 18,000-long ton lifting capacity and a clear deck working area of 90,800 square feet. The craft has an overall length of 694 feet, overall pontoon breadth of 157 feet, and a height of 65 feet from baseline to wing deck.

CNO Visits Germany to Attend BALTOPS, Meets with Navy and Government Leaders



Chief of Naval Operations Adm. Mike Gilday arrives at the BALTOPS22 closing reception aboard the Blue Ridge-class command and control ship USS Mount Whitney (LCC 20) in Kiel, Germany, June 17. *U.S. NAVY / Mass Communication Specialist 2nd Class Scott Barnes*

KIEL, Germany – Chief of Naval Operations Adm. Mike Gilday traveled to Kiel, Germany June 15-18 for the conclusion of BALTOPS 22, The CNO's Public Affairs office said June 18.

In its 51st iteration, BALTOPS is an annual coordinated exercise that reinforces interoperability with allies and partners and provides collective maritime security in the Baltic Sea.

Gilday visited the guided-missile destroyer USS Porter (DDG 78) at sea during the final days of the exercise.

“Our Sailors are our asymmetric advantage against any threat,” said Gilday. “Watching the incredible multi-domain coordination with our international partners, and seeing Sailors in action, is always inspiring.”

This year, 14 NATO allies, two NATO partner nations (Finland and Sweden), more than 45 ships, 75 aircraft, and

approximately 7,000 personnel participated in BALTOPS 22.

“The United States’ strong defense relationships with our Northern European allies and partners constitute our greatest strategic advantage in the region,” said Gilday. “BALTOPS achieves a multitude of objectives by demonstrating NATO interoperability, interchangeability, and readiness.”

He added that naval forces are participating in this exercise and are focused on interoperability with Sweden and Finland, as well as the other allied nations of NATO. “We are trained, proficient and ready, BALTOPS demonstrates just that and our commitment to defending NATO is ironclad.”

While in Kiel, Gilday met with Vice Adm. Jan Kaack, chief of the German navy, as well as Vice Adm. Frank Lenski, vice chief of the German navy, to discuss operational areas of mutual interest, NATO operations, and Transatlantic security.

“I sincerely welcome the continued commitment of the U.S. Navy in Europe. Since 1972, the BALTOPS exercise has been taking place in the Baltic Sea under US leadership – this year for the 51st time,” said Lenski. “Our ties with the U.S. Navy are strong and will remain so because the Baltic Sea is part of NATO’s northern flank. It is our vital interest to guarantee freedom and security in this area.”

The trip culminated with a BALTOPS reception aboard the U.S. 6th Fleet flagship USS Mount Whitney (LCC 20), where Gilday met with U.S and foreign naval leadership as well as members of the local community. This was Gilday’s first visit to Germany.

Iranian Vessels Conduct Unsafe, Unprofessional Actions Toward U.S. Naval Forces, Navy Says



Iran's Islamic Revolutionary Guard Corps Navy operating in an unsafe and unprofessional manner in close proximity to patrol coastal ship USS Sirocco (PC 6) and expeditionary fast transport USNS Choctaw County (T-EPF 2) in the Strait of Hormuz, June 20. *U.S. NAVY*

MANAMA, Bahrain –Three vessels from Iran's Islamic Revolutionary Guard Corps Navy interacted in an unsafe and unprofessional manner as U.S. Navy ships transited the Strait of Hormuz on June 20, U.S. Naval Forces Central Command Public Affairs said June 21.

Patrol coastal ship USS Sirocco (PC 6) and expeditionary fast

transport ship USNS Choctaw County (T-EPF 2) were conducting a routine transit in international waters when three Iranian fast inshore attack craft approached.

One of the vessels approached Sirocco head-on at a dangerously high speed and only altered course after the U.S. patrol coastal ship issued audible warning signals to avoid collision. The Iranian vessel also came within 50 yards of the U.S. Navy ship during the interaction, and Sirocco responded by deploying a warning flare.

The full interaction among all vessels lasted one hour and ended when the Iranian craft departed the area. U.S. Navy ships continued their transit without further incident.

The Islamic Revolutionary Guard Corps Navy's actions did not meet international standards of professional or safe maritime behavior, increasing the risk of miscalculation and collision. U.S. naval forces remain vigilant and will continue to fly, sail and operate anywhere international law allows while promoting regional maritime security.