

Coast Guard Transfers 2 Suspected Smugglers, \$8.5M in Seized Cocaine



Coast Guard offloads 302 kilograms of cocaine valued at \$8.5 million, and transfers custody of two suspected smugglers to Caribbean Corridor Strike Force federal agents in San Juan, Puerto Rico Jan. 28, 2021, following the interdiction of a go-fast vessel in the Caribbean Sea. U.S. Coast Guard SAN JUAN, Puerto Rico – The Coast Guard Cutters Mohawk and Charles David Jr. transferred custody of two suspected smugglers and \$8.5 million in seized cocaine to federal agents at Coast Guard Base San Juan Jan. 28, following the interdiction of a drug smuggling go-fast vessel in the Caribbean Sea, the Coast Guard 7th District said in a Jan. 29 release.

The interdiction was the result of multi-agency efforts in support of U.S. Southern Command's enhanced counter-narcotics operations in the Western Hemisphere, the Organized Crime Drug Enforcement Task Force (OCDETF) and High Intensity Drug Trafficking Area (HIDTA) programs, and the Caribbean Corridor Strike Force (CCSF). The United States Attorney's Office for the District of Puerto Rico is leading the prosecution for this case.

"This successful interdiction is a reflection of the seamless teamwork and the unwavering resolve between the Coast Guard, our federal law enforcement and Department of Defense partners to protect the nation's southernmost maritime border against narco-trafficking threats," said Cmdr. James L. Jarnac, Coast Guard Cutter Mohawk commanding officer. "The strength of our joint collaboration and partnerships is key to a safer Caribbean Region and disrupting transnational criminal organization activities through the interdiction of drug smuggling vessel's in the maritime domain."

The bust occurred during the afternoon of Jan. 24, 2021, after the aircrew of a maritime patrol aircraft detected a suspicious 25-foot go-fast vessel, approximately 200 nautical miles south of the Dominican Republic.

The Coast Guard Cutter Mohawk diverted in response to the sighting and interdicted the go-fast vessel with the assistance of the cutter's small boat. Following the interdiction, the Coast Guard Mohawk's boarding team located and recovered nine bales of suspected contraband, which weighed approximately 302 kilograms (666 pounds) and tested positive for cocaine.

The crew of the cutter Mohawk embarked the seized contraband and the two men from the go-fast vessel, who both claimed to be Dominican Republic nationals. The Coast Guard Cutter Charles David Jr. later embarked the two suspected smugglers and a representative sample of the contraband that were

disembarked in San Juan, Puerto Rico, where Caribbean Corridor Strike Force federal law enforcement agents received custody.

Cutter Charles David Jr. is a 154-foot fast response cutter, while the Cutter Mohawk is a 270-foot medium-endurance cutter, both homeported in Key West, Florida.

Sea Dragon Exercise Tests ASW Skills for Maritime Patrol Aircraft Crews



Members of the Royal Australian Air Force, Japan Maritime Self Defense Force, Indian navy and Royal Canadian Air Force, along with Patrol Squadron (VP) 5's "Mad Foxes" and VP 8's "Fighting Tigers," pose for a photo at the conclusion of Exercise Sea Dragon. U.S. Navy / Lt. Cmdr. Kyle Hooker

Maritime Patrol aircraft and crews from five partner nations gathered at Andersen Air Force Base in Guam to participate in

Sea Dragon 2021 Anti-Submarine Warfare (ASW) exercise. The exercise wrapped up Jan 27.

The Sea Dragon series of exercises are led by commander, Patrol & Reconnaissance Force, 7th Fleet (CTF-72), based out of Misawa, Japan. They are intended to demonstrate advanced ASW tactics, while at the same time continuing to build on multinational participation with U.S. allies and partners, as well as commitment to the security of the Pacific region.

This year, P-8A Poseidon Maritime patrol and reconnaissance aircraft and crews from Patrol and Reconnaissance Squadrons (VP) 5 and 8 trained together with the counterparts from the Royal Australian Air Force, Japan Maritime Self Defense Force, Indian navy and the Royal Canadian Air Force during the exercise.

The "Mad Foxes" of VP-5 are currently deployed to Kadena, Okinawa, and the "Fighting Tigers" of VP-8 are operating from Misawa, Japan. Both squadrons are based at Naval Air Station Jacksonville, Florida.

The U.S., Australia and India took part in the exercise with Boeing P-8 Poseidon aircraft. Japan flew the Kawasaki P-1, while Canada operated the CP-140 Aurora.

Sea Dragon 2021 centered on ASW training and excellence. The exercise included 250 hours of ground and classroom training and 125 hours of in-flight training ranging from tracking simulated targets to the final problem of finding and tracking Los Angeles-class nuclear submarine. The classroom training sessions helped the aircrews build plans and discuss how to incorporate tactics, capabilities and equipment for their respective nations into the exercise.

At the beginning of the exercise, Lt. Cmdr. Kyle Hooker, officer in charge of the VP-5 detachment, said he was eager for the opportunity to further develop our partnerships with Japan, India, Canada, and Australia during at Sea Dragon 2021.

“The COVID environment will be challenging for all our participants, but I know we will come together to adapt and overcome while executing our goal of anti-submarine warfare interoperability,” he said.



A P-8A Poseidon from Patrol Squadron (VP) 5 is prepared for its first training event of Sea Dragon 21. It involved tracking several Expendable Mobile Anti-Submarine Warfare Training Target's (EMATT), which simulate the characteristics of a submarine. U.S. Navy / Lt. Cmdr. Kyle Hooker VP-5 pilot Lt. Reed Arce said his squadron viewed Sea Dragon 2021 as an opportunity for both learning and competition.

“VP-5 was certainly looking forward to the opportunity to flex our ASW muscles and enjoy some friendly competition with our allied partners during Exercise Sea Dragon. We learned so much when comparing tactics between aircrews, and the ability to constantly improve our warfighting skills. We hope to leave Guam with all participants being at their peak performance in

prosecuting sub-surface threats anywhere in the world,” he said.

VP-8 pilot Lt. Joseph Moralesvargas said Sea Dragon 2021 gave his squadron the chance to coordinate and be on station with other crews and other countries.

“The opportunity to speak with other operators and hear their philosophy and insight on ASW has given me new perspective,” he said. “I can’t think of any other exercise that would give us this chance,” he said.

Sea Dragon culminated with live tracking exercises with the nuclear-powered fast attack submarine, USS Providence (SSN-719) acting as the adversary.

The Sea Dragon events are graded, and the nation with the highest overall score wins the Dragon Belt award. The belt was awarded to the Royal New Zealand Air Force last year. This year, Royal Canadian Air Force 407 Long Range Patrol Squadron, which operates the CP-140 Aurora, had the highest total point score, and will bring the coveted Dragon Belt home with them to Canadian Forces Base Comox in British Columbia.

The importance of ASW in the Indo-Pacific region cannot be understated, with growing numbers of Chinese, Russian and North Korean submarines. The ability for allies and partners to work together with capable MPA aircraft and crews to successfully conduct ASW is vital to counter this threat.

General Dynamics Receives

\$43.2M Contract for Columbia/Dreadnought-Class SSBN Fire Control Systems



An artist's rendering of the future Columbia-class ballistic missile submarines. The 12 submarines of the Columbia class are a shipbuilding priority and will replace the Ohio-class submarines reaching maximum extended service life. U.S. Navy PITTSFIELD, Mass. – The U.S. Navy recently awarded a contract modification to General Dynamics Mission Systems that includes a broad scope of work for the Columbia and Dreadnought ballistic-missile submarine class to support development, production, and installation requirements.

This \$43.2 million award is comprised of development, production, installation, and deployed-systems support exclusively for the Columbia/Dreadnaught (CLB/UKD) class of

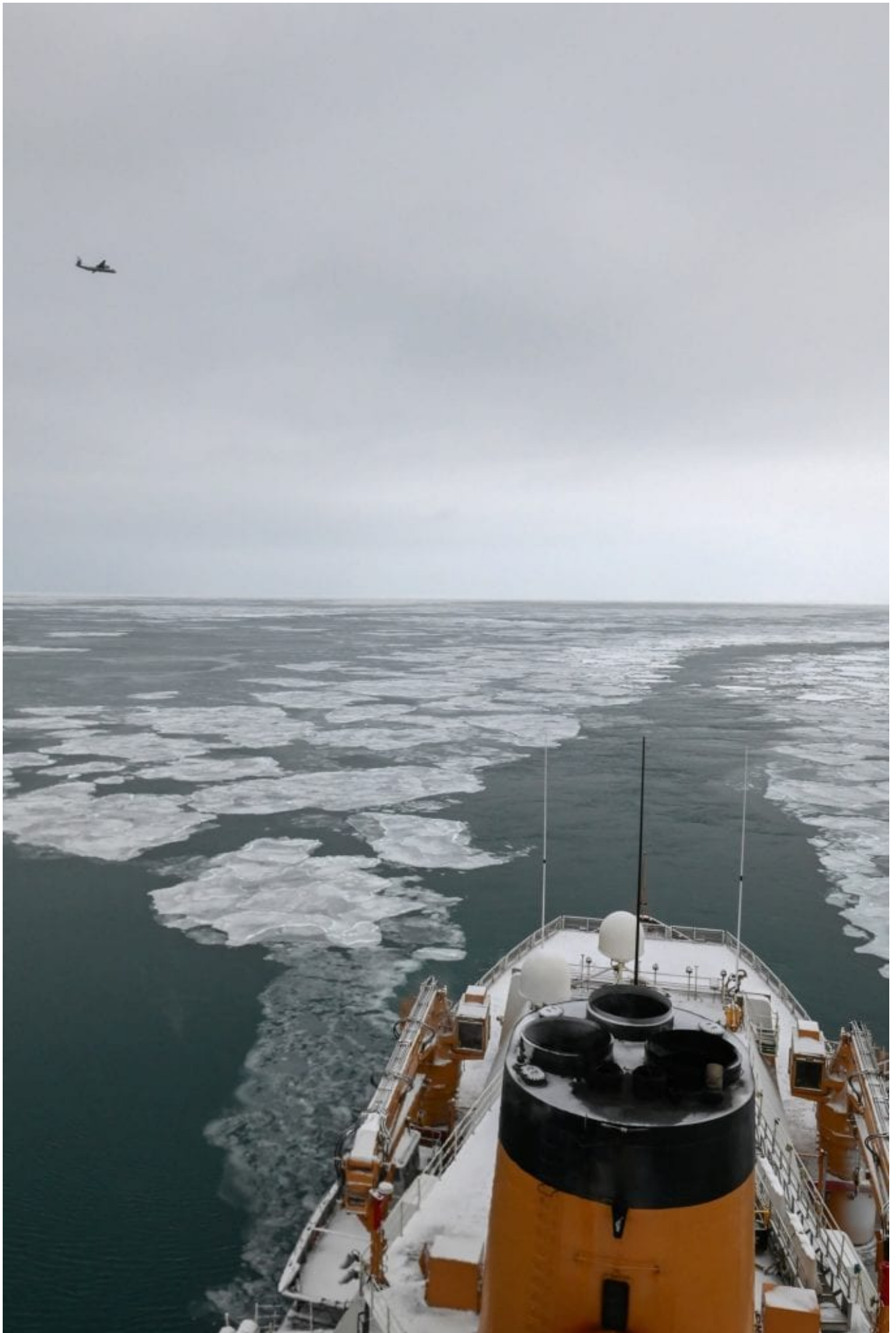
U.S. and U.K. submarine strategic weapons systems and subsystems and coincides with one of the largest manufacturing floor expansions at the Pittsfield, Massachusetts facility.

General Dynamics Mission Systems' Maritime and Strategic Systems line of business will deliver fire control systems for the U.S. Navy's first Columbia class submarine (US01) and the first U.S. Columbia class training facility (Kings Bay Trident Training Facility, KB-TTF) as well as installation support and pre-deployment planning for both U.S. and U.K. sites. This contract also includes CLB/UKD design completion scope and continuation of design activities for the first planned refresh of the CLB/UKD fire control system, as well as design support for CLB/UKD planning at the KB-TTF and procurement of the infrastructure material to support the new Trident Training Facility labs. The majority of the work in support of this contract will take place in Pittsfield.

"In November, we celebrated with our Navy partner, 65 years of outstanding support to our nation's strategic deterrent mission," said Laura Hooks, vice president of General Dynamics Mission Systems' Strategic Systems business. "We are entering the next era of development and production for the Navy's fire control system on the newest fleet of submarines that will extend this deterrent capability for another 65 years."

**U.S. Coast Guard, Russian
Border Guard Patrolled**

Maritime Boundary Line



Coast Guard Cutter Polar Star crew and a Russian aircraft crew patrolled the Bering Sea maritime boundary line between Russia and the United States in mid-January. The 45-year-old heavy icebreaker is underway for a months-long patrol to support national security objectives throughout Alaskan waters and into the Arctic, including along the Maritime Boundary Line between the United States and Russia. U.S. Coast Guard / Petty Officer 1st Class Cynthia Oldham

JUNEAU, Alaska – The Coast Guard Cutter Polar Star crew and a Russian aircraft crew patrolled the Bering Sea maritime boundary line between Russia and the United States in mid-January, the Coast Guard 17th District said in a Jan. 27 release.

Following routine coordinated communications between the Russian Border Guard Directorate for the Eastern Arctic District and the Coast Guard Seventeenth District in Juneau, Alaska, the cutter Polar Star crew and a Russian Border Guard AN-26 aircraft crew patrolled a portion of the 1,700-mile maritime boundary line to support mutual agreements. The agreements consist of combined operations including search and rescue missions, contingency operations, routine communications exercises, and operations to counter illegal, unreported, and unregulated fishing.

The purpose of combined operations and communications exercises are to enforce rules and regulations and protect the sovereign rights and economies of both countries. The routine coordination maintains a strong working relationship and improves joint response capabilities for pollution, law enforcement, and search and rescue cases along our shared maritime border.

A working relationship at the operational level between the Coast Guard and Russian Border Guard remains critical to ensuring stability in the region. The partnership protects shared interests in fish stocks, safety of life at sea, coordinates environmental responses, and counters illicit activity on the high seas.

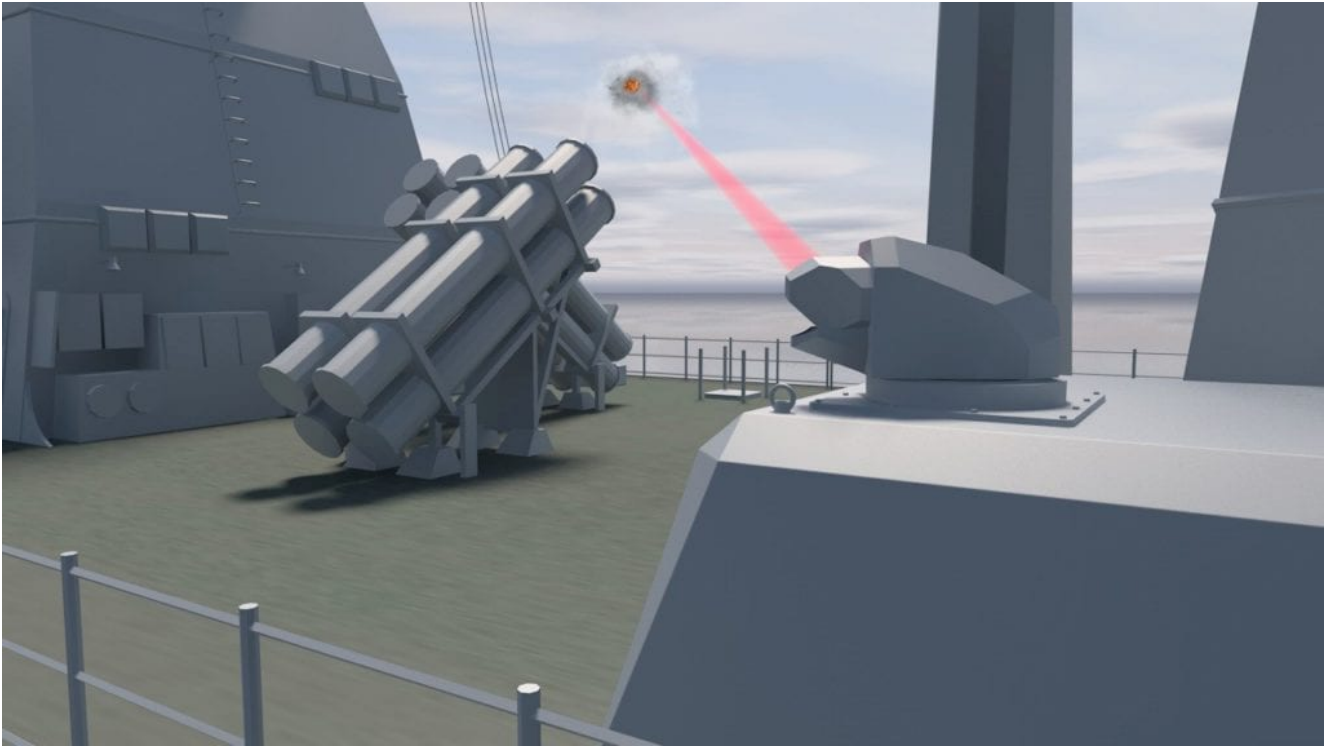
In July 2020, Coast Guard Cutter Munro conducted a similar communications exercise with the Russian Border Guard Vessel Kamchatka in the Bering Strait.

The Russian Border Guard's effective enforcement of the maritime boundary line, and direct communication with their fishing industry, significantly reduces foreign fishing vessel incursions of the U.S. exclusive economic zone.

Since 2018, the Coast Guard has detected only one Russian fishing vessel incursion along the maritime boundary line. The Russian Border Guard immediately conducted an investigation of the incident and issued fines for that incursion.

"The United States Coast Guard works diligently to maintain a unique cooperative relationship with the Russian Border Guard in an effort to enhance the protection of shared interests in and around the Arctic region. The coordinated communications exercises on the high seas these past weeks with Polar Star demonstrate a recognition of the importance of that relationship," said Capt. Jason Brennell, chief of enforcement for the Coast Guard's 17th District.

MBDA and Rheinmetall Win Contract for Naval High-Energy Laser System



An artist's conception of a laser weapon. MBDA SCHROBENHAUSEN/ DUSSELDORF, Germany – Germany's Federal Office for Bundeswehr Equipment, Information Technology and In-Service Support (BAAINBw) has awarded ARGE consortium – consisting of MBDA Deutschland GmbH and Rheinmetall Waffe Munition GmbH – a contract to fabricate, integrate and support testing of a laser weapon demonstrator in the maritime environment, MBDA said in a Jan. 28 release. The order value is in the low double-digit million euro range.

Work will be shared out on a roughly equal basis. MBDA Deutschland is responsible for tracking, the operator's console and linking the laser weapon demonstrator to the command-and-control system. Rheinmetall is in charge of the laser weapon station, the beam guiding system, cooling, and integration of the laser weapon system into the project container of the laser *source* demonstrator.

The demonstrator is to be fabricated, tested and integrated by the end of the 2021. Trials onboard the German Navy frigate F124 Sachsen are to take place in 2022.

“The contract is an important step on the path to an operational high-energy laser system, said Doris Laarmann, head of laser business development at MBDA Deutschland. “Our two companies will apply their respective strengths to make this project a success on behalf of the German navy. Once it’s installed, the demonstrator will also be used to test important aspects such as the interaction and function of the sensor suite, combat management system and effector as well as rules of engagement.”

Alexander Graf, head of Rheinmetall Waffe Munition’s laser weapons program, and Dr. Markus Jung, who leads the company’s laser weapon development effort, agreed, saying the contract marks a systematic extension of the functional prototype laser weapon successfully tested in recent years, with the experience gained now dovetailing into one of the most ambitious projects in the field of laser weapon development in Europe.

A breakthrough development in the history of defense technology, lasers engage targets at the speed of light, operating with great precision and producing very little collateral damage. A demonstrator system featuring these capabilities will soon be put to the test under highly realistic operating conditions onboard a German frigate.

**Leonardo DRS Awarded Navy
Contract for Technical**

Insertion of Surface Fleet Combat Management Systems



The Arleigh Burke-class guided missile destroyer USS James E. Williams (DDG 95) transits the Caribbean Sea, Jan. 16, 2021. Leonardo DRS has received a Navy contract to supply system hardware and life cycle support for Aegis and Ship Self-Defense Combat Management Systems, equipped on the Arleigh Burke class destroyers and other surface combatants. U.S. Navy / AW2 Timothy Hopkins

ARLINGTON, Va. – Leonardo DRS Inc. has received a contract from the U.S. Navy to supply critical system hardware and full life-cycle support for Aegis and Ship Self-Defense System Combat Management Systems, the company announced in a Jan. 27 release.

The cost-plus-fixed-fee and firm-fixed-price, indefinite-delivery/indefinite-quantity multiple award contract was awarded in December 2020 and is worth up to \$211.5 million.

Under the contract Leonardo DRS will provide sustainment of Technical Insertion (TI)-16 Combat Systems Processing, Network, Storage and Display Hardware fielded across the surface ship fleet. Included in the contract is the sustainment, manufacture, assembly, and testing of TI-16 hardware, spares; engineering services, procurement, and installation of ordinance alteration kits and related products.

Leonardo DRS is the prime contractor for the surface navy, producing consoles, displays and peripherals (CDP) and the Common Processing System (CPS) TI-16 for the Navy's surface combatants.

"We are excited about this award and proud to provide full life-cycle combat system hardware support to ensure fleet readiness remains high," said Tracy Howard, senior vice president and general manager of the Leonardo DRS Naval Electronics business. "Additionally, our extensive experience will bring increased capability to the Fleet as the Integrated Combat System is fielded over the next 5 years in support of these future U.S. Navy requirements," he said.

Work will be done at the Leonardo DRS Laurel Technologies facilities in Johnstown, Pennsylvania and Chesapeake, Virginia.

**Coast Guard, Border Patrol
Seize \$1.9 million in**

Cocaine; Smugglers

Apprehend

2



A U.S. Border Patrol K-9 rests after U.S. Ramey Sector Border Patrol agents, with the assistance of a U.S. Coast Guard HC-144 Ocean Sentry aircrew, apprehended two male Dominican Republic nationals and seized 157 pounds (71 Kilos) of cocaine with a wholesale value of \$1.9 million, during a maritime drug smuggling attempt near Villa Montana in Isabela, Puerto Rico Jan. 23. U.S. Border Patrol

AGUADILLA, Puerto Rico – A Coast Guard aircrew combined efforts with U.S. Border Patrol agents during a drug smuggling event Jan. 23 that resulted in the seizure of 157 pounds (71 Kilos) of cocaine and the arrest of two suspected smugglers from the Dominican Republic near Villa Montana in Isabela, Puerto Rico, the Coast Guard 7th District said in a Jan. 27 release.

The estimated wholesale value of the seized cocaine is \$1.9

million.

The joint collaboration is the result of ongoing Caribbean Border Interagency Group CBIG multiagency efforts in their common goal of securing the borders of Puerto Rico against illegal threats.

“We continue to disrupt and apprehend smugglers that attempt to smuggle people and narcotics across our borders,” said Xavier Morales, chief patrol agent for the Ramey Sector.

“Once our crew located the vessel, U.S. Border Patrol responded quickly to seize the suspects and narcotics. Our partnership is integral to protecting our shores and keeping our community safe,” said Lt. Karl Alejandro, Coast Guard Air Station Miami HC-144 Ocean Sentry aircraft commander.

While on a routine patrol Saturday night, the crew of a Coast Guard aircraft detected a suspect 21-foot go-fast vessel, approximately four nautical miles northwest of Aguadilla, Puerto Rico. Coast Guard watchstanders in Sector San Juan alerted the U.S. Border Patrol from Ramey Sector and placed the Coast Guard aircrew in direct communication with responding Border Patrol units ashore. While maintaining aerial surveillance of the vessel, the Coast Guard aircrew vectored in the Border Patrol units to the location where the suspected smugglers made landfall. Shortly thereafter, the Border Patrol agents, which included a K-9 unit, apprehended the two men and seized 58 packages of cocaine.

U.S. Immigration and Customs Enforcement – Homeland Security Investigations assumed custody the contraband and the suspected smugglers for investigation and prosecution.

U.S., Swedish Naval Leaders: Total Defense Requires a Maritime-Aware Society



Artwork marks the spot in Sweden where a Soviet Whiskey-class submarine ran aground in 1981, and was spotted by a Swedish civilian. Wikipedia / Kallegauffin

ARLINGTON, Va. – Senior officers in the U.S. and Royal Swedish navies said that even with modern systems, maritime defense is enhanced by a maritime-aware society. Security is a function of a whole-of-society approach.

Speaking Jan. 26 in an American Enterprise Institute (AEI) webinar, U.S. Navy Vice Adm. Andrew Lewis, commander, U.S. Second Fleet, and Rear Adm. Ewa Skoog Haslum, chief, Royal Swedish Navy, discussed “gray zone” threats in the maritime

domain, with emphasis on the northern European waters.

“We need to think this as a total defense task to solve, because it’s not only the military force that can provide security,” Haslum said. “In Sweden we are rebuilding the total defense. We are looking at civilian authorities together with the military and together we are rebuilding a new kind of defense that really includes the whole society, because all of the agencies need to work together.”

Haslum stressed the importance of reliable and trustworthy information flow nationally and internationally, describing that flow as key to nations working together to maintain maritime security and a free flow of commerce. She also emphasized being ready to respond to unexpected scenarios, including being cut off from digital information or being subjected to manipulated information.

The moderator, AEI Resident Fellow Elizabeth Braw, recalled the “whiskey on the rocks” incident, a surprise appearance of a Soviet navy Whiskey-class submarine that ran aground on the coast of Sweden in 1981. She noted that it was a Swedish civilian who spotted the submarine.

Lewis praised the maritime awareness of Scandinavian societies.

“We have a lot to learn, not just in our military but in our society writ large, as a seagoing nation,” Lewis said. “That’s something we can take away from our partners. That is not something quite as lost in Sweden or Norway. They are very much maritime nations.”

He cited a loss of awareness in such institutions at coastwatchers and of the loss of skill such as celestial navigation, which the U.S. Naval Academy recently restored to its curricula.

“When we lose Global Positioning [System], when we lose

exquisite communications, or satellite communications – as we see in higher latitudes that’s very difficult to maintain – even when we lose line-of-sight electronic communications or digital capability, it goes back to a visual world, a world in which we need to rely upon [the] senses of our eyes and ears to do the things that we need to do.

“More and more, as the electromagnetic spectrum is infringed upon, and manipulated by nefarious actors, we have to rely upon what I would call mission orders, the way to operate tactically, operationally and strategically on intent, where you have very young operators and civilians who understand what they’re seeing and know how to report it or how to defend themselves,” he said. “That’s something we could educate our entire societies on, the existential threat to our way of life.”

Coast Guard Cutter Tahoma returns home after 58-day patrol in Northern Atlantic



Coast Guard members from U.S. Coast Guard Cutter Tahoma conduct a tow of fishing vessel Fearless 164NM east of Nantucket, Massachusetts, December 9, 2020. U.S. Coast Guard / Petty Officer 3rd Class Owen Hillberry

BOSTON – The crew of USCGC Tahoma (WMEC 908) returned to Kittery, Maine, Jan. 26 after a 58-day fisheries patrol in the Northern Atlantic, the Coast Guard 1st District said in a release.

The crew's efforts support the Coast Guard 1st District's living marine resource priorities of ensuring the safety of life at sea and protection of fisheries resources in a region home to one of the nation's largest economies.

"The value of U.S. commercial fisheries in 2018 was \$5.8 billion," said Rear Adm. Tom Allan, U.S. Coast Guard 1st District commander. "Illegally caught or misreported fish entering the marketplace puts the livelihood of honest fishermen at risk. During this patrol, the Tahoma crew supported our 1st District fisheries effort to protect the sustainability of the region's fish stocks and maintain a

level playing field for all Northeast fishermen. The U.S. Coast Guard is committed to combatting illegal fishing in New England.”

Over the course of the eight-week patrol, Tahoma’s crew conducted 28 at-sea law-enforcement boardings of commercial fishing vessels, resulting in the discovery of eight violations of safety and fishing regulations. The boarding team inspected each vessel to ensure they met fishing gear requirements, catch limitations and possessed required and serviceable safety equipment. The Tahoma crew also focused on overfishing prevention in protected and closed fishing areas.

During the patrol, Tahoma’s crew responded to three search and rescue cases resulting in nine lives saved. On Dec. 6, the crew received a report from the 1st District command center of the disabled fishing vessel Fearless, located 170 nautical miles east of Nantucket, Massachusetts. The Tahoma crew arrived on scene and towed Fearless 260 nautical miles over five days until relieved by a commercial tug near Buzzards Bay, Massachusetts.

They also responded to the disabled fishing vessel Angela Michelle, located 100 miles east of Portsmouth, New Hampshire. The Tahoma crew diverted to assist the fishing vessel ahead of a severe winter storm, safely bringing it into port with assistance from Coast Guard Station Gloucester on Christmas Eve.

“The search and rescue cases we’ve had reminded me of why I joined the Coast Guard – to save lives,” said Seaman Patrick Byrne, lead seaman of Tahoma. “The beginning of the patrol seemed to be slow, but as we got called on each case, the reason for why we’re out here became more evident. Us being out here makes a difference. We’re able to make sure crews of the fishing vessels like the Angela Michelle and the Fearless return home safely to their families for holidays.”

Tahoma is a 270-foot medium endurance cutter with a crew complement of 100. They conduct maritime enforcement and homeland security missions in support of Coast Guard operations throughout the Western Hemisphere.

Fairbanks Morse Awarded Contract to Service U.S. Coast Guard Cutters



A Coast Guard Station Boston crew transits between Coast Guard Cutter Escanaba and Coast Guard Cutter Spencer in Boston on Nov. 24, 2014. The Escanaba and Spencer are 270-foot Famous-class medium endurance cutters. U.S. Coast Guard / Petty Officer 3rd Class MyeongHi Clegg

BEL0IT, Wis. – Fairbanks Morse, a portfolio company of Arcline Investment Management, was awarded a six-year indefinite-delivery/indefinite-quantity (IDIQ) contract by the U.S. Coast Guard, the company said in a Jan. 26 release.

The agreement, worth approximately \$53 million, enables Fairbanks Morse to maximize and improve engine lifecycle support for the Coast Guard's 270-foot Famous-class cutters.

As part of the Famous class service life-extension program (SLEP), Fairbanks Morse was awarded this contract to provide services, personnel, facilities, expertise, technological information, special tools, supplies and incidental materials necessary to ensure the longevity of the fleet's 18-cylinder FM 251F engines. The contract also includes delivery and installation of new engines, spare parts and nonrecurring engineering work.

"Fairbanks Morse has been a trusted engine and service provider to the U.S. Coast Guard for many decades, and it's an immense honor to be selected to provide engines and services for its vessels," said George Whittier, chief executive officer of Fairbanks Morse. "We are fully committed to supporting our country's national defense by delivering reliable products and quality service that facilitate mission-critical operations."

Through an IDIQ contract, pricing for support services is streamlined under a single agreement, eliminating the administrative, time and cost burdens associated with working through an intermediate party. Fairbanks Morse provides factory certified original equipment manufacturer technicians who undergo rigorous qualifications to meet the company's high standards for delivering best-in-class support. These technicians will deliver enhanced performance and improved service life while ensuring the highest level of reliability and efficiency for Famous-class cutters.

The U.S. [Coast Guard](#) and U.S. [Navy](#) have turned to Fairbanks Morse for over 70 years to provide quality diesel engines for marine propulsion and ship service systems. Today, Fairbanks Morse engines are installed on approximately 80% of U.S. Navy

ships with a medium speed power application.