Saab Receives Order for Components for Marine Corps G/ATOR Radar

STOCKHOLM – Saab has received an order for components and subsystems for full-rate production systems for the U.S. Marine Corps Ground/Air Task Oriented Radar (G/ATOR), which has the U.S. designation AN/TPS-80, the company said in a Dec. 9 release.

The initial order value is $31.9 million, and the contract includes options for additional systems over a five-year period. G/ATOR provides the Corps with capability for air surveillance, air defense and ground weapon locating missions in one single ground-based radar solution.

Saab received the order from Northrop Grumman Systems Corp., which is the prime contractor for G/ATOR to the Marine Corps. Saab's order includes options for additional sets of assemblies and associated spares. Deliveries are anticipated to take place between 2020 and 2024.

"We look forward to continue strengthening the next generation U.S. radar program with our radar expertise and to further deepen our collaboration with [Northrop Grumman] as part of the G/ATOR delivery team," said Anders Carp, senior vice president and head of Saab's surveillance business area.

Saab received the initial G/ATOR order, which covered low-rate initial production units, from Northrop Grumman in 2014. Saab will carry out the work in Syracuse, New York.

Navy Accepts Delivery of 11th EPF, USNS Puerto Rico

The expeditionary fast-transport ship USNS Puerto Rico successfully completed the first integrated sea trials for an EPF on Aug. 22. Austal USA

MOBILE, Ala. – The U.S. Navy accepted delivery of its 11th Expeditionary Fast Transport (EPF), the future USNS Puerto Rico, from Austal USA on Dec. 10.

Delivery marks the official transfer of the ship from the shipbuilder to the Navy. EPF 11 will be owned and operated by Military Sealift Command.

“We are excited to accept delivery of another versatile ship, further expanding the advantage of our civilian mariners at sea,” said Capt. Scot Searles, strategic and theater sealift program manager, Program Executive Office-Ships. “Delivery of our 11th ship is a testament to the inherent flexibility of the EPF class.”

EPFs are shallow-draft, all-aluminum, commercial-based catamarans that are capable of intra-theater personnel and cargo transport, which provide combatant commanders high-speed sealift mobility. EPFs enable rapid projection, agile maneuver and transport of personnel, equipment and supplies over operational distances with access to austere and degraded offload points.

As versatile, noncombatant vessels, EPFs provide increased operational flexibility for a wide range of activities including maneuver and sustainment, relief operations and flexible logistics support.

These vessels are capable of interfacing with roll-on/roll-off discharge facilities, and on/off-loading a combat-loaded

Abrams Main Battle Tank. EPFs include a flight deck to support day and night aircraft launch and recovery operations and airline-style seating for 312 embarked forces, with fixed berthing for 104.

Austal USA is also in production on the future USNS Newport (EPF 12) and USNS Apalachicola (EPF 13) and is under contract to build the future USNS Cody (EPF 14).

Bell Boeing Delivers First Modified Osprey for Improved Fleet Readiness

Test pilots conduct the maiden flight of the first V-22 Osprey under the CC-RAM program. Boeing

PHILADELPHIA – Boeing and Bell Textron Inc. have delivered the first modified MV-22 Osprey to the U.S. Marine Corps for improved readiness and reliability of the tilt-rotor fleet, Boeing said in a release.

The Marines have multiple configurations of the MV-22 aircraft in service. Under the Common Configuration-Readiness and Modernization (CC-RAM) program, Bell Boeing is reducing the number of configurations by upgrading block "B" aircraft to the current block "C" configuration.

"Our first CC-RAM aircraft returning to Marine Corps Air Station New River was a key program benchmark," said U.S. Marine Corps Col. Matthew Kelly, program manager, V-22 Joint Program Office (PMA-275). "We are excited to see the capability, commonality and readiness improvements these CC-

RAM aircraft bring to the fleet as part of the Marine Corps' V-22 readiness program."

As a block "B" configuration, this MV-22 was originally delivered to the fleet in 2005. In 2018, the aircraft flew from Marine Corps Air Station New River to the Boeing Philadelphia facility for modernization.

"This milestone marks the beginning of an Osprey evolution," said Kristin Houston, vice president of Boeing tilt-rotor programs and director of Bell Boeing's V-22 program. "Through a shared focus on safety and quality, the Bell Boeing team is delivering modernized MV-22 aircraft that are ready to serve our dedicated servicemen and women who rely on this essential aviation resource."

The next CC-RAM delivery is expected in early 2020.

"We look forward to having the remaining MV-22 block "B" aircraft rejoin the fleet in a block "C" configuration," Kelly said.

In November 2019, the U.S. Navy awarded Bell Boeing $146 million to upgrade nine additional MV-22 aircraft under the CC-RAM program, with work expected to be completed in March 2022.

NATO, U.S. See Rise in Russian Naval Activity in Seas Around Europe, Top

Commander Says

Air Force Gen. Tod Wolters, NATO’s supreme allied commander and commander of U.S. European Command, speaks to a Defense Writers’ breakfast Dec. 10. George Washington University

NATO and U.S. forces in Europe are seeing increased Russian naval activities in all the seas around Europe. But following a meeting with Russia’s military chief they have seen no unprofessional or unsafe incidents at sea or in the air in at least 90 days, the top allied and U.S. commander in Europe said Dec. 10.

“I see Russian activity in the Arctic, see it in the Baltic, see it in the Black Sea, the Mediterranean,” Air Force Gen. Tod Wolters, NATO’s supreme allied commander and commander of U.S. European Command, told a Defense Writers’ breakfast.

“I see Russia doing everything they can to expand their coverage, to see as much of the space as they possibly can, and it’s something we will continue to dialogue about so that our sailors and their sailors are appropriately deconflicted, and we don’t have any future incidents of unprofessional actions at sea and in the sky.”

In recent years, allied commanders have complained repeatedly about dangerously close maneuvers by Russia aircraft near alliance planes or ships and aggressive conduct, including near collisions, by Russian warships, particularly in the Black Sea.

“Since my last face-to-face with Gen. Gerasimov we have seen zero unprofessional incidents at sea, zero in the sky,”

Wolters said, referring to Gen. Valery Gerasimov, Russia's chief of staff, who he met in the fall.

Asked what the alliance is doing in response to the growing presence of Russian submarines, Wolters said, "we're always looking at exercises and investments to improve our view of the maritime environment. We're heavily engaged in the Arctic, we're heavily engaged in the central Atlantic, in the western Med, the eastern Med. Every single day we're looking to see what we can possibly do to improve our ability to see the maritime environment, to command and control the maritime and we do so comprehensively, 360 degrees, all around the European continent."

Wolters said the Standing NATO Maritime Force is "focused on both" anti-submarine and counter-surface capabilities. NATO has two surface standing groups and two mine countermeasure groups, made up of rotating ships from alliance members.

Asked about his biggest technology needs, Wolters cited resources that allow commanders to act faster, that allow them "to see the entire battlespace, so they could better defend" resources to command and control. He noted NATO's decision to buy Northrop Grumman's Global Hawk long-endurance "remotely piloted aircraft," as the Air Force calls UAVs, with five in the initial order.

Wolters spoke extensively about the upcoming Defender Europe

20 exercise, which will involve moving 20,000 U.S. troops from the United States to join with more than 8.000 American and a similar number of allied troops forces in Europe. It would be the largest movement of U.S. forces from the states to Europe since the Cold War Reforger Exercises.

"It would be a huge benefit to show we can deploy from anywhere on earth" to deter a potential adversary, he said. Asked about the challenge of moving forces and supplies across the Atlantic in the face of the growing Russian submarine threat, Wolters said: "I'm always concerned about that. And the reason we're doing Defender is to improve our ability to shift and maneuver those forces over long distances. When we're done, we'll critique it and get better in the future."

Schultz: FRCs Expanding Coast Guard Reach in Pacific; Six Set for Persian Gulf

The newly commissioned fast-response cutter Angela McShan gets underway near Miami on Sept. 20. Adm. Karl L. Schultz said Dec. 10 to an audience at the Navy League's "Special Topic Breakfast" that FRCs are greatly increasing the Coast Guard's reach and capabilities. U.S. Coast Guard/Petty Officer 3rd Class Brandon Murray

ARLINGTON, Va. — As the U.S. Coast Guard commissions more Sentinel-class fast-response cutters (FRCs) it can expand its presence in the Pacific and will increase its capabilities in the Persian Gulf.

“We commissioned the 35th [FRC] in October,” Coast Guard Commandant Adm. Karl L. Schultz said Dec. 10 to an audience at the Navy League’s “Special Topic Breakfast” here, noting that the FRC program is greatly increasing the Coast Guard’s reach and capabilities.

The Coast Guard plans to procure a total of 58 FRCs built by Bollinger Shipyards in Lockport, Louisiana. He said the last dozen or so were delivered with zero discrepancies. About four FRCs are delivered each year.

Schultz said the Coast Guard will station three FRCs in Guam and four in Bahrain. Two are slated to join the service’s Patrol Force Southwest Asia in Bahrain in early 2021 and the other two will follow later. He said he plans to add two more for a total of six. They will replace six Island-class patrol boats in the Persian Gulf.

FRCs recently were added to Hawaii. One of them made a 2,700-nautical-mile voyage to American Samoa on its own fuel, accompanied by a buoy tender as a support ship for refueling at its destination, demonstrating the reach and seakeeping qualities of FRCs.

Schultz noted that the reach of the FRCs in Guam will enable to Coast Guard to counter the growing Chinese economic presence — including illegal fishing — in the Pacific island nations in Micronesia, many of which depend of fishing as a major economic benefit.

“We can help them with fisheries,” Schultz said. “With these island nations, it’s a big part of their existence.”

L3 Harris Receives $50 Million Order for HF Radios From Marine Corps

ROCHESTER, N.Y. – L3 Harris Technologies has received a $50 million follow-on delivery order for Falcon III AN/PRC-160 HF radios and related equipment from the U.S. Marine Corps as part of its High Frequency Radio II modernization program, the company said in a release. The order is part of the Navy Portable Radio Program five-year IDIQ contract received in 2017.

The Corps selected the AN/PRC-160 to replace legacy L3 Harris HF radios. The AN/PRC-160 is a modern solution for beyond-line-of-sight communications in a satellite-denied environment. It is the smallest, lightest and fastest wideband HF manpack available – providing 10X throughput over legacy systems.

The wideband system also is the world's only HF manpack meeting new NSA crypto-modernization standards. The system's software-defined architecture allows encryption updates, ensuring mission-critical information stays secure. It also enables command and control in a degraded environment and long-range voice and data with interoperability across U.S. and Coalition forces.

"The AN/PRC-160 delivers the security and resilience the Marine Corps needs for its tactical radio modernization programs, while providing unmatched capability for Marines on the battlefield," said Dana Mehnert, president, Communication Systems, L3 Harris. "These radios provide high-speed, long-

range HF communications that meet the Marine Corps' demanding program of record requirements."

Lockheed Martin Continues Partnership With Spain For Future Frigates

MOORESTOWN, N.J. – Lockheed Martin recently signed a contract with Navantia to equip five new F-110 multimission frigates and their land-based test site (Centro de Integración de Sistemas en Tierra or CIST) with Lockheed's first naval installation of its solid-state S-band radar, the company said in a Dec. 5 release. The new F-110 frigates will be built by Spain's national shipbuilder, Navantia.

Recently designated by the U.S. government as AN/SPY-7(V)1, this technology is derived from current radar programs and significant Lockheed investment. Variants of the SPY-7 radar will also be utilized on programs with Japan's Aegis Ashore, the Royal Canadian Navy for the Canadian Surface Combatant program and the U.S. government.

Providing Spain's homeland with a defense for evolving threats, the F-110 program will further protect the country and its citizens. Equipped with the latest digital, solid-state radar technology, this crucial program:

- Ensures Spain's warfighters have the most capable combat system to perform new missions.
- Strengthens Spain's economy through industrial participation.

- Advances Spain’s competitiveness in the global market by providing an opportunity for joint technology development.
- Paves the way for interoperability with navies across the world, thanks to Aegis’ open architecture.

The F-110 will host the first-ever naval solid-state S-band radar for the Spanish navy. To foster the growth of Spain’s defense and technology industries, Lockheed and a Spanish company, Indra, will jointly provide the radar. It will go to sea as part of the Aegis Weapon System, which will be integrated with the ship’s combat management system SCOMBA, when the first frigate deploys in 2026.

The Aegis Weapon System is the most deployed combat system in the world, and its flexible system enables it to fulfill a variety of missions. Due in part to its unique open architecture design, the Aegis family continues to grow internationally as more nations around the world partner with Lockheed.

Coast Guard Repatriates 26 Migrants to the Dominican Republic

The Coast Guard Cutter Heriberto Hernandez repatriated 26 migrants, 22 men and four women, to the Dominican Republic on Dec. 9, 2019. U.S. Coast Guard

SAN JUAN, Puerto Rico — The Coast Guard Cutter Heriberto Hernandez repatriated 26 migrants to the Dominican Republic on Dec. 9 following the interdiction of an illegal

migrant voyage on Dec. 7 in the Mona Passage, the Coast Guard 7th District said in a release.

The interdiction was the result of ongoing efforts in support of Operation Caribbean Guard and the Caribbean Border Interagency Group (CBIG).

The crew of a Customs and Border Protection (CBP) Air and Marine Operations marine patrol aircraft sighted the illegal migrant voyage, about 35 nautical miles south of Mona Island. The Coast Guard Cutter Reliance diverted to the scene and interdicted the 25-foot migrant boat with 22 Dominican men and four women aboard.

“I’m extremely proud of our crews and our CBP partners who did an excellent job responding to this case and rescuing all 26 occupants aboard this grossly overloaded makeshift vessel,” said Cmdr. Beau Power, Sector San Juan chief of response.

“The migrants were not wearing lifejackets and they were observed continuously bailing out water from their boat. Unfortunately, this is a common representation of what an illegal migrant voyage looks like each and every day, the conditions of the voyage are extremely dangerous and the migrants are always at risk of losing their lives at any given moment.”

The crew of the Reliance transferred the migrants to the Heriberto Hernandez for their repatriation. The migrants were transported to Dominican Republic waters just off Samaná, where they were transferred to a Dominican Republic navy patrol boat.

Fleet Tactics Author Wayne Hughes, Who Influenced Generations of Naval Officers, Dies at Age 89

Retired Navy Capt. Wayne Hughes, dean emeritus at the Naval Postgraduate School, died on Dec. 3. Naval Postgraduate School

Retired Navy Capt. Wayne Hughes, dean emeritus at the Naval Postgraduate School (NPS), died on Dec. 3 in Monterey, Calif. He was 89.

Hughes was professor of practice, military operations research, a fellow of the Military Operations Research Society and perhaps best known for his influential books on tactics. His most recent book, "Fleet Tactics and Naval Operations," Third Edition, written with Rear Adm. Robert Girrier, was published by the Naval Institute Press in 2018.

Hughes was also author of numerous articles on tactics and operations research and the importance of understanding calculations such as weapon type, capacity and range, combined with platform quantity, maneuverability and employment of both friendly and adversary ships that ultimately determine the outcome of naval conflicts.

> *"Wayne shaped the thinking of generations of naval officers from many navies as a writer, a professor and a Sailor."*
>
> *Retired Capt. Jeff Kline*

He was a 1952 graduate of the U.S. Naval Academy. Among his numerous assignments afloat and ashore, Hughes commanded minesweeper USS Hummingbird and destroyer USS Morton and was the Chief of Naval Education and Training Support, Deputy Director of the Systems Analysis Division in the Office of the CNO (OP-96), and Executive Assistant to the Undersecretary of the Navy.

He was a huge proponent of military education and cautioned sea service leaders from emphasizing policy and strategy at the expense of tactics to fight and win future battles at sea.

Hughes was just recently featured in a six-part series of YouTube videos produced by NPS as part of the school's "Seapower Conversations" series, which features informal conversations with university faculty experts on the trends, technologies and tactics that shape modern seapower.

Hughes from an episode of "Seapower Conversations."
"Our community of NPS faculty represents deep expertise in a broad range of topics relevant to naval power and national security … machine learning, cyberwarfare, autonomy and unmanned systems, quantum mechanics and national strategy, for example. Our hope with 'Seapower Conversations' is to share some of that expertise," said NPS' president, retired Vice Adm. Ann Rondeau. "Wayne Hughes is a national treasure, a man who was dedicated to service, to scholarship, and to educating naval officers and future leaders. Who better to begin this series of conversations on naval power than with our own Wayne Hughes."

Jeff Cares, chairman of Alidade Inc., was one of Hughes' operations research students at NPS, said, "Wayne was and always will be my teacher. There have been more than a few 'snatch-the-pebble-from-my-hand' occasions, in which I thought myself no longer his student. He would patiently allow me to talk excitedly about my discovery, genuinely proud, I think, of my work, and then gently refer me to a page in Fleet Tactics where, if I had been a more thoughtful reader, I would have found that he already arrived at that conclusion many years earlier."

Hughes was selected to receive the Surface Navy Association's Special Recognition Award, the association's highest honor. It will be presented posthumously next month at the SNA's Annual Symposium in Arlington, Virginia.

"Wayne shaped the thinking of generations of naval officers from many navies as a writer, a professor and a Sailor," said retired Capt. Jeff Kline, who served on the faculty at NPS with Hughes. "He will be missed by us all."

Aircraft Carrier John F. Kennedy Christened

Caroline Kennedy, President John F. Kennedy's daughter, former ambassador to Japan and sponsor of the Ford-class aircraft carrier USS John F. Kennedy, christens the ship on Dec. 7.

U.S. Navy/Mass Communication Specialist 3rd Class Samuel Lee Pederson

NEWPORT NEWS, Va. – In a ceremony celebrating the U.S. Navy's newest nuclear-powered aircraft carrier and the American hero for whom the ship is named, Huntington Ingalls Industries' christened John F. Kennedy on Dec. 7 at the company's Newport News Shipbuilding division, the company said in a release.

"We are here to celebrate America's military might and the brawn behind it," said Jennifer Boykin, president of Newport News Shipbuilding. "We are here to celebrate innovation, pride and perseverance that is the American way, and we are here to honor the patriot who inspired it. I speak for every Newport News shipbuilder – 25,000 strong – and the thousands of suppliers across the nation who support us when I say that we are proud to build John F. Kennedy."

Former U.S. Ambassador Caroline Kennedy, the ship's sponsor and daughter of President Kennedy, smashed a bottle of American sparkling wine across the bow to christen the ship. During her remarks, she reflected on christening the first aircraft carrier named in her father's honor.

"This ship will represent the ideals he lived by – courage, sacrifice and belief in freedom – and it will help make real his vision of a more just America and a more peaceful world," Kennedy said.

"I'm so proud to be sponsor of this ship and to join with all of you to bring her to life. I look forward to being part of her odyssey and of her extended family. Most of all, I hope she will carry my father's spirit with her as she sails, his leadership in wartime, his courage in crisis and his commitment to the hard and steady work of building peace."

Acting Navy Secretary Thomas Modly delivers remarks at the christening of USS John F. Kennedy at Huntington Ingalls Industries' Newport News Shipbuilding division. U.S. Navy/Mass

Communication Specialist Seaman Cory J. Daut
More than 20,000 guests attended the ceremony, including members of the Virginia congressional delegation U.S. Sen. Mark Warner and U.S. Rep. Robert C. Scott, who both offered remarks, and U.S. Rep. Elaine Luria. Other speakers included former U.S. Secretary of State John Kerry and Adm. Frank Caldwell, director of the Naval Nuclear Propulsion Program.

Ceremony participants included James Geurts, assistant secretary of the Navy for research, development and acquisition; Vice Adm. Thomas Moore, commander of Naval Sea Systems Command (NAVSEA); Adm. Christopher W. Grady, commander of U.S. Fleet Forces Command; and Capt. Todd Marzano, the ship's prospective commanding officer.

Retired Navy Adm. Tom Fargo, HII's chairman of the board, and Mike Petters, HII's president and CEO, attended – as did Newport News employees who are building Kennedy, Kennedy's crew, Navy personnel and other government officials. Former Sailors who served on the first USS John F. Kennedy, which was built and christened at Newport News in May 1967, also attended the ceremony.

The hull of the Kennedy, decorated before its Dec. 7 christening. U.S. Navy/Mass Communication Specialist Seaman Cory J. Daut
"As we observe 'a date which will live in infamy' on this 78th anniversary of the Japanese attack on Pearl Harbor, this magnificent vessel we see before us today is a symbol of our nation's strength, of our technical achievements and of the critical service our men and women in uniform provide for this nation and the entire world," said Charles Frank Bolden Jr., a retired U.S. Marine Corps major general and former NASA administrator and astronaut who served as the principal speaker.

"This carrier is also a tangible example of the legacy of a

great man who risked his own life volunteering for hazardous duty in the Pacific during World War II in the wake of Pearl Harbor and later came to embody a time of optimism that he translated into a vision for taking humans beyond the sphere of our planet."

> *"As we observe 'a date which will live in infamy' on this 78th anniversary of the Japanese attack on Pearl Harbor, this magnificent vessel we see before us today is a symbol of our nation's strength, of our technical achievements and of the critical service our men and women in uniform provide for this nation and the entire world."*
>
> *Charles Frank Bolden Jr., retired Marine major general, former NASA administrator and astronaut and principal speaker at Kennedy's christening*

Since the first cut of steel in February 2011, more than 5,000 shipbuilders have helped to construct Kennedy, and suppliers from 46 states across the country have contributed specialized parts, skilled services and support to carrier production. In the weeks following the christening, the carrier will be launched into the James River and moved to a pier where outfitting and testing of its systems will continue until the ship is delivered to the Navy in 2022.

"President John F. Kennedy taught us that deterrence will always cost less than war," said Thomas Modly, acting secretary of the Navy. "The purpose of our military, including this warship that bears his name, must be to ensure our nation's commitment to peace and prosperity for all nations of the world."