

# Coast Guard Repatriates 46 Migrants to the Dominican Republic

SAN JUAN, Puerto Rico – The crew of the Coast Guard Cutter Joseph Doyle (WPC-1133) repatriated 46 migrants on Sept. 10 to a Dominican Republic navy vessel just off Samaná following the interdiction of two illegal migrant voyages in the Mona Passage, the Coast Guard 7th District said in a release.

Four of the interdicted migrants – three men and a woman – remain in Puerto Rico to face possible federal prosecution on charges of attempted illegal re-entry into the United States.

The interdictions resulted from ongoing efforts in support of Operation Unified Resolve, Operation Caribbean Guard and the Caribbean Border Interagency Group.

While on a routine patrol of the Mona Passage on Sept. 8, the crew of the Coast Guard Cutter Heriberto Hernandez (WPC-1114) detected and interdicted a 22-foot makeshift boat with 22 migrants aboard about eight nautical miles northwest of Aguadilla, Puerto Rico. The Heriberto Hernandez's crew safely embarked 14 men and eight women who claimed to be Dominicans.

A Customs and Border Protection (CBP) Air and Marine Operations DHC-8 marine patrol aircraft crew sighted a second migrant boat on Sept. 8 about 56 nautical miles northwest of Aguadilla, Puerto Rico. The Heriberto Hernandez diverted to the scene and interdicted a 16-foot boat with 28 migrants aboard. The cutter's crew safely embarked 26 men and two women, all of whom also claimed to be Dominican.

The Heriberto Hernandez later rendezvoused with the cutter

Joseph Doyle and transferred the 46 migrants for their repatriation. The Heriberto Hernandez also rendezvoused with Ramey Sector Border Patrol agents in Mayaguez, Puerto Rico, who received custody of the four migrants awaiting prosecution.

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## **LAV Meets ARV: Researching the Marines' Next-Generation Light Armored Vehicle**

ARLINGTON, Va. – The Office of Naval Research (ONR) is sponsoring research to develop the next-generation Armored Reconnaissance Vehicle (ARV), slated to replace the Marine Corps' current Light Armored Vehicle (LAV), the office's public affairs said in a release.

The LAV supports Light Armored Reconnaissance Battalions, which perform sustained reconnaissance, counter-reconnaissance and security missions in all weather. It's been in service since the early 1980s, and the Marine Corps plans to start replacing it at the end of the next decade.

ONR's ARV effort is part of the Department of the Navy's Future Naval Capabilities program, which aims to discover, assess and fast-track the most mature and useful new technologies into acquisition programs of record once the research is complete.

The ARV will provide transformational sensor, communications and combat capabilities to collect and communicate information, while integrating robotics and artificial intelligence in manned-unmanned teams. Using ARV, a crew will

be able to use advanced onboard sensors and unmanned systems to detect, recognize and identify threats at extended ranges.

Beginning in 2018, ONR awarded several contracts for full-system concept/trade studies and for individual advanced technology research efforts. This year, ONR has awarded contracts to two defense companies to design, fabricate and test full-scale technology-demonstration vehicles.

One vehicle, by General Dynamics Land Systems, will incorporate advanced technologies available today or in the near future around a theoretical unit price. This is known as the "base-vehicle" approach.

The other vehicle, by SAIC, is conceived as an "at-the-edge" vehicle with advanced technologies that, while fully mature today, could be incorporated into the ARV as new capabilities when threats and missions evolve. The objective of this approach is to envision the most advanced technology, beyond current capabilities.

Both technology-demonstrator platforms should be ready for government evaluation near the end of 2020.

Additionally, ONR is investing in component technology development meant to enhance the armored reconnaissance mission of the future through investments in platform cybersecurity; logistics management; mobility; and autonomous aerial vehicles with Battelle, Cougar Software, QinetiQ and SRI International, respectively.

To ensure full collaboration and a smooth transition of research products to the Marine Corps, close alignment is maintained with acquisition and requirements representatives from the Program Manager for Light Armored Vehicles within the Marine Corps Systems Command and the Ground Combat Element Division within the Marine Corps Combat Development Command.

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# Navy, Marine Corps Beef Up Relief Efforts in the Bahamas



U.S. Navy Sailors transport supplies on Sept. 7 in response to Hurricane Dorian. U.S. Navy/Mass Communication Specialist 3rd Class Katie Cox

ARLINGTON, Va. – The U.S. Navy and Marine Corps have increased their forces involved in relief and rescue efforts in the Bahamas as recovery efforts continue after Hurricane Dorian devastated some of the islands.

In a Sept. 9 Pentagon briefing, Jonathan R. Hoffman, assistant to the secretary of defense, said that U.S. Northern Command had received 30 relief requirement requests and had deployed 1,200 personnel in support of those requests.

“Secretary [of Defense Mark T.] Esper authorized NORTHCOM to utilize 30 Army and Navy helicopters to provide transportation logistics and conduct assessments of transportation nodes to facilitate the delivery of humanitarian assistance,” Hoffman said. “We are pursuing options to assist in airspace deconfliction as well.”

The amphibious assault ship USS Bataan has deployed to the Bahamas and is operating Marine Corps MV-22B Osprey tilt-rotor and CH-53E Super Stallion heavy-lift helicopters in support of the relief efforts. Navy MH-53E Sea Dragon helicopters also have been providing logistics for the relief efforts.

“Four U.S. Marine Corps MV-22 Ospreys from the USS Bataan transported a U.S. Air Force airfield assessment team to conduct its mission,” Hoffman said. “The airfield assessment

team completed its evaluation of Grand Bahama International Airport and reported the field is C-130 and C-17 capable.”

The Coast Guard continues its rescue-and-recovery efforts in the Bahamas with five MH-60T helicopters and five cutters. As of Sept. 9, the service had rescued 383 people.

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## **Coast Guard to Open Polar Security Cutter Project Office in Pascagoula**

PASCAGOULA, Miss. – Representatives from the U.S. Coast Guard Acquisitions Program are scheduled to preside over a ribbon-cutting ceremony on Sept. 11 in Pascagoula to formally open the service’s Polar Security Cutter Project Resident Office, the Coast Guard’s 8th District said in a release.

The Project Resident Office will be responsible for overseeing the construction of the new polar security cutter being built at VT Halter Marine Shipyard.

Timothy M. Newton is the commanding officer of the Polar Security Cutter Project Resident Office.

The new icebreaker will be the first of six planned icebreakers the Coast Guard needs to meet its missions in the high latitudes.

“Against the backdrop of great power competition, the polar security cutter is key to our nation’s presence in the polar regions,” Coast Guard Commandant Adm. Karl Schultz said in a previously released statement.

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# Coast Guard Continues Response to Hurricane Dorian in Bahamas



A U.S. Coast Guard MH-60 Jayhawk helicopter pilot flies over the aftermath of Hurricane Dorian in the Bahamas on Sept. 6. The Coast Guard is supporting the Bahamian National Emergency Management Agency and the Royal Bahamian Defense Force, which are leading search-and-rescue efforts in the Bahamas. U.S. Coast Guard

ARLINGTON, Va. – The Coast Guard is continuing rescue-and-recovery operations in the Bahamas in the wake of Hurricane Dorian.

As of 9 a.m. on Sept. 8, Coast Guard forces had rescued 308 people in the Bahamas, the Coast Guard 7th District said in a release.

The Coast Guard has five MH-60T Jayhawk helicopters conducting missions in the area, including search and rescue, logistics and for assessments. The helicopters are staged out of Andros Island, site of the Atlantic Undersea Test and Evaluation Center, where the U.S. Navy stages helicopters for antisubmarine training such as torpedo drops.

The Coast Guard also has five cutters providing support in the disaster recovery operations.

Navy MH-53E Sea Dragon helicopters from Naval Station Norfolk, Virginia, also are participating in the relief efforts under the auspices of U.S. Northern Command.

The 7th District said that all ports have been re-opened.

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# Coast Guard Cutter Mellon Returns after 80-Day Patrol of Pacific Ocean



A boarding team aboard an over-the-horizon cutter boat from Coast Guard Cutter Mellon approaches a fishing vessel to conduct an at-sea boarding in the North Pacific Ocean on Aug. 13. U.S. Coast Guard

SEATTLE –

The crew of U.S. Coast Guard Cutter Mellon (WHEC 717), including two Canadian fishery officers, returned to their homeport of Seattle on Sept. 2 after an 80-day patrol detecting and deterring illegal, unreported and unregulated (IUU) fishing activity in the Pacific Ocean, the Coast Guard Pacific Area said in a release.

IUU

fishing deprives the international economy of billions of dollars and undermines the livelihoods of legitimate fish harvesters around the world. It impacts food security, affecting millions of people, including many vulnerable coastal communities. Combatting global IUU fishing through international partnerships is a priority for Canada and the United States.

“IUU

fishing is one of the greatest threats to the ocean’s fish stocks,” said Capt.

Jonathan Musman, Mellon's commanding officer. "It was an honor to be on the front lines of enforcement efforts of the distant waters fishing fleets."

The fisheries patrol was performed under the auspices of the Western and Central Pacific Fisheries Commission and the North Pacific Fisheries Commission. During the patrol, Coast Guard and Canadian fishery officers boarded 45 vessels flagged in Japan, Russia, South Korea, China, Chinese Taipei and Panama, and they encountered violations ranging from improper gear to intentionally fishing for sharks without a license. Boarding officers also found evidence of illegal shark finning. Altogether, boarding teams detected 68 potential violations.

"Canada is serious about ending illegal, unreported and unregulated fishing," said Jonathan Wilkinson, minister of fisheries, oceans and the Canadian coast guard. "We are working with our U.S. partners to achieve this goal. By preventing fish and seafood products derived from IUU fishing from entering our ports, we will not only help level the playing field for Canadian harvesters and Canadian businesses involved in the fish and seafood trade: we are also sending a very strong message that Canada's ports have zero tolerance for illegally caught fish."

This is the second joint operation between the U.S. Coast Guard and Fisheries and Oceans, Canada's Conservation and Protection program, this year. Along with the two fishery officers aboard the Mellon, Canada also provided fishery officers aboard a Dash-8 maritime surveillance aircraft, operated by PAL Aerospace. The aircrew performed multiple missions over the North Pacific and Bering Sea using state-of-the-art radars and maritime surveillance tools. Canada shared the data from these flights with U.S. Coast Guard counterparts to support the Mellon's patrol mission.

The ship also embarked two different helicopter crews from U.S. Coast Guard Air Station North Bend, who provided 63 flight hours that directly assisted with enforcement efforts.

Mellon's crew members had several port calls in Yokosuka, Japan, near Tokyo, during the almost three-month long patrol, which covered nearly 19,000 nautical miles.

The USCG Mellon is a 378-foot high endurance cutter, one of two homeported in Seattle. The ship was built in 1966 and was designed to perform each of the Coast Guard's missions, including search and rescue, national defense, law enforcement, and environmental protection.

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# Coast Guard Repatriates 27 Migrants to the Dominican Republic

SAN JUAN,

Puerto Rico – The Coast Guard repatriated 27 migrants Sept. 5 to the Samaná, Dominican Republic, following the interdiction of two illegal migrant voyages in Mona Passage waters off Puerto Rico, the Coast Guard 7th District said in a release.

Four men

and a woman, among the interdicted migrants, remain in Puerto Rico, where they face possible federal prosecution for attempted illegal re-entry into the United States.

The

interdictions were a result of ongoing efforts in support of Operation Unified Resolve, Operation Caribbean Guard and the Caribbean Border Interagency Group (CBIG).

“The

collaboration between the Coast Guard, CBP and the Dominican Republic navy helped save 32 lives and ensure the quick return of the repatriated migrants,” said Capt. Eric King, commander of Sector San Juan.

“The migrants are very fortunate, they risked losing their lives by capsizing or drowning since both vessels were grossly overloaded, unseaworthy and had little or no lifesaving equipment onboard.”

On the morning of Sept. 5, the crew of a Customs and Border Protection (CBP) Air and Marine Operations DHC-8 marine patrol aircraft detected a migrant vessel near Mona Island.

Coast Guard watchstanders in Sector San Juan diverted a Coast Guard cutter on patrol, while a CBP marine unit also responded to interdict the suspect vessel.

The crew of the CBP marine unit interdicted the 16-foot makeshift boat with 17 migrants aboard, 16 men and a woman, who claimed to be from the Dominican Republic. The cutter arrived on scene shortly thereafter and safely embarked the migrants. The U.S. Coast Guard transported five migrants from this group to Mayaguez, Puerto Rico, where Ramey Sector Border Patrol agents received them.

The crew of a CBP Air and Marine Operations DHC-8 marine patrol aircraft sighted a second illegal migrant voyage Wednesday night in the Mona Passage.

A Coast

Guard cutter diverted to the scene and interdicted a 20-foot boat with 15 migrants aboard. The cutter crew safely embarked 11 men and four women from the makeshift vessel, who claimed Dominican nationality.

The Coast Guard cutter rendezvoused with a Dominican Republic Navy vessel Thursday night just off Samaná, Dominican Republic, where the repatriation of the migrants was completed.

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## **USS Nebraska Tests Four Trident II D5 Missiles**



An unarmed Trident II D5 missile launches from the Ohio-class ballistic missile submarine USS Nebraska off the coast of San Diego, California, on Sept. 4. U.S. Navy

SAN DIEGO –

The U.S. Navy conducted four scheduled missile test flights of unarmed Trident

II (D5) missiles from USS Nebraska (SSBN 739), an Ohio-class ballistic missile

submarine, off the coast of Southern California, U.S. Navy Strategic Systems

Programs Public Affairs said in a release.

The first

two launches took place Sept. 4, and the last two were Sept. 6. All occurred before sunrise.

These test flights were part of a Commander Evaluation Test (CET), whose primary goal was to validate performance expectations of the life-extended Trident II (D5) strategic weapon system. These launches mark 176 successful flights of the system.

CETs and other flight tests are conducted on a recurring, scheduled basis to evaluate and ensure the continued reliability and accuracy of the system. The missile tests were not conducted in response to any ongoing world events.

“Our nation’s sea-based deterrent has been a critical component of our national security since the 1960s, and this week’s launches continue to demonstrate the credibility and reliability of our life-extended missiles,” said Vice Adm.

Johnny R. Wolfe, director of the Navy’s Strategic Systems Programs, the command responsible for the Navy’s strategic weapons.

The Trident II (D5) strategic weapon system, originally designed with a life span to 2024, recently underwent a life extension that will keep it operational through the late 2040s. The life-extended missiles will serve for the remaining service life of U.S Ohio-class and United Kingdom Vanguard-class SSBNs, and as the initial loadout for the U.S. Columbia-class and U.K. Dreadnought-class

SSBNs.

The life-extension program addressed potential aging and obsolescence issues. "The life-extended missiles are now being deployed to the fleet, but our work is not done," Wolfe said.

"The nuclear deterrence mission is the Department of Defense's No. 1 priority, and for the U.S. Navy that means not only maintaining our current capability, but also developing the next generation of Trident missiles and shipboard strategic weapon system that will ensure a credible sea-based deterrent for the next 40 years and beyond," he added.

A credible, effective nuclear deterrent is essential to our national security and the security of U.S. allies. Deterrence remains a cornerstone of national security policy in the 21st century.

Strategic Systems Programs is the Navy command that provides cradle-to-grave lifecycle support for the sea-based leg of the nation's nuclear triad. This includes training, systems, equipment, facilities and personnel responsible for ensuring the safety, security, and effectiveness of the nation's Submarine Launched Ballistic Missile (SLBM) Trident II (D5) strategic weapon system. SLBMs are one leg of the nation's strategic nuclear deterrent triad that also includes the U.S. Air Force's intercontinental ballistic missiles (ICBMs) and nuclear-capable bombers.

Each part of the Triad provides unique capabilities and advantages. SLBMs make up about 70 percent of the U.S.'s deployed strategic nuclear deterrent Triad. The SLBM is the most survivable, provides persistent presence and allows flexible concept of operations.

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## **Any Agreement on Residual U.S. Force in Afghanistan Based on Conditions – Not Trust – of Taliban, Joint Chiefs Chairman Says**

A plan for an 8,600-person residual U.S. force in Afghanistan after any peace agreement came from military leadership – not President Trump – and such an agreement must be based on conditions and not on trust in the Taliban or the belief that they could prevent other extremists from planning an attack on America, the nation's top military officer said.

The purpose of the current U.S.-Taliban negotiations “is to deliver inter-Afghan deliberations” that will establish a path to a future political arrangement. And, “one thing we’ve all been clear on is any agreement will be conditions-based,” Marine Gen. Joseph F. Dunford, chairman of the Joint

Chiefs of Staff, said before the Council on Foreign Relations on Sept. 5. "We have very specific conditions, and if they are not met, my assumption is the negotiations will run down."

*"One thing we've all been clear on is any agreement will be conditions-based."*

*Marine Gen. Joseph F. Dunford, chairman of the Joint Chiefs of Staff*

The primary conditions for an agreement are that it would reduce the Taliban-led insurgency in Afghanistan to a level that the Afghan security forces could handle, while U.S. and coalition forces deal with the extremist elements that would like to attack America, and it would set up negotiations between the Taliban and the government in Kabul on Afghanistan's political future, Dunford said.

In response to questions, Dunford said: "The number of 8,600 that the president has referred to was a number that was generated by military leadership," including the U.S. commanders in Afghanistan and Central Command.

"No advice I've provided is founded on trust in the Taliban ... nor based on the assumption that the Taliban can protect us from over 20 extremist groups in South Asia," he emphasized. "The level of violence and extremism in South Asia is inextricably linked to the level of the insurgency in Afghanistan" and if it "can be reduced, then the Afghan security forces and

the U.S. and coalition forces left can focus on counter-terrorism not the insurgency.”

Afghanistan must be viewed “in context of the overall national defense strategy,” Dunford said. “We need a fiscally, politically and militarily sustainable strategy against violent extremism,” which will remain a threat, so the military can focus its attention and resources on the primary threat of great power competition with Russia and China, he added.

“Clearly, China and Russia are the benchmark against which we measure our strategy, how we think about risk and allocate resources for the forces today,” Dunford said. But they also “have to be able to deal with the threats we have today – violent extremism – at the same time we shift sufficient resources to ensure we maintain the competitive advantage we have today well into the future.”

Crafting a defense budget means making choices, he noted. “First and foremost, we must protect cyber, space, electronic warfare, the maritime capabilities ... to make us more functional in the context of great power competition.” Dunford cited the growing defense capabilities of China and the aggressive efforts by Russian President Vladimir Putin to re-establish Russia as a major world player.

Asked about efforts to renew the U.S.-Russian New Start nuclear limitation treaty, Dunford said he “would be in favor of extending the agreement, providing if all the parties would follow the agreement.” But he noted it was “hard to say that” in wake of Russia’s violations of the INF treaty.

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# Navy Secretary Names Newest Expeditionary Fast Transport Ship USNS Cody



An artist's rendering of the future Spearhead-class expeditionary fast transport USNS Cody. U.S. Navy  
WASHINGTON – Navy Secretary Richard V.

Spencer announced the newest expeditionary fast transport (EPF) ship will be named USNS Cody (T-EPF 14), the secretary's public affairs officer said in a release.

The future USNS Cody is the first ship named in honor of the city of Cody, Wyoming. At least 28 other U.S. Navy ships have been named after the state of Wyoming's cities, places and people.

"The people of Cody are staunch supporters of a strong Navy and Marine Corps team, and it is fitting to name a ship in honor of this great city," Spencer said. "I am pleased that the spirit of Cody will live on in the future USNS Cody."

EPFs transport personnel, equipment and supplies. They can transport 600 short tons of military cargo with a crew of 26 civilian mariners – equipped with airline-style seating for 312 embarked troops, along with a fixed wing berthing outfitted for an additional 104 personnel.

With a shallow draft under 15 feet, a flight deck for

helicopter operations, and vehicle offload ramp, EPFs can support a wide range of operations – from port access to littoral operations. Austal USA in Mobile, Alabama, is under contract to build the new EPF, which will be 338 feet long, have a waterline width (beam) of 93.5 feet, displace about 2,362 tons and be capable of 35-plus knots.