Senator: SECNAV ‘Gets It’ on Importance of Arctic

WASHINGTON –
Alaska’s junior senator, a member of the Armed Services Committee, is critical
of the Pentagon’s lack of support for a strategic Arctic port but is pleased
that the nation has a Secretary of the Navy who understands the need for the
Navy to have the infrastructure to sustain a presence in the Arctic region.

“The good
news is having a Secretary of the Navy who gets it and is an advocate,” said
Sen. Dan Sullivan, chairman of the Subcommittee on Readiness and Management
Support on the Senate Armed Services Committee, speaking June 26 on Arctic
defense issues to an audience at the Center for Strategic and International
Studies, a Washington think tank, noting that Congress, not the Defense
Department, is usually driving the efforts to strengthen U.S. strategic presence
in the Arctic.

Sullivan,
also a colonel in the Marine Corps Reserve, said he was concerned about Russian
hegemony in the Arctic, noting that Russian President Vladimir Putin said that
the Arctic is “the new Suez Canal that Russia will control,” and that Russia is
devoting four of six new brigade combat teams to the Arctic

region.

He noted that Russia fields 40 icebreakers and is building 13 more, while the Coast Guard has only one heavy icebreaker. He is pleased that the Congress has authorized six icebreakers, including three polar security cutters (PSCs), and has funded the first PSC and made a down payment of a second.

Sullivan said the Navy will be sending one or two guided-missile destroyers along with Coast Guard assets to the Arctic this summer and in September will be conducting exercises from the former naval air station on Adak, an Aleutian island, as well as operating P-8 maritime patrol aircraft from Adak for part of the year.

The Arm Corps of Engineers is studying the challenges of building a strategic port at Nome, Alaska, he said.

He pointed out that the Navy currently does not have the capability to conduct freedom of navigation operations in the Arctic, noting that submarines, being covert under the ice, do not count as a ‘presence.’

Sullivan also said the Navy needs to consider ice-hardening some future ships.

“I’m very supportive of a 355-ship Navy, but we need to look at the Navy

and we've had
this in the NDAA [National Defense Authorization Act] for the Secretary of the
Navy to look, the ice-hardening capabilities of some of that new fleet that
we're building, so we have a lot of work to do and we're way behind with regard
to capabilities, particularly on the Navy side, the strategic Arctic port side,"
he said.

NAVSEA Releases Naval Power and Energy Systems Roadmap

WASHINGTON – Naval Sea Systems Command (NAVSEA) released the Naval Power and Energy Systems Technology Development Roadmap, providing an evolutionary strategy to meet future weapon and sensor systems power requirements, June 26, the command said in a release of the same date.

Developed
by the Electric Ships Office within Program Executive Office (PEO) Ships, the
roadmap aligns electric power and energy system development with increasing
warfighter power needs, enabling the U.S. Navy to expand maritime superiority
over our adversaries.

"The U.S.
Navy faces increasingly sophisticated threats," said Vice Adm. Tom Moore,

commander, NAVSEA. “Our mandate is to maintain sea control by delivering a decisive advantage to the warfighter. We do that by ensuring our platforms have enough space, weight and power margin to adapt to future threats.”

As existing U.S. Navy power and energy systems represent a century of combined private and public partnership, the roadmap establishes priorities to guide future research and development investments across the government, industry and academic enterprises; leveraging the best in science and engineering; and allowing the Navy to more efficiently field future capabilities.

“Now is the time to invest in future naval power systems and capabilities to influence technology developments for tomorrow’s fleet,” said Stephen Markle, director, Electric Ships Office. “As new technologies evolve, it’s imperative we lead the innovation of power and energy architecture necessary for tomorrow’s sensors and weapons and deliver the Chief of Naval Operations’ mandate of as much power as we can afford to the warfighter.”

Power and energy systems offer the potential to provide revolutionary warfighting capability at an affordable cost. The Electric Ships Office’s efforts have helped conceptualize and field the power generation,

electrical distribution
and propulsion machinery on the DDG 1000 Zumwalt-class destroyers; and power
generation and conversion systems on the DDG 51 Flight III. Future efforts
include development of the Energy Magazine to enable pulsed high-power weapons
and sensor systems for both back fit and forward fit applications, and
evolution of Integrated Power Systems found on DDG 1000 and Royal Navy Type 45-
and Queen Elizabeth-class ships by integrating energy storage and advanced
controls as the Integrated Power and Energy System.

U.S. Coast Guard Announces Homeport of Newest National Security Cutter

WASHINGTON – The
U.S. Coast Guard has selected Charleston, South Carolina, as the home of the service's
newest National Security Cutter, Coast Guard Headquarters announced in a June
26 release.

"I am pleased to
announce that Charleston, South Carolina, will be the home of the Coast Guard's
11th National Security Cutter," said Adm. Karl L. Schultz, commandant of the

Coast Guard. Construction on the 11th National Security Cutter is scheduled to begin by spring of 2020. Charleston is already home to two of the Coast Guard's National Security Cutters, the James and Hamilton. In 2017, the Coast Guard announced that the ninth and 10th National Security Cutters, currently under construction at Huntington Ingalls Shipyard in Pascagoula, Mississippi, will join the Charleston-based National Security Cutter fleet in the coming years.

Schultz further noted, "I am confident that the Charleston community is the right place for our Coast Guardsmen and their families to base these highly capable National Security Cutters with the global reach to respond to complex maritime threats and challenges."

National Security Cutters are the most technologically advanced vessels in the Coast Guard. They are capable of supporting maritime homeland security and defense missions. They safeguard the American people and promote our security in a complex and persistently evolving maritime environment.

Grouping cutters of the same class is one critical variable in selecting homeports. Grouping cutters in the same location improves maintenance proficiency, streamlines logistics, and provides increased personnel flexibility.

The cutter is scheduled to arrive in 2024; its name has not yet been

selected. This will be
the fifth National Security Cutter assigned to Charleston.

Virtual Laboratory on Ship Demonstrates the Capabilities of Virtualized Systems at Sea

The VLOS, located in USS Lassen’s sonar equipment room throughout the 2019 exercise, consists of five commercial off the shelf workstations and two processors. APPLIED RESEARCH LABORATORY – UNIVERSITY OF TEXAS
WASHINGTON –
Sailors aboard Arleigh Burke-class destroyer USS Lassen (DDG 82), in
partnership with Program Executive Office Integrated Warfare Systems (PEO IWS) 5.0,
Undersea Systems, successfully tested the Virtual Laboratory on Ship (VLOS), a
virtualized Undersea Warfare Combat System (AN/SQQ-89 A(V)15), during a recent
weeklong underway period, the PEO announced in a June 26 release. VLOS
represents another important step forward in the U.S. Navy’s efforts to speed
combat system element development and software upgrades.

During the
past year, IWS 5.0 developed VLOS in close collaboration with Applied Research
Laboratory – University of Texas (ARL-UT) and Naval Undersea Warfare Center

(NUWC) Division Newport to meet the Department of the Navy's demand to speed the development of cutting-edge weapon systems with industry's advancements in software virtualization and virtual machine applications. VLOS is a virtualized sonar sensor subset of the tactical AN/SQQ-89A(V)15 system and operates alongside the ship's AN/SQQ-89 system via passive receipt of acoustic and navigation data from the tactical system. For rapid installation and removal purposes, VLOS is packaged and installed as a roll-on/roll-off temporary change to the ship it is installed aboard and incorporates the Naval Sea Systems Command flexible technology demonstration processes.

The VLOS was installed on board USS Lassen alongside the existing AN/SQQ-89A(V)15 tactical system to evaluate new advanced sensor capabilities in an operationally relevant environment against live submarine targets and weapons. During the weeklong underway period, PEO IWS 5.0, ARL-UT and NUWC engineers demonstrated the ability to transmit a software fix from a shore site to a ship at sea using VLOS. The successful transmission of software supports the Navy's initiatives to speed the delivery of new software capabilities to combat systems at sea via the existing networks ships use to send and receive data.

Additionally,

VLOS operated the latest Advanced Capability Build (ACB) software, ACB 15, while the ship's AN/SQQ-89A(V)15 system operated its older certified software build, ACB 9. The ship's Sailors performed the undersea warfare exercise with ACB 9 while the VLOS engineers were utilizing ACB 15, which allowed Sailors to see what additional combat capability exists within ACB 15 while performing high-end undersea warfare events.

"This progression of virtualizing the SQQ-89 system represents the team's efforts to rapidly plan and execute demonstrations to take advantage of existing industry technology and align it with Navy technology," said PEO IWS 5.0 Major Program Manager Capt. Jill Cesari. "These efforts will make a real difference in our ability to deliver more capability faster."

In 2018, PEO IWS 5.0 tested VLOS on USS Nitze (DDG 94). During the Nitze trials, VLOS was tested pier side and at sea over a two-week period. The test results demonstrated satisfactory performance of a virtualized version of the tactical AN/SQQ-89A(V)15 advanced capability build software, operating in a relevant at-sea environment, and supported the decision to proceed with the most recent underway period on USS Lassen.

The VLOS test results will be used to evaluate advanced AN/SQQ-89A(V)15

sensor capabilities
prior to fielding, demonstrate the feasibility of transmitting large and
complex software upgrades and fixes for ships at sea, and support future
efforts to virtualize the tactical AN/SQQ-89A(V)15 system. Additionally, VLOS
efforts have assisted the progression of virtualized training systems at the
Fleet Anti-Submarine Warfare Training Center in San Diego, where the majority
of training occurs for shipboard officers and Sailors operating and maintaining
the AN/SQQ-89(A)V15 sonar suite.

LCS Indianapolis Completes Acceptance Trials

LCS 17, the future USS Indianapolis, during Acceptance Trials in Lake Michigan on June 19, 2019. LCS TEAM FREEDOM
MARINETTE,
Wis. – Littoral Combat Ship (LCS) 17, the future USS Indianapolis, completed acceptance
trials in Lake Michigan, Lockheed Martin said in a June 26 release. This is the
ship’s final significant milestone before the ship is delivered to the U.S.
Navy. LCS 17 is the ninth Freedom-variant LCS designed and built by the
Lockheed Martin-led industry team and is slated for delivery to the Navy this

year.

“LCS 17 is joining the second-largest class of ships in the U.S. Navy fleet, and we are proud to get the newest Littoral Combat Ship one step closer to delivery,” said Joe DePietro, Lockheed Martin vice president and general manager, Small Combatants and Ship Systems. “This ship is lethal and flexible, and we are confident that she will capably serve critical U.S. Navy missions today and in future.”

Unique among combat ships, LCS is designed to complete close-to-shore missions and is a growing and relevant part of the Navy’s fleet.

- It is flexible – with 40 percent of the hull easily reconfigurable, LCS can be modified to integrate capabilities including over-the-horizon missiles, advanced electronic warfare systems and decoys.

- It is fast – capable of speeds in excess of 40 knots.

- It is lethal – standard equipped with Rolling Airframe Missiles (RAM) and a Mark 110 gun, capable of firing 220 rounds per minute.

- It is automated – with the most efficient staffing of any combat ship.

The trials

included a full-power run, maneuverability testing, and surface and air
detect-to-engage demonstrations of the ship’s combat system. Major systems and
features were demonstrated, including aviation support, small boat launch
handling, and recovery and machinery control and automation.

“I am
extremely proud of our LCS team including our shipbuilders at Fincantieri
Marinette Marine,” said Jan Allman, Fincantieri Marinette Marine president
and CEO. “These are complex vessels, and it takes a strong team effort to
design, build and test these American warships.”

Future LCS USS Cincinnati Delivered to Navy

LCS 20’s sponsor Penny Pritzker, former Commerce secretary, christens the future USS Cincinnati last May. U.S. Navy via Austal USA

MOBILE, Ala. – Austal USA delivered its 10th
Independence-variant littoral combat ship to the U.S. Navy, the company
announced in a release, as the future USS Cincinnati(LCS 20) will be
the 18th LCS to enter the fleet.

“It’s so exciting to deliver another great warship to the
U.S. Navy,” Austal USA President Craig Perciavalle said. “I’m

so proud of our incredible team here at Austal USA, our industry and Navy partners for achieving this major milestone for the future USS Cincinnati.”

Five small surface combatants are presently under various stages of construction at Austal’s Alabama shipyard. The future USS Kansas City (LCS 22) is preparing for sea trials. Assembly is underway on the future USS Oakland (LCS 24) and the future USS Mobile (LCS 26), and modules are under construction for the future USS Savannah (LCS 28) and the future USS Canberra (LCS 30) with four more under contract through LCS 38.

“The shipbuilding momentum here is second to none, led by the most talented shipbuilding professionals I’ve ever worked with,” Perciavalle said. “This momentum and efficiency continue to result in incredible cost savings ship over ship, enabling us to provide highly capable but very cost-effective solutions to our Navy.”

> *“It’s so exciting to deliver another great warship to the U.S. Navy.”*
>
> *Austal USA President Craig Perciavalle*

More than 700 suppliers in 40 states contribute to the Independence-variant LCS program. This supplier base supports tens of thousands of small business to large business jobs.

LCS is a highly maneuverable, lethal and adaptable ship designed to support focused mine countermeasures, anti-submarine warfare and

surface warfare missions. The Independence-variant LCS integrates new technology and capability to support current and future mission capability from deep water to the littorals.

Austal is also under contract to build 14 Expeditionary Fast Transport vessels (EPF) for the Navy. The company has delivered 10 EPFs while an additional two are in various stages of construction.

Marine Corps Awards BAE Team Contract to Develop ACV Family of Vehicles

Marines from the Amphibious Combat Vehicle new equipment training team complete an operator course in the vehicle. BAE and Iveco Defence Vehicles will team to produce the ACV Family of Vehicles. U.S. Marine Corps/Ashley Calingo

STAFFORD, Va. – BAE Systems along with teammate Iveco Defence Vehicles has been awarded a $67 million contract modification by the U.S. Marine Corps to develop new variants for the Amphibious Combat Vehicle (ACV) Family of Vehicles, BAE announced in a release.

"The ACV has proven to be a versatile platform capable of numerous configurations to meet current and future mission requirements," said John Swift, director of amphibious programs at BAE. "With this

award, BAE Systems
will be able to develop a family of vehicles that will deliver the technology
and capability the Marines require to accomplish their mission in support of
our national security.”

The contract calls for the design and development of command (ACV-C) and 30 mm medium caliber cannon (ACV-30) variants. The ACV-C variant incorporates
seven workstations to provide situational awareness and control of the battle
space. The ACV-30 integrates a 30 mm cannon to provide the lethality and
protection Marines need while leaving ample room for troop capacity and
payload.

BAE Systems was previously awarded a low-rate initial production
contract last June 2018 for the personnel variant (ACV-P). The Marine Corps
announced the ACV had successfully completed anticipated requirements testing
and would no longer be pursuing an envisioned incremental ACV 1.1 and ACV 1.2
development approach. The program is now known as the ACV Family of Vehicles,
which encompasses the breadth and depth of the vehicle’s capabilities and
multiple variants.

Mercury Systems Garners $16 Million in DRFM Jammer Orders from U.S. Navy

ANDOVER, Mass. – Mercury Systems Inc. has received an $16 million more orders against its $152 million five-year agreement to deliver advanced Digital RF Memory (DRFM) jammers to the U.S. Navy, the company announced in a release.

The orders were received in the fourth quarter of the company's fiscal 2019 year and are expected to be delivered over the next several quarters.

> *#PressRelease: Mercury Systems Receives $16M in DRFM Jammer Orders from @USNavyhttps://t.co/SmmTwONNCC*
>
> *– Mercury Systems (@MRCY) June 24, 2019*

Mercury DRFM jammers are size-, weight- and power-optimized to meet the requirements of airborne pod-based solutions and incorporate decades of DRFM technology development, validated electronic attack techniques and custom RF components.

"Our design and manufacturing teams remain committed to meeting the growing demands for mission-critical components for the U.S. military's electronic warfare (EW)

test and training program," said Brian Perry, president of Mercury Defense
Systems.

"In addition
to satisfying current requirements for DRFM technology, Mercury is focused on
developing the innovative solutions essential for the next generation of
advanced DRFM capabilities to address broader system requirements and a more
complex [electronic warfare] concept of operations."

First Marine F-35C Squadron Retires its Hornets

The first Marine Fighter Attack Squadron (VMFA) 314 "Black Knights" F-35C aircraft from Naval Air Station (NAS) Lemoore flies in formation over the Sierra Nevada mountains with a VFMA-314 squadron F/A-18A++. U.S. Navy/Lt. Cmdr. Darin Russell ARLINGTON,
Va. – The Marine Corps' first operational squadron to fly the F-35C
carrier-capable version of the Lightning II joint strike fighter has retired
its last F/A-18 Hornet strike fighter.

In ceremonies
held June 21 at Marine Corps Air Station Miramar, California, Marine Fighter
Attack Squadron 314 (VMFA-314) retired its last Hornet, an F/A-18A++ version.

The Black Knights, as the squadron is known, are now in transition to the F-35C
at Naval Air Station Lemoore, California, under the tutelage of the Navy’s
F-35C replacement training squadron, VFA-125.

The Marine
Corps flies both the short-takeoff/vertical landing F-35B version and the F-35C
aircraft carrier version. The Corps currently fields three operational F-35B
squadrons, VMFA-121, -211, and -122.

The Corps is
procuring 67 F-35Cs to equip squadrons that will deploy with Navy carrier air
wings. In recent years the Corps has assigned two VMFA F/A-18 squadrons to
deploy with carrier air wings.

Coast Guard Cutter Mohawk Returns After 90-Day Eastern Pacific Patrol

Petty Officer 3rd Class Ricky Ogborn helps free an entangled sea turtle in the eastern Pacific Ocean on June 3 during the Coast Guard Cutter Mohawk’s just-concluded 90-day patrol. U.S. Coast Guard
KEY WEST,
Fla. — The crew of the Coast Guard Cutter Mohawk (WMEC-913) returned to their

homeport in Key West following a 90-day counter-smuggling patrol in support of
Joint Interagency Task Force-South and operations in the Eastern Pacific Ocean,
the Coast Guard 7th District said in a release.

The Mohawk
crew, along with Coast Guard crews from Tactical Law Enforcement Team-South,
Coast Guard Helicopter Interdiction Tactical Squadron and multiple partner
agencies, interdicted more than 16,500 pounds of cocaine and more than 1,500
pounds of marijuana to counter and disrupt the illegal smuggling operations of
transnational criminal organizations.

Cutter Mohawk patrols the eastern Pacific Ocean in May. U.S. Coast Guard
The cutter
crew also conducted joint operations with crews from the Costa Rica Servicio
Nacional de Guardacostas, in which they assisted in the rescue of four Costa
Rican mariners. The Mohawk crew also rescued four sea turtles entangled in
fishing gear.

The Coast
Guard increased U.S. and allied presence in the Eastern Pacific Ocean and
Caribbean Basin, which are known drug transit zones off Central and South
America. During at-sea interdictions in international waters, a suspect vessel
is initially located and tracked by allied, military or law-enforcement

personnel coordinated by JIAFT-S. The interdictions, including the actual boarding, are led and conducted by U.S. Coast Guardsmen. The law-enforcement phase of counter-smuggling operations in the Eastern Pacific is conducted under the authority of the Coast Guard 11th District headquartered in Alameda, California.

The cutter Mohawk is a 270-foot medium-endurance cutter, whose missions include search and rescue, maritime safety and security, and maritime law enforcement operations, such as illegal migrant and drug interdiction operations.