Coast Guard Repatriates 11 Migrants to Dominican Republic

The U.S. Coast Guard Cutter Donald Horsley (WPC-1117) repatriated 11 Dominican migrants to a Dominican navy vessel on June 19 in waters just off Samana, Dominican Republic. U.S. Coast Guard

SAN JUAN, Puerto Rico – The Coast Guard Cutter Donald Horsley (WPC-1117) repatriated 11 Dominican migrants to a Dominican navy patrol vessel June 19 in waters just off Samana, Dominican Republic, following the interdiction of an illegal migrant voyage in the Mona Passage, the Coast Guard 7th District said in a release.

The interdiction is the result of ongoing efforts in support of Operation Unified Resolve, Operation Caribbean Guard and the Caribbean Border Interagency Group (CBIG). Since October 2018, the Coast Guard and CBIG partner federal and state agencies have interdicted over 1,523 migrants at sea near Puerto Rico and the U.S. Islands.

During a routine patrol June 17, the crew of patrolling Coast Guard HC-144 Ocean Sentry maritime patrol aircraft detected a 20-foot fiberglass migrant boat transiting

towards Puerto Rico, about 20 nautical miles north northeast of Punta Cana,
Dominican Republic.

Coast Guard
watchstanders in Sector San Juan diverted the cutter Donald Horsley to interdict
the suspect vessel. Upon arriving on scene, the Donald Horsley crew stopped the
blue and white makeshift boat with 11 migrants onboard, nine men and two women,
who claimed Dominican nationality. Horsley crew members proceeded to embark all
the migrants from the makeshift boat that was taking on water and in danger of
sinking.

“I am proud
of my crew for saving 11 people from a small, grossly overloaded boat traveling
in very dangerous sea conditions,” said Lt. Christopher Martin, commanding
officer of the Donald Horsley. “Crossing the Mona Passage is an extremely
dangerous journey, especially in the case of illegal voyages, in which migrants
risk their lives by trusting smugglers who transport them in inhumane
conditions on boats that are not safe to navigate and do not have any safety
equipment on board.”

Once aboard a
Coast Guard cutter, all migrants receive food, water, shelter and basic medical
attention.

The cutter

Donald Horsley is a 154-foot fast-response cutter homeported in San Juan,
Puerto Rico.

Navy Admiral: A Stable Shipbuilding Era, But New Opportunities on the Horizon

WASHINGTON –
The admiral in charge of building the Navy's surface ships said the
construction programs are tracking well and that the service is gearing up for
some new platforms, including unmanned surface ships.

"We are in an era of stable design," said Rear Adm. William Galinis, program executive officer for ships, speaking June 18 in Washington at the Technology, Systems and Ships Symposium of the American Society of Naval Engineers. "As we look forward, on the surface side, some new opportunities are on the horizon."

Galinis was referring to stable designs such as the Arleigh Burke DDG 51 Flight IIA and III programs, the San Antonio-class LPD 17 program, the Tripoli LHA 7 – which will have full capability for the F-35 Joint Strike Fighter – and the Virginia-class attack submarine.

Ship programs
on the horizon he mentioned are the new FFG(X) guided-missile frigate, the
Large Surface Combatant, and unmanned surface vessels.

Galinis said the Large Surface Combatant is likely to benefit from lessons learned through the DDG 1000 Zumwalt-class destroyer program.

“We’re learning a ton off of that platform,” he said, noting the integrated power system and low-observable signature of the ship, among other aspects, and that signature requirements “really does drive up cost.”

He said that use of mature technology will keep cost down on the Large Surface Combatant.

“Not to predispose anything, but I think in the end, you know, it’s probably going to look a lot more like DDG 1000 than DDG 51 if I had to say so,” Galinis said, noting that a lot of work remained to be done.

He also praised the use in shipbuilding of land-based test sites, which, he said, “buy us a lot once we get into construction.”

Also speaking with Galinis was Rear Adm. Lorin Selby, the chief engineer and deputy chief of staff for ship design, integration and naval engineering at Naval Sea Systems Command.

Selby sees the new classes of ships coming in the next era of shipbuilding as an “opportunity for us to reset on the way we do business at NAVSEA.”

He stressed
that the Navy needs to build up its talent base in ship design and engineering
as development proceeds on new classes of ships and submarines and needs to
space the workload so that the work force can be sustained as ship design work
comes and goes.

Navy to Christen Guided-Missile Destroyer Daniel Inouye

Irene Hirano Inouye (left) and Frank Wood, a Bath Iron Works welder, authenticate the keel of the future guided-missile destroyer USS Daniel Inouye last May. Inouye is the ship's sponsor and widow of the ship's namesake, Hawaii Sen. Daniel Inouye. The USS Daniel Inouye is set to be christened on June 22. U.S. Navy via General Dynamics

ARLINGTON,
Va. – The U.S Navy will christen its newest Arleigh Burke-class guided missile
destroyer, the future USS Daniel Inouye (DDG 118), during a 10 a.m. ceremony June
22, in Bath, Maine, the Defense Department announced.

The future
USS Daniel Inouye is named in honor of Daniel Inouye, who served as a United
States senator for Hawaii from 1963 until his death in 2012.

Inouye received the Medal of Honor June 21, 2000, for his extraordinary heroism in action while serving with the 442nd Infantry Regiment Combat Team in Italy during World War II. During an assault on April 21, 1945, an exploding grenade shattered his right arm; despite the intense pain, he refused evacuation. He remained at the head of his platoon until they broke the enemy resistance and his men deployed in defensive positions, continuing to fight until the regiment's position was secured.

U.S. Sen. Mazie Hirono of Hawaii will deliver the christening ceremony's principal address. Irene Hirano Inouye, the late senator's wife, will serve as the ship's sponsor. In a time-honored Navy tradition, Irene Inouye will christen the ship by breaking a bottle of sparkling wine across her bow.

"The future USS Daniel Inouye will serve for decades as a reminder of Senator Inouye's service to our nation and his unwavering support of a strong Navy and Marine Corps team," Navy Secretary Richard V. Spencer said. "This ship honors not only his service but the service of our shipbuilders who help make ours the greatest Navy and Marine Corps team in the world."

The future USS Daniel Inouye will be the 68th Arleigh Burke-class

destroyer and is one of
21 ships under contract for the DDG 51 program. The ship is configured as a
Flight IIA destroyer, which enables power projection and delivers quick
reaction time, high firepower, and increased electronic countermeasures
capability for anti-air warfare. The USS Daniel Inouye will be 509.5 feet long
and 59 feet wide, with a displacement of 9,496 tons. She will be homeported in
Pearl Harbor.

Analysts: Congress Shifting Money to Readiness, Seems Less Willing to Boost Shipbuilding, Unmanned Systems

Fire Controlman 3rd Class Jacob Rather (left) and Quartermaster Seaman Trevor Gilchrist prepare to hoist the union jack during morning colors on the flight deck aboard the Nimitz-class aircraft carrier USS Harry S. Truman (CVN-75). Harry S. Truman, moored at Naval Station Norfolk conducting targeted maintenance and training, sits in the middle of a debate in Congress over whether to retire the carrier at midlife. U.S. Navy/Mass Communication Specialist Seaman Apprentice Victoria Sutton

Congress this year is less willing to boost shipbuilding

funding above the Trump administration's request than in recent years and has shown some skepticism over the U.S. Navy's push for rapid adoption of unmanned systems, the two top congressional analysts on naval issues said June 19.

While still generally supportive of shipbuilding and unmanned systems, Congress appears to be shifting some money to improved readiness and isn't willing to sacrifice conventional capabilities, such as the aircraft carrier USS Harry S. Truman, to accelerate the move to unmanned vessels, analysts Eric Labs and Ronald O'Rourke told an American Society of Naval Engineers forum.

At the same forum, a panel of senior civilian Navy officials said the emphasis in designing the future combat fleet was on greater commonality of systems to improve flexibility, interoperability and lethality and on acquiring combat systems that could be updated quicker and cheaper. Both of those priorities would help reduce the sustainment cost of the future fleet, the officials said.

Labs, the senior naval forces analyst at the Congressional Budget office, described a "leveling off" of support in Congress for funding shipbuilding above the requested levels and a willingness to "substitute their own priorities" for the Navy's push for new technologies including unmanned systems. He noted shipbuilding funding in preliminary congressional actions of

about $1 billion less than requested, compared to an average $2 billion
increase in recent years.

O’Rourke, the naval affairs analyst at the Congressional Research Service, saw similar reduction in shipbuilding funding by the panels
that have acted on the fiscal 2020 budget and a reluctance to fund the third
Virginia class attack submarine. He also cited congressional concern over fleet
readiness following the two fatal at-sea collisions and over the delayed
maintenance of attack submarines.

Responding to questions, the analysts cited congressional support for funding to bolster the shipbuilding industrial base, opposition to
the Navy’s plan to retire the Truman at midlife to add funds for unmanned
surface vessels and said the effort by the House Armed Services Committee to
prohibit the Navy from accepting the USS John F. Kennedy, the second in the Gerald
R. Ford class of carriers, until it is able to operate the F-35C could add to
the cost of the ship.

The panel of four officials on the Navy staff also expressed concerns about fleet readiness and rising sustainment costs. That led to the
stress on requiring the maximum possible commonality in future ships and
systems, which can reduce the cost of procuring and sustaining the fleet and
the cost of training sailors to operate them. A key goal was a common combat
system that could be scaled to equip the future frigate, which

is close to contract award, and a future large surface combatant, which still is under review. But commonality should extend to the hull, mechanical and electrical components of future ships, they said.

Norfolk Naval Shipyard Dedicates Submarine Maintenance Facility

PORTSMOUTH, Va. – Norfolk Naval Shipyard dedicated its new submarine maintenance facility on June 14.

The dedication marked the next crucial step in the NNSY's realization of a shipyard infrastructure optimization plan that will enhance the ability of the four public shipyards to meet the mission of delivering ships back to the fleet on time and within budget.

The new facility consolidates submarine maintenance, production and support shops into a single facility adjacent to NNSY's submarine drydocks. This two-story structure features shops, storage and support spaces on the ground level, with

office spaces and conference rooms on the second floor.

“NAVSEA Cmdr. Vice Adm. Tom Moore has challenged us to build an environment that promotes increased levels of innovation, collaboration and knowledge sharing,” the shipyard’s commander, Capt. Kai Torkelson, said at the dedication.

“This will give our people the space and tools they need to forge high-performing teams and complete our mission of returning submarines to the fleet with superior quality and reliable delivery.”

More than three years in the making, the $10 million project is designed to withstand the impact of a 500-year flood, and the 24,000-square-foot building should also hold up against a Category 4 hurricane. The building also follows antiterrorism protection requirements, featuring blast-proof windows and 18-inch thick concrete walls. It also features amenities such as a kitchen, break room, nursing mothers room and showers.

NNSY’s current submarine projects include conversions of USS La Jolla and USS San Francisco into moored training ships and the refueling and upgrading of USS Wyoming for return to the nation’s active submarine fleet.

NNSY submarine program manager Pat Ensley said the building supports work on

Los Angeles-class submarines and will support work on the future Virginia and Columbia classes of subs.

"It improves our abilities by having a permanent facility and place to perform production work as close to the boat as possible," he said. Adding that the building is segmented by mechanical, electrical, nuclear and nonnuclear work areas, he said: "We're going to have capability for every shop, with ergonomically designed work areas as well as giving individuals all the amenities they would want from starting to ending their work days."

Raytheon Wins $234 Million U.S. Navy Contract for 23 JPALS Landing Systems

PARIS – Raytheon won a four-year $234 million contract from the U.S. Navy to outfit all of its nuclear-powered aircraft carriers and amphibious assault ships with 23 Joint Precision Approach and Landing Systems (JPALS), the company announced in a release.

JPALS is a

GPS-based precision landing system that guides aircraft to precision landings
in all weather and surface conditions.

“The U.S.
Navy understands how JPALS contributes to their mission success and safety of
its people,” said Matt Gilligan, vice president of Raytheon’s intelligence, information
and services business. “Other military services could also benefit from the
system’s ability to safely land both fixed and rotary-wing aircraft in almost
any low-visibility environment.”

Since 2018,
U.S. Marine Corps F-35B Lightning II fighter pilots have used JPALS to guide
them onto the USS Wasp amphibious assault ship during deployed operations in
what Navy Capt. B. Joseph Hornbuckle III, program manager, Naval Air Traffic
Management Systems Program Office, called “the most difficult conditions on
Earth.”

Earlier this
year, F-35B pilots participated in two demonstrations of a new expeditionary
version of the JPALS system that brings the same precision capability from sea
to shore. The proof-of-concept events showed how the GPS-based system could be
reconfigured into a mobile version to support landings in a traditional airport
setting.

Expeditionary

JPALS fits in five transit cases and could be repackaged for a variety of small
transit vehicles transportable by C-130. Once on the ground, the system can be
fully operational in under 90 minutes.

Upgraded RAM Missile Ready for U.S. Navy

The amphibious dock landing ship USS Ashland (LSD 48) launches a RAM during an exercise in the Pacific Ocean in March. (U.S. Navy/Mass Communication Specialist 2nd Class Markus Castaneda
PARIS – The
U.S. Navy successfully completed a series of guided flight tests for Raytheon
Co.’s Rolling Airframe Missile (RAM) Block 2A short-range, surface-to-air
missile, the company said in a release.

Testing
occurred at Naval Air Warfare Center in China Lake, California, and from the
Navy’s self-defense test ship off the coast of Southern California.

RAM is the world’s
most modern ship self-defense weapon and protects ships of all sizes. It is
deployed on more than 165 ships in 11 countries, ranging from 500-ton fast
attack craft to 95,000-ton aircraft carriers. The latest software upgrade

enhances guidance and the missile’s capability to defeat threats.

Raytheon expects to deliver the RAM Block 2A missile to the Navy by the end of the year.

RAM is an international cooperative program between the United States and Germany. Raytheon and the German company RAMSYS share development, production and maintenance costs.

New Pentagon $250 Million Aid to Ukraine Includes Naval Support

ARLINGTON, Va. — The Defense Department’s plans to provide additional security cooperation aid to Ukraine includes unspecified support for Ukraine’s navy and naval infantry, the Pentagon said in a release.

DoD said it would provide $250 million in security cooperation funds to Ukraine “for additional training, equipment and advisory efforts to build the capacity of Ukraine’s armed forces.”

The security assistance funds will bring the total given to Ukraine to $1.5 billion since 2014.

“The new funds will provide equipment to support ongoing training programs and operational needs, including

capabilities to enhance:
maritime situational awareness and operations as part of ongoing U.S. efforts
to increase support for Ukraine’s navy and naval infantry; the defensive
capacity and survivability of Ukraine’s land and special operations forces
through the provision of sniper rifles, rocket-propelled grenade launchers, and
counter-artillery radars; command and control; electronic warfare detection and
secure communications; military mobility; night vision; and, military medical
treatment,” according to the June 18 release.

DoD said the funding “is made possible by Ukraine’s continued progress on the adoption of key defense institutional reforms to align Ukraine’s national security architecture with Euro-Atlantic principles.

“The United States remains committed to helping Ukraine implement provisions of Ukraine’s 2018 Law on National Security to strengthen democratic civilian control of the military, promote command and control reforms, enhance transparency and accountability in acquisition and budgeting, and advance defense industry reforms. These reforms will bolster Ukraine’s ability to defend its territorial integrity in support of a secure, prosperous, democratic and free Ukraine.”

Littoral Combat Ship Minneapolis-Saint Paul Is Christened, Launched

The future Minneapolis-Saint Paul is launched on June 15 at the Fincantieri shipyard in Marinette, Wis. Lockheed Martin Corp.

MARINETTE, Wis. — The Lockheed Martin-led shipbuilding team launched Littoral Combat Ship 21, the future USS Minneapolis-Saint Paul, into the Menominee River at the Fincantieri Marinette Marine Shipyard on June 15.

Ship sponsor Jodi J. Greene, deputy U.S. Navy undersecretary for policy, christened LCS 21 just prior to launch, according to a Lockheed press release. "LCS 21 is going to bring the name 'Minneapolis-Saint Paul' all around the globe," said Greene, who is native of the Twin Cities.

U.S. Navy Vice Adm. G. Dean Peters speaks during the christening ceremony. Lockheed Martin Corp.

"LCS is the second largest ship class in the U.S. Navy, and Lockheed Martin is proud to deliver capability and added force projection with each additional hull," said Joe DePietro, vice president and general manager of small combatants and ship systems for Lockheed.

Littoral
combat ships are designed to complete close-to-shore missions and are a growing
part of the Navy’s fleet. With 40 percent of its hull easily reconfigurable, an
LCS can be modified to integrate capabilities such as over-the-horizon
missiles, advanced electronic warfare systems and decoys and, in the future,
vertical launching systems or laser weapon systems.

An LCS is fast,
as it is capable of speeds in excess of 40 knots. The ships are lethal as well,
as all are equipped with Rolling Airframe Missiles (RAM) and a Mark 110 gun, which
is capable of firing 220 rounds per minute.

Lockheed
Martin is in full-rate production and has delivered eight LCS to the U.S. Navy.
There are eight others in various stages of production and testing. This year,
Lockheed and Fincantieri Marinette Marine will begin construction on two ships,
deliver two ships, complete sea trials for two ships and see three ships
commissioned (LCS 13, 15 and 17).

Transportation Secretary

Announces Over $19 Million in Grants for Small U.S. Shipyards

WASHINGTON –
The U.S. Department of Transportation's Maritime Administration (MARAD)
announced $19.6 million in grants to support capital improvements at 28 U.S.
small shipyards as a part of its Small Shipyard Grant program, MARAD said in a release.

Provided
through MARAD's Small Shipyard Grant program, the funding supports employee
training and related improvements that foster increased efficiency and economic
growth, the release said.

"These grants
help create jobs in America's small shipyards, which play a significant role in
our country's maritime sector," Transportation Secretary Elaine Chao said.

In 2013, U.S.
shipbuilders produced $37.3 billion in gross domestic product. Usually
family-owned and employing less than 1,200 workers, small shipyards play a
critical role in contributing to our nation's economy. Supporting more than
400,000 jobs, they create employment opportunities for working families and

small communities.

“Small shipyards are an irreplaceable aspect of America’s shipbuilding industry,” Maritime Administrator Mark. H. Buzby said. “They are a key component to national security and our economic viability as a whole, providing good jobs for hardworking Americans.”

Since 2008, MARAD’s Small Shipyard Grant Program has awarded more than $226 million for a total of 216 grants. These grants help fund upgrades and expansions that often lead to more competitive operations, quality ship construction and improved employee skill.

Having produced some of the most innovative vessels in the world, U.S. small shipyards have become economic backbones throughout the country. Small shipyard grants leverage the skills and expertise of the shipyard community, according to the release.