Coast Guard, Partner Agencies Intercept 1,400 Pounds of Marijuana

About 1,400 pounds of marijuana seized by the Coast Guard Cutter Dorado stacked on the dock in San Diego. U.S. Coast Guard

SAN DIEGO –

Agencies from the U.S. Department of Homeland Security, including the Coast Guard, detected and interdicted a suspected smuggling vessel carrying about 1,400 pounds of marijuana 40 miles southwest of San Diego on July 25, the Coast Guard 11th District said in a release.

Customs and Border Protection Air and Marine Operations (CBP AMO) crews notified watchstanders at San Diego's Joint Harbor Operations Center (JHOC) of suspected smuggling activity aboard a 35-foot boat at about 7 p.m. The watchstanders diverted the crew of the Coast Guard Cutter Dorado (WPB 87306) that was conducting a routine counter-smuggling patrol in the area.

Dorado arrived on scene at about 10:30 p.m. after being vectored in by CBP AMO crews.

The Dorado crew launched their interceptor boat with a boarding team that discovered the marijuana aboard the suspicious vessel. Two suspected smugglers

were detained.

Dorado's crew transported the marijuana and suspected smugglers to San Diego, where CBP's AMO crew seized the suspected smuggling vessel and Homeland Security Investigation's Marine Task Force took custody of the suspected smugglers and contraband.

"The crew of Dorado had a very successful mission while patrolling the waters off the coast of San Diego, and we at the district headquarters could not be prouder of them," said Capt. Arthur Snyder, Coast Guard 11th District's chief of response.

The Regional Coordinating Mechanism (ReCoM) is another example of the evolution of joint operations among interagency partners. Located in San Diego, Los Angeles and San Francisco, the ReCoM partnerships include the U.S. Coast Guard, CBP's Office of Air and Marine, Office of Field Operations, U.S. Border Patrol and ICE's Homeland Security Investigations in cooperation with state and local law enforcement partners operating along the California coast.

Dorado is an 87-foot patrol boat homeported in Crescent City.

Littoral Combat Ship USS Billings Commissioned in Key West

USS Billings dressed for her Aug. 3 commissioning in Key West, Florida. Lockheed Martin

KEY WEST, Fla. – The U.S. Navy commissioned USS Billings (LCS 15), the eighth Freedom-variant littoral combat ship, here Aug. 3. This milestone places the ship, built by the Lockheed Martin-led team, into active service.

"Billings was designed to operate and adapt to a rapidly changing environment," Joe DePietro, vice president of small combatants and ship systems at Lockheed Martin, said in a company release. "She is equipped and ready for today's threats and easily modifiable to meet the threats we may not even be aware of yet. Our team is confident Billings will be what the Navy needs when the fleet needs it."

The LCS is designed to complete close-to-shore missions. The ship is capable of speeds in excess of 40 knots. It is also standard-equipped with Rolling Airframe Missiles (RAM) and a Mark 110 gun, capable of firing 220 rounds per minute, and 40

percent of the hull of an LCS is reconfigurable, integrating capabilities like Longbow Hellfire Missiles, 30 mm guns and manned and unmanned vehicles.

“Having now commanded two freedom-class LCS variants, I would like to report that these ships are truly impressive and will fit well in the niche they have been designed for,” said LCS 15’s commanding officer, Cmdr. Nathan Rowan. “They are fast, maneuverable, and their weapon systems are some of the most accurate I’ve witnessed on any platform of which I’ve previously served.”

U.S. Sen. John Tester (D-Mont.) at the ceremony Aug. 3 for USS Billings, which is named for the city in Montana. Lockheed Martin

There are seven ships in various stages of production and test at Fincantieri Marinette Marine in Wisconsin, where the Freedom-variant LCS is built. The next Freedom-variant in the class is LCS 17, the future USS Indianapolis, which was delivered in late July.

“On behalf of the proud 2,000 men and women who transform flat steel into a fast, agile surface combatant,” said Jan Allman, chief executive officer of Fincantieri Marinette Marine, “we are honored to support the U.S. Navy, and we congratulate the outstanding crew of the USS Billings.”

FRC Demonstrates Long-Range Transit to American Samoa

The Coast Guard Cutter Joseph Gerczak moored in the Port of Pago Pago, American Samoa, on Aug. 3. The crew is participating in Operation Aiga to conduct fisheries law enforcement and strengthen partnerships in American Samoa and Samoa throughout August. U.S. Coast Guard/Chief Petty Officer Sara Muir

PAGO PAGO,
American Samoa – The U.S. Coast Guard Cutter Joseph Gerczak (WPC 1126) arrived
in the Port of Pago Pago on Aug. 3, completing a nine-day transit from Hawaii
that demonstrated the long-range capabilities of the fast-response cutter.

The crew
is participating in Operation Aiga to conduct fisheries law enforcement and
strengthen partnerships in American Samoa and Samoa throughout August.

“It was a good transit, the longest we’ve conducted yet, nine days at sea, and we’re proving the capabilities of these new cutters to operate over the horizon throughout the remote Pacific,” said Lt. James Provost, commanding officer of Joseph Gerczak. “This is the first time a fast-response cutter has come to Pago Pago. We’re looking forward to hosting our partners and the public during tours [Aug. 5] from 1 to 3 p.m. here at the port.”

The Coast

Guard is positioned to enforce U.S. federal laws and regulations in the territorial waters of American Samoa. Worldwide, tuna is a $7 billion-dollar annual industry, and roughly 70 percent of that tuna comes from the western and central Pacific Ocean. These pelagic fish migrate and it is essential the U.S. and its partners protect the resource from illegal, unregulated and unreported fishing. Estimates place the value of IUU fishing around $616 million annually.

> *“It was a good transit, the longest we’ve conducted yet, nine days at sea, and we’re proving the capabilities of these new cutters to operate over the horizon throughout the remote Pacific.”*
>
> *Lt. James Provost, commanding officer of Joseph Gerczak*

“After this port call, we will be working with NOAA fisheries and the American Samoa Marine Police to enforce fisheries regulations in the region while on patrol. Oceania countries adhering to the rule of law deserve and even playing field. Presence, partnerships, and regular enforcement can deter IUU fishing and safeguard these critical fish stocks,” Provost said.

The Coast Guard Cutter Walnut (WLB 205) crew will also be conducting a fisheries mission with shipriders from Samoa aboard to enforce sovereign laws in their EEZ and deter IUU fishing. This effort is being undertaken in

coordination with
Australia and New Zealand as Samoa transitions their organic patrol assets,
upgrading their fleet. Both cutter crews will also respond to any emergent
search-and-rescue needs in the area and seek out opportunities to work with
partner nation assets.

The Coast
Guard exercises 11 bilateral shiprider agreements with Pacific Island Forum
nations to help ensure regional security and maritime sovereignty.

“The U.S.
is committed to supporting our allies and neighbors in the Pacific, which is
essential to a free and open Indo-Pacific.”

The Joseph
Gerczak is a 154-foot Sentinel-Class fast-response cutter homeported in
Honolulu. It is one of the newest patrol boats in the fleet. Three fast-response
cutters will be homeported in Honolulu, the third arriving in August. Three
will also be stationed in Guam and are to begin arriving there next year.

Navy Confirms Pilot Died in

F/A-18E Crash

ARLINGTON, Va. — The commander of Naval Air Forces confirmed that the pilot of the F/A-18E Super Hornet strike fighter that crashed July 31 in Southern California died in the crash.

"At approximately 10 a.m. PST on July 31, a F/A-18E Super Hornet assigned to the 'Vigilantes' of Strike Fighter Squadron (VFA) 151 based at Naval Air Station Lemoore, California, crashed approximately 40 miles north of Naval Air Weapons Station China Lake, California," CNAF said in a release. The aircraft was on a routine training mission in the area at the time. The cause of the crash is currently under investigation."

The F/A-18E was on a low-level flight through a feature called Star Wars Canyon in Death Valley National Park when it crashed near a popular overlook that aviation photographers and other tourists visit to watch jets streak through the canyon. The crash caused minor injuries to seven civilian tourists at the overlook with fire and flying debris.

The Super Hornet that crashed is only the fourth Navy aircraft to be lost in a crash so far in fiscal 2019, according to records.

This fiscal year, prior to the F/A-18E loss, aerial mishaps claimed an F/A-18F Super Hornet, an MH-60R Seahawk helicopter and a T-45C Goshawk training jet.

Until the July 31 mishap, no Navy aviators had been killed in a mishap this year.

Coast Guard Interdicts 27 Cuban Migrants 5 Miles South of Key West

A Coast Guard Station Key West 45-foot response boat-medium boat crew interdicts an 18-foot migrant chug with 27 Cuban migrants aboard on July 27 onto the Coast Guard small boat. U.S. Coast Guard/Petty Officer 3rd Class Daniel McCravy

MIAMI –

The U.S. Coast Guard interdicted 27 Cuban migrants on July 27 about 5 miles south of Key West, the Coast Guard's 7th District said in a release.

A Coast Guard Station Key West 45-foot response boat crew interdicted an 18-foot migrant chug with 27 Cuban migrants – 22 males, four females and one child – aboard.

The crew safely embarked all 27 migrants aboard the station boat.

"These illegal ventures attempting to immigrate to the United States

are extremely dangerous, especially during the hurricane season, when weather and sea conditions can dramatically and rapidly change in minutes, putting migrants in danger of being lost at sea," said Capt. Jason Ryan, chief of the enforcement branch of the Coast Guard 7th District.

"The Coast Guard and our partner agencies' priority is safety of life at sea and these voyages in ill-equipped vessels aren't safe. The Coast Guard and our partner agencies maintain their focused and coordinated efforts to interdict and stop these unlawful migration attempts into the United States."

The watchstanders at Coast Guard Sector Key West were notified by a good Samaritan vessel of a possible migrant vessel. The watchstanders directed the launch of a Station Key West RB-M boat crew and diverted the crew of the Coast Guard Cutter Kathleen Moore (WPC-1109) to assist.

The station crew rendezvoused with the cutter Kathleen Moore and safely transferred the migrants to the cutter.

A total of 438 Cuban migrants have attempted to illegally enter the U.S. by sea in fiscal year 2019 compared to 384 Cuban migrants in fiscal year 2018. These numbers represent the total number of at-sea interdictions, landings

and disruptions in
the Florida Straits, the Caribbean and the Atlantic.

July ANTX Exercises in N.C. Yield Wealth of New Ideas, Three Navy Officials Say

Naval leadership – James Geurts, assistant secretary of the Navy for research, development and acquisition, and Gen. Gary L. Thomas, assistant commandant of the Marine Corps. – and Gyrene Engineering Management members drink water on July 18 during ANTX East from a GEM vehicle integrated atmospheric water generator. U.S. Navy/Kelley Stirling

The latest in a series of advanced naval technology exercises (ANTX) provided a lot of new ideas on how to improve maneuverability,
communications, logistics and force protection in the highly contested
environments expected in a future fight against a peer competitor, a trio of
top Navy Department officials said Aug. 1.

But the most exciting thing about the recent ANTX was the demonstration of how the U.S. Navy and the Marine Corps are working together to
meet the challenges of a great power confrontation, James Geurts, the assistant
Navy secretary for research, development and acquisition, said at a Pentagon
briefing. It was a way "to kind of close the distance between ideas, wherever

they came from” and, by using some of the new acquisition authorities, to get
new technologies out into the field quicker.


An autonomous unmanned surface vehicle is demonstrated during ANTX East on July 17. The boat is a USV Lab Afloat demonstrating autonomous safe navigation. U.S. Navy/Kelley Stirling
Geurts said they have about a 12- to 18-month window to move technologies through the acquisition process and into the hands of Sailors and
Marines, instead of a “20-year development program.” By bringing together the
requirements and acquisition officials with the operators, “we tend to find a
bunch of new ideas that we didn’t think of when we didn’t get all those
together,” he said.

The briefing focused mainly on the ANTX held July 9-19 at Marine Corps Base Camp Lejeune, North Carolina, in which Geurts said 53 new
technologies were presented by 32 organizations, from large corporations to a
company with three people, and were tested in the field. Some of those
technologies could be moved into the acquisition process, while others would be
cited for additional development.

Maj. Gen. Mark Wise, the deputy commander of Marine Corps Combat
Development Command, said: “When we start looking at what that future fight
might look like and the things we will need to enable it, this has become a
really great way to start ferreting out some of those

technologies that will
enable our Sailors and Marines to do that.” Wise mentioned technologies,
including unmanned air, land, surface and undersea systems, that could help
with force protection and logistics at comparatively low cost.

Michael Stewart, the deputy director of integrated warfare,
said by using the ANTX process, “we’re trying to increase the decision speed …
trying to leap frog [the normal acquisition process] and do it fast.” It was
“all about being a smart buyer.”

Wise said he was excited about some of the concepts for allowing communications for small, distributed Marine units when the current methods are disrupted, including systems that were small enough to fit on a light off-road vehicle, and using unmanned systems to provide fuel and ammunition to expeditionary air fields.

Geurts said a key factor in the ANTX process was, “we don’t call this a test, it’s an experiment. It’s OK to fail.” That is part of the new push for rapid innovation, which requires an environment “where it’s safe to fail.”

HII Continues Planning for Midlife Refueling, Overhaul of USS John C. Stennis

USS John C. Stennis departs Hampton Roads, Virginia, in

February 1998. Huntington Ingalls Industries
NEWPORT NEWS,
Va. – Huntington Ingalls Industries' Newport News Shipbuilding division has
received a $290 million contract modification from the U.S. Navy to continue
planning for the refueling and complex overhaul of the aircraft carrier USS
John C. Stennis, the company announced Aug. 1.

The contract
funds the second and third years of planning, long-lead-time material
procurement, shop fabrication, shipboard inspections and facilities readiness
for the overhaul. As part of the planning contract, Newport News also will
perform some shipboard work, which will take place in Norfolk. The initial year
of planning was funded at a base value of $187.5 million.

"The second
and third year of planning is important to the overall success of a project of
the magnitude of [the overhaul]," said Chris Miner, Newport News' vice
president of in-service aircraft carriers.

"This
contract allows us to continue our critical planning for each step of the
process so we're ready to begin execution when the ship arrives in the first
quarter of 2021."

Stennis will be the seventh Nimitz-class carrier to undergo a major life-cycle overhaul at Newport News, representing 35% of all maintenance and modernization completed during its service

life.

The overhaul, a RCOH, is an extremely complex engineering and construction project that involves more than 680 suppliers from 40 states providing material and services critical to the overhaul process.

Once completed, a recapitalized carrier can support current and future warfare doctrine and continuing to operate as the centerpiece of the Navy’s fleet and national defense for another 25 years.

F/A-18E Loss Only Fourth Navy Crash This Fiscal Year

ARLINGTON, Va. – The U.S. Navy jet that crashed July 31 in Southern California is only the fourth Navy aircraft to be lost in a crash so far in fiscal 2019, according to records.

The F/A-18E Super Hornet strike fighter, assigned to Strike Fighter Squadron 151, according to a source, and based at Naval Air Station Lemoore, California, was on a low-level flight through a feature called Star Wars Canyon in Death Valley National Park when it crashed near a popular overlook that aviation photographers and other tourists visit to watch jets streak through the canyon.

The crash caused minor injuries to seven civilian tourists at the overlook with
fire and flying debris.

As of mid-day
Aug. 1, the pilot of the single-seat Super Hornet was still missing. The Navy
had launched helicopters to participate in the search for the pilot.

So far this fiscal year,
aerial mishaps claimed an F/A-18F Super Hornet, an MH-60R Seahawk helicopter
and a T-45C Goshawk training jet. Until the July 31 mishap, no Navy aviators
had been killed in a mishap this year.

Alion Completes Sale of Naval Systems Business Unit to Serco

WASHINGTON –
Alion Science and Technology Corp., which designs and delivers complex
engineering solutions for defense and intelligence agencies, has completed the
sale of its naval systems business unit, including its Canadian business and a
small number of related contract operations, to Serco Inc., Alion announced.

“We are pleased to complete the previously announced

transaction to sell Alion’s NSBU business to Serco and look forward to continuing to provide best-in-class engineering and technology solutions to our national security customers, including U.S. Army, U.S. Air Force, U.S. Navy as well as Intelligence customers,” said Steve Schorer, chairman and CEO of Alion.

“This divestiture allows us to focus on advancing technologies and systems in the areas of C5 systems, ISR solutions, artificial intelligence, cyber solutions, electronic warfare technology and live virtual constructive training systems, which are all critical to the mission of our customers.”

Universities Step In to Fuel Australian Shipbuilding Boom

ADELAIDE,
Australia – Flinders University has partnered with the Naval Shipbuilding
College, which is also in Adelaide, to ensure graduates are ready to seize
future cutting-edge jobs in the National Naval Shipbuilding Enterprise, the
Lead, a south Australian newspaper, said in an Aug. 1 article.

This week
the University of Adelaide announced that its rejuvenated master’s of marine engineering
program had grown in popularity more than five-fold since 2015, thanks in part
to a partnership with Australian submarine company ASC.

Flinders

University is the first Australian university to be endorsed for delivering a course aligned with the future employment needs of the naval shipbuilding industry. Its bachelor's of engineering (mechanical) (honours) has been endorsed by the Naval Shipbuilding College with five other engineering programs expected to follow.

The Australian government is investing $90 billion into the continuous shipbuilding program, which is expected to create 5,200 shipbuilding jobs within 10 years, to build Australia's new fleet of 12 offshore patrol vessels, nine Hunter-class anti-submarine frigates, 12 submarines and 21 Pacific patrol boats.

Based in Osborne, South Australia, the Naval Shipbuilding College is a hub that links prospective workers with suitable and accredited training at universities, TAFEs and training institutions in all states and territories.

It is operated by the Naval Shipbuilding Institute, an Australian joint venture between Kellogg Brown & Root and America's largest military shipbuilding company Huntington Ingalls Industries.

A TAFE SA welding course became the first training program endorsed by the college last September, but the Flinders program is the first university course to be

approved. Five courses at Tasmania's Australian Maritime College were also endorsed the last week of July, a few days after the Flinders University announcement.

Flinders Learning and Teaching Innovation Pro Vice-Chancellor Professor Deborah West said the university was committed to the partnership with the Naval Shipbuilding College, which would provide high-quality education pathways into shipbuilding careers for students.

"The endorsement of our degrees will ensure our graduates are well positioned for the large number of job opportunities that are being created as a result of the growth in the shipbuilding industry," she said.

Naval Shipbuilding College sits alongside the Osborne Naval Shipyard near Port Adelaide. The shipyard has been at the heart of Australia's defence shipbuilding program since the late 1980s and has delivered six Collins-class submarines and three Hobart-class air warfare destroyers. It is also expected to play a key ongoing role in the $90 billion continuous build program.

The University of Adelaide's rejuvenated master's of marine engineering program is backed by the expertise and resources of ASC.

This year 49 students are undertaking master's degrees by course work in submarine design (naval architecture and maritime engineering), sustainment, supply chain, project management and related subjects, within the University's School of Mechanical Engineering.

The program, offered every two years, has grown from 27 students in 2017 and nine students in 2015. It is among only a few postgraduate courses available in Australia in marine engineering and is the only one in submarine design.

The students are drawn from industry, defense and recent graduates as well as French exchange students from the prestigious French Grande Ecole d'Ingénieurs ENSTA Bretagne, which last year signed a collaboration agreement with the University of Adelaide.

In the program each student completes an individual project developing a submarine concept design using professional tools. Enrolled students are being offered free membership with the prestigious Royal Institution of Naval Architects and the best projects are presented to the Submarine Institute of Australia Technical Conference, SubsTec.

Newly

appointed course director Associate Professor Eric Fusil said the ramp-up in enrolments for the course reflected the place Adelaide will occupy at the center of submarine and major warship design and construction in coming decades.

“We are at the start of a historical and challenging build-up in the submarine sector in Australia,” said Associate Professor Fusil, a former submarine designer with both Naval Group of France and ASC in Adelaide.

“The students are drawing on an incredible wealth of real-life experience in terms of submarine engineering at ASC – Australia’s only established submarine company.”

Naval Shipbuilding College program director Bill Docalovich said the unprecedented upgrade of the Royal Australian Navy’s fleet was taking a national approach.

“Through collaboration with education and training providers in every state and territory we are strengthening student pathways into rewarding, long-term, sustainable shipbuilding careers,” he said.

“It demonstrates our commitment to ensuring our students are skilled and capable of meeting the changing needs of the workforce and future

industries in Australia.”

The Australian government established the Naval Shipbuilding College in 2018 to help secure a sovereign workforce to implement its $90 billion continuous naval shipbuilding program.

A national naval shipbuilding workforce register has been established for students and workers interested in working on some of the world’s most technologically advanced projects.