Navy Secretary Names Independence-Variant LCS After Capital of Maine

Washington – Navy Secretary Richard V. Spencer announced on Jan. 31 that the next Independence-variant Littoral Combat Ship will be named USS Augusta (LCS 34), his public affairs officer said in a release.

The future USS Augusta (LCS 34) is named in honor of the capital city of Maine and is the sixth vessel to bear the name Augusta.

"It is an honor to name the next Independence variant LCS after the city Augusta," Spencer said. "From the earliest days of the American Revolution to every conflict since, the citizens of Maine have been an important part of the Navy and Marine Corps team. I am pleased that a future ship will carry on that tradition of service by bearing the name and history of their great capital city."

The future USS Augusta will be built by Austal USA in Mobile, Alabama. This ship will be 419 feet long with a beam length of 104 feet and be capable of operating at speeds in excess of 40 knots.

The Navy has accepted delivery of 17 littoral combat ships (LCSs). Including the recent contract modifications, a total of 35 LCSs have been procured with 11 ships under construction (LCS 17, 19-26) and seven more ships in pre-construction ships (LCS 29-32, 34, 36 and 38).

The LCS is a highly maneuverable, lethal and adaptable ship, designed to support focused mine countermeasures, antisubmarine warfare and surface warfare missions. LCS integrates new technology and capability to affordably support

current and future mission capability from deep water to the littorals.

L3 OceanServer Awarded Contract for Iver3 UUVs

FALL RIVER, Mass. – L3 OceanServer has been granted a five-year General Services Administration (GSA) schedule for its Iver3 unmanned underwater vehicles (UUVs), the company said in a Jan. 31 release. This GSA schedule gives registered government agencies a simple path to procure Iver3 UUVs using pre-established pricing and terms and conditions. A contract was awarded from the GSA schedule for two Iver3 UUVs and associated training, effective Dec. 19, 2018.

“L3 OceanServer is pleased to receive this GSA schedule and contract award. GSA schedules provide shorter procurement cycles for federal purchases to streamline ordering processes,” said Daryl Slocum, general manager of L3 OceanServer. “This award will allow us to develop existing customer relationships and build new ones.”

The Iver UUV is a commercial-off-the-shelf product built with warfighter-driven attributes. It features longer runtimes and precise navigational accuracy, enabling long ingress/egress missions that provide greater standoff distances and increased mission safety. L3 OceanServer has a proud history of working with various government agencies, including the U.S Marine Corps and the U.S. Navy.

L3 OceanServer is part of the Integrated Maritime Systems sector within L3’s Communications and Networked Systems business segment. Since its inception in 2003, L3 OceanServer

has sold more than 300 autonomous underwater vehicles worldwide.

Coast Guard, DEA, Caribbean Border Interagency Group Partners Apprehend 4 Smugglers, Seize $3 Million in Cocaine

SAN JUAN, Puerto Rico – The crew of the Coast Guard Cutter Margaret Norvell (WPC-1105) offloaded 200 pounds of cocaine Jan. 30 evening and transferred custody of four suspected smugglers to U.S. Drug Enforcement Administration Special agents in Mayaguez, Puerto Rico, the Coast Guard 7th District said in a Jan. 31 release.

Coast Guard and Caribbean Border Interagency Group (CBIG) law enforcement authorities seized the $3 million dollar cocaine shipment and apprehended the suspected smugglers following the interdiction of a go-fast vessel Tuesday night in waters north of Arecibo, Puerto Rico.

This interdiction is the result of ongoing multi-agency law enforcement efforts in support of Operation Caribbean Guard, the Caribbean Border Interagency Group and the Caribbean Corridor Strike Force (CCSF).

The suspected smugglers are Dominican nationals who are facing likely federal prosecution by the U.S. Attorney’s Office for the District of Puerto Rico.

“Tonight’s success was a total team effort,” said Lt. Carl Luxhoj, Air Station Borinquen MH-65 helicopter pilot. “The combined air support from both the fixed-wing and rotary-wing aircrews made the surface intercept of the suspect vessel possible. The recovery of evidence would not have been possible without the support of the Puerto Rico Police Department [FURA]. The outstanding coordination from all involved prevented illegal migrants and contraband from reaching American soil.”

While on a routine patrol, the crew of a HC-144 Ocean Sentry aircraft from Air Station Miami detected a suspicious go-fast vessel late Jan. 29 night transiting with four people onboard, approximately 20 nautical miles north of Isabela, Puerto Rico. The go-fast was transiting southeast without the use of navigational lights.

Coast Guard Watchstanders in Sector San Juan alerted CBIG partner agencies, launched a MH-65 Dolphin helicopter to provide air support and diverted the Coast

Guard Cutter Margaret Norvell to interdict the go-fast. The crew of a Puerto Rico Police Department FURA marine unit also responded and supported the interdiction.

Throughout the pursuit, the Coast Guard aircrews vectored-in the cutter Margaret Norvell to the go-fast’s position. Once on scene, the Norvell’s crew launched the cutter’s Over-the-Horizon Boat IV that closed-in and interdicted the suspect vessel.

During the pursuit, the HC-144 Ocean Sentry crew observed multiple bales jettisoned into the water from the go-fast. The Coast Guard helicopter also vectored-in the crew of the Puerto Rico Police Department marine unit to the area of the jettisoned cargo, where the crew recovered three bales with 200 pounds of cocaine. The Norvell crew embarked the suspected smugglers along with the seized contraband.

The go-fast was destroyed as a hazard to navigation.

The detainees and seized contraband were transferred to the custody of DEA Special Agents assigned to CCSF, who are leading the investigation into this case.

HII Division Delivers First 3-D Metal Part for Installation on Nuclear-Powered Aircraft Carrier

NEWPORT NEWS, Va. – Huntington Ingalls Industries' (HII's) Newport News Shipbuilding division has achieved a milestone in the integration of additive manufacturing into the design and fabrication of components for nuclear-powered warships. The company has delivered the first 3-D-printed metal part to the U.S. Navy for installation on an aircraft carrier.

The milestone was recognized during a brief ceremony Jan. 29 at Naval Station Norfolk. The part was presented to Rear Adm. Lorin Selby, Naval Sea Systems Command's chief engineer and deputy commander for ship design, integration, and naval engineering. The part – a piping assembly – will be installed on the aircraft carrier USS Harry S. Truman and evaluated for a one-year period.

"We are pleased to have worked so closely with our Navy partners to get to the point where the first 3-D metal part will be installed on an aircraft carrier," said Charles Southall, Newport News' vice president of engineering and design. "The advancement of additive manufacturing will help

revolutionize naval engineering and shipbuilding. It also is a significant step forward in our digital transformation of shipbuilding processes to increase efficiency, safety and affordability. This is an accomplishment we all should be proud of."

NAVSEA last year approved the technical standards for 3-D printing after extensive collaboration with the company and industry partners that involved the rigorous printing of test parts and materials, extensive development of an engineered test program, and publishing of the results. The highly digitized process could lead to cost savings and reduced production schedules for naval ships.

Navy Awards Vigor Drydocking Contract for LCS USS Coronado

PORTLAND, Ore. – The U.S. Navy has awarded the contract to execute the Drydocking Selected Restricted Availability (DSRA) for USS Coronado (LCS 4) to Vigor, the company said in a Jan. 29 release. Work will be performed at Vigor's Portland shipyard.

The award is the latest in a series of awards in Vigor's growing Navy repair program and is its first as prime contractor in the littoral combat ship program. Other recent Vigor projects with the U.S. Navy include the execution of the SRA for the USS Kidd at the Everett Naval Station and the DSRA for the USS Sampson in Vigor's Seattle facility.

Ship repair and service life extension in the defense sector has been a growth area for Vigor's Pacific Northwest shipyards. The company recently promoted Mike Pearson, Navy

veteran and former general manager at Vigor to vice president of Navy and Puget Sound Repair.

“Mike has delivered outstanding results in building the strong teams and processes that continue to improve our competitive position in complex Navy programs,” said Adam Beck, Vigor executive vice president of Ship Repair. “His efforts, together with Vigor’s great team of skilled craftspeople, are proving the Pacific Northwest has a strong role to play in maintaining the fleet readiness of today’s Navy.”

Vigor will begin work on the Coronado in March and run through November. The work package includes engine and machinery overhauls, underwater hull coatings, life-cycle inspections, and implementation of multiple ship alterations and upgrades to increase the Coronado’s warfighting readiness. The package also includes multiple upgrades directed at increasing the overall quality of life for deployed service men and women.

“This award is a testament to the significant capabilities of all Vigor employees and its valued sub-contractors,” said Kellan Lancaster, business development, Ship Repair. “We look forward to providing exceptional service and an on-time delivery.”

Navy to Commission Submarine South Dakota

ARLINGTON, Va. – The Navy will commission its newest fast-attack submarine, the future USS South Dakota (SSN 790), during a ceremony Feb. 2 at Naval Submarine Base New London in Groton, Connecticut, the Defense Department said in a release.

The principal speaker will be U.S. Sen. Mike Rounds of South Dakota. The submarine's sponsor is Deanie Dempsey, wife of the 18th Chairman of the Joint Chiefs of Staff, Gen. Martin Dempsey. She will give the order to "man our ship and bring her to life!" in a time-honored Navy tradition.

"USS South Dakota enters service during a period of dynamic security challenges," said Navy Secretary Richard V. Spencer. "I am confident USS South Dakota and its crew will ensure our Navy and nation remain safe and strong, and proudly serve our nation's interest for decades to come."

South Dakota, a Virginia-class submarine is the third ship to bear the state's name. The first South Dakota was an armored cruiser commissioned Jan. 27, 1908. The ship served in a convoy escort role during World War I before being renamed Huron June 7, 1920. It was decommissioned following seven years of service in the Pacific on June 17, 1927.

The second ship was a battleship commissioned March 20, 1942. It saw service in a number of important World War II battles including Santa Cruz, Guadalcanal, Philippine Sea, and Okinawa, earning 13 battle stars over the course of the war. South Dakota was present at Tokyo Bay when the Japanese surrendered and was later placed out of commission on Jan. 31, 1947.

USS South Dakota is the 17th Virginia-class attack submarine and the seventh Virginia-class Block III submarine.

USS Chung-Hoon Conducts

Second Drug Bust in a Month

GULF OF ADEN – While conducting maritime security operations in the international waters of the Gulf of Aden, the guided-missile destroyer USS Chung-Hoon interdicted a shipment of illicit narcotics aboard a stateless vessel on Jan. 24, the U.S. 5th Fleet Public Affairs said in a release.

Chung-Hoon's visit, board, search and seizure (VBSS) team seized 4,700 kilograms of hashish while conducting a flag verification boarding. This is the second such interdiction within a month. The Chung-Hoon seized over 5,000 kilograms of hashish while patrolling the Gulf of Aden on Dec. 27.

"What I'm most proud of is the synergy between our information, operations and boarding teams that allowed us to complete the mission," said Cmdr. Brent Jackson, commanding officer of Chung-Hoon. "Teamwork is the key enabler, and this crew was on station, ready to roll at sunrise to complete the task of interdicting contraband.

The vessel was determined to be stateless following a flag verification boarding conducted in accordance with customary international law. The vessel and its crew were allowed to depart once the narcotics were seized.

Chung-Hoon is serving as the surface action group commander, leading the Whidbey Island-class amphibious dock landing ship USS Fort McHenry, during maritime security operations in the Gulf of Aden. Both ships are operating under Task Force 55.

Chung-Hoon is deployed to the U.S. 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the western Indian Ocean and three strategic choke points.

The U.S. 5th Fleet area of operations encompasses nearly 2.5

million square miles of water area and includes the Arabian Gulf, Gulf of Oman, Red Sea and parts of the Indian Ocean. The region is comprised of 20 countries and includes three critical choke points at the Strait of Hormuz, the Suez Canal and the Strait of Bab-al-Mandeb at the southern tip of Yemen.

CP Technologies Wins Mission Computer Modernization Contract for Greek P-3B Aircraft

SAN DIEGO – CP Technologies has won a contract to modernize and update the mission control computers in the P-3B Orion aircraft used by the Hellenic Navy and Air Force, the company said in a Jan. 29 release.

According to Michael McCormack, president and CEOof CP Technologies, "We won the contract because of our proven ability to meet the extreme environmental specifications, the ability to rapidly prototype the product and the overall performance of the computer."

The P-3 Orion is the standard for maritime patrol and reconnaissance, and is used for homeland security, anti-piracy operations, humanitarian relief, search and rescue, intelligence gathering, anti-submarine warfare and, recently, to assist in air traffic control and natural disaster relief support.

CP Technologies' mission computers are used in the ISR (intelligence, surveillance and reconnaissance) consoles

onboard the aircraft and were designed to offer advanced computing technology in order to accommodate new ISR capabilities in the rough aircraft environment like advance map rendering and GPS tracking, sensor and surveillance data analysis, etc.

The unit is a fully sealed, convection cooled system that offers a high-performance balance of CPU/GPU processing. The combination of CPU/GPU performance, the ruggedized sealed design, and the advanced peripheral interfaces such as RS-232, RS-422, Hi-Res Digital Video Outputs, and GB Ethernet, is what set CP Technologies apart from the competition.

The unit was designed to accommodate and certified to operate under extreme environmental conditions, aircraft crash safety as well as extreme shock and vibrations profiles to guarantee functionality and survivability remains consistent throughout the aircrafts many missions.

The contract was awarded to CP Technologies in May and was rapidly prototyped in 12 weeks. CP Technologies will continue to support the program until the expiration of the contract in 2025.

The Hellenic Air Force had five P-3Bs that had been in service since 1996. Assigned to the 353 Squadron based at Elefsis near Athens, these aircraft had been in storage pending a decision on the proposed midlife upgrades. The modernization plan is a seven-year program and includes the maintenance and support of five of the six P-3B Orion turboprop aircraft transferred to Greece by the United States during 1991 and 1992. In 2014, the U.S. State Department approved a Foreign Military Sale to Greece for P-3B aircraft overhaul and upgrade as well as associated equipment, parts, training and logistical support for an estimated cost of $500 million.

Marines 3D Print First Reinforced Concrete Bridge in Western Hemisphere

MARINE CORPS BASE QUANTICO, Va. – Marines from the 1st Marine Logistics Group (MLG) at Camp Pendleton, California, transformed their motto – "Victory through Logistics" – to action when they successfully 3D printed a concrete bridge in December, with the help of the Marine Corps Systems Command Advanced Manufacturing Operations Cell (AMOC) and the Army Corps of Engineers.

During the Corps' annual Steel Knight exercise, Marines were trained on how to operate the Automated Construction of Expeditionary Structures – or ACES – printer, incorporated new equipment into the process, and printed and assembled a usable foot bridge to demonstrate the concrete 3D printing capability in an operational environment.

"One of our goals was for Marines to learn to operate the equipment on their own, which they did and it was great," said Capt. Matthew Friedell, AMOC project officer. "Another goal is that each time we do one of these tests, we use [fewer] people. Ultimately, we want one person standing there who hits 'print,' and the machine does all the work. We're getting there."

This was the first time in the U.S. or western hemisphere that a bridge was 3D printed on site rather than in a factory setting, Friedell said.

"This shows how close 1st MLG and the Marine Corps are to the bleeding edge of innovation," he said. "We didn't seek to

break any new ground, but with Marine ingenuity, we sure did."

The demonstration included the use of a concrete mixing process that removes some of the leg work for Marines. Sailors with Naval Mobile Construction Battalion 5 at Port Hueneme, California, brought a volumetric mixer to the site, which saves about six Marines from having to mix the large amounts of concrete needed for the print job.

"The barracks hut print [conducted in August], was more difficult because Marines had to mix the concrete [themselves]," Friedell said. "They had to take five-gallon buckets of gravel, pour them into a bigger bucket, and then use a fork lift to lift them up into the big mixer. The mixer had to mix it and then dump it into the pump. For [the bridge project], we used the volumetric mixer, which did all the gravel, mixed all the concrete and got it ready to pump without anyone doing the really hard work."

The AMOC provided the printer and led the effort as part of the Corps' only acquisition command, and the Army Corps of Engineers validated the bridge design to ensure it could bear the load, Friedell said. The idea and design for the bridge came from Marines in the 1st MLG.

"The 1st Marine Logistics Group is always trying to find new solutions when it comes to providing logistics support to I Marine Expeditionary Forces," said Brig. Gen. Stephen Sklenka, 1st MLG commanding general. "Seeing the Marines learn and train with new technology, then apply their technical expertise to find new ways of maximizing our capabilities on the battlefield showcases both their dedication and their creativity. This was a terrific demonstration of innovative ideas resulting in tangible progress toward usable results that advance future progress in logistics operations."

In addition to operational uses like bridges and barracks huts, Friedell envisions the Marine Corps using construction-

sized additive manufacturing for the Corps' humanitarian relief work as well.

"I see us going in and building things that help communities," he said. "Making homes that don't fall over in a typhoon or hurricane; [providing] buildings and infrastructure that lasts for a while, and possibly leaving the equipment there so they can keep building."

The AMOC hopes to transition additive manufacturing to a program of record for the Marine Corps by fiscal 2021.

"The Army Corps of Engineers have been doing this work for the past four years to get us where we are, and they did a great job with the program before the Marine Corps ever came onboard," Friedell said. "Our focus now is to help this transition into an actual system; a useable program of record. These experiments are helping us draft the requirements to get there."

The Marine Corps and Department of Defense logistics communities are excited about the possibilities, he said.

"The 3D printed bridge demonstration was an excellent example of innovation coming to fruition," Sklenka said. "It is exciting to see our Marines using their creativity to find ways to enhance the way we conduct logistics operations. 1st Marine Logistics Group continuously trains using new technology to test the boundaries of innovation so we can provide the support for maximum readiness. I think this 3D printed bridge was just the beginning of our progress."

CNO Defends Survivability, Utility of Aircraft Carriers

WASHINGTON – The Navy's top officer defended the notion of survivability for U.S. aircraft carriers and their battle groups in an era when great power competitors are developing advanced weaponry such as hypersonic missiles.

"There is a great virtue to being able to move an airfield 720 miles in a day," Adm. John M. Richardson, chief of naval operations, said Jan. 28 to an audience at the Brookings Institution, referring to the mobility of an aircraft carrier as opposed to a land-based airfield.

Stating that the topic of hypersonic missiles necessarily involved classified information that he could not discuss, Richardson said that the Navy was very much engaged in ensuring the survivability of its aircraft carriers.

"So rather than talk about the vulnerability of the carrier strike group, we should think about it as the most survivable airfield in the region," Richardson said. "If you look at the history of the vulnerability of aircraft carriers, we're less vulnerable now than we have been since and including World War II.

"In the Cold War, the Soviet submarine force was out there in great numbers, so there was vulnerability associated with that. So a combination of operational concepts and defensive systems – it is a give and take as we go – those carriers are able to have a big impact on the operational space."