

# Coast Guard Forces to Provide Maritime Security for APEC Summit

ALAMEDA, Calif. – U.S. Coast Guard service members are scheduled to provide port security for the Asia-Pacific Economic Cooperation (APEC) Economic Leader's Summit Nov. 12-18 in Port Moresby, Papua New Guinea (PNG), the Coast Guard Pacific Area said in an Oct. 31 release.

The deployment of Coast Guard personnel comes after U.S. Ambassador to PNG Catherine Ebert-Gray and PNG Police Commissioner Gary Baki signed a first-of-its-kind memorandum of understanding last week authorizing the Coast Guard to enforce security zones near Port Moresby during the summit.

Leaders and senior officials from 21-member nations are scheduled to attend the summit, including Vice President Mike Pence representing the United States.

"APEC Leader's Week marks the culmination of Papua New Guinea's efforts over the past two years as a host of the 2018 summit," said Ebert-Gray. "With dignitaries arriving from the 21 APEC economies, the United States and the U.S. Coast Guard is happy to offer its support in providing safety and security operations to supplement the Joint Security Task Force efforts to protect Papua New Guinea ports, waterways and coastal areas during this significant international event."

The Coast Guard is deploying small boats and nearly 100 specialized members as part of an adaptive force package to provide port security, waterside protection and anti-terrorism capabilities prior to and during the summit. The security teams will work in coordination with PNG Police and partner nations' security forces.

The APEC security mission is one of several recent joint operations conducted by the Coast Guard in the Western Pacific. In August, the service participated in the 17th annual Southeast Asia Cooperation and Training exercise, which brought together service members from navies and coast guards from nine nations to focus on increasing maritime domain awareness through collaborative and coordinated information sharing.

The Coast Guard is also engaged in the Oceania Maritime Security Initiative, with law enforcement detachments deployed on supporting U.S. naval vessels such as the guided-missile destroyer USS Shoup, assisting Pacific nations with protecting their exclusive economic zones and combating illegal, unreported and unregulated fishing.

These deployments support the Coast Guard's broader efforts to strengthen the United States' relationships with partner nations in the Western Pacific, enhancing their maritime capabilities and governance, and supporting regional stability and the security of global maritime commons.

"The United States is a Pacific nation," said Vice Adm. Linda Fagan, U.S. Coast Guard Pacific Area commander. "We have deep and long-standing ties to our partners in the region, and more importantly, we share a strong commitment to a rules-based international system that promotes peace, security and shared prosperity."

# Migrants to the Dominican Republic Following At-Sea Interdiction

SAN JUAN, Puerto Rico – The crew of the Coast Guard Cutter Winslow Griesser returned 24 migrants to authorities in Santo Domingo Oct. 30 following the at-sea interdiction of a migrant vessel Oct. 17 in waters approximately 22 nautical miles northeast of Punta Cana, Dominican Republic.

The interdiction is the result of ongoing efforts in support of Operation Unified Resolve, Operation Caribbean Guard and the Caribbean Border Interagency Group (CBIG).

“The excellent coordination between three Coast Guard cutters and Coast Guard Sector San Juan ensured the safe return of all 24 persons to the Dominican Republic and serves as a constant reminder of the inherent dangers associated with taking to the sea in such overloaded and unseaworthy vessels,” said Lt. Luke A. Walsh, Winslow Griesser commanding officer.

During a routine patrol of the Mona Passage, the crew of a Coast Guard HC-144 Ocean Sentry maritime patrol aircraft detected a grossly overloaded 20-foot migrant boat in international waters traveling illegally toward Puerto Rico. Coast Guard Sector San Juan watchstanders diverted the Coast Guard Cutter Thetis to interdict the vessel.

Shortly thereafter, Thetis arrived on scene with the migrant vessel that was disabled and taking on water. Thetis crew safely embarked all 24 migrants, a Haitian man and 23 Dominicans, including an adult woman and two male minors. Once aboard a Coast Guard cutter, all migrants receive food, water, shelter and basic medical attention.

The migrants were subsequently transferred from Thetis to the

Coast Guard Cutter Joseph Napier and then to Winslow Griesser for their final transport to the Dominican Republic.

Thetis is a 270-foot medium-endurance cutter homeported in Key West, Florida, while Joseph Napier and Winslow Griesser are 154-foot fast-response cutters homeported in San Juan.

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## **Marine Squadron to Return from EA-6B's Last Deployment**

ARLINGTON, Va. – The Marine Corps' last squadron flying the EA-6B Prowler electronic attack aircraft is scheduled to return home in early November, marking the last operational deployment for the aircraft.

Marine Tactical Electronic Warfare Squadron Two (VMAQ-2) is returning from its final deployment to its home base, Marine Corps Air Station Cherry Point, North Carolina, from a base in the Central Command area of responsibility, the Marine Corps said in an Oct. 31 release.

VMAQ-2 is scheduled to be deactivated in March, the last of four VMAQ squadrons to operate the Prowler. The other three squadrons – VMAQ-1, VMAQ-3 and VMAQ-4, two of which were formed from detachments of VMAQ-2 and one of which became a fleet replacement training squadron (VMAQT-1) until it was no longer needed – have been deactivated – one each year – over the past three years.

The VMAQ squadrons have deployed their EA-6Bs to numerous bases and aircraft carriers over their service, providing electronic jamming and attack in support of joint forces, including participation in combat operations in Libya, Kuwait,

Iraq, Syria, Bosnia, Serbia, Kosovo and Afghanistan.

The Marine Corps is not fielding a direct replacement for the EA-6B, instead relying on other platforms like the F-35B and the Navy's electronic attack squadrons.

The Navy retired its last EA-6B squadron in 2015. The service now flies the EA-18G Growler electronic attack aircraft from aircraft carriers and in expeditionary roles from land bases to support joint forces.

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## **L3 Technologies Awarded Contract for U.S. Navy's Next-Generation Jammer**

NEW YORK – L3 Technologies has been selected for a \$36 million demonstration of existing technologies (DET) contract award for the U.S. Navy's Next-Generation Jammer Low Band program, the company said in an Oct. 30 release. The DET program encompasses a period of performance of 20 months, culminating in a demonstration at Naval Air Station Patuxent River, Maryland.

The Next-Generation Jammer will augment, and eventually replace, the ALQ-99 tactical jamming system currently integrated on the EA-18G Growler aircraft.

"Our team is thrilled with the opportunity to participate in this important Navy program," said Sean J. Stackley, corporate senior vice president and president of Communications & Networked Systems. "As the spectrum converges between communications and electronic warfare, we saw a chance to

provide a unique solution that addresses current, advanced and emerging threats.”

Over the past few years, L3 Technologies has conducted successful Navy technology demonstrations that operate cooperatively in electronic attack and electronic sensing. These exercises proved L3’s unique capabilities and technological approach were well-suited for addressing the Navy’s requirements and served as building blocks for the NGJ program.

“We listened closely to our customers,” Stackley said. “We took a nontraditional approach and teamed with small businesses with a strong track record of performance in developing truly innovative capabilities for recent Navy programs. L3 is proud to have earned the privilege to participate in the NGJ program, and we are committed to delivering the performance our Navy customer needs.”

Work on this program will be executed by L3 Broadband Communications in Salt Lake City, Utah.

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## **Armor Express Wins Marine Corps Soft Armor Contract Award**

CENTRAL LAKE, Mich. – Central Lake Armor Express Inc., a leading manufacturer and distributor of high-performance armor solutions, announced Oct. 30 that it has been awarded a multiyear, firm-fixed-price, indefinite-delivery/indefinite-quantity contract from the Marine Corps Systems Command.

The contract was competitively procured as a total small business set-aside, with a potential value of \$59.4 million. Under the terms of the award, the Company will provide up to 65,469 Plate Carrier Generation III-Soft Armor Inserts and data reports, with production expected to be completed by October 2023.

Jim Henderson, CEO of the holding company that owns both Armor Express and KDH Defense Systems said, "It is our extreme honor to be chosen by the U.S. Marine Corps for this prestigious award, and we thank them for the trust they have placed in us. We also commend ongoing efforts by the U.S. armed forces to develop lighter body armor systems, while improving the modularity and flexibility of plate carriers deployed in the field. It is the servicemen and women who ultimately benefit, and all of us at Armor Express and KDH Defense Systems, stand ready to deliver."

Henderson added, "With the recent contract extensions KDH received for the Modular Scalable Vest and Blast Pelvic Protection, along with this most recent ballistic protection award for Armor Express, we have secured over \$140.0 million of potential business with the U.S. armed forces over the past two months. Working in tandem with our supply chain and technology partners, it remains our goal to provide all customers with the most advanced, lightweight and comfortable protection, supported by unparalleled delivery and service."

The company intends to leverage the manufacturing capabilities of KDH Defense Systems and will produce the ballistic armor at KDH's state-of-the-art manufacturing facility in Eden, North Carolina.

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# Fairbanks Morse Awarded Engine Contract for Navy's First Flight II LPD

WASHINGTON – Fairbanks Morse, an EnPro Industries company, has been awarded a contract to build and deliver the four main propulsion diesel engines (MPDE) that will power LPD 30, which will be the U.S. Navy's first LPD Flight II class ship, the company announced Oct. 30.

The newly designed ship will be based on the San Antonio-class hull, but the LPD Flight II is fitted with a fully capable flight deck and hangar, a well deck, and the vehicle and cargo capacities to support and sustain more than 500 combat-equipped Marines for up to 30 days. Each engine will feature common rail (CR) fuel injection technology.

The engines are scheduled to be delivered in the second and third quarters of 2020 to Huntington Ingalls Shipbuilding in Pascagoula, Mississippi. Fairbanks Morse will then support installation, testing and sea trials for the vessel. The four sequentially turbocharged 16-cylinder FM Colt-Pielstick PC 2.5 diesel engines with CR fuel injection will deliver over 31 megawatts of propulsion power and are among the largest medium-speed diesel engines manufactured in the United States.

“As an American manufacturer of medium speed engines, we take great pride in delivering engines and systems for the U.S. Navy and U.S. Coast Guard. This contract is particularly special as it is for the first LPD Flight II class ship,” said Deepak Navnith, Fairbanks Morse president. “As a company, we place significant value on innovation and it was at the heart of this win. The common rail fuel injection technology on the LPD PC 2.5 engines will lower total lifecycle costs for the Navy by reducing fuel consumption, lowering emissions, and

reducing engine maintenance, enabling the Navy to spend more time at sea at a lower cost.”

The common rail system technology uses a common high-pressure fuel header, high-pressure pumps, electronically controlled fuel delivery, electronic governing system and a new control system to deliver a precise amount of fuel throughout all engine operations. The common rail technology will deliver improved specific fuel consumption at all operating points, resulting in millions of dollars saved by the Navy over the operational lifetime of the power systems.

Fairbanks Morse engineers in Beloit, Wisconsin, worked with the MAN Energy Solutions teams in Augsburg, Germany, and St. Nazaire, France, along with the U.S. Navy to apply MAN’s proven commercial technology from the 32/44CR engine onto the FM Colt-Pielstick PC 2.5V STC engine.

Each engine will be built at the Fairbanks Morse manufacturing facility in Beloit, creating numerous jobs for American workers. Fairbanks Morse engines are installed on approximately 80 percent of U.S. Navy ships that have a medium-speed power application.

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## **Boeing Awarded Contract for F/A-18 Super Hornet, Growler Modifications**

PLANO, Texas – Boeing will continue its nearly 20-year legacy of F/A-18 modification work under a new \$204 million contract award from Naval Air Systems Command, the company said in an Oct. 26 release.

The sole-source contract, which covers inspections, modifications and repair work on U.S. Navy F/A-18E/F Super Hornets and EA-18G Growlers, has a base option of \$62 million.

“Our team, many of whom are Navy and Marine Corps veterans, understand the critical need for aircraft readiness and mission availability,” said retired Adm. Pat Walsh, vice president of U.S. Navy & Marine Corps Services for Boeing Global Services. “We look forward to partnering with the Navy, as we have since 1999, on extending the service life of F/A-18s for continued reliable operation.”

Boeing will perform the work at the company’s Cecil Field facility in Jacksonville, Florida. In addition to periodic maintenance inspections and repairs, Boeing performs structural and electrical modifications. About 28 aircraft are expected to be inducted for maintenance and modifications during the first year of the contract.

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## **Cutter Vise Returns to St. Petersburg After Hurricane Michael Mission**

ST. PETERSBURG, Fla. – The crew of the U.S. Coast Guard Cutter Vise returned Oct. 29 to St. Petersburg after responding to Hurricane Michael and conducting a 16-day port reconstitution and aids-to-navigation (ATON) patrol, the 7th Coast Guard District said in an Oct. 30 release.

During the patrol, the crew of the Vise assisted with the devastation left in the wake of Hurricane Michael. The crew transited over 650 miles and serviced more than 70 ATON in an

effort to facilitate safe navigation along the Intracoastal Waterway from St. Marks to Panama City.

“Due to the Coast Guard’s preparation and responsiveness, the crew of the *Vise*, along with other Coast Guard operational and support elements, were able to reopen the entire ICW [Intracoastal Waterway] and Port of Panama City within days of the devastating storm,” said Chief Warrant Officer Paul Curtis, commanding officer of *Vise*.

The *Vise* is a 75-foot inland construction tender that pushes a 68-foot crane barge. The crew of 16 maintains the west coast of Florida’s fixed aid-to-navigation systems that includes approximately 1,600 aids.

“Maritime commerce is the lifeblood of the global economy and the crew of the *Vise* played a major part during this deployment by ensuring the ports and waterways in the hurricane affected areas were properly marked to ensure all maritime traffic can operate in a safe manner,” said Curtis. “By quickly and efficiently reopening ports, and ensuring safe transit along the waterways, our crew played a key role in the Coast Guard’s Maritime Commerce Strategy.”

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## **Coast Guard Repatriates 84 Haitian Migrants**

MIAMI – The Coast Guard Cutter *Thetis* crew repatriated 84 Haitian migrants Tuesday to Port-au-Prince, Haiti, the 7th Coast Guard District said in an Oct. 30 release.

While on routine patrol the cutter *Thetis* crew located an overloaded 42-foot migrant vessel dead in the water Oct. 28

approximately 30 miles southwest of Turks and Caicos Islands, arrived on scene and safely embarked 84 migrants for safety of life at sea concerns.

A Coast Guard Air Station Clearwater MH-60 Jayhawk helicopter crew forward deployed to Great Inagua, Bahamas, provided overhead support.

“The overloaded vessel we interdicted was dead in the water and lacked basic safety equipment such as life jackets and flotation devices, which could have led to a fatal accident at sea,” said Cmdr. Randall Chong, commanding officer of the cutter Thetis. “I am very proud of my crew on the cutter Thetis for finding, aiding, and ultimately rescuing all persons on board and, we will continue to patrol the Caribbean and Florida Straits to ensure safety of life at sea.”

Once aboard Coast Guard cutters, all migrants receive food, water, shelter and medical attention.

Approximately 132 Haitian migrants have attempted to illegally migrate to the U.S. via the maritime environment since Oct. 1 compared to 2,488 Haitian migrants in fiscal 2018. These numbers represent the total number of at-sea interdictions, landings and disruptions in the Florida Straits, the Caribbean and Atlantic.

Thetis is a 270-foot medium-endurance cutter homeported in Key West, Florida.

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## **KMS Solutions Awarded Navy**

# Cyber Security Services Contract

ARLINGTON, Va. – KMS Solutions. LLC was awarded a cyber security services contract by the U.S. Navy to support the Naval Undersea Warfare Command Code 25 projects including: assessment and authorization; research, development, test and evaluation; environment maintenance; systems security engineering; posture transition support; in-service engineer agent support; and meeting support.

These services are for the development, evaluation, modernization and sustainment of the U.S. Navy tactical and tactical support systems, the company said in an Oct. 29 release. KMS Solutions is a wholly owned subsidiary of Subsystem Technologies.

“KMS Solutions is pleased to provide Code 25 with these services and will bring a wide range of domain knowledge, mission experience, best practices, and next-generation capabilities to the Navy,” said Michael Martino, KMS Solutions vice president. “Through this contract, we will provide Code 25 with proven, successful cybersecurity services.”

Subsystem Technologies CEO Sam Malhotra said, “We are proud to support Code 25 cybersecurity program and look forward to working closely with our government partners to ensure mission success.”