

Schiebel Wins Norway's Tender for UAS Deployment in the Arctic



Schiebel's Camposter S-100 will start tests with the Norwegian Coast Guard in fall 2019. Schiebel

VIENNA,

Austria – Norway's Andøya Test Center selected Schiebel's market-leading Camcopter

S-100 vertical takeoff and landing (VTOL) unmanned air system (UAS) for

extensive search-and-rescue trials as part of the Arctic 2030 project, the

company said in a May 2 release.

In a typical

configuration, the Camcopter S-100 operates six hours continuously and is able

to simultaneously carry multiple payloads, offering significant payload

flexibility to the user. Therefore, the S-100's missions deliver aerial views

that reach considerably farther than manned helicopters.

The S-100

also offers a number of key advantages for naval operations in the Arctic. As a

VTOL platform, the Camcopter does not require any additional start or recovery

equipment and its minimal footprint is perfect for offshore patrol vessels with

small deck sizes. The S-100 also distinguishes itself through its ability to

perform in the harshest weather conditions, flying at

temperatures down to
-40°C. This has been proven in a series of intensive trials,
such as the
Canadian icebreaker operations. In this particular case, the
Camcopter S-100
was deployed 60 nautical miles north of Fogo Island, offshore
Canada, providing
a wide-view image of the ice structure as well as identifying
the boundaries
between flat and rough ice.

The goal of
the Andøy Municipality project is a demonstration of VTOL UAS
use in the Arctic
region in an effort to increase maritime safety. For this
purpose, the Camcopter
S-100 will be equipped with an electro-optical/infrared camera
gimbal, an
Overwatch Imaging PT-8 Oceanwatch payload, an automatic
identification system
receiver and a maritime broadband radio by Radionor. Such a
combination of
payloads is intended to strengthen emergency preparedness in
the region and
provide search and rescue mission support.

Tests are
scheduled to commence in the fall of 2019 with the UAS being
deployed from
Norwegian Coast Guard vessels in Andfjorden, Northern Norway.
More operations
are planned in Spitsbergen in the spring of 2020.

“This is
clearly an important milestone in the project,” said Gunnar
Jan Olsen, general manager
of the Andøya Test Center. “We have already gained some
experience with the

Schiebel Camcopter S-100 UAS during an impressive demonstration in 2017. We believe that these current, more extensive S-100 trials will demonstrate that maritime safety in the Arctic can effectively be increased with the help of VTOL UAS.”

Coast Guard Commissions Newest FRC in San Diego



Adm. Charles Ray, the U.S. Coast Guard vice commandant, delivers his remarks during the commissioning ceremony for the Coast Guard Cutter Benjamin Bottoms at Coast Guard Sector San Diego, May 1. The Benjamin Bottoms will operate throughout the 11th Coast Guard District which includes all of California and international waters off of Mexico and Central America. U.S. Coast Guard / Petty Officer 1st Class Patrick Kelley

SAN DIEGO –

The Coast Guard commissioned the newest California-based 154-foot Fast Response

Cutter in San Diego, May 1, the Coast Guard 11th District said in a release of the same date.

The Benjamin

Bottoms is the fourth Sentinel-Class Fast Response Cutter (FRC) to be homeported at Base Los Angeles-Long Beach.

While these

ships will be based in San Pedro, they will operate throughout

the 11th Coast

Guard District, which includes all of California and international waters off of Mexico and Central America.

“Radioman

First Class Benjamin Bottoms is a Coast Guard hero,” said Adm. Charles

Ray, the Coast Guard vice commandant. “He was the embodiment of honor,

commitment and sacrifice – the motto of this new cutter.”

FRC’s are

154-foot multimission ships designed to conduct drug and migrant interdictions;

ports, waterways and coastal security operations; fisheries and environmental

protection patrols; national defense missions; and search and rescue.

To date, the

Coast Guard has accepted delivery of more than 30 FRCs. Each ship is designed

for a crew of 24, has a range of 2,500 miles and is equipped for patrols up to

five days. The FRCs are part of the Coast Guard’s overall fleet modernization

initiative.

FRCs feature

advanced command, control, communications, computers, intelligence,

surveillance and reconnaissance equipment as well as over-the-horizon response

boat deployment capability and improved habitability for the crew. The ships

can reach speeds of 28 knots and are equipped to coordinate operations with

partner agencies and long-range Coast Guard assets such as the Coast Guard's National Security Cutters.

FRCs are named in honor of Coast Guard enlisted leaders, trailblazers and heroes. The four California-based FRCs are:

Forrest Rednour (WPC-1129): Rednour aided in the rescue of 133 people during the sinking of the U.S.A.T. Dorchester, Feb. 3, 1943. He was awarded the Purple Heart and Navy and Marine Corps Medal for his actions. Rednour lost his life in the sinking of the Coast Guard Cutter Escanaba in June 1943.

Robert Ward (WPC-1130): Ward operated beach-landing boats during the Normandy invasion. He landed his craft on the Cotentin Peninsula and rescued two stranded boat crews in the face of a heavily fortified enemy assault.

Terrell Horne III (WPC-1131): Horne was murdered by suspected drug smugglers who intentionally rammed the boat he and fellow Coast Guardsmen were aboard during law enforcement operations near Santa Cruz Island off the Southern California coast in December 2012. Horne pushed one of his shipmates out of the way of the oncoming vessel attack and sustained fatal injuries.

Benjamin Bottoms (WPC-1132): Bottoms was part the Coast Guard aircrew that rescued an Army aircrew from a downed B-17 off

the east coast of Greenland in 1942. Bottoms and the pilot conducted the first landing of a cutter plane on an icecap and commenced a two-day rescue over a rugged arctic terrain that required multiple flights. During the second day of rescue operations, radio contact with Bottoms' plane was lost and he was declared missing in action.

HII Delivers Eighth National Security Cutter Midgett to U.S. Coast Guard



With the signing of ceremonial documents, custody of the National Security Cutter Midgett is officially transferred to the U.S. Coast Guard. Left to right: Cmdr. Brian Smicklas, Midgett's executive officer; Capt. Travis Carter, commanding officer, Project Resident Office Gulf Coast; and Derek Murphy, HII's NSC program manager, perform the ceremony. Derek Fountain/Huntington Ingalls Industries

PASCAGOULA, Mississippi – Huntington Ingalls Industries' Ingalls Shipbuilding division delivered the National Security Cutter Midgett (WMSL 757) to the U.S. Coast Guard on May 1, the company said in a release. Midgett is scheduled to sail away in June and will be commissioned later this year.

“We have a mission statement in the NSC program that says during the construction of each NSC we will provide the men and women of the

United States Coast Guard with the finest ship in their fleet,” said Derek Murphy, NSC program manager. “This excellence will be provided by our shipbuilders through working safely, attention to detail and ownership of work. Since the beginning of construction on NSC 8, we’ve seen an amazing transformation, made possible by the thousands of people who poured their heart and soul into this ship.”

“From a homeland security and defense perspective, this ship provides unmatched command and control.”

Cmdr. Brian Smicklas, Midgett’s executive officer, acting commanding officer

Ingalls has now delivered eight Legend-class NSCs and has one more under construction and two more under contract. Stone (WMSL 758) is scheduled for delivery in 2020. In December of 2018, Ingalls received two fixed-price incentive contracts with a combined value of \$931 million to build NSCs 10 and 11.

“From a homeland security and defense perspective, this ship provides unmatched command and control,” said Cmdr. Brian Smicklas, Midgett’s executive officer and acting commanding officer.

Midgett navigates the Gulf of Mexico during her builder’s trials on Jan. 22. Video by Derek Fountain/Huntington Ingalls Industries

“We’ve reached a number of accomplishments and milestones up to this point. However, there’s more work to do on the water. We have record drug flows in the eastern Pacific, and there are traditional Western Hemisphere missions that our Coast Guard brothers and sisters are conducting on the water every day. We also see a large increase in demand for the geographic

combatant commanders for this specific National Security Cutter capability, and we're excited to fill that and be a part of the national fleet."

NSC 8 is named to honor the hundreds of members of the Midgett family who have served in the U.S. Coast Guard and its predecessor services. At least 10 members of the family earned high honors from the Coast Guard for their heroic lifesaving deeds. Seven Midgett family members were awarded the Gold Lifesaving Medal, the Coast Guard's highest award for saving a life, and three were awarded the Silver Lifesaving Medal.

Polar Security Cutter Contract Awarded to Replace Aging Icebreakers



Members of the Coast Guard Cutter Polar Star participate in various activities on the ice about 13 miles from McMurdo Station, Antarctica, Jan. 26, 2018. Stationed aboard the only U.S. heavy ice breaker, the crew is able to set foot in places few people ever experience. U.S. Coast Guard photo by Fireman John Pelzel.

WASHINGTON – The U.S. Coast Guard and Navy have awarded VT Halter Marine Inc. of Pascagoula, Mississippi, a contract for the detail, design and construction of the Coast Guard's first polar security cutter (PSC), which will replace the nation's aging fleet of icebreakers.

The award is valued at \$745.9 million and supports nonrecurring engineering and detail design of the PSC class as well as procurement of long lead-time materials and

construction of the first ship, an April 23 Coast Guard release said.

The fixed price incentive (firm) contract also includes options for construction of two additional PSCs. If all options are exercised, the total contract value is \$1.9 billion. PSCs support a range of Coast Guard missions such as search and rescue, maritime law enforcement, environmental response and national defense.

“Against the backdrop of ‘Great Power Competition,’ the [PSC] is key to our nation’s presence in the polar regions,” Coast Guard Commandant Adm. Karl L. Schultz said. “With the strong support of both the Trump administration and the United States Congress, this contract award marks an important step towards building the nation’s full complement of six polar icebreakers to meet the unique mission demands that have emerged from increased commerce, tourism, research, and international activities in the Arctic and Antarctic.”

The Naval Sea Systems Command is the lead contracting authority.

“This contract award reflects the great benefit achieved by integrating the incredible talents of Coast Guard and Navy acquisition and shipbuilding professionals to deliver best value at speed,” said James Geurts, assistant secretary of the Navy for research, development and acquisition.

“Working with our industry partners, the team identified approximately \$300 million in cost avoidances and accelerated the schedule for delivery of this capability to the nation by almost three years. This reflects the urgency in which we are operating to ensure we deliver capabilities necessary to support the Coast Guard and the nation’s missions in the polar regions.”

Construction on the first PSC is planned to begin in 2021 with delivery planned for 2024. However, the contract includes

financial incentives for earlier delivery.

Coast Guard Unit Returns Home Following Nine-Month Deployment to Gitmo



Coast Guardsmen, who is assigned to Port Security Unit 311, holds his daughter upon arrival on March 11, 2019. Port Security Unit 311 returned to Long Beach, CA after being deployed to Guantanamo Bay, Cuba, for nine months in support of Operation Freedom's Sentinel. PSUs are anti-terrorism force protection expeditionary units with boat crews and shore-side security teams capable of supporting port and waterway security anywhere the military operates. (U.S. Coast Guard photo by Petty Officer 1st Class Emaia Rise)

SAN PEDRO, California – Coast Guard members from San Pedro-based Port Security Unit 311 returned home April 11 following a nine-month deployment to Guantanamo Bay, Cuba, in support of Operation Enduring Freedom, the Coast Guard Pacific Area said in a release.

During the deployment, PSU 311 members maintained a continuous maritime anti-terrorism and force protection presence in the Naval Defensive Sea Area of Guantanamo Bay, directly supporting the commander of Joint Task Force Guantanamo.

The unit coordinated operations and conducted joint training with elements of JTF Guantanamo, the Naval Station Guantanamo Bay Harbor Protection Unit and the Marine Corps Security Force Company. The units are jointly responsible for providing anti-terrorism and force protection of Guantanamo Bay Naval reservation and adjoining waters.

“I am extraordinarily proud of the men and women of PSU 311 and their professionalism, diligence and devotion to duty while deployed to Guantanamo Bay,” said Cmdr. Laila Grassley, PSU 311’s commanding officer. “They gave their all to the mission at hand – standing a vigilant watch while conducting their maritime security and force protection mission.”

Established in May 1995 as a Coast Guard Reserve unit, PSU 311 is an expeditionary warfare unit specializing in maritime anti-terrorism, force protection and port security in support of military or humanitarian operations worldwide. The unit has an operational heritage, including deployments to Bahrain, Kuwait and Iraq, providing force protection for critical infrastructure and U.S. and coalition vessels in support of Operations Enduring Freedom and Iraqi Freedom.

Coast Guard Releases New Arctic Strategic Outlook

ARLINGTON, Virginia – The U.S. Coast Guard has updated its Arctic strategic outlook for the first time since it published its strategy for the region in 2013 as it focuses more attention on an area of increasing interest regarding national defense, commercial shipping and natural resources exploration.

Released in an April 22 announcement, the new strategic outlook noted that as “the Arctic region continues to open, and strategic competition drives more actors to look to the Arctic for economic and geopolitical advantages, the demand for Coast Guard leadership and presence will continue to grow.

“Since the release of the Coast Guard Arctic Strategy in 2013,

the resurgence of nation-state competition has coincided with dramatic changes in the physical environment of the Arctic, which has elevated the region's prominence as a strategically competitive space," the document said. "The United States is an Arctic nation, and the U.S. Coast Guard has served as the lead federal agency for homeland security, safety and environmental stewardship in the Arctic region for more than 150 years."

The shrinking and thinning of the Arctic Ocean ice pack in recent years has tempted Arctic nations – and some non-Arctic nations such as China – to expand their presence in the region and to build ships capable of navigating through the ice. The U.S. Coast Guard this year was funded by Congress to build a new class of icebreakers called polar security cutters. The service does not have any ports on the Arctic Ocean and has only one ship, USCGC Healy, that routinely operates in the Arctic.

"As the nation's primary maritime presence in the Polar Regions, the Coast Guard advances national interests through a unique blend of polar operational capability, regulatory authority and international leadership across the full spectrum of maritime governance," the announcement said. "The Coast Guard will continue to work with our allies and partners on the mutual goal of ensuring a safe, secure, and cooperative Arctic, even as our aspiring near-peer competitors maneuver for strategic advantage in the area."

"The Arctic Strategic Outlook reaffirms the Coast Guard's commitment to American leadership in the region through partnership, unity of effort and continuous innovation," said Coast Guard Commandant Adm. Karl L. Schultz. "We understand the significant investment required to secure the Arctic, and we appreciate and embrace the trust the American people have placed in the U.S. Coast Guard. We will remain vigilant in protecting our national interests in the Polar Regions."

The outlook is organized along three lines of effort, listed below:

- Enhance capability to operate effectively in a dynamic arctic – The Coast Guard has ample authorities and a robust network of strong and resilient partnerships, but there are critical gaps in capability and capacity that must be filled in order to uphold American sovereignty and deliver mission excellence.
 - Strengthen the rules-based order – The Coast Guard will lead institutions and cooperate with partners to promote rule of law and prevent malign influence in the Arctic.
 - Innovate and adapt to promote resilience and prosperity – The sea service will collaborate with partners and stakeholders to develop innovative ways to deliver mission-critical services – including search and rescue, incident management, law enforcement and marine safety – to the region.
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Coast Guard Offloads 970 Pounds of Cocaine and 550 pounds of Marijuana at Base Miami Beach



The crew of the Coast Guard Cutter Raymond Evans (WPC-1110) offloaded approximately 970 pounds of cocaine and 550 pounds of marijuana Thursday, April 18, 2019, at Base Miami Beach worth an estimated total of \$13.5 million wholesale seized in international waters. This featured the cutter Raymond Evans' first-ever stop, interdiction, and seizure of a vessel

trafficking illicit narcotics on April 8th while on patrol in the central Caribbean Sea.

MIAMI – The crew of the Coast Guard Cutter Raymond Evans (WPC-1110) offloaded about 970 pounds of cocaine and 550 pounds of marijuana April 18 at Coast Guard Base Miami Beach worth an estimated total of \$13.5 million wholesale seized in international waters, the Coast Guard 7th District said.

This featured Raymond Evans' first-ever stop, interdiction and seizure of a vessel trafficking illicit narcotics on April 8 while on patrol in the central Caribbean Sea.

The contraband offloaded was interdicted off the coasts of Jamaica, Haiti and Colombia and represented three separate cases involving suspected drug smuggling vessel interdictions by the U.S. Coast Guard.

The cutter Raymond Evans was responsible for one case, seizing an estimated 550 pounds of marijuana.

The Coast Guard Cutter Spencer (WMEC-905) was responsible for receiving about 970 pounds of cocaine from a case off the coast of Colombia. The Spencer also interdicted small amounts of marijuana and amphetamines in another case. The contraband from these cases was transferred to the Raymond Evans.

"This was our first deployment outside of the Florida Straits in 18 months, and I'm extremely proud of my crew for the work they did over the past few weeks to make this patrol successful," said Lt. Patrick Frost, commanding officer of the Raymond Evans. "It was exciting to exercise the capabilities of the fast response cutter in the Caribbean counter-drug narcotics mission, and we're honored to have played a role in the first drug interdiction for Raymond Evans."

The interdiction completed by the cutter's crew was part of a recent interagency operation to increase intelligence and targeting capabilities in order to disrupt criminal organizations in the Caribbean Sea and secure approaches to

the U.S. along the southern border. The cutter's crew collaborated with Department of Homeland Security components to interdict suspected drug smugglers off the coast of Jamaica.

Raymond Evans is a 154-foot fast-response cutter homeported in Key West, Florida. Spencer is a 270-foot medium endurance cutter homeported in Boston.

Coast Guard Cutter Waesche Returns Following 95-day Counter-Narcotics Patrol



Petty Officer 2nd Class Raymond Hayden, a machinery technician aboard Coast Guard Cutter Waesche, and Petty Officer 2nd Class Daniel Russo, a boatswain's mate aboard Waesche, secure the deck of the cutter Friday prior to the crew offloading more than 7.1 tons of contraband at Tenth Avenue Marine Terminal in San Diego April 5, 2019. The drugs were seized during six separate interdictions off the coasts of Mexico, Central and South America by the Coast Guard cutters Active (WMEC-618), Steadfast (WMEC-623) and Waesche (WMSL-751). (U.S. Coast Guard photo by Petty Officer 2nd Class Joel Guzman/released)

ALAMEDA, California – The crew of Coast Guard Cutter Waesche (WMSL-751) returned April 8 to the ship's homeport of Alameda following a 95-day counter-narcotics patrol in the eastern Pacific Ocean, the Coast Guard Pacific Area said.

Waesche's deployment supported Joint Interagency Task Force-South, with the ship operating in international waters off the coast of Central and South America, resulting in the seizure of more than 14,000 pounds of cocaine with an estimated

wholesale value of \$193 million.

The drugs were seized during six separate interdictions by the Coast Guard Cutters Active (WMEC-618), Steadfast (WMEC-623) and Waesche, with the assistance of a helicopter interdiction squadron of pilots, aircrew and trained helicopter marksmen embarked aboard Waesche.

The contraband and 10 suspected drug traffickers were transferred April 5 from Waesche and turned over to the U.S. Drug Enforcement Agency in San Diego.

“This offload represents a successful example of the cycle of justice,” said Rear Adm. Nathan Moore, deputy commander of Coast Guard Pacific Area. “This cycle of justice disrupts the cycle of crime, which, left unchecked, fuels violence and instability that erodes our hemisphere’s social and economic fabric and directly contributes to historically high numbers of drug-related deaths in North America.”

As part of its Western Hemisphere Strategy, the Coast Guard increased its presence in known drug transit zones in the eastern Pacific Ocean and Caribbean Sea. During at-sea interdictions in international waters, suspect vessels are initially located and tracked by military or law-enforcement personnel from the U.S. and its allies. The interdictions, including boardings, are conducted by U.S. Coast Guard members.

Waesche’s commanding officer, Capt. Patrick Dougan, said the ship, among the Coast Guard’s most sophisticated and technologically advanced assets, is well-suited to the task.

“[The ship] would be ineffective without the men and women who serve aboard,” Dougan said. “Everyone on board plays an important role, and manning these ships requires everyone to contribute. This crew, as well as those of our other Coast Guard assets, are relentless in their pursuit of improving their professional excellence.”

The Waesche is one of four 418-foot national security cutters homeported in Alameda. The ship and its normal complement of 148 crew members perform deployments lasting about 100 days, carrying out missions such as law enforcement, search and rescue, fisheries management and drug interdictions from the Bering Sea to the eastern Pacific.

Coast Guard Offloads 14,000 Pounds of Marijuana and 3,660 Pounds of Cocaine at Port Everglades



MIAMI – The crew of the U.S. Coast Guard Cutter Bear (WMEC-901) offloaded about 14,000 pounds of marijuana worth an estimated \$12.5 million wholesale and 3,660 pounds of cocaine worth an estimated \$50 million on April 18 at Port Everglades, the Coast Guard 7th District said in a release.

The drugs were interdicted off the coasts of Mexico and Central and South America and represent five separate, suspected drug smuggling vessel interdictions:

- The Coast Guard Cutter Bear was responsible for two cases, seizing about 7,900 pounds of marijuana and 300 pounds of cocaine.
- The Coast Guard Cutter Valiant (WMEC-621) was responsible for one case, seizing about 2,700 pounds of cocaine.
- The USS Tornado (PC-14) with a Coast Guard Tactical Law

Enforcement Team was responsible for two cases, seizing 6,100 pounds of marijuana and 660 pounds of cocaine.

“I could not be prouder of this crew’s accomplishments, and of the entire interagency and allied team that continue to stand the watch in an effort to stem the efforts of smugglers that seek to destabilize the Western hemisphere while they line their pockets,” said Lt. Cmdr. Andrew Dannelly, executive officer of Coast Guard Cutter Bear.

“It is through successful interdictions, such as the ones we are offloading today, that impact these criminal organizations, regardless of the product they are smuggling. It is certainly a team effort with contributions by our Customs and Border Protection Air and Marine Operations partners, Department of Defense and other DHS partners that make todays offload possible.”

The cutter Bear is a 270-foot medium-endurance cutter homeported in Portsmouth, Virginia. The cutter Valiant is a 210-foot medium-endurance cutter homeported in Jacksonville, Florida. The USS Tornado is a 179-foot Cyclone-class patrol ship.

Marine Jet Power Awarded Taiwan Coast Guard Contract

UPPSALA, Sweden – Marine Jet Power (MJP) has been awarded a multiunit, multiyear contract with CSBC Shipyard to provide propulsion for 15,100-ton class vessels for the Taiwan Coast Guard (TCG), the company said in a release.

The 34-meter vessels will be built at CSBC’s facility in

Keelung, Taiwan. Featuring dual MJP stainless steel 750 DRB waterjets, the vessels are predicted to exceed 30 knots and will be powered by MTU inboard diesel engines.

“MJP has a long history with the Taiwan Coast Guard and, to date, we have been involved in TCG previous builds already operational; 50-ton, 100-ton and 500-ton class projects. We are excited to build TCG’s next generation of 100-ton class vessels and the start of our relationship with CSBC,” said Nils Morén, sales manager for MJP.

Selected for its quality and durability in the field, MJP’s DRB line of waterjets are constructed from duplex stainless-steel and feature all inboard hydraulics. The mixed-flow pump design offers high performance and increased operational efficiencies resulting in lower maintenance cost and minimal service intervals.

“MJP’s all stainless-steel construction was a huge consideration for the shipyard and the end user when selecting a propulsion package,” said Michael Kuan from UDC Marine, MJP’s Taiwanese representative.

“CSBC ultimately selected MJP for durability and ease of maintenance in addition to the other long-term benefits waterjets provide to the operator over the life span of the vessels,” Kuan said.

Marine Jet Power will begin to deliver waterjets to the shipyard later this year and the 15 vessels will be constructed over the next four years.