

"Newseyletter" Decatur Chapter No. 4, USCS

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Navy Frigate Requirements Will Be Finalized Soon, Will Inform Decision on Hull Downselect
April 13, 2015 by Megan Eckstein



Photo op of USS Gary FFG-51 and USS Independence LCS-2

WASHINGTON, D.C. — The Program Executive Office for Littoral Combat Ships (PEO LCS) is working with both its shipbuilders to determine how to bring the current LCS designs into a **more lethal and survivable frigate design**, while it works with other Navy offices to finalize the frigate requirements. The Navy decided the last 20 of its 52 LCSs would instead be a modified LCS, later renamed a frigate. Though many details are still being worked out, PEO LCS Rear Adm. Brian Antonio told USNI News in an interview at Washington Navy Yard that the frigate will be an LCS, plus more guns, a multi-functioned towed array for submarine detection, over-the-horizon radar and a light-weight torpedo countermeasure, plus the potential to add "capability enhancement" packages — either a 30mm gun and rigid-hull inflatable boats for visit, board, search and seizure missions, or additional sonars.

Ed. Note: So it seems that they still have no clue what the LCS is or what it will morph into, possibly an FFG.

Coast Guard commissions Key West's sixth fast response cutter

March 28, 2015

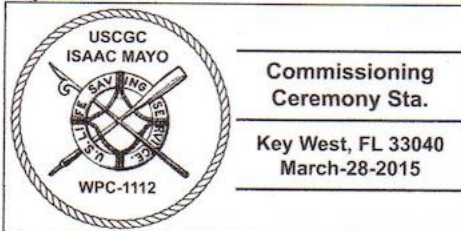
Contact: 7th Coast Guard District

Lt. Ginny R. Nadolny, commanding officer of the U.S. Coast Guard Cutter Isaac Mayo, stands at the stern of the cutter Mayo before its commissioning on March 28, 2015 at U.S. Coast Guard Sector Key West, Fla. Isaac Mayo was a volunteer for the U.S. Life Saving Service who, in the spring of 1879, displayed extraordinary character during his heroic rescue of the crew

of a schooner during a raging snowstorm that blanketed the shores of the Northeastern United States.



U.S. Coast Guard photo by Marilyn Fajardo.



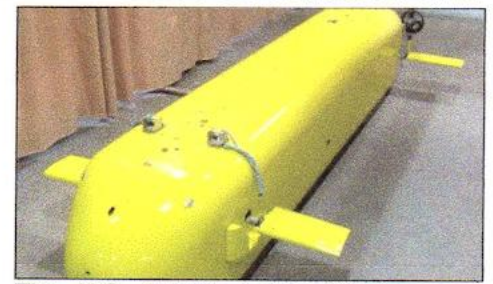
Pictorial cancel issued by Key West FL for the commissioning ceremony.

ONR: Large underwater drone set for 2016 West Coast cruise

By David Larter, Staff writer Navy Times



The Navy's yellow submarine is about to sail — but no one lives there. The Large Displacement Unmanned Underwater Vehicle, an experimental sub built by the Office of Naval Research, is set for a sea voyage in 2016 from San Francisco to San Diego. The drone sub is ONR's attempt to crack a persistent problem in the development of underwater drones: the ability to operate autonomously underwater for a long time, using its sensors, while navigating safely. One option the Navy is exploring, the source said, is creating a network of underwater data transmission stations, like telephone booths, that the sub could navigate to and upload data from its sensors at a high data transmission rate.



The U.S. Navy's Large Displacement Unmanned Underwater Vehicle (Image: Office of Naval Research)

But all of that comes later, the source said, because right now the focus is just getting LDUUV to operate without bumping into things. "Right now they are trying to just build the truck," the source said. "What they load onto it, that comes later."

Ed. Note: Where to send for covers?

ONR develops U S Navy 85' patrol boat (Mark VI)

Chuck Hill's USCG Blog



U S Navy photo

The Navy has placed orders for five Patrol Boats of a new type, with up to 48 planned. At 85 ft long, it is a size the Coast Guard is familiar with, and it is made by Safe Boats International LLC, a company the Coast Guard contracted to build its own. In fact the new patrol boat is a development of the same family as the Special Purpose Craft-Near Shore Life Boat (SPC-NLB) which suggest it may even be self-righting. Step-down cut-outs on the hull, similar to those on 47 foot motor lifeboats, are visible in the illustration, making it easier to board smaller vessels or pull people from the water. Sprint speed is up to 41 knots with 35 sustained.



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MAY 3, 2015

Above cancel will be aboard USS NIMITZ.