# Fast Response Cutter Commissioned in Boston


Photo by Petty Officer 2nd Class Ryan Noel

BOSTON – Coast Guard Cutter William Chadwick (WPC-1150) was commissioned Nov. 10 at Coast Guard Base Boston, as the first of six fast response cutters to be stationed in the city, the 1st Coast Guard District said in a release.

Adm. Steven Poulin, vice commandant of the Coast Guard, and Rear Adm. John Mauger, commander, 1st Coast Guard District, oversaw the ceremony, as Lt. Cmdr. Tyler Kelley assumed command of the 154-foot cutter and its crew. Under Kelly's command, the 24-person crew will now conduct missions offshore of the Northeast United States.

These Sentinel-class fast response cutters (FRCs) are designed for multiple missions, including drug and migrant interdiction; ports, waterways and coastal security; fishery

patrols; search and rescue; and national defense. The Coast Guard has ordered 65 FRCs to replace the 1980s-era Island-class 110-foot patrol boats. The FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment; over the horizon cutter boat deployment to reach vessels of interest; and improved habitability and seakeeping.

Born in Dover, New Jersey, the cutter’s namesake was a keeper of the Green Island Lifeboat Station in New Jersey and recipient of the Congressional Gold Lifesaving Medal for his rescue of the crew of the schooner George Taulane on Feb. 3, 1880. Chadwick remained keeper of Green Island Station until his retirement in August 1886.

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# DoD Awards $20.4M to SENEDIA to Strengthen Submarine Shipbuilding Work Force

A Virginia-class attack submarine is shown under assembly at the Electric Boat shipyard in Groton, Connecticut. DoD Awarded $20.4 Million to SENEDIA to strengthen the submarine shipbuilding workforce.

MIDDLETOWN, R.I. – SENEDIA, the national alliance for Defense tech, talent, and innovation, today announced a $20.4 million contract extension from the Department of Defense (DoD) to continue its submarine shipbuilding workforce efforts, SENEDIA said in a Nov. 10 release.

“While we are making tremendous progress training the next generation to support our nation’s modern military, this funding extension is essential to continue to grow our high-skilled, high-wage workforce pipeline and build out the New England region training network,” said Molly Magee, SENEDIA executive director. “In particular, we look forward to strengthening our submarine shipbuilding training programs and partnerships in Rhode Island and Connecticut and continuing to expand to Massachusetts, New Hampshire, Maine, and Vermont.”

This contract extension was awarded through the Industrial Base Analysis and Sustainment (IBAS) program and its National Imperative for Industrial Skills (NIIS) initiative, which supports projects nationwide to ensure that the defense

industrial base has the skilled workforce to meet the national security needs of the nation.

SENEDIA was originally awarded $18.6 million in 2020 to help coordinate submarine shipbuilding supply chain partnerships and to coordinate workforce pipeline necessary to deliver two Virginia-class submarines and one Columbia-class submarine annually.

“SENEDIA is one of our key partners in submarine shipbuilding,” said Kevin Graney, president of General Dynamics Electric Boat. “This continued investment in our efforts together will help us reach our workforce targets and build the world-class submarines needed by our nation.”

As part of this wide-ranging effort, SENEDIA has to-date:

Launched the Next-Generation Submarine Shipbuilding Supply Chain Partnership, to include 48 regional manufacturing partners and 45 regional stakeholder organizations that work to identify workforce development opportunities and challenges

Developed the New England Regional Training Network, which includes training institutions from across the region executing trades and industrial skills training programs critical to submarine shipbuilding, resulting in over 2,000 people trained and earning full-time employment.

Increased the capacity of the trades and industrial skills training and developed standards across welding, electrical, and pipefitting among others

“We are investing billions of dollars to build next-generation submarines and we must ensure a strong pipeline of skilled workers to power that production,” said Sen. Jack Reed (D-R.I.), the chairman of the Senate Armed Services Committee, and a senior member of the Appropriations Subcommittee on Defense. “SENEDIA’s coordinated workforce development network has strengthened our industrial base and helped people get the

right career and technical training to land good-paying, in-demand jobs contributing to our national defense. This federal funding will expand SENEDIA's successful workforce development model and help more Rhode Islanders take advantage of the hiring boom at Electric Boat and the hundreds of small manufacturing businesses that supply and contribute to submarine production."

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# U.S. Coast Guard Conducts Operation Rematau with Oceania Partners

Photo Courtesy of U.S. Coast Guard Forces Micronesia / Sector Guam

SANTA RITA, Guam – The crew USCGC Oliver Henry (WPC 1140) kicked off Operation Rematau conducting a two-week, nearly 2,000 nautical mile deployment to the high seas and the Federated States of Micronesia countering illegal fishing and strengthening partnerships from Oct. 24 to Nov. 6, U.S. Coast Guard Forces Micronesia Sector Guam (CGFMSG) said in a Nov. 10 release.

"Operation Rematau is how U.S. Coast Guard Forces Micronesia Sector Guam supports the overarching Coast Guard endeavor Operation Blue Pacific to promote security, safety, sovereignty, and economic prosperity in Oceania," said Capt. Nick Simmons, commander, CGFMSG. "Rematau means people of the deep sea. It recognizes what our Pacific Island Forum leaders know – securing the future requires long-term vision and a carefully considered regional strategy for the Blue Pacific Continent. It reinforces our commitment to working together to advance Pacific regionalism based on the Blue Pacific narrative, action which supports our national security objectives, bolstering maritime governance and security."

The Oliver Henry crew conducted multiple engagements and patrolled the exclusive economic zone of FSM during the deployment. FSM is a group of more than 600 islands in the North Pacific Ocean spanning a swath of ocean 1,480 nautical miles end to end. It sits about three-quarters of the way from Hawaii to Indonesia, consisting of four states – Pohnpei, Chuuk, Yap, and Kosrae.

"The U.S. Coast Guard, present in the region since before World War II, continues operations in the Federated States of Micronesia, supporting our partners to ensure their sovereignty and resource security," said Simmons. "I am proud of this team. We consider this a regular patrol for our cutters at Forces Micronesia, but regular still means transiting over 460 nautical miles to reach our partners."

Oliver Henry's first stop was Ulithi Atoll, the first time a

fast response cutter visited the atoll. Ulithi was a central U.S. staging area during World War II, and home to a U.S. Coast Guard Loran-C communications station from 1944 to 1965 before operations relocated to Yap and ultimately shuttered in 1987. Oliver Henry delivered 20 boxes of supplies to Ulithi, 50 personal floatation devices, and sporting equipment donated by the cutter crew, the extended U.S. Coast Guard Guam family, Ulithi Falalop Community Action Program, Guam Island Girl Power Foundation, and Ayuda Foundation.

Their second stop was Yap. With coordination from the U.S. Department of State and U.S. Army Pacific colleagues, the crew undertook several community engagements and Subject Matter Expert Exchanges, meeting leaders, working with students, and providing tours to interested residents.

“It was a privilege to host Yap’s Council of Pilung – the council of traditional chiefs aboard the cutter,” said Lt. Freddy Hofschneider, commanding officer of Oliver Henry. “The council protects the traditions and customs of the people, and to be welcomed in by them is no small matter. Our visit culminated in our invitation to attend Yap’s first-ever World Coconut Day celebration as honorary guests. It was a whole of community event that included a parade, a large spread of island cuisine, ceremonial dances, and fun activities.”

The SMEE took place with 42 cadets and 28 faculty from FSM’s Fisheries and Maritime Institute, which included shipboard familiarization covering seamanship, navigation, law enforcement, damage control, engineering casualty control, and small boat operations. In addition to the knowledge exchange, the Oliver Henry crew presented FSM FMI with 100 PFDs donated by CGFMSG.

“We appreciate Dean Tioti Teburea’s time and support to make this event a success. The cadets truly enjoyed their time with us, and it is always an honor for the crew to showcase shipboard life and Coast Guard operations across the island

communities. It was a mutually beneficial event, where we exchanged nautical knowledge and best practices," said Hofschneider. "Numerous cadets showed strong interest in maritime work and the Coast Guard. We look forward to expanded engagements and underway opportunities with the cadets."

The Oliver Henry team held recruiting events in Yap with visits to two local high schools and speaking with juniors and seniors. The crew provided ship tours to interested students from both schools, with 65 students visiting the cutter.

The U.S. and its Allies are trusted partners in Oceania. Regular regional patrols support the shared goals of Indo-Pacific Command and the Pacific Quadrilateral Defence Coordination Group (Australia, France, New Zealand, and the United States) in support of PIF countries to combat the significant threat of illegal, unregulated, and unreported fishing in their EEZs and improve food security. The scope of U.S. Coast Guard activities helps address maritime security concerns expressed by the PIF in the 2018 Boe Declaration, echoed in the recent U.S.-Pacific Island Country Summit held in Washington, D.C.

"Our Service's capability and reach were noted during the biannual FSM joint committee meeting last month," said Simmons. "Sending Oliver Henry now and doing further engagements in the country soon delivers on U.S. commitments to our Blue Pacific partners. Our exchanges enhance good maritime governance and build capacity that continues a generational legacy of positive bilateral relations with FSM."

The Oliver Henry is the 40th 154-foot Sentinel-class fast response cutter named for Oliver T. Henry, Jr., an enlisted African American Coast Guard member first to break the color barrier of a then-segregated Service. During World War II, Henry served under Lt. Cmdr. Carlton Skinner. The latter became the first civilian Governor of Guam and played a

critical role in developing the Organic Act in 1950. Henry blazed a trail for minorities in the U.S. military as he climbed from enlisted ranks while serving on ten Coast Guard cutters, finally retiring as a chief warrant officer in 1966.

The U.S. Coast Guard commissioned Oliver Henry, along with sister ships Myrtle Hazard (WPC 1139) and Frederick Hatch (WPC 1143), in Guam in July 2021. These cutters are a vital part of the U.S. Coast Guard's enduring regional presence serving the people of the Pacific by conducting 10 of the Service's 11 statutory missions with a focus on search and rescue, defense readiness, living marine resources protection, and ensuring commerce through marine safety and ports, waterways, and coastal security.

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# USS Gerald R. Ford Joins Allies for Exercise Silent Wolverine

The USS Gerald R. Ford (CVN 78) steams in the Atlantic Ocean in formation with the German frigate FGS Hessen, Ticonderoga-class guided-missile cruiser USS Normandy, Danish frigate HDMS Peter Willemoes, Canadian frigate HMCS Montreal, Arleigh Burke-class guided-missile destroyer USS Thomas Hudner, Spanish Armada frigate Álvaro de Bazán, Dutch frigate HNLMS De Zeven Provincien, French frigate FS Chevalier Paul, Dutch frigate HNLMS Van Amstel and Arleigh Burke-class guided-missile destroyer USS McFaul, Nov. 7. *U.S. NAVY / Mass Communication Specialist 3rd Class Jacob Mattingly*

ATLANTIC OCEAN – USS Gerald R. Ford (CVN 78), the U.S. Navy's newest and most advanced aircraft carrier, joined six NATO allies for exercise Silent Wolverine in the Eastern Atlantic Ocean on Nov. 8, U.S. Naval Forces Europe and Africa Public Affairs said Nov. 9.

Silent Wolverine tests the first-in-class aircraft carrier capabilities through integrated high-end naval warfare scenarios alongside participating NATO allies. Exercise participants include Canada, Denmark, Germany, France, the Netherlands, Spain, and the United States.

“The challenges of tomorrow are upon us – in the here and now. Silent Wolverine demonstrates our commitment to deepening interoperability with our allies and partners, while testing the advanced, cutting-edge warfighting capabilities of the Ford-class aircraft carrier in a highly relevant operational environment,” said Adm. Stuart B. Munsch, commander, U.S. Naval Forces Europe and Africa, and Allied Joint Force Command Naples.

Gerald R. Ford is a first-in-class U.S. aircraft carrier that incorporates 23 new technologies comprised of significant advances in propulsion, power generation, ordnance handling and aircraft launch systems. The Ford-class aircraft carrier generates an increased aircraft launch and recovery capability with a 20 percent smaller crew than Nimitz-class aircraft carriers.

“We are honored to be sailing alongside some of the most capable navies in the world during our first deployment as we increase our proficiencies and demonstrate the warfighting capabilities that Ford brings to the fight,” said Rear Adm. Greg Huffman, commander, Carrier Strike Group 12.

The Gerald R. Ford CSG consists of the Ford-class aircraft carrier USS Gerald R. Ford (CVN 78), Ticonderoga-class guided-missile cruiser USS Normandy (CG 60), and Arleigh Burke-class guided missile destroyers USS McFaul (DDG 74), and USS Thomas Hudner (DDG 116).  The Gerald R. Ford CSG is conducting their first deployment to the U.S. European Command area of responsibility to exercise with allies.

# USCGC Dependable Returns Home after Month-Long Patrol in Florida Straits


The Coast Guard Cutter Dependable transits toward the pier at Joint Expeditionary Base Little Creek, Fort Story in Virginia Beach, Virginia, Sept. 27, 2016. *U.S. COAST GUARD / Petty Officer 1st Class Melissa Leake*

VIRGINIA BEACH, Va. – The crew of the U.S. Coast Guard Cutter Dependable (WMEC 626) returned to their homeport in Virginia Beach, Nov. 5, following a 29-day patrol in the Florida Straits, the Coast Guard Atlantic Area said in a release.

In support of the Coast Guard's 7th District, Dependable's crew conducted migrant interdiction operations, collaborating with numerous Coast Guard assets and Department of Homeland Security boats and aircraft to detect, deter and intercept unsafe and illegal ventures bound for the United States.

During the patrol, Dependable's crew assisted with the interdiction of 193 migrants and cared for a total of 297 migrants that were interdicted by various Coast Guard and other law enforcement entities working within the Florida Straits.

"The crew began preparing for this Florida Straits patrol back in July, including qualifying over 50 crewmembers to stand watch and care for migrants embarked on board the cutter," said Lt. Cmdr. Dana Prefer, executive officer on board Dependable. "All of the training and preparation paid off as it was truly a team effort to interdict, process and care for almost 300 migrants throughout our patrol."

Dependable is a 210-foot Reliance-class medium-endurance cutter with a crew of 67. The cutter's primary missions include counterdrug operations, migrant interdiction, enforcement of federal fishery laws and search and rescue in support of Coast Guard operations throughout the Western Hemisphere.

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# Coast Guard Cutter Active Returns to Port Angeles after Eastern Pacific Patrol


Coast Guard Cutter Active (WMEC 618) crewmembers aboard the cutter's 26-foot Small Boat pull alongside the Coast Guard Cutter Steadfast (WMEC 623) to transfer parts and provisions while the cutters patrol the Eastern Pacific Ocean, Sept. 20, 2022. *U.S. COAST GUARD / Chief Petty Officer Shane Sexton*

PORT ANGELES, Wash. – The Coast Guard Cutter Active (WMEC 618) and crew returned to their homeport Friday after a 65-day patrol in international waters of the Eastern Pacific Ocean near Central and South America, the Coast Guard Pacific Area said in a Nov. 5 release.

Coast Guard cutters operating in the Eastern Pacific Ocean often collaborate to prevent and deter Transnational Criminal Organizations (TCOs) from successfully transporting narcotics destined for the United States.

During this patrol, the Active's crew rendezvoused with Coast Guard Cutters Steadfast (WMEC 623) and Bertholf (WMSL 750) to conduct joint operations. Active's crew also partnered with maritime patrol aircrews from Joint Interagency Task Force-South (JIATF-S) who aid in the detection of ships suspected of

drug smuggling.

Crewmembers aboard Active transited more than 10,000 nautical miles from the Strait of Juan de Fuca to the southern hemisphere during the patrol. The crew sighted an abundance of marine wildlife throughout the patrol, and rescued sea turtles trapped in fishing gear.

The Active's crew departed Port Angeles Sept.1 and transited to San Diego for a logistics stop. While in San Diego, the crew completed unscheduled repairs, enabling the Active to continue its southbound journey along the coast of Mexico and Central America in pursuit of illegal drug smuggling vessels.

"The Active crew performed superbly in every assigned mission," said Cmdr. Brian Tesson, commanding officer of the Active. "They were presented with various challenges from engineering casualties to abundant tropical weather systems. This crew consistently stepped up with a can-do attitude, ingenuity and fortitude in the face of adversity, defining what it means to work aboard the 'Li'l Tough Guy.' Our success as a team is due in no small part to the families and support network at home who enable us to focus on the mission; for them I am most grateful."

The Active and other Coast Guard cutters frequently patrol this 42-million square mile region with the assistance of JIATF-S to interdict and disrupt drug shipments, thereby reducing the flow of drugs and disrupting the TCOs that traffic them.  JIATF-S is a multiagency organization that coordinates with international partners in detecting and monitoring illicit narcotics trafficking and other organized crime flowing from Latin America to the United States.

The Active, a 57-year-old, 210-foot medium endurance cutter nicknamed "Li'l Tough Guy" is equipped with two deployable small boats and a flight deck capable of conducting underway flight operations with Coast Guard MH-65 Dolphin helicopter

aircrews.

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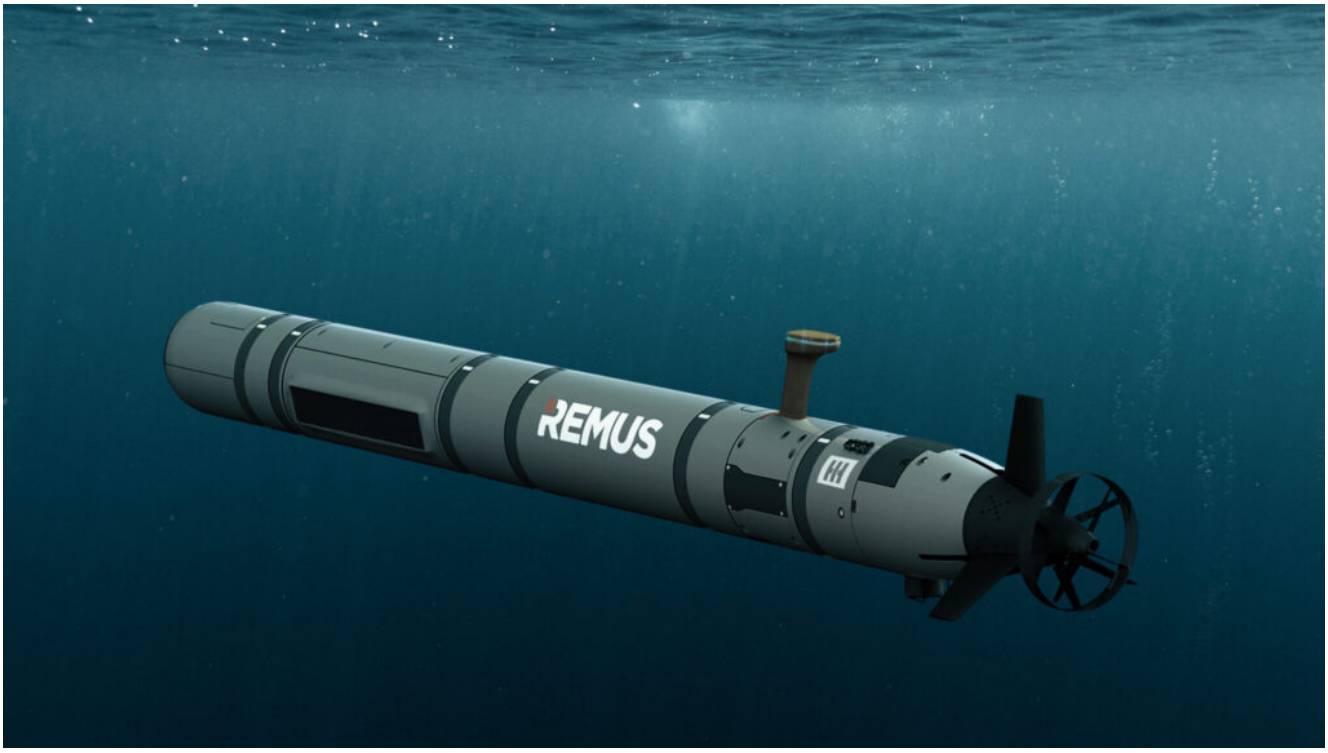
# HII Announces REMUS 620 Next-Generation, Submarine-Deployable Medium UUV




HII's REMUS 620 *HII*

ARLINGTON, Va. – HII's Mission Technologies division has developed a new generation of medium unmanned underwater vehicle (MUUV) – the REMUS 620 – that leverages advances incorporated in its smaller REMUS 300 UUV, the company said in a Nov. 7 press conference and news release.

The REMUS 620 is based on the design of the REMUS 300, which has been selected by the U.S. Navy as its new Lionfish small UUV. The REMUS 620 will feature longer range and endurance, capable of a battery endurance of up to 110 hours and a range

of 275 nautical miles. With a synthetic-aperture sonar installed, the REMUS 620 will have a battery life of 78 hours and a range of 200 nautical miles. The MUUV can sprint up at 8 knots and will have a navigation accuracy of 0.1% of distance travelled, said Duane Fotheringham, president of Mission Technologies' Unmanned Systems business group.

The 12 ¾-inch-diameter REMUS 620 has the same size and weight as the REMUS 600, of which the company has delivered 175 to customers in the United States, United Kingdom, Australia and Japan. The REMUS 600 is the basis for the U.S. Navy's MUUVs currently used by mine countermeasures squadrons (Mk18 Mod 2 Kingfish), Naval Oceanographic Office (Littoral Battleship Sensing-Autonomous Undersea Vehicle) and submarine force (LBS-Razorback). The REMUS 620 is designed for such missions as mine countermeasures, hydrographic surveys, intelligence collection, surveillance, cyber warfare and electronic warfare.

The REMUS 620, developed with HII's internal funding, features modern core electronics and navigation and communications systems and modular, open architecture interfaces to accommodate wet or dry payloads, including towed payloads and custom payloads developed by customers. The UUV includes HII's Odyssey suite of advanced autonomy solutions for intelligent, robotic platforms, including the Odyssey Mission Management Software.

Mission data can be offloaded from the UUV by a removable hard drive, WiFi and Iridium satellite link, with other options including line-of-sight RF, high-data rate transmission, acoustic modems, optical modems and plug-in ethernet, Fotheringham said.

The REMUS 620 features several interchangeable batteries that can be quickly exchanged for fully charged batteries.

The REMUS 620 can be deployed from submarines, surface

combatants, amphibious warfare ships, small manned or unmanned craft and helicopters. The new UUV can also be a platform from which to launch small UUVs or UAVs.

Fotheringham said that the U.S. Navy has said it has launched and recovered REMUS 600 Razorbacks from the dry-deck shelters of submarines and out of torpedo tubes.

“Recently there has been quite a bit in the press about the Navy’s efforts for launch and recovery of UUVs back into the torpedo tubes,” he said. “Those stories indicated the Razorback vehicles are being tested with that capability of recovery back into a torpedo tube.”

He said the capability to recover UUVs back into a torpedo tube is being worked by Woods Hole Oceanographic Institution, where the REMUS technology originally was developed.

“That solution that [Woods Hole] is developing for torpedo tube recovery is also compatible with the REMUS 620,” Fotheringham said.

“Retaining a forward strategic advantage requires the ability to deliver a multitude of effects from under the sea,” Fotheringham said. “The REMUS 620 is the first medium UUV designed to accurately deliver this range of advanced above-and-below water effects at long range.”

“We are prototyping and building the first vehicle now,” Fotheringham said. “We expect the first vehicle to be completed and in the water in 2023 with customer delivery in late ’23 or early ‘24.”

He said HII was in discussions with the U.S. Navy about the REMUS 620 but was not free to offer details.

# Senator Praises Bollinger Shipyards Acquisition of VT Halter Marine and ST Engineering Halter Marine Offshore

Aerial image of Bollinger's shipyard at Lockport, Louisiana. *BOLLINGER SHIPYARDS*

TUPELO, Miss. – U.S. Senator Roger Wicker, R-Miss., a leading seapower advocate in the Senate, praised the the planned acquisition of VT Halter Marine Inc., and ST Engineering Halter Marine Offshore in Pascagoula, Miss., by Bollinger Shipyards, in a Nov. 7 statement.

"This is an exciting new chapter for shipbuilding in Mississippi. Bollinger Shipyards, and its leaders, bring a wealth of knowledge and experience in domestic shipbuilding," Wicker said. "This new partnership will help Mississippi's

talented shipbuilders continue to produce world-class ships for our nation, including the Coast Guard Polar Security Cutter."

Bollinger Shipyards, the largest privately owned and operated shipbuilder in the United States, announced Nov. 6 that it had entered into an agreement to acquire VT Halter Marine, Inc. and ST Engineering Halter Marine Offshore ("STEHMO"), together a leader in the design, engineering, construction, and repair of complex, state-of-the-art vessels for government and commercial customers, from parent company ST Engineering North America, a leading technology, defense and engineering group. The transaction expands Bollinger's new construction and repair capacity and capabilities to better serve its key defense and commercial customers.

"For over 75 years, my family has been dedicated to providing our government and commercial customers with the highest levels of quality, support and service in the U.S. shipbuilding industry," said Ben Bordelon, CEO and president of Bollinger Shipyards. "The addition of VT Halter Marine and STEHMO in Pascagoula, Mississippi, is strategic as it further strengthens our position in the industry and U.S. defense industrial base by allowing Bollinger to expand our footprint, capabilities and suite of innovative solutions that we can provide to our customers. From Day One, the Bollinger team will leverage our proven and best-in-class management team, operational excellence and existing capability to ongoing commercial and government programs, especially the Polar Security Cutter program."

This acquisition creates expanded opportunities for Bollinger to better serve and deepen its relationships with its key defense and commercial customers with an increased capacity and footprint, improved efficiencies, enhanced economies of scale and access to a large skilled workforce, including increased engineering capacity. It also brings expanded capabilities for future programs, including an ACAT I

program.

Bollinger's acquisition increases the shipyard's growing new construction and repair portfolio. All ongoing programs are to be conveyed with the transaction. Notably, the Polar Security Cutter (PSC) program for the U.S. Coast Guard and the Auxiliary Personnel Lighter-Small (APL(S)) program for the U.S. Navy. Given the proximity to Bollinger's existing facilities, Bollinger will be able to support further efficiencies and resolution of any potential capacity constraints.

In addition to construction of the U.S. Coast Guard Sentinel-class Fast Response Cutter (FRC) program, Bollinger builds the Mine Countermeasures Unmanned Surface Vessel (MCM USV) and the Towing, Salvage and Rescue Ships (T-ATS) programs for the U.S. Navy, as well as the Regional-Class Research Vessel for the National Science Foundation and Oregon State University. Bollinger also has two active contracts with General Dynamics Electric Boat to build a 618-foot by 140-foot state-of-the-art Floating Dry Dock and a 496-foot by 95-foot Pontoon Launcher, both of which will support the construction and launching of the U.S. Navy's Columbia-class ballistic-missile submarines. In addition, Bollinger is participating in industry studies for two government programs, including the U.S. Navy's Large Unmanned Surface Vehicle (LUSV) program and the U.S. Navy's Light Amphibious Warship (LAW) program.

Bordelon continued, "Bollinger takes great pride in being a major job creator in Louisiana. Today, we're excited to grow and expand that legacy to Mississippi's Gulf Coast. We have always said that our greatest strength has and continues to be our people. By combining our skilled workforces, we'll ensure coastal Mississippi remains synonymous with defense shipbuilding and remains a major part of our industrial base."

The acquisition includes 378 acres comprising two shipyards in

Pascagoula and two dormant yards north of Pascagoula. The newly acquired yards will be renamed Bollinger Mississippi Shipbuilding and Bollinger Mississippi Repair. The Pascagoula facilities are strategically located with direct, deep-water access to the Gulf of Mexico and houses corporate office space, engineering, fabrication, warehousing and a foreign trade zone. The shipyard consists of 225,000 square feet of covered production area in the main fabrication assembly buildings. The facility is capable of producing Panamax-sized vessels up to 50,000 dead-weight tons and features an expanded 225.6-meter (740-foot) tilt-beam launch system.

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# Submarine USS Chicago Returns Home from Final Deployment

Chief Electronics Technician (Navigation) Antonio Vasquez, assigned to the Los Angeles-class fast-attack submarine USS Chicago (SSN 721) reunites with his family after the boat returns to Joint Base Pearl Harbor-Hickam from deployment in the U.S. 7th Fleet area of operations. *U.S. NAVY / Electronics Technician 2nd Class Leland T. Hasty II*

JOINT BASE PEARL HARBOR-HICKAM, Hawaii – The Los Angeles-class fast-attack submarine USS Chicago (SSN 721) returned to Joint Base Pearl Harbor-Hickam following a seven-month deployment, Nov. 2, 2022, commander, Submarine Force, U.S. Pacific Fleet, said in a Nov. 4 release.

It was the submarine's final deployment before decommissioning, which is scheduled to begin in 2023 following 37 years of service.

Chicago departed Pearl Harbor March 28, 2022, for a regularly scheduled deployment, during which the submarine and its crew performed a full spectrum of operations, to include anti-submarine and anti-surface warfare in the Indo-Pacific region.

"I'm extremely proud of not only the Chicago Sailors but the Chicago families and supporters," said Chicago's commanding officer, Cmdr. Andrew Kopacz, from Hartford, Wisconsin. "Being gone from home is a challenge for the crew and we could not have remained focused on the mission without knowing our families were strong back at home. This crew demonstrated the fortitude, resiliency, and enthusiasm that make this country great. We are eager to reunite with our families and enjoy some down time in their company."

Chicago's crew trained to be combat-ready prior to departure and maintained those high standards throughout the deployment.

"The toughness and positive attitude displayed by the entire Chicago crew has been extraordinary," said Master Chief Information Systems Technician (Submarines) Christopher Kyser, from Warner Robins, Georgia, Chicago's Chief of the Boat. "The work put in by Chicago Sailors to maintain a presence at sea has been impressive. I couldn't be more proud of the work our Sailors have put in over the last seven months to keep the

oldest submarine in the force in top shape during her last deployment. Special thanks to all the families for keeping the home front secure and enabling us to accomplish our primary mission. None of this would be possible without your sacrifice.”

During the deployment, more than 50 Chicago Sailors became fully qualified in submarines, earning their submarine warfare specialist designation dolphins.

“The most memorable part of deployment has been seeing my junior Sailors qualify for their dolphins,” said Torpedoman’s Mate 1st Class Devon Schilling, from Sacramento, Calif. “I have been on board Chicago for five years, and I have never been more proud than I am now, seeing the boys I trained turn into men. I am always proud to gain a new brother or sister of the ‘fin.”

Chicago was commissioned Sept. 27, 1986. Chicago is the thirty-fourth Los Angeles-class submarine and the fourth U.S. Navy ship to be named for the city of Chicago, Illinois. It is 360 feet long with a beam of 33 feet.

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# USCGC Reliance Returns Home Following 67-Day Migrant-Interdiction Patrol


Coast Guard Cutter Reliance patrols the Western Caribbean in support of the Joint Interagency Task Force – South October 2014. *U.S. COAST GUARD / Petty Officer 3rd Class Clinton McDonald*

PENSACOLA, Fla. – The crew of U.S. Coast Guard Cutter Reliance (WMEC 615) returned to their homeport in Pensacola, Nov. 4, following a 67-day Caribbean Sea patrol.

During the patrol, Reliance's crew collaborated with numerous Coast Guard assets and other Department of Homeland Security boats and aircraft to detect, deter and intercept unsafe and illegal ventures to the United States.

In support of the Coast Guard's Seventh District, Reliance primarily patrolled the South Florida Straits, south of the Florida Keys and the Windward-passage, off the northwest coast of Haiti, contributing to the interdiction and care of 613 migrants and 13 detainees. Additionally, Reliance's crew repatriated 120 migrants to Santiago, Cuba, marking the first visit by a U.S. warship to the port in more than 50 years.

“I am extremely pleased by this crew and proud to be a part of this team. Reliance departed homeport shorthanded and was immediately put to the test, performing especially high-tempo migrant interdiction operations. At all hours of day and night, the Reliance crew responded superbly, facilitating the safe care and repatriation of a historic surge of Cuban migrants while also completing qualification requirements and robust training exercises necessary following the summer transfer season,” said Cmdr. Brian Chapman, commanding officer of Reliance.

Reliance is a 210-foot medium-endurance cutter homeported in Pensacola with a crew of 77. The cutter’s primary missions are counter-drug operations, migrant interdiction, enforcement of federal fishery laws and search and rescue in support of Coast Guard operations throughout the Western Hemisphere.