HII Completes Acquisition of Alion Science and Technology

NEWPORT NEWS, Va. – Huntington Ingalls Industries (HII) has completed the acquisition of Alion Science and Technology, a technology-driven solutions provider located in McLean, Virginia, from Veritas Capital, a leading investor in companies operating at the intersection of technology and government, HII announced in an Aug.19 release.

Alion provides advanced engineering, research and development services in the areas of intelligence, surveillance and reconnaissance (ISR), military training and simulation, cyber and data analytics and other next-generation technology-based solutions to the global defense marketplace. Alion has more than 3,200 employees with more that 80% of employees maintaining security clearances.

“Alion greatly expands our ability to provide leading-edge solutions to the nation’s most complex national security challenges,” said Andy Green, HII executive vice president and president of HII’s Technical Solutions division. “Alion is a perfect complement to our existing capabilities in the technology-driven defense and federal solutions space. The services and products they provide are directly in line with the strategic focus that we have articulated for Technical Solutions. Most importantly, we are excited to welcome such a widely respected group of experts to our team.”

U.S. Forces Conduct Sinking Exercise

U.S. joint forces conduct a coordinated multi-domain, multi-axis, long-range maritime strikes in the Hawaiian Islands Operating Area during a sinking exercise on the decommissioned guided-missile frigate ex-USS Ingraham (FFG 61), Aug. 15, 2021. The exercise synchronized joint, multi-domain, multi-axis fires with near simultaneous times on target to sink the hulk. *U.S. NAVY / Mass Communication Specialist 1st Class David Mora Jr.*

PEARL HARBOR, Hawaii – U.S. joint forces conducted coordinated multi-domain, multi-axis, long-range maritime strikes in the Hawaiian Islands Operating Area during a sinking exercise on the decommissioned guided missile frigate ex-USS Ingraham, Aug. 15, the U.S. 3rd Fleet said in an 18 Aug. release.

Units from Vinson Carrier Strike Group (VINCSG), Submarine Forces Pacific, 1 Marine Expeditionary Force/3rd Marine Air Wing, III Marine Expeditionary/3rd Marine Division, and U.S. Army Multi-Domain Task Force participated in the joint, live-fire exercise.

"Lethal combat power was effectively applied to a variety of maritime threats over the last two weeks in a simulated environment as part of the Navy's Large-Scale Exercise and expertly demonstrated Sunday with live ordnance," said U.S. 3rd Fleet Commander Vice Adm. Steve Koehler. "The precise and coordinated strikes from the Navy and our Joint teammates resulted in the rapid destruction and sinking of the target ship and exemplify our ability to decisively apply force in the maritime battlespace."

Former Navy vessels used in sinking exercises, referred to as hulks, are prepared in strict compliance with regulations prescribed and enforced by the Environmental Protection Agency

under a general permit the Navy holds pursuant to the Marine Protection, Research and Sanctuaries Act.

Each exercise is required to sink the hulk in at least 1,000 fathoms (6,000 feet) of water and at least 50 nautical miles from land and surveys are conducted to safeguard against harm to people or marine mammals during the event. Prior to being transported for participation in a sinking exercise, each vessel is put through a rigorous cleaning process for environmental safety and is inspected to ensure the ship meets EPA requirements.

Ex-Ingraham was a guided missile frigate commissioned on Aug. 5, 1989, and was decommissioned on Jan. 30, 2015. The ship was named for Duncan Nathaniel Ingraham and is the fourth Navy ship with the namesake. It is the second of its name to be used in a sinking exercise; ex-USS Ingraham (DD 694), which was decommissioned in 1971 and sold to the Greek Navy, was sunk in 2001.

USS Higgins, USS Howard Arrive in New Homeport, Yokosuka, Japan

The Arleigh Burke-class guided-missile destroyer USS Howard (DDG 83) arrives at Commander, Fleet Activities Yokosuka (CFAY), Japan Aug. 16 as one of the newest additions to Commander, Task Force (CTF) 71/Destroyer Squadron (DESRON) 15. Howard is assigned to CTF 71/DESRON 15, the Navy's largest forward deployed DESRON and the U.S. 7th Fleet's principle surface force. *U.S. NAVY / Ryo Isobe*

YOKOSUKA, Japan – The Arleigh Burke-class guided missile destroyers, USS Higgins (DDG 76) and USS Howard (DDG 83) arrived Aug. 16, to their new forward-deployed location in Fleet Activities Yokosuka, Japan, commander, Task Force 71 said in a release.

The forward presence of Higgins and Howard directly supports enduring national security strategic guidance initiatives to posture the most capable units forward in the Indo-Pacific Region. Their addition to Destroyer Squadron (DESRON) 15 continues support toward the security of the United States and its allies and partners, including shared strategic interests.

The United States values Japan's contributions to the Indo-Pacific and its long-term commitment and hospitality in hosting U.S. forces forward-deployed there. These forces, along with their counterparts in the Japan Maritime Self-Defense Force, frequently operate together allowing a rapid response with maritime and joint forces to uphold a rules-based international order that promotes security and well-being.

Higgins and Howard's arrival brings striking power and operational readiness to maintain a presence in the region, preserve peace and security, and further our maritime partnerships.

"We are excited to have Higgins and Howard join our forward-deployed team," said Capt. Chase Sargeant, commander, Task Force (CTF) 71. "These two ships will be an integral part of the 7th Fleet team for years to come."

Higgins is a Flight II destroyer with ballistic missile defense capabilities and Howard is a Flight IIA destroyer capable of embarking two MH-60 variant helicopters with improved ballistic-missile defense, anti-air, and surface warfare capabilities.

“These destroyers are some of the most capable ships our Navy has to offer,” added Sargeant. “Adding them to our forward deployed forces is a clear signal of our continuing commitment to our partners and allies, and our mutual commitment to maintaining stable regional maritime security.”

Sailors and their family members received relocation briefings and support, to include the current Commander Naval Forces Japan COVID-19 mitigation measures all service members and their families are expected to adhere to. These measures ensure the United States Navy is doing its part to stop the spread of the corona virus and protect Sailors, their families and the local community.

As the U.S. Navy’s largest forward-deployed fleet, 7th Fleet employs 50 to 70 ships and submarines across the Western Pacific and Indian Oceans. U.S. 7th Fleet routinely operates and interacts with 35 maritime nations while conducting missions to preserve and protect a free and open Indo-Pacific region.

U.S. Coast Guard Completes Operation Nanook 2021

The USCGC Escanaba (WMEC 907) sails by an iceberg in the Labrador Sea. The Escanaba is a 270-foot Famous-class medium endurance cutter with a crew of around 100 conducting many of the service’s missions, emphasizing law enforcement and security. *U.S. COAST GUARD / Petty Officer 3rd Class Dyxan Williams*

NUUK, Greenland – Strengthening partnerships and testing interoperability, the Coast Guard cutters Escanaba (WMEC 907)

and Richard Snyder (WPC 1127) participated in Operation Nanook in early to mid-August, Coast Guard Atlantic Area said Aug. 17.

Operation Nanook is the Canadian Armed Forces' signature Arctic operation, comprising a series of comprehensive, joint, interagency, and multinational activities designed to exercise the defense of Canada and security in the region and incident management response and search rescue capabilities. With commercial traffic and cruise ships increasingly visible in the Arctic, international collaborations are necessary to meet this increased traffic's potential search and rescue challenges. Nanook-Tuugaalik is the maritime component of the Nanook series of deployments and training events intended to be an Arctic naval presence operation and domain awareness of the waters in and around Baffin Bay and Davis Strait. Nanook-Tatigiit is the incident management and search and rescue exercise portion.

"We had excellent training with the crews of HMCS Harry Dewolf [AOPV 430], HMCS Goose Bay [MM 707], and Richard Snyder. The joint effort during Tuugaalik and Tatigiit included multi-ship small boat training, formation steaming, hailing and signals exercises, and more. Weather, especially in the Arctic, is a genuine consideration, and increasing sea state and fog tested us," said Cmdr. Ben Spector, the commanding officer of Escanaba. "The U.S. Coast Guard remains committed to conducting operations and combined maritime exercises throughout the Atlantic and the Arctic region, ensuring mission capacity and future force readiness. Training with our partners and allied nations ensure all countries are ready, relevant, and responsive in an ever-evolving maritime environment."

This operation is also the first time the U.S. Coast Guard deployed a 154-foot Sentinel-class fast response cutter to the region, USCGC Richard Snyder. As the inventory of FRCs grows, the U.S. Coast Guard continues to test the full range of their

capability, including operations in high latitude environments. While these ships are not ice-strengthened, units observed mitigations, such as the deployment time of year and carefully considering operating areas.

“The FRC has fared exceedingly well in the Arctic. Our major concerns were fuel and food, and there have been no issues with either as the cutter continues to steam through the operational area and complete all training and interactions with stellar results,” said Lt. Cmdr. Gregory Bredariol, the commanding officer of Richard Snyder. “We’ve done some once-in-a-lifetime activities including fjords transits, getting close aboard icebergs much larger than the cutter, restricted waters transits in harsh conditions and deployment to an unfamiliar but mission-critical area. Our colleagues aboard the Escanaba were critical in our deployment, assisting with logistics and operational support. I can’t express enough our appreciation as we deployed far from our normal operations area and completed mission sets that we don’t generally practice. As a cutter based in Atlantic Beach, North Carolina, we primarily focus on living marine resources and search and rescue.”

Following Nanook, both ship’s crews are conducting engagements and resupplying in Nuuk. Snyder will return home. Escanaba will transition to support Frontier Sentinel, an annual exercise between the U.S. Coast Guard, U.S. Navy, and Royal Canadian Navy, ensuring the ability of the Tri-Party Staff and tactical assets to work together. This year’s live exercise uses feedback from the prior year’s tabletop discussion.

Participants in all exercises are observing COVID-19 protocols to mitigate exposure and comply with host nation guidelines. Exercise scenarios took into account our COVID restrictions and respective realities.

Operation Nanook is the third of four major deployments of the U.S. Coast Guard’s Atlantic Arctic Season. In June, the USCGC

Eagle (WIX 327) visited Iceland, where Vice Adm. Steven Poulin, the Atlantic Area commander, hosted Icelandic officials for Arctic discussions. Also, in June, the USCGC Maple (WLB 207) participated in the Danish Joint Arctic Command's annual exercise, Ex Argus, in Southern Greenland with international partners. Later this fall, the USCGC Healy (WAGB 20) will make stops along the U.S. East Coast after transiting the Northwest Passage on their circumnavigation of North America.

Operation Nanook has been held annually since its inception over a decade ago. Last year's exercise was scaled down due to the COVID-19 pandemic. While participants could not conduct port visits, the activity focused on naval readiness, ship tracking, and gunnery operations between multinational partners, including the United States, Canada, Denmark, and France. The U.S. sent the USCGC Tahoma (WMEC 908) and USCGC Campbell (WMEC 909) to participate.

USCGC Escanaba is a 270-foot Famous-class medium endurance cutter with a crew of about 100 operating for the U.S. Coast Guard Atlantic Area. USCGC Richard Snyder is a Fifth Coast Guard District 154-foot Sentinel-class fast response cutter with a crew of about 24 also operating for U.S. Coast Guard Atlantic Area. The Atlantic Area commander and staff oversee all Coast Guard domestic operations east of the Rocky Mountains, including the Arctic, Caribbean and Southern Atlantic and Coast Guard out-of-hemisphere operations in Europe, Africa and Southwest Asia.

Oshkosh Defense Demonstrates ROGUE Fires Against Target at Sea

ROGUE Fires was demonstrated at SINKEX in Hawaii, Oshkosh Defense said Aug. 18. *U.S. MARINE CORPS / Maj. Nicholas Mannweiler*

OSHKOSH, Wis. – Oshkosh Defense successfully demonstrated the Joint Light Tactical Vehicle-based Remotely Operated Ground Unit for Expeditionary (ROGUE) Fires at the Sink at Sea Live Fire Training Exercises in Hawaii, the company said Aug. 18.

As part of the demonstration, a Navy Marine Expeditionary Ship Interdiction System (NMESIS) launcher, based on a ROGUE Fires chassis, successfully launched a Naval Strike Missile (NSM) and scored a direct hit on a target at sea, said the company, a wholly owned subsidiary of Oshkosh Corp.

The exercise, known as SINKEX, is a component of the U.S. Navy's Large-Scale Exercise 2021, a global event in which Sailors and Marines test and validate the Navy and Marine Corps' operating concepts.

ROGUE Fires is an unmanned ground vehicle that leverages the Joint Light Tactical Vehicles' extreme off-road mobility and payload capacity and Oshkosh's advanced autonomous vehicle technologies to support Ground-Based Anti-Ship Missile operations. The unmanned technology associated with ROGUE Fires allows the vehicle to operate in teleoperator or leader-follower modes, which protect warfighters from threats by removing them from the vehicle entirely.

"ROGUE Fires was purpose-built and leverages next-generation capabilities from several proven Oshkosh Defense vehicle platforms and technologies," said Pat Williams, vice president

and general manager of U.S. Army and Marine Corps Programs.

“Much like the JLTV itself, ROGUE Fires is tailorable to the mission at hand. The flexible design allows for the integration of scalable weapon system payloads to offer the combatant commanders flexibility based on the mission’s requirements.”

Since receiving the JLTV production contract in 2015, Oshkosh Defense has worked closely with leading weapon system manufacturers to integrate and test various weapon system payloads and levels of firepower onto the platform.

“The successful LSE demonstration validates the maturity of ROGUE Fires as a weapons platform and highlights its ability to add significant firepower and capability into the light tactical wheeled vehicle fleet,” Williams said.

Navy Awards Austal USA Contract for LCS Maintenance, Modernization

USS Indianapolis (LCS 17), shown here at its 2019 commissioning ceremony, is one of the LCS homeported in Mayport, Florida. *U.S. NAVY / Mass Communication Specialist 3rd Class Timothy Haggerty*

MOBILE, Ala. – Austal USA was awarded a sustainment execution contract (SEC) by the U.S. Navy Aug. 13 for repair, maintenance, and modernization for all littoral combat ships (LCS) homeported in Mayport, Florida, the company said in an Aug. 16 release.

The SEC East contract is the second major service contract for Austal USA this month following the SEC West award Aug. 5. As a result, Austal USA is now positioned to support the entire LCS fleet worldwide. This award also marks a milestone in Austal USA's expansion to the east coast.

"Austal USA is committed to the success of the LCS program and the growth of our services business. This award enables us to support both variants anywhere in the world," Austal USA interim president Rusty Murdaugh said. "The SEC West and SEC East awards are a direct reflection of the growth of our services capabilities and the confidence the U.S. Navy has in Austal to provide critical services to the fleet regardless of location."

The SEC East award is yet another building block to Austal's continued investment in its service business. Following continued investment in its service centers in Mobile, San Diego and Singapore, Austal USA was awarded an SEC West contract Aug. 5 to support all LCS homeported in San Diego. Additionally, In September 2020, the company invested in its U.S. Gulf Coast service operation, expanding its Mobile service center by purchasing 15 acres of waterfront property along the Mobile River. The purchase included 100,000 square feet of covered repair facilities and a 20,000-ton Panamax-class floating dry dock and supports both government and commercial service and repair.

"We're excited to add service capabilities in Mayport to support the U.S. Navy's Southeast Regional Maintenance Center and grow our involvement in the Jacksonville community," Murdaugh said. "We continue to invest in our service business to ensure our customers have the very best service and support available to them anytime, anywhere."

Coast Guard Cutter Steelhead Shifts Homeport to Fort Macon, NC

The Coast Guard Cutter Steelhead (WPB 87324) officially arrived at its new homeport in Fort Macon, Aug, 6, 2021. The 87-foot coastal patrol boat is a capable multi-mission platform designed for search and rescue, law enforcement, and fisheries patrols, as well as drug interdiction and illegal alien interdiction duties up to 200 miles off shore. *U.S. COAST GUARD*

FORT MACON, N.C. – The Coast Guard Cutter Steelhead (WPB 87324) officially arrived at its new homeport in Fort Macon, North Carolina, Aug. 6, 2021, the Coast Guard 5th District said in an Aug. 17 release.

The Steelhead is a coastal patrol boat with a crew of 11 men and women whose area of operations ranges from the mouth of the Chesapeake Bay near Cape Charles and Cape Henry, Virginia, to the South Carolina border.

Steelhead joins Coast Guard Cutters Maple, Bayberry, Smilax, Richard Snyder, and the Nathan Bruckenthal in Fort Macon.

“We are pleased to announce the Coast Guard Cutter Steelhead has relocated to Fort Macon, North Carolina,” said Capt. Matt Baer, commanding officer of Coast Guard Sector North Carolina. “As a multi-mission, maritime service with vast responsibilities and limited resources, we are constantly seeking ways to be more efficient and effective. Cutter Steelhead will conduct both law enforcement and search and rescue operations spanning the entire North Carolina

coastline, providing an outstanding addition to the Coast Guard's layered response strategy of shore-based boats, aircraft, and cutters. The change of homeport will ensure critical mission support functions for cutter maintenance and personnel needs are met, while improving offshore response capabilities from the Outer Banks throughout the Crystal Coast and across southeastern North Carolina. The crew and families of the cutter Steelhead are excited to join the long-standing heritage of lifesavers who call the Coast Guard community of Cartaret County their home."

The 87-foot coastal patrol boat is a capable multi-mission platform designed for search and rescue, law enforcement, and fisheries patrols, as well as drug interdiction and illegal alien interdiction duties up to 200 miles offshore.

FRCSW Completes Final Major Maintenance of E-2C Hawkeye

Test line and support staff are pictured Aug. 3 in front of the last E-2C Hawkeye to complete PMI-2 at FRCSW. The aircraft was delivered to Carrier Airborne Early Squadron 116 (VAW-116) stationed at Naval Base Ventura County. *U.S NAVY*

NAVAL AIR STATION NORTH ISLAND, Calif. – The last E-2C Hawkeye to complete the planned maintenance interval two (PMI-2) procedure at Fleet Readiness Center Southwest (FRCSW) departed the command's test line Aug. 3 to Carrier Airborne Early Squadron 116 (VAW-116) stationed at Naval Base Ventura County, the center said in an Aug. 12 release.

The aircraft was inducted Sept. 21, 2020, from VAW-123.

Developed by the Grumman Aircraft Co. in the mid-1960s, the twin turbo-propeller E-2 Hawkeye and its sister airframe, the C-2A Greyhound transport, still serve aboard naval aircraft carriers.

Production of the airborne early warning system (AEWS) E-2C variant began in 1973. With its detachable 24-foot diameter rotodome radar system, the Hawkeye's ability to guard against airborne threats remains the standard for protection of naval carrier battle groups to this day.

FRCSW performs two levels of scheduled maintenance on the airframe: PMI-1, or a light maintenance interval at FRCSW's Site Pt Mugu and FRC Mid-Atlantic, and PMI-2, or a heavy maintenance which is handled at FRCSW's Building 460 onboard Naval Air Station North Island (NASNI).

During PMI-1, artisans assess the attachment points of the flight control surfaces on the body of the aircraft, the engines, and other areas identified in the maintenance specification. Sheet metal repairs are made and worn parts replaced.

FRCSW is the Navy's sole provider of PMI-2 events to the airframe, and employs approximately 120 artisans and 53 indirect support personnel. Though not a complete overhaul, PMI-2 is a substantial disassembly of the aircraft down to the fuselage. Artisans remove the aircraft's wings, engines, landing gear and tail.

By using chemical or physical means, the aircraft's corrosion preventive paint is removed and an in-depth metal assessment is performed to locate surface anomalies like cracks, corrosion, exfoliation and missing fasteners.

PMI-2 procedures are completed under a project management method called the Critical Chain Project Management (CCPM) program. CCPM designates resources – like people and equipment – needed to complete a task in a specific amount of time. A

software program called “Concerto” is used to manage the aircraft’s throughput as well as multiple CCPM projects.

The E-2 CCPM throughput is divided into four procedures: induction, repair, assembly and test line. Each step has a targeted completion time for a total of about 220 days, depending on material availability.

During fiscal 2020, FRCSW inducted five of the aircraft for PMI-2 and one for PMI-1. Approximately 29 E-2Cs remain in service. The command will continue to support the maintenance requirements of the airframe as the Navy transitions to the technologically advanced E-2D, the fourth variant that will replace the E-2C.

FRCSW delivered its first E-2D Hawkeye to complete PMI-2 last January.

Coast Guard Responds to Haiti for Humanitarian Aid following 7.2 Earthquake

A Coast Guard air crew member helps transport a critically injured child from the helicopter to awaiting emergency medical services at Port au Prince, Haiti, Aug. 15, 2021. U.S. Coast Guard forward deployed Jayhawk helicopter crews are from Air Station Clearwater, Florida. *U.S. COAST GUARD / Lt. David Steele*

MIAMI – Haitian’s government requested Coast Guard assistance following a magnitude 7.2 earthquake, the Coast Guard 7th District said in an Aug. 15 release. The Coast Guard has

committed numbers of air and surface assets to help in transporting medical personnel and supplies and transporting critically injured citizens to facilities needing a higher level of care in Port au Prince, Haiti.

“On behalf of the United States Coast Guard I express our deepest sympathies to the people of Haiti,” said Coast Guard District Seven Commander, Adm. Brendan McPherson. “Our hearts go out to our Haitian diaspora here in Miami and to those tragically impacted in Haiti. We are supporting USAID humanitarian relief efforts, U.S. Southern Command’s Enduring Promise, and coordinating closely with Ambassador Sison and her country-team to assist in every way that we can. Our helicopters and aircrews are transporting medical personnel and evacuating those requiring higher levels of care. Our cutters remain offshore and on standby to assist the citizens of Haiti and to support agency response locally. Our unity of effort, our commitment to our neighbors, and our ability to lead through crisis will help see us all through this tragic event.”

Cutter Munro Arrives in Western Pacific for Months-Long Deployment

Coast Guard Maritime Security Response Team-West members fast-rope of an MH-60J Jayhawk onto the Coast Guard Cutter Munro during flight operations off the coast of San Diego, California, July 23, 2021. The Coast Guard Cutter Munro conducted flight operation training with the U.S. Navy and Maritime Security Response Team-West to maintain operational

proficiencies. *U.S. MARINE CORPS / Sgt. Kevin G. Rivas*
ALAMEDA, Calif. – The Legend-class cutter Munro (WMSL 755) arrived in the Western Pacific Aug. 15 from its homeport in Alameda for a months-long deployment to the region, the Coast Guard Pacific Area said in an Aug. 13 release.

The crew is operating in support of United States Indo-Pacific Command, which oversees military operations in the region.

Operating under the tactical control of commander, 7th Fleet, the cutter crew plans to engage in professional exchanges and capacity-building exercises with partners and allies and will patrol and operate as directed.

“Forward-deployed Naval Forces routinely and seamlessly integrate as one maritime force with a proud heritage of serving and fighting together,” said Vice Adm. Karl Thomas, commander, U.S. 7th Fleet. “It is a fitting nod to that heritage that Munro joins us following the U.S. Coast Guard celebration of its 231st birthday on Aug. 4.”

The Coast Guard’s deployment to the Indo-Pacific theater aligns with the integrated all-domain naval power of the naval service and increases the traditional influence of sea power regionally.

“The U.S. Coast Guard’s unique authorities, capabilities, and missions position us to collaborate on maritime safety and security with partners around the world,” said Vice Adm. Michael F. McAllister, commander, Coast Guard Pacific Area. “An increased presence throughout the Indo-Pacific strengthens our alliances and partnerships through improved interoperability, which will enhance regional stability, promote rules-based order, and improve maritime governance and security in the region and globally.”

Coast Guard forces provide expertise within the mission sets of search and rescue; illegal, unreported, and unregulated fishing; maritime environmental response; maritime security;

and humanitarian assistance and disaster relief. Deployable Coast Guard cutters, port security units, and advanced interdiction teams are also highly capable in augmenting naval operations in theater.

As both a federal law enforcement agency and an armed force, the Coast Guard is uniquely positioned to conduct defense operations and security cooperation in support of combatant commanders on all seven continents. The service routinely provides forces in joint military operations worldwide, including the deployment of cutters, boats, aircraft and deployable specialized forces.

The U.S. Coast Guard has a 150-year enduring role in the Indo-Pacific. The service's ongoing deployment of resources to the region directly supports U.S. foreign policy and national security objectives in the Indo-Pacific Strategy and the National Security Strategy.

Commissioned in 2017, Munro is one of four Coast Guard legend class national security cutters homeported in Alameda. National security cutters are 418-feet long, 54-feet wide, and have a 4,600 long-ton displacement. They have a top speed in excess of 28 knots, a range of 12,000 nautical miles, endurance of up to 90 days and can hold a crew of up to 170. Munro is the second cutter named for Signalman First Class Douglas A. Munro, the only Coast Guardsman awarded the Congressional Medal of Honor.

National security cutters feature advanced command and control capabilities, aviation support facilities, stern cutter boat launch and increased endurance for long-range patrols to disrupt threats to national security further offshore.

Since 2018, three other Coast Guard Cutters – Bertholf, Stratton and Waesche – have deployed to the Western Pacific.