

Coast Guard Repatriates 21 Migrants to Cuba



Coast Guard Cutter William Trump crew repatriated 21 Cubans to Cuba after they were interdicted off Key West's coast, Florida, May 24, 2021. A good Samaritan alerted Coast Guard Sector Key West watchstanders to a 16-foot raft with 11 people aboard Tuesday off Marathon. *U.S. COAST GUARD*

MIAMI – The Coast Guard Cutter William Trump crew repatriated 21 Cubans to Cuba May 24 at approximately 10 a.m. after they were interdicted off Key West's coast, the Coast Guard 7th District said in a May 25 release.

A good Samaritan alerted Coast Guard Sector Key West watchstanders to a raft with 11 people aboard at approximately 8 a.m., May 22, off Alligator Reef Light.

Station Islamorada law enforcement officers reported one of the Cubans deceased. The deceased's son reported the raft had capsized at the start of their voyage resulting in loss of their food, water, medication and his father passed away during the voyage.

In the second interdiction, a good Samaritan alerted Coast Guard Sector Key West watchstanders, May 25, to a 16-foot raft with 11 people aboard off Marathon.

The good Samaritan provided life jackets, food, and water to the Cubans and due to 10-12 foot seas and stayed with them until Coast Guard Cutter William Trump arrived on scene.

"The dangers of traveling through the Florida Straits cannot be overstated," said Chief Warrant Officer Matt James, commanding officer, Station Islamorada. "Our thoughts and prayers go out to the family and friends of the man who died as a result of losing critical medicine for a reported pre-

existing condition during the capsizing.”

Since Oct. 1, 2020, Coast Guard crews have interdicted 250 Cubans compared to:

- 5,396 Cuban migrants in Fiscal Year 2016
- 1,468 Cuban migrants in Fiscal Year 2017
- 259 Cuban migrants in Fiscal Year 2018
- 313 Cuban migrants in Fiscal Year 2019
- 49 Cuban migrants in Fiscal Year 2020

Once aboard a Coast Guard cutter, all migrants receive food, water, shelter and basic medical attention. Throughout the interdiction, Coast Guard crew members were equipped with personal protective equipment to minimize potential exposure to any possible case of COVID-19.

5th Fleet Bolstered by Arrival of Two Coast Guard Fast Response Cutters



Patrol boat USCGC Maui (WPB 1304) and fast response cutter USCGC Robert Goldman (WPC 1142) transit the Arabian Gulf en route to Bahrain, May 24. Robert Goldman and USCGC Charles Moulthrope (WPC 1141) are the newest additions to Patrol Forces Southwest Asia (PATFORSWA), which is comprised of six 110-foot cutters, the Maritime Engagement Team, shore side support personnel, and is the Coast Guard’s largest unit outside of the U.S. playing a key role in supporting Navy security cooperation, maritime security, and maritime infrastructure protection operations in the U.S. 5th Fleet area of operations. *U.S. COAST GUARD / Seaman Logan Kaczmarek*

MANAMA, Bahrain – U.S. Coast Guard Sentinel-class fast response cutters USCGC Charles Moulthrop (WPC 1141) and Robert Goldman (WPC 1142) arrived at their new homeport onboard Naval Support Activity Bahrain, May 25, the U.S. 5th Fleet Public Affairs said in a release.

The FRCs are two of six planned to be attached to Patrol Forces Southwest Asia (PATFORSWA), forward deployed to Bahrain with commander, Task Force 55. They will replace the existing Coast Guard Island-class patrol boats USCGC Aquidneck (WPB 1309) and USCGC Adak (WPB 1333).

“These crews have shown that they are more than ready for the mission at hand in this region through numerous successful engagements with partner maritime forces during port visits and bilateral exercises,” said Capt. Willie Carmichael, commander of PATFORSWA. “I am extremely proud of the high performance they have displayed during their transit to Bahrain.”

Aquidneck and Adak are set to decommission in Bahrain later this year and are being replaced as part of the Integrated Deepwater System Program, the Coast Guard’s 25-year program to replace most of the branch’s equipment. The IDSP plans to have 64 fast response cutters, with Charles Moulthrop and Robert Goodman being the 41st and 42nd, commissioned into service on Jan. 21 and Mar. 12, respectively.

The FRCs are designed to patrol coastal regions and perform expeditionary operations.

They feature advanced command, control, and communications systems and improved surveillance and reconnaissance equipment. They are also capable of launching and recovering small boats from the stern.

“The addition of the FRCs to our task force has been highly anticipated, and the team here is excited to work with these outstanding crews,” said Capt. Christopher Gilbertson,

commander of Destroyer Squadron 50 and CTF 55. “The advanced capabilities of these cutters greatly enhance our ability to provide high-end support to regional and coalition partners throughout the area of operations.”

PATFORSWA, attached to CTF 55, comprises six patrol vessels, shoreside mission support personnel, and the Maritime Engagement Team. They play a crucial role in maritime security, maritime infrastructure protection, and theater security cooperation in the region. The unit also supports other U.S. Coast Guard deployable specialized forces operating throughout the U.S. Central Command area of responsibility.

CTF 55 operates in the U.S. 5th Fleet area of operations, supporting naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and Pacific through the western Indian Ocean and three critical chokepoints to the free flow of global commerce.

Cutter Steadfast Returns to Homeport After Interdicting \$33 Million in Cocaine



Coast Guard Cutter Steadfast (WMEC 623) steaming in the Eastern Pacific Ocean on April 23, 2021. The crew of Coast Guard Cutter Steadfast seized more than 2,400 pounds of cocaine while patrolling in international waters. *U.S. COAST GUARD / Ens. Grace Hodges*

ASTORIA, Ore. – The Coast Guard Cutter Steadfast (WMEC 623) returned to its Astoria, Oregon, homeport May 21 after completing a 10,000-mile, 49-day counter-narcotics patrol in

the Eastern Pacific Ocean, the Coast Guard Pacific Area said in a May 26 release.

The cutter served as an on-scene law enforcement asset in support of U.S. Southern Command's Joint Interagency Task Force South and Coast Guard District 11, with primary missions of drug and migrant interdiction, search and rescue, and international relations.

While the cutter patrolling international waters of the Eastern Pacific Ocean, Steadfast intercepted a vessel suspected of smuggling illicit narcotics. The interdiction resulted in the seizure of over 2,400 pounds of cocaine worth an estimated \$33 million, and the detainment of three suspected traffickers.

Coast Guard cutters operating in the Eastern Pacific push U.S. borders over 1,500 miles offshore which is critical to confronting drug cartels and enhancing national security.

Additionally, Steadfast completed biennial Aviation Standardization Training near the coast of Southern California with a Coast Guard MH-65 helicopter. This training is designed to increase the operational proficiency of the ship and helicopter crews.

"This patrol reinforced the maxim that people, not platforms, are the most important key to operational success," said Cmdr. Craig Allen, commanding officer of the Steadfast. "Despite encountering some significant equipment and logistics challenges, the Steadfast crew rose to the occasion time and again and achieved remarkable results. We were fortunate to sail with several members filling key positions from other Coast Guard units, including USCGC Waesche, Maritime Safety and Security Teams LA/LB and San Francisco, Sector Field Office Southwest Maine, and Coast Guard Headquarters. All were superb additions to the Steadfast team. Additionally, we had

the opportunity to work with a fellow Pacific Northwest 210-foot cutter, CGC Active, who helped us out on multiple occasions with time-sensitive logistics support.”

To ensure the safety of Steadfast’s crew during the COVID-19 global pandemic, the crew conducted pre-deployment COVID-19 testing, followed by a seven-day monitoring period. Throughout their patrol, Steadfast’s crew maintained strict health precautions during all interactions with the public, including wearing N95 masks at all times and undergoing intensive health screenings prior to each boarding.

Steadfast is a 53-year-old Reliance-class 210-foot medium endurance cutter that has been homeported in Astoria since 1994. Steadfast’s primary missions include search and rescue, counter-drug, migration interdiction and homeland security operations.

New Flag Officer Assignments Announced



Rear Adm. William E. Chase III was among the flag assignments announced May 26. *U.S. NAVY*

ARLINGTON, Va.—The acting secretary of the Navy and chief of naval operations announced on May 26 today the following flag assignments:

Rear Adm. (lower half) William E. Chase III, selected for promotion to rear admiral, will be assigned deputy commander,

Joint Force Headquarters-Department of Defense Information Network (JFHQ-DODIN), U.S. Cyber Command, Fort Meade, Maryland. Chase is currently serving as deputy principal cyber advisor to the secretary of defense, Office of the Under Secretary of Defense for Policy, Washington, D.C.

Rear Adm. (lower half) Brian L. Davies will be assigned additional duties as deputy commander, Second Fleet, Norfolk, Virginia. Davies will retain all currently assigned duties as commander, Submarine Group Two, Norfolk, Virginia.

Rear Adm. (lower half) Jeffrey S. Scheidt will be assigned as deputy principal cyber advisor to the secretary of defense, Office of the Under Secretary of Defense for Policy, Washington, D.C. Scheidt is currently serving as deputy chief, computer network operations, National Security Agency, Office of the Under Secretary of Defense for Intelligence, Fort Meade, Maryland.

Rear Adm. (lower half) Michael J. Steffen will be assigned as commandant, Naval District Washington, Washington, D.C. Steffen is currently serving as deputy commander, Second Fleet, Norfolk, Virginia.

Capt. Anthony E. Rossi, selected for promotion to rear admiral (lower half), will be assigned as director, Navy International Programs Office, Office of the Secretary of the Navy, Washington, D.C. Rossi is currently serving as major program manager, Mission Integration and Special Programs Office, PMA 298, Patuxent River, Maryland.

MARAD Designates Mid Atlantic Maritime Academy as Center of Excellence

NORFOLK, Va. – The U.S. Department of Transportation’s Maritime Administration (MARAD) announced on May 23 the designation of Mid Atlantic Maritime Academy (“MAMA”) as one of 27 Centers of Excellence for Domestic Maritime Workforce Training and Education (CoE). The CoE designation recognizes community colleges and training institutions that prepare students for careers in our nation’s maritime industry. These academic institutions are in 16 states and one U.S. territory.

“When the United States has as its foundation a strong Merchant Marine service, all components of the economy and national defense benefit greatly” said Capt. Ed Nanartowich, MAMA’s president who received the award on behalf of the company. “MAMA brings great credit to Virginia as a significant contributor toward enhanced maritime training and enabling Virginians to work in a dynamic and growing industry aboard ship and boats locally and upon oceans.”

U.S. Transportation Secretary Pete Buttigieg said, “Our collaboration with these institutions represents an important expansion of MARAD’s role in supporting maritime education and will help form pathways to good-paying American jobs in our nation’s maritime industry.”

MARAD will now embark on working with the Mid Atlantic Maritime Academy and the other designees to enter into cooperative agreements to help advance recruitment of students and faculty, enhance facilities, award student credit for military service, and potentially receive assistance in the form of surplus equipment or temporary use of MARAD vessels.

Authorized under the National Defense Authorization Act of 2018, the CoE program is designed to assist the maritime industry in gaining and sustaining a well-trained labor force while enhancing diversity and inclusion in the industry.

“The CoE designations recognize the high standard of maritime education and training provided by the designated community and technical colleges and maritime training centers. These institutions play vital roles in our nation’s maritime industry by providing the training and skills students need to begin and advance careers afloat and ashore,” said Acting Maritime Administrator Lucinda Lessley.

Information regarding the training opportunities for mariners and prospective mariners can be found on the Mid Atlantic Maritime Academy website www.mamatrains.com.

U.K. Carrier Strike Group Sets Sail on 7-Month First Deployment



Queen Elizabeth II visited Royal Navy aircraft carrier HMS Queen Elizabeth in Portsmouth on 22 May 2021, just hours before the U.K. Carrier Strike Group sailed for its first operational deployment. During the 45 minute visit, Her Majesty spoke to a selection of British and American Sailors, Aviators and Marines. *U.K. MINISTRY OF DEFENCE*

LONDON – Nine ships, 32 aircraft, and 3,700 personnel set sail May 22 on the U.K. Carrier Strike Group’s first operational deployment, the U.K. Ministry of Defence said in a release.

The seven-month global deployment will extend through the

Mediterranean and Indian Ocean and on to the Indo-Pacific, interacting with more than one-fifth of the world's nations.

Britain's new flagship aircraft carrier, HMS Queen Elizabeth, will lead six Royal Navy ships, a Royal Navy submarine, a U.S. Navy destroyer and a frigate from the Netherlands in the largest concentration of maritime and air power to leave the U.K. in a generation.

The Queen visited her namesake vessel – which she commissioned in 2017 – before the aircraft carrier set sail from Portsmouth, meeting crew members and wishing them luck in what will be an unforgettable life experience by being part of naval history. Among those to meet the Queen was U.S. Marine Corps Col. Simon Doran.

“It's an incredibly profound moment, getting to meet Her Majesty The Queen this morning was a personal honor,” Doran said. “There's a lot of professional pride being honored among myself and all of the Americans who met her majesty. The United Kingdom has always been the most stalwart ally for the United States and demonstrating our interoperability on this deployment reassures both nations.”

Prime Minister Boris Johnson was also among those to visit HMS Queen Elizabeth ahead of her departure, joined on May 21 by Defence Secretary Ben Wallace, First Sea Lord Adm. Tony Radakin and Chief of the Air Staff, Air Chief Marshal Sir Mike Wigston on the flight deck.

Truly Global Britain

“The U.K.'s Carrier Strike Group sets sail to write Britain's name in the next chapter of history – a truly global Britain that steps forward to tackle the challenges of tomorrow, working hand-in-hand with our friends to defend our shared values and uphold the rules-based international order,” said Wallace. “This deployment shows that we are strong on our own, but even stronger with our allies. I want to join the nation

in wishing the crews across the Carrier Strike Group every success as they depart on this truly historic endeavor.”

In a projection of the United Kingdom’s global reach and influence, the Carrier Strike Group will interact with over 40 nations during its 26,000-nautical-mile global tour, undertaking over 70 engagements, exercises and operations with allies and partners.

As outlined in the recently published Defence Command Paper, the Carrier Strike Group is a demonstration of the United Kingdom’s commitment to be ready to confront future threats alongside international partners and help seize new opportunities for Global Britain.

Underscoring the United Kingdom’s leading role in NATO, in the coming days the Carrier Strike Group will take part in NATO’s Exercise Steadfast Defender. The Strike Group will also provide support to the Alliance’s Operation Sea Guardian and to maritime security operations in the Black Sea during the deployment.

Working alongside another key NATO ally, the Carrier Strike Group will be joined by French aircraft carrier Charles De Gaulle for a period of dual carrier operations in the Mediterranean.

In the Indo-Pacific, the Carrier Strike Group will visit India, Japan, the Republic of Korea and Singapore to strengthen Britain’s security relationships, reinforce political ties and support our UK exports and international trade agenda.

Elements of the Carrier Strike Group will also participate in Exercise Bersama Lima to mark the 50th anniversary of the Five Powers Defence Arrangements between Malaysia, Singapore, Australia, New Zealand and the United Kingdom.

The Next Chapter

The deployment is primarily centered on regenerating the United Kingdom's Carrier Strike capability, a decade-long journey which is now entering its next chapter.

It comes after the prime minister announced in November an increase in defense funding of over £24 billion across the next four years, enabling the U.K.'s armed forces to adapt to meet future threats.

The Strike Group's cutting-edge platforms are expertly operated by 3,700 personnel from the United Kingdom, United States and Netherlands armed forces, including a company of Royal Marines Commandos.

HMS Queen Elizabeth is the largest and most powerful surface vessel in the Royal Navy's history. In a true success story for British industry she was built by a cast of more than 10,000, including more than 800 apprentices, in six dockyards from the banks of the Clyde to the River Torridge quaysides.

Joining her are a surface fleet of Type 45 destroyers, HMS Defender and HMS Diamond, Type 23 anti-submarine frigates HMS Kent and HMS Richmond, and the Royal Fleet Auxiliary's RFA Fort Victoria and RFA Tidespring.

U.S. Navy destroyer USS The Sullivans and the Royal Netherlands Navy's frigate HNLMS Evertsen will be fully integrated for the duration of the deployment.

On the carrier's flight deck are 18 state-of-the-art F-35B fast jets, operated by joint RAF and Royal Navy 617 squadron, and the U.S. Marine Corps – the greatest quantity of fifth-generation Lightning jets ever put to sea.

Operating alongside the jets are four Wildcat maritime attack helicopters, seven Merlin Mk2 anti-submarine helicopters and three Merlin Mk4 commando helicopters, the largest number of helicopters assigned to a single U.K. Task Group in a decade.

“As the Carrier Strike Group heads to sea, a new phase opens in Britain’s maritime renaissance. A year’s worth of exercises, and more than a decade of preparation, is over. HMS Queen Elizabeth, her escorts and her aircraft, will now begin the most important peacetime deployment in a generation,” said Commodore Steve Moorhouse, Commander United Kingdom Carrier Strike Group.

“It is the privilege of my career to lead 3,700 Sailors, Aviators and Marines from the United Kingdom, United States and the Netherlands for the next seven-and-a-half-months. On their behalf, I would like to thank all those in government, the armed forces and industry who have worked so hard to get us to the start line and will continue to support us when we are away. Most importantly, I would like to thank our families. I have every confidence that these young men and women will do you proud.”

Cutter Willow Services Aids to Navigation in Puerto Rico Maritime Ports



Coast Guard Cutter Willow prepares to enter the Port of San Juan, Puerto Rico May 8, 2021. The Willow completed a 12-day mission May 19, 2021, servicing 23 critical aids to navigation (AToN) across eight of the island’s maritime ports in San Juan, Mayaguez, Tallaboa, Ponce, Guanica Ceiba, Culebra and the southwest pass of Vieques. *U.S. COAST GUARD*

SAN JUAN, Puerto Rico – The Coast Guard Cutter Willow has completed a 12-day mission servicing 23 critical aids to navigation (AToN) across eight maritime ports in Puerto Rico,

the Coast Guard 7th District said in a release.

The crew of the cutter Willow serviced AToN in the ports of San Juan, Mayaguez, Tallaboa, Ponce, Guanica, Ceiba, Culebra and in the southwest pass of Vieques, Puerto Rico.

“After 15 months of multiple major maintenance periods and COVID restrictions, the Coast Guard Cutter Willow is excited to be back in Puerto Rico,” said Cmdr. Margaret Kennedy, Coast Guard Cutter Willow commanding officer. “It’s dirty but satisfying work, which makes the waterways safe for commercial and recreational marine traffic and helps facilitate the flow of maritime commerce to and from the island. Our ship and crew still have a lot of work to do, and we look forward to returning to the Sector San Juan area later this summer to complete it.”

As the only heavy lift asset within the Coast Guard’s Seventh District, cutter Willow is primarily responsible for the continuous operation of 245 fixed and floating aids to navigation spanning from the U.S Virgin Islands to South Carolina and relies on a crew of 48 personnel to complete this and other Coast Guard missions.

The servicing of these maritime resources requires a systematic process that often places the cutter in hazardous waters while the crew works to lift the aid, steel chain, and concrete sinker out of the water to replace components of the buoy and mooring on deck.

This occurs up to six times a day and requires a team effort by all hands onboard to complete the task. Once set back in the water, the aid is precisely placed using GPS coordinates that best mark the waterway for the mariner to reference.

The U.S. Coast Guard Cutter Willow (WLB 202) is a 225-foot sea going buoy tender homeported in Charleston, South Carolina.

Huntington Ingalls Industries Announces U.S. Navy Order of REMUS 300 UUVs



Huntington Ingalls Industries' said the U.S. Navy has ordered two REMUS 300 unmanned underwater vehicle, shown here in an artist's rendering. *HUNTINGTON INGALLS INDUSTRIES*
NEWPORT NEWS, Va. – Huntington Ingalls Industries announced on May 25 a U.S. Navy order of two REMUS 300 unmanned underwater vehicles (UUVs).

“REMUS UUVs have been used by the U.S. Navy for their defense operations for more than 20 years,” said Duane Fotheringham, president of the Unmanned Systems business group in HII’s Technical Solutions division. “We are pleased to provide them with the new REMUS 300 to support their critical national security missions.”

The two-man portable, small-class UUV offers swappable energy modules with up to 10, 20 or 30 hours of endurance. The open architecture and modularity allow REMUS 300 to be tailored to specific mission requirements and enable spiral development and upgrades as technology evolves.

Delivery of the commercial REMUS 300 UUVs is scheduled for mid-2022.

General Atomics EMALS and AAG Systems Aboard Ford Reach Over 8,000 'Cats and Traps' Milestone



An F/A-18F Super Hornet, assigned to Air Test and Evaluation Squadron (VX) 23, lands on USS Gerald R. Ford's (CVN 78) flight deck in early 2020. Ford was conducting aircraft compatibility testing to further test its Electromagnetic Aircraft Launch Systems (EMALS) and Advanced Arresting Gear (AAG). *U.S. NAYV / Mass Communication Specialist Seaman Jesus O. Aguiar*

SAN DIEGO – General Atomics Electromagnetic Systems (GA-EMS) announced in a May 24 release that the Electromagnetic Aircraft Launch System (EMALS) and Advanced Arresting Gear (AAG) system aboard the USS Gerald R. Ford (CVN 78) achieved the Navy's target of 8,000 successful aircraft launches and recoveries during the ship's 18-month post-delivery test and trial (PDT&T) period.

"The last 18-months have been very exciting and challenging. We are proud of the record number of critical "firsts" EMALS and AAG achieved during this period to bring the systems into real-time operational readiness," said Scott Forney, president of GA-EMS. "Navy leadership set a clear goal of completing 8,000 catapult launches and arrestments during PDT&T. EMALS and AAG met and exceeded that goal with a 100% safety record."

During the January 2020 through April 30, 2021 PDT&T period, CVN 78 conducted 18 independent steaming events (ISE) involving night and day, all weather, and various sea state operations. Within the first three months, EMALS and AAG completed critical aircraft compatibility testing, flight deck

certification and more than 2,000 successful aircraft launch and recovery cycles involving F/A-18E/F Super Hornets, E-2C/D Hawkeyes and Advanced Hawkeyes, C-2A Greyhounds, EA-18G Growlers, and T-45C Goshawks. By the 17th ISE in March 2021, EMALS and AAG had successfully completed 7,879 cats and traps aboard CVN 78. During the 18th and final ISE in April 2021, EMALS and AAG broke 8,000 by over 150 launches and recoveries.

“What is also notable is that CVN 78 was the only East Coast carrier available for student aviator carrier training and pilot certification during this period,” Forney said. “EMALS and AAG played a critical role in helping over 400 pilots, including new student aviators, achieve their initial carrier qualifications or recertify their proficiency. The confidence placed in EMALS and AAG capabilities to safely launch and arrest both seasoned pilots as they sharpen their skillsets, and future naval aviators as they earn their wings of gold, is something we are extremely proud of.”

GA-EMS is also delivering EMALS and AAG for the future USS John F. Kennedy (CVN 79) and USS Enterprise (CVN 80). EMALS and AAG will provide greater flexibility over legacy systems to accommodate the current air wing, as well as future manned and unmanned aircraft.

USCGC Hamilton Concludes Operations with U.S. Navy 6th Fleet



The Legend-class national security cutter USCGC Hamilton (WMSL

753) arrives in Valletta, Malta for a port visit May 17, 2021. Hamilton is in Valletta following at-sea engagements with the armed forces of Malta in the Mediterranean Sea. *U.S. COAST GUARD*

MEDITERRANEAN SEA – The Legend-class national security USCGC Hamilton (WMSL 753) transited out of the Mediterranean Sea, concluding the crew's recent operations in the U.S. Navy 6th Fleet's area of responsibility, May 24, 2021, the Coast Guard Atlantic Area said in a May 25 release.

Hamilton entered the Mediterranean Sea on April 15 and the Black Sea on April 27 to support NATO Allies and partners. Hamilton was the first U.S. Coast Guard Cutter to visit the Black Sea since 2008. The last U.S. Coast Guard cutter to visit the Black Sea was USCGC Dallas (WHEC 716) and sailed to the Black Sea twice, in 2008 and 1995.

Since leaving the Black Sea on May 14, Hamilton's crew visited Valletta, Malta, and conducted engagements at sea with the armed forces of Malta. They also conducted a brief logistics stop in Rota, Spain, on May 23.

"By operating with 6th Fleet, we expand the Coast Guard's global reach and advance our Nation's Tri-Service Maritime Strategy," said Capt. Timothy Cronin, commanding officer of USCGC Hamilton (WMSL 753). "This deployment also reinforced our commitment to freedom of navigation in international waters while building capacity and partnerships with nations that have shared interests and threats in the maritime domain."

After departing North Charleston, South Carolina, on Feb. 28, the crew of Hamilton stopped in Puerto Rico and then headed toward Rota, with two Sentinel-class fast response cutters, USCGC Charles Moulthrop (WPC 1141) and USCGC Robert Goldman (WPC 1142). After escorting the fast response cutters and departing Spain, Hamilton then visited Italy, Georgia, Ukraine and Malta. The crew conducted various operational exercises

with the maritime components of each country and Turkey, Romania and Bulgaria.

“The relationships we build are fundamental for establishing maritime safety and security worldwide,” said Lt. Cmdr. Taylor Kellogg, operations officer of USCGC Hamilton. “Working together with our NATO allies and partners, we advance the rule of law on the sea, ensuring free and open access to the maritime domain.”

The U.S. Navy and U.S. Coast Guard operate forward, from the littoral to the open ocean, ensuring stability and open sea lanes across all maritime domains. U.S. Coast Guard operations in U.S. 6th Fleet demonstrate the service’s commitment, flexibility, and capability to operate and address security concerns throughout Europe and Africa.

The U.S. Coast Guard is conducting a routine deployment in U.S. Navy 6th Fleet, working alongside allies, building maritime domain awareness and sharing best practices with partner nation navies and coast guards.