

Omnibus Spending Bill Funds Four Additional Fast Response Cutters



The Coast Guard accepted delivery of the newest Sentinel-class fast response cutter (FRC), the Coast Guard Cutter Oliver Henry (WPC-1140), from Bollinger Shipyards, July 30th, 2020. The fiscal 2021 omnibus spending bill funds four more Sentinel-class FRCs. U.S. Coast Guard

LOCKPORT, La. – President Trump on Dec. 27 signed into law the omnibus spending bill for fiscal Year 2021, which included funding for four more Sentinel-class Fast Response Cutters (FRCs), allowing Bollinger Shipyards to build and deliver four more FRCs to the U.S. Coast Guard, the company said in an Dec. 28 release. This increases the total number of funded boats to 64.

“It’s a great honor to have the confidence of the U.S. Congress to continue the work we’re doing in support of the U.S. Coast Guard,” said Ben Bordelon, Bollinger Shipyards president and CEO. “The Fast Response Cutter program is something we’re all proud of here in Louisiana. Delivering vessels on schedule and on budget to the Coast Guard during these challenging times shows the determination and resiliency of our workforce.”

All four of the newly appropriated FRCs will be built at Bollinger’s Lockport, Louisiana, facility.

Earlier this month, Bordelon wrote an [opinion piece](#) on how an expanded U.S. Coast Guard presence around the globe can “help further the regional partnerships and alliances necessary to curb the creeping influence of America’s strategic competitors and adversaries.” Bordelon argues that the Coast Guard has the opportunity to establish itself as the preferred regional

partner through its work with Patrol Forces Southwest Asia, Operation Aiga and elsewhere. Bordelon concludes that “white-hull diplomacy should be looked to more and more as a complementary arrow in the whole-of-government quiver.”

The FRC program has had a total economic impact of \$1.2 billion since inception and directly supports 650 jobs in Southeast Louisiana. The program has indirectly created 1,690 new jobs from operations and capital investment and has an annual economic impact on GDP of \$202 million, according to the most recent data from the U.S. Maritime Administration on the economic importance of the U.S. Shipbuilding and Repair Industry. Bollinger sources over 271,000 different items for the FRC consisting of 282 million components and parts from 965 suppliers in 37 states.

“We’re proud that Bollinger continues to be an economic pillar and job creator in south Louisiana,” Bordelon said. “More than 600 of our 1,500-plus employees have important roles related to the FRC program. Without the support of the Coast Guard and Congress for the continuation of this critical program, the security of these jobs would be thrown into question.”

The FRC is one of many U.S. government shipbuilding programs Bollinger is proud to support. In addition to construction of the FRC, Bollinger is now participating in industry studies for five programs, including the U.S. Coast Guard’s Offshore Patrol Cutter program, the U.S. Navy’s Common Hull Auxiliary Multi-Mission Platform program, the U.S. Navy’s Auxiliary General Ocean Surveillance (T-AGOS(X)) program, the U.S. Navy’s Large Unmanned Surface Vehicle program and the U.S. Navy’s Light Amphibious Warship program.

The FRC is an operational “game changer,” according to senior Coast Guard officials. FRCs are consistently being deployed in support of the full range of missions within the United States Coast Guard and other branches of our armed services. This is due to its exceptional performance, expanded operational reach

and capabilities, and ability to transform and adapt to the mission. FRCs have conducted operations all over the globe and embarked on journeys as far as 10,620 nautical miles from its port of origin. Measuring in at 154-feet, FRCs have a flank speed of 28 knots, state of the art C4ISR suite (command, control, communications, computers, intelligence, surveillance, and reconnaissance), and stern launch and recovery ramp for a 26-foot, over-the-horizon interceptor cutter boat.

Coast Guard Reports Busy December with IUU Missions, Rescues, Repatriations



USCGC Stone (WMSL 758) crew members learn how to use immersion suits during an abandon ship drill on the Stone in the waters south of Pensacola, Florida, on Dec. 23, 2020. U.S. Coast Guard / Petty Officer 3rd Class John Hightower

The U.S. Coast Guard announced a spate of activities around the holidays, most recently that the brand-new Coast Guard Cutter Stone (WMSL 758), having just been delivered from builder Huntington Ingalls Industries' Ingalls Shipbuilding, has embarked on a multi-month deployment to the South Atlantic.

There, Stone will counter illegal, unregulated, and unreported (IUU) fishing while strengthening relationships for maritime sovereignty and security throughout the region.

The brand new Legend-class national security cutter, one of the U.S. Coast Guard's flagships, will provide a presence and

support national security objectives throughout the Atlantic. This patrol is the cutter's initial shakedown cruise following its delivery in November.

This the service's first patrol to South America in recent memory, engaging partners including Guyana, Brazil, Uruguay, Argentina, and Portugal. The cutter also embarked an observer from the Portuguese navy for the operation's duration.

Operation Southern Cross is conducted in conjunction with U.S. Southern Command, charged with managing operations in Central and South America by working collaboratively to ensure the Western Hemisphere is secure, free, and prosperous.

Christmas Rescue

On Christmas Day, the Coast Guard rescued four boaters Friday from Yamani Islets, 27 miles south of Sitka, Alaska.

A Coast Guard Air Station Sitka MH-60 Jayhawk helicopter crew hoisted the four boaters, a 50-year-old female, and her three children, ages 21, 17, and 13, from shore after their 15-foot vessel capsized. The helicopter crew transported them to Coast Guard Air Station Sitka where they were reported to be in stable condition.

Watchstanders in the Sector Juneau command center received initial notification from a friend at approximately 11 p.m. of an overdue vessel. Sector watchstanders directed the launch of an aircrew from Air Station Sitka and the crew of Coast Guard Cutter Bailey Barco.

During their search, the aircrew received a distress call over VHF radio channel 16 at the entrance of Necker Bay and was able to make contact with the boaters confirming they were all ashore after their vessel capsized.

Counter-Drug Deployment

The week before, Coast Guard Cutter Active returned to its

homeport of Port Angeles following a 46-day deployment to the Eastern Pacific Ocean.

Nicknamed "Lil Tough Guy," the Active's crew patrolled 10,056 total nautical miles off the coast of Central America, deployed with an armed Coast Guard MH-65 Dolphin helicopter crew from the Helicopter Interdiction Tactical Squadron (HITRON) in Jacksonville, Florida.

HITRON helped Active search for, detect and stop, drug smuggling vessels.

Pacific Area Tactical Law Enforcement Team (TACLET) personnel sailed with the Active and augmented the unit's law enforcement capabilities, proving critical during interdictions. TACLET are Coast Guard members that specialize in counter-narcotics tactics and procedures and deploy aboard U.S. and allied navy ships that transit drug trafficking areas.

In just 72 hours, the Active crew interdicted two vessels suspected of drug smuggling and seized approximately 4,200 kilograms of cocaine worth \$159 million. These efforts resulted in the detainment of 13 suspected narcotics traffickers.

The Active is a 210-foot medium endurance cutter homeported in Port Angeles and routinely deploys in support of counter-drug, migrant interdiction, fisheries, and search and rescue and homeland security missions.

Repatriation

On Dec. 18, the crew of Coast Guard Cutter Resolute repatriated 110 Haitian migrants after stopping a voyage approximately 50 miles north of Cap-Haitien, Haiti.

A forward-deployed Coast Guard Air Station Clearwater MH-60 Jayhawk helicopter crew spotted a 40-foot vessel overloaded

with people. Resolute's crew diverted and brought the people aboard out of abundance of caution for safety of life at sea.

"I could not be prouder of the crew for safely interdicting and deterring migrant ventures through coordinated efforts to enforce U.S and partner nation treaties and laws," Cmdr. Justin Vanden Heuvel, commander, Coast Guard Cutter Resolute. "Resolute's crew was exceptional in ensuring safety of life at sea, as well as providing around-the-clock care for 110 guests and creating an atmosphere of compassion and dignity prior to repatriation."

IUU Fishing

Earlier in the month, the crew of the Palau Division of Marine Law Enforcement patrol boat PSS President HI Remeliik II coordinated with the U.S. Coast Guard to apprehend a suspected illegal fishing vessel off Helen Reef.

The U.S. Coast Guard dispatched resources that included an Air Station Barbers Point HC-130 Hercules search plane and the Coast Guard Cutter Myrtle Hazard, from Sector Guam, to support the government of Palau to protect their sovereignty and natural resources. The law enforcement action by the crew of the Remeliik II represents the continued cooperation between the Republic of Palau, United States, Australia, Japan, and other partners to halt IUU fishing in the Pacific.

"Our bilateral agreements with Palau and other island nations are proving highly impactful," said Cmdr. Jason Brand, the Coast Guard Fourteenth District Chief of Enforcement. "IUU fishing has replaced piracy as the leading global maritime security threat. If IUU fishing continues unchecked, we can expect a deterioration of fragile coastal States, collapse of critical fish stock populations and increased tension among foreign-fishing nations, threatening geopolitical stability around the world."

On Dec. 9, Palau Rangers near Helen Reef reported witnessing

an 80-foot vessel illegally fishing nearby. In coordination with the U.S. Coast Guard and the U.S. Global Defense Reform Program contractor assigned to Palau's Maritime Law Center, the crew of the Remeliik II was dispatched from Koror to apprehend the vessel.

F-35 Deliveries by Lockheed Martin in 2020 Total 123



Two U.S. Air Force F-35A Lightning IIs conduct flight training operations over the Utah Test and Training Range on Feb 14, 2018. Lockheed Martin has delivered the 123rd F-35 aircraft of the year, an F-35A delivered to the Italian air force. U.S. Air Force / Staff Sgt. Andrew Lee

FORT WORTH, Texas – Lockheed Martin delivered the 123rd F-35 aircraft of the year last week, the company said in a Dec. 28 release.

The 123rd aircraft is an F-35A conventional takeoff and landing (CTOL) variant, built at the Cameri, Italy, Final Assembly and Checkout facility and delivered to the Italian air force. In 2020, 74 F-35s were delivered to the United States military, 31 to international partner nations and 18 to Foreign Military Sales customers.

In response to COVID-19 related supplier delays, in May the initial annual delivery goal was revised from 141 to 117-123 aircraft to strategically avoid surging, which would increase production-related costs and create future delays and disruption.

“The F-35 joint enterprise team rapidly responded to the

challenges of the COVID-19 pandemic to continue to deliver the unmatched combat capability the F-35 brings to the warfighter,” said Bill Brotherton, acting vice president and general manager of the F-35 program. “Achieving this milestone amid a global pandemic is a testament to the hard work and dedication of the team and their commitment to our customers’ missions.”

Lockheed Martin took proactive measures to mitigate COVID-19 supplier impacts and position the program for the fastest possible recovery by adjusting employee work schedules, maintaining specialized employee skillsets, and providing accelerated payments to small and vulnerable suppliers. Lockheed Martin provided accelerated payments to more than 400 F-35 suppliers in 45 states and Puerto Rico.

Though COVID-19 will have short-term impacts on production, the F-35 program continues to work diligently and is on track to meet the joint government and industry recovery commitments over the coming years.

There are more than 600 aircraft operating from 26 bases and ships around the globe. More than 1,200 pilots and 10,000 maintainers are trained, and the F-35 fleet has surpassed more than 350,000 cumulative flight hours. Nine nations have F-35s operating from a base on their home soil, nine services have declared Initial Operational Capability and six services have employed F-35s in combat operations. The U.S. Air Force deployed the F-35 for 18 consecutive months from April 2019 until October 2020 in the U.S. Central Command Area of Responsibility with hundreds of weapons employments in support of U.S. servicemembers and their allies.

The year also included initial fielding of the Operational Data Integrated Network, the follow-on to the Autonomic Logistics Information System, with excellent initial results. The system will be fully operational in 2022. Mission capable rates for the aircraft continued to improve in 2020 with rates

greater than 70% across the fleet, and even higher for deployed units. The F-35 also proved its value in joint all-domain operations with multiple exercises that highlighted the aircraft's ability to gather, interpret and share information with various platforms.

Elbit Systems' US Subsidiary Signs Definitive Agreement to Acquire Sparton Corp.

Haifa, Israel – Elbit Systems Ltd. announced Dec. 23 that its U.S. subsidiary, Elbit Systems of America LLC, has signed a definitive agreement with an affiliate of Cerberus Capital Management, L.P. for the acquisition of Sparton Corp. for \$380 million.

The transaction is conditioned on various closing conditions, including receipt of U.S. regulatory approvals, the pursuit of which could encompass a number of months.

Headquartered in De Leon Springs, Florida, Sparton is a premier developer, producer and supplier of electronic systems supporting Undersea Warfare for the U.S. Navy and allied military forces.

“The acquisition of Sparton will strengthen Elbit Systems of America’s capabilities and will enable expansion of activities in the naval arena,” said Bezahel “Butzi” Machlis, president and CEO of Elbit Systems. “We believe this acquisition will be beneficial for both Elbit Systems’ and Sparton’s employees and customers.”

Marines Use Sensor Buoys to Better Understand Ocean Battlespace



U.S. Marines with Marine Medium Tiltrotor Squadron 163, Marine Aircraft Group 16, 3rd Marine Aircraft Wing, prepare to deploy an oceanographic sensor at the Pacific Ocean, Calif., Oct. 13, 2020. U.S. Marine Corps / Lance Cpl. Juan Anaya

ARLINGTON, Va.—Flying several thousand feet above the Pacific Ocean, an air crew and a scientist from Woods Hole Oceanographic Institution tossed cylindrical floats from a U.S. Marine Corps MV-22 Osprey aircraft. Packed with data-gathering sensors to measure underwater conditions, the floats fell fast before orange parachutes opened to ease splashdown.

The action marked the first time such sensor-laden profiling floats, also called buoys, were deployed from a Marine Corps aircraft. This will increase naval knowledge of the ocean battlespace – including the littorals (areas of water close to shoreline), which are crucial to expeditionary and amphibious operations.

The Office of Naval Research (ONR) sponsored the effort, which involved Woods Hole and the Naval Oceanographic Office (NAVO) and occurred during this year's Trident Warrior, a large-scale fleet exercise conducted by the Navy and Marine Corps to test technology and tactics.

NAVO collects global oceanographic and meteorological data to create ocean-prediction models to support naval operations.

“Deployment of these floats creates a more vivid picture of

how the ocean and atmosphere interact, including wind speed and water temperature and salinity,” said Dr. Scott Harper, a program officer in ONR’s Ocean Battlespace and Expeditionary Access Department. “They’re critical for compiling an abundance of data for the most up-to-date prediction models.”

When dropped, the floats, which contain sophisticated scientific instruments, sink to a predetermined depth, rise to the surface, transmit data via satellite to NAVO and descend again. They do this repeatedly over multiple months.

Dr. Steven Jayne, a Woods Hole senior scientist, oversaw the float deployment, which originally was supposed to occur during this summer’s Rim of the Pacific exercise (RIMPAC), the world’s largest international maritime warfare exercise. Unfortunately, because of the COVID-19 pandemic, RIMPAC dramatically scaled down its scope, and Jayne and his team had to wait until Trident Warrior in the fall to conduct their research.

Traditionally, oceanographic sensor floats are deployed in deeper water from naval ships or aircraft like C-130s or P-3s. But greater naval focus on the littorals in recent years sparked discussions about using Marine Corps assets like the Osprey.

“Ospreys go wherever Marines go,” said Jayne. “Using them for sensor deployment expands both the versatility of naval oceanographic tools and the expeditionary capabilities of the Marine Corps.”

The sensor floats will drift for several months and provide real-time data to NAVO, which is working with the Naval Research Laboratory to create ocean-prediction models for the Navy and Marine Corps.

In addition to the littorals, ONR sponsors Jayne’s research using sensor floats for hurricane forecasting and studying polar conditions.

Navy Orders More Coyote Supersonic Targets from Northrop Grumman



Northrop Grumman has been awarded a production contract for 19 “Coyote” supersonic sea-skimming target vehicles. Northrop Grumman

CHANDLER, Ariz. – Northrop Grumman Corp. has been awarded a production contract for 19 GQM-163A “Coyote” supersonic sea-skimming target (SSST) vehicles, the company said in a Dec. 22 release. The \$57 million award could be worth up to \$250 million with options for an additional 84 target vehicles. This brings the GQM-163A targets ordered to date to 200.

“The Coyote is the only supersonic sea skimming target in production in the U.S.,” said Rich Straka, vice president, launch vehicles, Northrop Grumman. “This is our fourteenth full-rate production contract of reliable and proven threat representative targets.”

The Coyote is a high performance, supersonic target missile used to test naval ship defenses. The company uses 3-D printing extensively to build mockups, tooling, and preliminary design modifications. The design integrates a solid-fuel, air-breathing ducted rocket propulsion system with high performance avionics capable of providing multiple threat scenarios.

Northrop Grumman designed, developed and first flew the Coyote in 2003. The company has since delivered 124 targets to the U.S. Navy and successfully launched them 79 times.

The Coyote program is managed by the Naval Air Systems Command at the Patuxent River Naval Air Station in Maryland. The Coyote provides the Navy with a cost-effective target to simulate advanced supersonic anti-ship cruise missile threats. It can be used as a Mach 2.5+ sea skimming target or as a Mach 3.5+ diving target from an altitude of 52,000 feet.

The Coyote is designed and built at Northrop Grumman's state-of-the-art launch vehicle production facility in Chandler, Arizona.

National Security Cutter Stone Sails Away from Ingalls Shipbuilding



National Security Cutter Stone (WMSL 758), which has sailed to its homeport in Charleston, South Carolina. Huntington Ingalls Industries

The U.S. Coast Guard's newest Legend-class national security cutter, Stone (WMSL 758), departed from Huntington Ingalls Industries' Ingalls Shipbuilding division Dec. 22, sailing to its homeport in Charleston, South Carolina, the company said.

"I cannot think of a better ending to 2020 than seeing the look of pride on the faces of our shipbuilders as Stone sails away from our shipyard to join the Coast Guard's cutter fleet," Ingalls Shipbuilding President Brian Cuccias said. "Our workforce has provided the Coast Guard with another state-of-the-art, highly capable national security cutter that will work for decades to come to ensure our nation's maritime safety and security."

Stone will be commissioned in early 2021 in Charleston, which is also home to cutters Hamilton (WMSL 753) and James (WMSL 754).

Ingalls is the builder-of-record for the Legend-class NSC program and has delivered nine cutters with one more under construction and one additional under contract.

Stone is named to honor Coast Guard Commander Elmer "Archie" Fowler Stone, Coast Guard aviator number one, who made history in 1919 for being one of two Coast Guard pilots in the four-man air crew who completed the first trans-Atlantic flight in a Navy seaplane.

The Legend-class NSC is the most technologically advanced ship in the Coast Guard's fleet, which enables it to meet the high demands required for maritime and homeland security, law enforcement, marine safety, environmental protection and national defense missions. NSCs are 418 feet long with a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 120.

Navy Awards L3Harris \$496M Contract for Low-Band Next-Generation Jammer



The Next Generation Jammer Low Band (NGJ-LB) is a high-powered, high-capacity airborne electronic warfare system.
Business Wire

SALT LAKE CITY, Utah – The U.S. Navy has awarded L3Harris Technologies a five-year, \$496 million contract to deliver

prototype tactical jamming pods designed to extend U.S. air superiority, the company said in a Dec. 21 release.

The Next Generation Jammer Low Band (NGJ-LB) is a high-powered, high-capacity airborne electronic warfare system. L3Harris' single-pod solution enables extended stand-off jamming capability, covers a broad spectrum and processes an increased number of threats. The system operates seamlessly with joint and allied forces and provides growth capacity for emerging threats.

"The Next-Generation Jammer Low Band contract highlights L3Harris' long-standing commitment to support the U.S. Navy's mission to maintain superiority on land, sea and in the air," said Dana Mehnert, president, Communication Systems Segment, L3Harris. "The selection of L3Harris demonstrates our company's strength as a technology prime to provide a truly unique solution that meets the Navy's need to address all contested environments."

The company will deliver eight operational pods to the Naval Air Systems Command for fleet assessment, and additional test assets for airworthiness and design verification. The NGJ-LB pods will be flown on the EA-18G Growler and continue the Navy's plan to address operational gaps and replace the aging ALQ-99 Tactical Jamming System pods operating in the low frequency spectrum.

**Theodore Roosevelt Strike
Group Deploys Less than 6**

Months After Return



The aircraft carrier USS Theodore Roosevelt (CVN 71) transits the Pacific Ocean Dec. 18, 2020. U.S. Navy / Mass Communication Specialist 2nd Class Casey Scoular
SAN DIEGO – The Theodore Roosevelt Carrier Strike Group (TRCSG) completed its sustainment exercise (SUSTEX) and began a scheduled deployment Dec. 23, the U.S. Third Fleet Public Affairs said in a Dec. 23 release.

The TRCSG returned from a six-month deployment supporting maritime security cooperation efforts and regional stability in the U.S. 7th Fleet area of operations in July 2020.

“Our Sailors worked incredibly hard to make sure we set sail with a healthy, capable, and ready crew,” said Capt. Eric Anduze, Theodore Roosevelt’s commanding officer. “Our success is a testament to the professionalism and dedication of our team and the support of our families and loved ones. Our Sailors and their families represent the best of this great nation and I’m unbelievably proud to be a part of the best team, on the best ship, in the best navy in the world.

“We are at the highest state of readiness to support America’s interests around the world at a moment’s notice.”

SUSTEX is an integrated and comprehensive exercise designed to test the strike group’s ability to compete and win in a high-end fight.

“Completing SUSTEX confirmed that Carrier Strike Group Nine is ready to sail west to preserve freedom of the seas, deter aggression, and if necessary, win against any competitor,” said Rear Adm. Doug Verissimo, Commander, Carrier Strike Group Nine.

“The entire strike group team came together during a challenging time to train and ultimately prove that it is ready to answer any call. From long-range strike, to information warfare, to air defense, to surface and subsurface warfare, the strike group proved it is a combat-credible force capable of controlling the seas in conflict, preserving maritime security, and extending American influence during peacetime.”

Prior to leaving their respective homeports, the more than 5,500 Sailors assigned to the TRCSG completed a pre-deployment sequester (PDS) in accordance with U.S. Pacific Fleet guidelines. The purpose of PDS was to reduce the risk of COVID infection among the crew while establishing a COVID-free strike group bubble.

The TRCSG consists of Carrier Strike Group 9, USS Theodore Roosevelt (CVN 71), Carrier Air Wing (CVW) 11, the Ticonderoga-class guided-missile cruiser USS Bunker Hill (CG 52), Destroyer Squadron 23, and the Arleigh Burke-class guided-missile destroyers USS Russell (DDG 59) and USS John Finn (DDG 113).

Theodore Roosevelt’s embarked air wing consists of the “Tomcatters” of Strike Fighter Squadron (VFA) 31, “Golden Warriors” of VFA-87, “Blue Diamonds” of VFA-146, “Black Knights” of VFA-154, “Liberty Bells” of Airborne Command and Control Squadron (VAW) 115, “The Gray Wolves” of Electronic Attack Squadron (VAQ) 142, “Wolf Pack” of Helicopter Maritime Strike Squadron (HSM) 75, “Eightballers” of Helicopter Sea Combat Squadron (HSC) 8 and “Providers” of Fleet Logistic Support Squadron (VRC) 30 Detachment 3.

Coast Guard Cutter Reliance Returns to Homeport After 36-Day Caribbean Patrol



Ensigns Ayleen Brewer, Allyson Holfinger and Zachary Brigham, (left to right) officers aboard the Coast Guard Cutter Reliance, are promoted to the rank of lieutenant junior grade during a promotion ceremony while underway in the Caribbean Sea Nov. 22, 2020. U.S. Coast Guard

PENSACOLA, Fla. – The crew of Coast Guard Cutter Reliance returned to homeport in Pensacola Saturday, Dec. 19, after a 36-day Caribbean Sea patrol, the Coast Guard 8th District announced Dec. 21.

During the patrol the Reliance crew performed counter-drug operations in support of the U.S. Government's Joint Interagency Task Force–South, and intercepted three vessels attempting to smuggle more than 3,300 pounds of cocaine and detained a total of nine suspected smugglers. Additionally, the cutter crew received more than 8,875 pounds of cocaine that were interdicted by other U.S. law enforcement agencies. The patrol was also critical in allowing Reliance's crew to work on shipboard training, qualifications and proficiency to maintain operational readiness.

"I'm proud of my crew and what they were able to accomplish during our interdiction operations," said Cmdr. Robert P. Hill, commanding officer of the cutter Reliance. "We are essentially saving lives in a different way by keeping these illegal drugs out of our country."

The U.S. Coast Guard works alongside interagency and

international partners to prevent and respond to dangerous and illegal maritime smuggling from Central and South America. Reliance supported these efforts by patrolling the Southwestern Caribbean Sea in an effort to detect and deter maritime drug smuggling in the region.

Reliance is a 210-foot medium endurance cutter, which recently shifted its homeport from Kittery, Maine to Pensacola, Florida with a crew of 77. The cutter's primary missions are counter drug operations, migrant interdiction, enforcing federal fishery laws, and search and rescue in support of Coast Guard operations throughout the Western Hemisphere.