

L3Harris Technologies to Invest \$1.5M in Rhode Island for Navy Sonar Work



L3Harris Technologies will expand in Rhode Island as part of recent growth in its towed array sonar work for the U.S. Navy. Shown here is the company's Model 980 Active Low Frequency Towed Sonar (ALOFTS). L3Harris Technologies

ASHAWAY, R.I. – L3Harris Technologies, an aerospace and defense technology company, plans to expand in Ashaway, Rhode Island, by investing \$1.5 million in its operations, the company said in a Nov. 24 release. The company will add more than 40 positions and increase its manufacturing space to 92,000 square feet.

The L3Harris facility develops and manufactures technology the U.S. Navy uses in submarines for surveillance and detection. The expansion will support the Navy's recent contract award of \$31 million for L3Harris to build next-generation towed sonar systems for submarines. The facility expansion will be equipped with state-of-the-art sonar array manufacturing and environmental test equipment to enhance the product's overall performance.

"The Ashaway facility expansion represents a long-standing commitment to meeting the Navy's current and future needs and creating job opportunities in Rhode Island," said Scott Tilden, vice president and general manager, Maritime Sensors, L3Harris. "This facility has an exceptional record of designing, developing, and manufacturing undersea sensors, which is one of the exciting reasons we continue to invest and expand operations in the state."

L3Harris' Ashaway location has provided undersea sensor systems since 1991, including the TB-29C and TB-34A towed

array sonars. Other support to the Navy includes providing integrated solutions for ship monitoring, ship defense sensors, submarine electronics and acoustic sensors for unmanned vehicles.

U.S. Navy Awards \$197M Contract to BAE Systems for USS Wasp Modernization



An F-35B Lightning II aircraft lands aboard the amphibious assault ship USS Wasp (LHD 1) in this 2013 photo. U.S. Navy / Mass Communication Specialist Seaman Michael T. Forbes II NORFOLK, Virginia – BAE Systems has received a \$197.4 million contract from the U.S. Navy to drydock and perform maintenance and modernization work aboard the amphibious assault ship USS Wasp (LHD 1), the company said in a Nov. 24 release. This is the second time in four years the company has performed significant work onboard the Wasp to sustain its warfighting capability.

Under the new contract, BAE Systems' Norfolk shipyard will begin working aboard the 843-foot-long USS Wasp in February 2021, performing hull, tank and mechanical work. The contract includes options that, if exercised, would bring the cumulative value to \$237.7 million.

During the company's last maintenance availability aboard the Wasp, from December 2016 to May 2017, BAE Systems added modifications to support Joint Strike Fighter operations onboard.

“BAE Systems is very familiar with USS Wasp, performing substantial upgrade work onboard before its forward deployment to Japan three years ago,” said Mark Whitney, deputy general manager of BAE Systems Ship Repair and general manager of Norfolk Ship Repair. “Our team of skilled tradespeople and subcontractors look forward to executing another long sustainment period on Wasp, to ensure the ship retains its sharp warfighting capability.”

The USS Wasp is the lead ship of a class of U.S. Navy amphibious assault ships. It is the 10th Navy vessel to bear the name since 1775.

To prepare for drydocking the Wasp, BAE Systems sent its largest floating drydock in Norfolk to a Baltimore, Maryland, shipyard for five months of lifecycle maintenance. The drydock, called “Titan,” returned to Norfolk earlier this month. The lifecycle maintenance work performed on Titan drydock will enable the yard to service the largest Navy ships in the port of Norfolk for another 20 to 25 years. Titan is capable of lifting up to 52,500 long tons. The USS Wasp displaces about 40,500 long tons.

USS John S. McCain conducts Freedom of Navigation Operation



Ensign James Bateman, from Huntsville, Ala., scans the horizon utilizing the ‘big eyes’ while standing watch on the on the bridge wing as the guided-missile destroyer USS John S. McCain (DDG 56) conducts routine underway operations in Peter the

Great Bay in the Sea of Japan. U.S. Navy / Mass Communication Specialist 2nd Class Markus Castaneda

PETER THE GREAT BAY – On Nov. 24 (local time) USS John S. McCain (DDG 56) asserted navigational rights and freedoms in the vicinity of Peter the Great Bay in the Sea of Japan, the U.S. Seventh Fleet said in a release. This freedom of navigation operation (“FONOP”) upheld the rights, freedoms, and lawful uses of the sea recognized in international law by challenging Russia’s excessive maritime claims.

In 1984, the U.S.S.R declared a system of straight baselines along its coasts, including a straight baseline enclosing Peter the Great Bay as claimed internal waters. This 106-nautical mile (nm) closing line is inconsistent with the rules of international law as reflected in the Law of the Sea Convention to enclose the waters of a bay. By drawing this closing line, the U.S.S.R. attempted to claim more internal waters – and territorial sea farther from shore – than it is entitled to claim under international law. Russia has continued the U.S.S.R. claim. By conducting this operation, the United States demonstrated that these waters are not Russia’s territorial sea and that the United States does not acquiesce in Russia’s claim that Peter the Great is a “historic bay” under international law.

U.S. forces operate in the Indo-Pacific region on a daily basis, as they have for more than a century. They routinely operate in close coordination with like-minded allies and partners who share our commitment to uphold a free and open international order that promotes security and prosperity. All of our operations are designed to be conducted in accordance with international law and demonstrate that the United States will fly, sail, and operate wherever international law allows – regardless of the location of excessive maritime claims and regardless of current events.

The international law of the sea as reflected in the 1982 Law of the Sea Convention provides for certain rights and freedoms

and other lawful uses of the sea to all nations. The United States upholds these rights and freedoms as a matter of principle to preserve the freedom of the seas that is critical to global security, stability, and prosperity. As long as some countries continue to assert maritime claims that are inconsistent with international law as reflected in the 1982 Law of the Sea Convention and that purport to restrict unlawfully the rights and freedoms enjoyed by all States, the United States will continue to defend the rights and freedoms of the sea guaranteed to all.

The Russian Federation's statement about this mission is false. USS John S. McCain was not "expelled" from any nation's territory. McCain conducted this FONOP in accordance with international law and continued to conduct normal operations in international waters. The operation reflects our commitment to uphold freedom of navigation and lawful uses of the sea as a principle, and the United States will never bow in intimidation or be coerced into accepting illegitimate maritime claims, such as those made by the Russian Federation.

NAVAIR Accepts Delivery of 100th Production BQM-177A Aerial Target System



The BQM-117A is the newest subsonic aerial target for the U.S. Navy through the recently announced \$29.2 million contract. Kratos Defense

SAN DIEGO – Kratos Defense & Security Solutions Inc. a provider of high-performance, jet-powered unmanned aerial

systems, announced Nov. 19 that it has delivered the 100th production BQM-177A Subsonic Aerial Target (SSAT), nearing completion of its third and final Low-Rate Initial Production (LRIP) contract.

“I am proud to accept delivery of this 100th aircraft on behalf of the U.S. Navy, said Capt. Molly Boron, program manager, Aerial Targets Program (PMA-208). “The government-industry team of PMA-208 and Kratos Unmanned Aerial Systems (KUAS) has worked hard to deliver this capable target on time and on budget. 2020 has been a successful year despite COVID-19 challenges. We are completing LRIP III deliveries, have awarded the \$29.2M Full-Rate Production (FRP) Lot 1 contract on 29 September for 35 more BQM-177A SSATs, and are currently activating the operational site at Pacific Missile Range Facility (PMRF) in Kauai, Hawaii.

“The combined PMA-208 and KUAS team is positioned to successfully achieve Full Operational Capability this fiscal year,” Brown said. “We are delivering targets and support equipment to Atlantic Target & Marine Operations at Dam Neck, Virginia, in anticipation of their transition to the BQM-177A this winter. We will complete the transition of this capability when the PMRF Detachment Far East site in Okinawa, Japan, is activated with a ship-launch capability. The delivery of the 100th target signifies a well-performing production line but also represents an incredible amount of teamwork enabling relevant anti-ship cruise missile training and combat system testing for the Fleet.”

Steve Fendley, President of Kratos Unmanned Systems Division, said, “The delivery of this 100th aircraft represents the very hard work of many dedicated Navy and KUAS engineering, production, program, logistics, financial, and supply chain professionals. We stand shoulder to shoulder with our Navy customers as we activate additional sites and operationalize this capability around the world. The KUAS team remains

committed to the mission of providing the most capable systems and realistic training possible to the warfighters.”

NAVAIR Down-Selects Martin UAV for MI2 Expeditionary Tech Demo



Martin UAV's V-BAT, a vertical takeoff and landing unmanned aircraft. Martin UAV PLAN0, Texas – Naval Air Warfare Center Aircraft Division (NAWCAD) AIRWorks has selected [Martin UAV](#) to participate in the [Mi2 Technology Demonstration](#) live event at the Yuma Proving Grounds between Nov. 30 and Dec. 18, 2020, Martin UAV said in a Nov. 24 release.

The Tech Demo is the second phase of the Mi2 Challenge intended to accelerate the identification and evaluation of next generation unmanned aircraft systems (UAS) capable of operating in austere deployed environments without ancillary support systems.

Of 13 submissions sent, only two were selected to move forward to the technology demonstration phase. During the live event, Martin UAV will have an opportunity to showcase the V-BAT, a state-of-the art, vertical takeoff and landing (VTOL) UAS.

“Martin UAV's opportunity to participate in the challenge and demonstrate the technologically advanced V-BAT is a direct reflection of our vision to change mission requirements and capability offerings as the Navy currently knows them,” says Heath Niemi, vice president of Global Sales and a retired U.S.

Army colonel. “If successful, the V-BAT will be the first tail sitting, fixed-wing UAS ever deployed by the U.S. Navy that supports vertical takeoff with a single engine ducted fan, which transitions to straight and level flight, hovers and stares, contains interchangeable payloads, and has an open architecture. It would not just be a new aircraft for the Navy – it would be an entirely new way of operating.”

Martin UAV Owner and Chief Executive Ruben Martin said, “With an extensive military background, the Martin UAV team reacts instantly to the warfighter in order to get them the best VTOL UAS, the V-BAT, to better accomplish their mission.”

The V-BAT is currently deployed in various areas of operation around the world in support of the U.S. Department of Defense, such as the U.S. Army’s Future Tactical UAS program, U.S. Southern Command/Joint Inter-Agency Task Force South, the U.S. Marine Corps with an expeditionary unit, and the U.S. Coast Guard.

Coast Guard Intercepts 2 Illegal Voyages off Puerto Rico Coast



U.S. Coast Guard Cutter Joseph Tezanos crew destroys a 20-foot vessel as a possible danger to navigation, Nov 22, 2020, approximately 1 mile northwest of Punta Borinquen, Puerto Rico. The vessel had 13 migrants aboard, nine Dominican Republic and four Brazilian migrants including 12 adult males and one adult female. U.S. Coast Guard

MIAMI – The Coast Guard intercepted two illegal voyages Nov.

22 off the coast of Puerto Rico, the Coast Guard 7th District said in a Nov. 24 release.

Puerto Rican Border Patrol (FURA) detected a 20-foot vessel with 12 migrants aboard, 11 Dominican Republic and one Guatemalan migrant – including 11 adult males and one adult female – approximately four miles west of Aguadilla, Puerto Rico. The Coast Guard Cutter Joseph Napier (WPC-1115) crew embarked the migrants and safely transferred them to the Coast Guard Cutter Joseph Tezanos (WPC-1118) crew.

FURA detected a second 20-foot vessel with 13 migrants aboard, nine Dominican Republic and four Brazilian migrants, including 12 adult males and one adult female, approximately 1 mile northwest of Punta Borinquen, Puerto Rico. The Joseph Tezanos crew arrived on scene and embarked the migrants who were later transferred to the Dominican Republic Navy.

“The close collaboration and efficient coordination between the Puerto Rico Border Patrol and fellow Caribbean Border Interagency group partner agencies resulted in two successful interdictions and the safe removal of all 25 migrants,” said Lt. Anthony Orr, commanding officer of the Coast Guard Cutter Joseph Tezanos. “With the consistent danger these smuggling ventures present, our crews remain vigilant to protect lives and enforce U.S. law.”

The Coast Guard has interdicted approximately 101 Dominican migrants so far this fiscal year, which began Oct. 1, 2020. In fiscal year 2020, the Coast Guard crews interdicted 1,117 Dominican migrants who attempted to illegally migrate via maritime means. These numbers represent the total number of at-sea interdictions, landings and disruptions in the Florida Straits, the Caribbean and Atlantic Ocean.

All migrants receive food, water, shelter and basic medical

attention once aboard a Coast Guard cutter. Throughout the interdiction Coast Guard crewmembers were equipped with personal protective equipment to minimize potential exposure to any possible case of COVID-19.

USS New York Shifts Homeport to Norfolk



The USS New York arrives at its new homeport, Naval Station Norfolk. U.S. Navy / Petty Officer 1st Class Joshua Sheppard NORFOLK, Va. – The San Antonio-class amphibious transport dock USS New York (LPD 21) arrived at Naval Station Norfolk, Nov. 22, 2020 concluding the ship's homeport shift from Mayport, Florida to Virginia, The U.S. Second Fleet said in a release.

The arrival of New York is part of a series of planned homeport shifts set to occur over the next few years, which will consolidate Mayport-based amphibious ships in the Hampton Roads area in exchange for increasing the number of guided-missile destroyers in the Mayport area. This plan will support extended maintenance availabilities at local shipyards in both fleet concentration areas and, personnel changes from the planned homeport shifts are assessed to have a negligible economic impact to either community.

“On behalf of the New York’s crew, I would like to personally thank the community of Naval Station Mayport and the city of Jacksonville for hosting us these past seven years,” said Capt. Pete Kennedy, New York’s commanding officer. “It has been an honor and a pleasure for our sailors and marines to call Mayport home. We are, however, looking forward to our new

home in Norfolk where the New York will continue to carry out our powerful legacy of the World Trade Center attacks by playing a crucial role in the security and prosperity of our nation.”

New York’s commanding officer thanked the crew’s family and friends for their support and gave a “Bravo Zulu” to the ship’s crew of nearly 400 Sailors and Marines for their hard work.

“The Sailors and Marines onboard New York deserve the utmost praise for their unrelenting commitment to keeping our ship operational and battle-ready,” said Kennedy. “I am incredibly proud and honored to serve alongside some of the most dedicated men and women of this country. I would also like to thank our families and friends that have never failed to support us during these uncertain times of multiple deployments and a global pandemic. It is because of the love and care of our families and friends, the sailors and marines of the New York are the best this country has to offer.”

New York is one of three amphibious transport dock ships named in honor of the victims of the terrorist attacks of Sept. 11, 2001. The ship’s bow stem was cast using 7.5 tons of steel salvaged from the World Trade Center. The Navy named the eighth and ninth ships of the class Arlington and Somerset, in honor of the victims of the attacks on the Pentagon and United Flight 93, respectively. The ship maintains a close tie with its namesake, and most recently visited New York City in May 2019.

Several memorials to its namesake can be found throughout the ship including uniforms from the first responders of the 9/11 attacks, the original name plate from the previous ship to bear its name, and memorabilia from various Broadway musicals and New York City sports teams. These serve the crew as daily reminders of the ship’s deep, patriotic heritage.

New York most recently deployed as part of the Bataan Amphibious Ready Group (BAT ARG), returning to Mayport in July 2020. During the deployment, BAT ARG, Amphibious Squadron 8 and the 26th Marine Expeditionary Unit conducted exercises and operations in the U.S. 2nd, 6th and 5th Fleet areas of operations. Highlights of the ship's employment included working with partners from the Kingdom of Saudi Arabia to coordinate multiple complex training evolutions on the uninhabited Karan and Kurayn islands in the Arabian Gulf and serving as the sea base for Marine Corps UH-1Y Venom and AH-1W Super Cobra attack helicopters during a dynamic live-fire exercise in Bize, Albania.

The ship was commissioned on Nov. 7, 2009 in New York City and its initial homeport was Naval Station Norfolk, until it moved to Naval Station Mayport on Dec. 6, 2013.

GE to Supply Power, Propulsion for MARAD's National Security Multi- Mission Vessel



An artist's conception of the National Security Multi Mission Vessel. MARAD

WARWICKSHIRE, U.K. – GE's Power Conversion business has been awarded a \$40 million contract to supply the power and propulsion systems for two National Security Multi-Mission Vessels (NSMVs), GE said in a Nov. 23 release. This new class

of purpose-built ships will be used primarily to provide cadets with at-sea training on operational vessels.

GE was selected as the single-source vendor for the ships' propulsion system, which includes the integration of the diesel engines, generators, switchboards, transformers, main propulsion drives, propulsion motors, and auxiliary support systems. While prior training vessels used steam propulsion plants, the new ships will have an all-electric system, enabling students to be trained on the latest technology being used in the commercial marine industry.

"GE Power Conversion is honored to be selected to provide the power and propulsion systems for the two National Security Multi-Mission Vessels and are equally honored to be partnering with the U.S. Government and MARAD [Maritime Administration] on these vessels," said Gagan Sood, CEO of GE Power Conversion North America. "We will bring our long history and strong expertise to ensure the U.S. Government and MARAD are training cadets on the latest technology available."

In addition to introducing cadets to the work of a merchant mariner, the ships also will serve critical national security interests, including missions in support of humanitarian assistance and disaster relief throughout the world. Cadets may also benefit from learning about and working with the latest electric ship systems, gaining valuable insights in how electrification is impacting ship performance and emissions. It is an opportunity to get practical experience of GE's electric ship technology, learning in a real, safe environment.

The new ships will accommodate up to 600 cadets and instructors and provide comprehensive, instructional spaces and a full training bridge. The vessels have roll-on/roll-off (RORO) capabilities and container storage capacity as well as a helicopter landing pad, enabling them to support humanitarian aid or disaster relief if needed. The NSMV will

be powered by Cummins Inc. using Wabtec's latest 16V250 Series diesel engines, which meet the EPA's stringent Tier 4 emission standards without using urea-based after-treatments.

MARAD plans to contract for a total of five NSMVs, with power systems contracts estimated at more than \$100 million. The first two vessels are scheduled to enter service in 2023 and 2024, The NSMVs will replace current training ships at the State Maritime Academies.

TOTE Services, an industry leader in ship management, marine operations and vessel services, is the project's vessel construction manager. TOTE Services chose Philly Shipyard, Inc. of Philadelphia, for construction of up to five NSMVs, with South Korea's DSEC overseeing the ships' detail naval architecture design.

Important Expertise

DSEC, in turn, awarded the power systems contract to GE, with GE's Korea team providing global support during the bidding process. "This project award is the culmination of global collaboration within GE, with the Republic of Korea team working closely with DSEC, and the U.S. team supporting Philly Shipyard," said Steve Mankevich, who led Power Conversion's U.S. team on the project.

Ultimately, GE won the power systems contract with its low-risk but high-performance commercial solution. With more than 100 electric and hybrid references with 15 navies globally, GE is one of the top electric propulsion providers to navies around the world.

"We are proud to be selected for this project and will strive to ensure success by offering proven commercial technology that will de-risk the overall program," Mankevich said. "We're the recognized experts, and our knowledge and competence absolutely set us apart."

Major win for U.S. manufacturers

The U.S. Congressional Pennsylvania delegation was particularly adamant that U.S.-based manufacturers such as GE would be used for the ships' construction. The R&D, engineering, and manufacturing of GE's Power Conversion equipment for the two NSMVs will be located out of GE's facility in Pennsylvania, according to Steve Mankevich, who led Power Conversion's U.S. team on the project.

U.S. Sen. Bob Casey (D-Pennsylvania) said, "This federal order will create job opportunities and economic growth in Western Pennsylvania. In my letter to U.S. Maritime Administrator Rear Adm. Mark Buzby, I advocated for contracts awarded by the Maritime Administration for its National Security Multi-Mission Vessel Program to include American manufacturers to the maximum extent and consequently strengthen U.S. manufacturing and contribute to our Nation's economic recovery. I have long supported GE and I am pleased to see that the GE Power Conversion employees in Cranberry Township, Pennsylvania have been awarded this opportunity."

In addition, U.S. Rep. Mike Kelly (R-Pennsylvania), said, "Congratulations to GE Power Conversion for winning the contract for the National Security Multi-Mission Vessels. This award will not only mean jobs in Western Pennsylvania but will help our military achieve its operational goals. Too often when people think of national defense, bullets, shells, and missiles come to mind. In reality, the technologically advanced products of GE Power that allow ships to operate in field at a high level over substantial lengths of time are just as crucial. The awarding of this contract will allow our sailors to train on the most advance American built equipment and be ready to defend our nation on the high seas."

DDG 51 Flight III Progressing on Schedule



The Arleigh Burke-class guided-missile destroyer USS Roosevelt (DDG 80), a Flight IIA destroyer. Flight III is intended to allow the ships to simultaneously perform anti-air warfare and ballistic missile defense. U.S. Navy / Mass Communication Specialist 3rd Class Katie Cox

WASHINGTON – The U.S. Navy recently achieved several important milestones for the DDG 51 Arleigh Burke Class Destroyer Flight III upgrade, representing significant progress toward delivering critical Integrated Air and Missile Defense capability to the fleet, Program Executive Office Ships Public Affairs said in a Nov. 20 release.

The DDG 51 Flight III upgrade is centered on the AMDR/SPY-6(V)1 Air and Missile Defense Radar (AMDR) system that provides improved capability over earlier DDG 51 class ships by enabling Flight III ships to simultaneously perform anti-air warfare and ballistic missile defense. To support this upgrade the Navy is testing and integrating ship systems at existing land-based facilities.

“This has been an extremely exciting few weeks for the DDG 51 Aegis shipbuilding program,” said Capt. Seth Miller, DDG 51 program manager. “The program remains on track to deliver this tremendous capability to the fleet. Completion of these most recent milestones is a significant accomplishment and is a testament to the hard work and dedication of the Flight III team.”

At the Land-Based Engineering Site (LBES) at the Naval Surface Warfare Center, Philadelphia Division in Philadelphia,

Pennsylvania efforts are focused on testing the Hull, Mechanical and Electrical (HM&E) equipment required to facilitate the increased power and cooling requirements for the radar. The Navy recently achieved "light-off" of the Flight III electrical plant at LBES, representing completion of the Flight III HM&E equipment installation and marking the beginning of land-based HM&E system integration testing of the Flight III power system.

Concurrent to these efforts the Navy also recently accepted and installed a new AMDR array for land-based testing of the Flight III combat system at the Combat Systems Engineering Development Site in Moorestown, New Jersey. This array, along with the rest of the power distribution equipment, will be used for integration testing with the Aegis Combat System.

With Flight III ships under construction at shipbuilders Huntington Ingalls – Ingalls Shipbuilding Division in Pascagoula, Mississippi and General Dynamics Bath Iron Works in Bath, Maine, completing the test programs at both engineering sites is critical to successfully integrating these complex systems. This is particularly true for the future USS Jack H. Lucas (DDG 125), the first Flight III under construction, as it moves towards its own activation and test programs. Just last week, the second of four AMDR radar arrays was installed by HII-Ingalls in the deckhouse of the Jack H. Lucas, a significant construction event.

Arleigh Burke-class destroyers are the backbone of the U.S. Navy's surface fleet, with 68 ships delivered to the Fleet. These highly capable, multi-mission ships conduct a variety of operations, from peacetime presence to national security.

Coast Guard Cutter Diligence Returns to Homeport after 47-day Caribbean Sea Patrol



U.S. Coast Guard Cutter Diligence Flight Deck crew conducts helicopter operations in the Western Caribbean Sea. The cutter Diligence is a 210-foot medium endurance cutter homeported in Pensacola with a crew of 75. U.S. Coast Guard / Ensign Ashley Hatfield

PENSACOLA, Fla. – The crew of [Coast Guard Cutter Diligence](#) returned to homeport in Pensacola Friday after a 47-day Caribbean Sea patrol, the Coast Guard 8th District said in a Nov. 20 release.

Diligence performed counter-drug operations in support of the U.S. Government's [Joint Interagency Task Force–South](#), which conducts detection and monitoring operations in the Caribbean to facilitate the interdiction of illicit trafficking in support of national and partner nation security.

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. Diligence supported these efforts by patrolling the Southwestern Caribbean Sea in an effort to detect and deter maritime smuggling in the region.

During the patrol, Diligence intercepted a vessel with approximately 150 gallons of suspected liquefied cocaine and detained four suspected smugglers. Additionally, Diligence received from other U.S. law enforcement agencies more than 7,700 pounds of narcotics and six additional smugglers apprehended and orchestrated the successful transfer of the cases to U.S. authorities for prosecution. The 47-day patrol was also critical in allowing Diligence's crew to work

on shipboard training, qualifications and proficiency to maintain operational readiness.

“This patrol presented several unique and dynamic challenges,” said Diligence Commanding Officer [Cmdr. Luke Slivinski](#). “Characteristic of a seagoing service, we never know what adventures lay ahead. I am immensely proud of and impressed by Diligence’s crew for their steadfast ability to adapt to the task at hand and carry out the mission with professionalism and proficiency.”

The cutter Diligence is a 210-foot medium-endurance cutter homeported in Pensacola with a crew of 75. 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.