

Navy, Marine Corps, Coast Guard Release Maritime Strategy



The U.S. Navy, Marine Corps and Coast Guard released a new tri-service maritime strategy, directing the services to deepen their integration and pursue modernization. U.S. Navy / Mass Communication Specialist 3rd Class Haydn N. Smith

WASHINGTON – The U.S. Navy, Marine Corps, and Coast Guard released a new tri-service maritime strategy, entitled Advantage at Sea, the Navy said in a Dec.17 release.

The document provides strategic guidance on how the sea services will prevail in day-to-day competition, crisis, and conflict over the next decade. It also directs the services to deepen tri-service integration, aggressively pursue force modernization, and continue robust cooperation with allies and partners.

“Our integrated Navy, Marine Corps, and Coast Guard must maintain clear-eyed resolve to compete with, deter, and, if necessary, defeat our adversaries while we accelerate development of a modernized, integrated all-domain naval force for the future,” wrote Chief of Naval Operations Adm. Michael M. Gilday, Marine Corps Commandant Gen. David H. Berger, and Coast Guard Commandant Adm. Karl L. Schultz in the strategy’s forward. “Our actions in this decade will shape the maritime balance of power for the rest of this century.”

Advantage at Sea places particular focus on China and Russia due to their increasing maritime aggressiveness, demonstrated intent to dominate key international waters and clear desire to remake the international order in their favor.

“China’s and Russia’s revisionist approaches in the maritime

environment threaten U.S. interests, undermine alliances and partnerships, and degrade the free and open international order," the document states. "Moreover, China's and Russia's aggressive naval growth and modernization are eroding U.S. military advantages."

The strategy also emphasizes the maritime domain is integral not only to America's security and prosperity but to those of all nations. The oceans connect global markets, provide essential resources, and link societies and businesses. Shared interests create opportunities for greater cooperation with allies and partners.

"As Sailors, we are on the leading edge of great power competition each and every day," said Gilday. "Sea control, power projection and the capability to dominate the oceans must be our primary focus. Our forces must be ready today, and ready tomorrow, to defend our nation's interests against potential adversaries at any time. This strategy helps us do exactly that."

The strategy directs the services to pursue an agile and aggressive approach to force modernization and experimentation. The future fleet will combine legacy assets with new, smaller ships, lighter amphibious ships, modernized aircraft, expanded logistics, resilient space capabilities, and optionally manned and unmanned platforms. To succeed in a dynamic operating environment, the services will also invest in warfighter development, delivering innovative training and education to ensure our Sailors, Marines, and Coast Guardsmen remain the world's premier naval force.

Advantage at Sea also reflects the dual roles of the service chiefs: advising on the employment of forces in day-to-day competition, crisis and conflict, and developing a modernized future force that deters potential adversaries and advances and defends U.S. interests.

“The Marine Corps is conducting a sweeping force design transformation to fulfill our role as the Nation’s expeditionary force-in-readiness while simultaneously modernizing the force in accordance with the operating environment described in the National Defense Strategy and the tri-Service maritime strategy. We must embrace new ways of operating within the concepts of integrated U.S. naval power to deter future adversaries and generate better strategic choices,” said Berger.

As the services pursue greater integration, to include training and education; capabilities and networks; plans, exercises, and experiments; analysis and wargaming; investments and innovation; and force design, Advantage at Sea states they will collaborate with allies and partners to build capability, enhance interoperability, and generate unity of effort. Alongside allies and partners, the services will be able to establish sea denial and sea control where and when needed, project power, and hold critical adversary targets at risk.

“As the only military service in the Department of Homeland Security, the U.S. Coast Guard provides unique multi-mission and intelligence capabilities to complement the ability of our Marines and Navy to protect our national interests when necessary and deliver lethality across the globe,” said Schultz. “Our hallmark is working daily with partner agencies, sister sea services, and international navies and coast guards to counter maritime coercion and uphold the rules-based order – partnerships work.”

To read the full strategy, please visit: [Advantage at Sea](#)

SENEDIA Launches BuildSubmarines.com to Support Sub Building Workforce



The Southeastern New England Defense Industry Alliance has launched a new website, www.BuildSubmarines.com to serve as a one-stop clearinghouse for careers and workforce development programs to support the submarine shipbuilding supply chain. U.S. Navy / Seaman John Narewski

MIDDLETOWN, R.I. – The Southeastern New England Defense Industry Alliance (SENEDIA) has launched a new website, www.BuildSubmarines.com, which will serve as a one-stop clearinghouse for careers and workforce development programs to support the submarine shipbuilding supply chain, the alliance said in a Dec. 16 release.

The site reinforces southeastern New England as the national hub for submarine shipbuilding and connects industry leaders and prospective employees with the opportunities they need to build their business or build a rewarding career in this high-wage, high-growth sector.

“SENEDIA is the bridge for the regional submarine shipbuilding supply chain. For employers, we provide resources on building their workforce and building their business. For prospective employees, we provide resources for building their careers,” said Molly Donohue Magee, SENEDIA’s executive director. “The southeastern New England submarine shipbuilding supply chain and the talented individuals who support it are integral to the security of our nation. This new website will make it easier for them to find new opportunities and grow our economy in the process.”

SENEDIA launches BuildSubmarines.com as part to its first Department of Defense contract, an \$18.6 million initiative to develop a robust regional workforce development partnership that will serve the needs of submarine shipbuilding employers and open up job exploration and employment opportunities to more than 5,000 potential workers.

CG Cutter James offloads More Than \$411.3M in Cocaine, Marijuana at Port Everglades



Coast Guard Petty Officer 3rd Class Garret Byrd wraps bails at Port Everglades, Florida, Dec. 16, 2020. Coast Guard Cutter James is homeported in Charleston, South Carolina. Coast Guard / Petty Officer 3rd Class Jose Hernandez

MIAMI—The crew of the Coast Guard Cutter James offloaded more than 23,000 pounds of cocaine and nearly 8,800 pounds of marijuana worth more than \$411.3 million Wednesday at Port Everglades, the Coast Guard 7th District said in a Dec. 16 release.

The drugs were interdicted in international waters of the Eastern Pacific Ocean off the coasts of Mexico, Central and South America, including contraband seized and recovered during 20 interdictions of suspected drug smuggling vessels by eight American and United Kingdom ships:

- [Coast Guard Cutter James](#)
- [Coast Guard Cutter Seneca](#)
- [Coast Guard Cutter Reliance](#)
- [Coast Guard Cutter Legare](#)

- [Coast Guard Cutter Joseph Doyle](#)
- [USS William P. Lawrence](#)
- [USS Gabrielle Giffords](#)
- [RFA Argus](#)

“This patrol highlights our crew’s continued commitment to protecting the American people from our adversaries,” said Capt. Todd Vance, James’ commanding officer. “Despite COVID, the James crew demonstrated supreme resilience, and the results of their exceptional performance are being showcased today.”

“I am honoured to be able to pay tribute to the successes of the team here today, and recognize the role the Royal Navy and UK National Crime Agency has played in this joint operation,” said Commodore Phil Nash, Royal Attaché, United Kingdom Embassy. “Working seamlessly with U.S. and international colleagues, the presence of RFA Argus has prevented the \$54 million of drugs offloaded here from reaching the streets in the last few months; taken together with a wider effort this year by UK ships HMS Medway and RFA Mounts Bay, around \$650 million of drugs have been stopped. This has been a genuine team effort. The key to success continues to be the close working relationship and collaboration between our nations.”

Numerous U.S. agencies from the Departments of Defense, Justice and Homeland Security cooperated in the effort to combat transnational organized crime. The Coast Guard, Navy, Customs and Border Protection, FBI, Drug Enforcement Administration, and Immigration and Customs Enforcement, along with allied and international partner agencies, play a role in counter-drug operations. The fight against drug cartels in the Eastern Pacific Ocean requires unity of effort in all phases from detection, monitoring and interdictions, to criminal prosecutions by U.S. Attorneys in districts across the nation.

During at-sea interdictions, a suspect vessel is initially

detected and monitored by allied, military or law enforcement personnel coordinated by Joint Interagency Task Force-South based in Key West, Florida. The law enforcement phase of counter-smuggling operations in the Eastern Pacific is conducted under the authority of the Coast Guard 11th District, headquartered in Alameda, California. The interdictions, including the actual boardings, are led and conducted by members of the U.S. Coast Guard.

The fight against drug cartels in the Eastern Pacific Ocean and the Caribbean Sea requires unity of effort in all phases from detection, monitoring and interdictions, to criminal prosecutions by international partners and U.S. Attorneys' Offices in districts across the nation. The law enforcement phase of counter-smuggling operations in the Eastern Pacific Ocean is conducted under the authority of the [Coast Guard 11th District](#), headquartered in Alameda, California, and the law enforcement phase of operations in the Caribbean is conducted under the authority of the [Coast Guard 7th District](#), headquartered in Miami. The interdictions, including the actual boardings, are led and conducted by members of the U.S. Coast Guard.

The cutter James is a 418-foot national security cutter home ported in Charleston, South Carolina. The cutter Legare is a 270-foot medium endurance cutter home ported in Portsmouth, Virginia. The cutter Seneca is a 270-foot medium endurance cutter homeported in Boston, Massachusetts. The cutter Reliance is a 210-foot medium endurance cutter homeported in Pensacola, Florida. The cutter Joseph Doyle is a 154-foot fast-response cutter homeported in San Juan, Puerto Rico. The USS William P. Lawrence is a 509-foot Arleigh Burke-class guided missile destroyer homeported in Pearl Harbor, Hawaii. The USS Gabrielle Giffords is a 418-foot Independence-class littoral combat ship homeported in San Diego, California. The Royal Fleet Auxiliary Argus is a 574-foot ship homeported in Portsmouth, United Kingdom.

Accenture Federal Services to Help Navy with Organizational Transformation

ARLINGTON, Va. – [Accenture Federal Services \(AFS\)](#), a subsidiary of [Accenture](#), has been awarded a task order to help the U.S. Navy drive an enterprise transformation strategy to redesign its future plans and practices related to data, cloud, cybersecurity, architecture, investments, and talent to achieve greater advantage and readiness, the company said in a Dec. 16 release.

Under the terms of the contract – valued at \$38 million over five years – AFS will provide information technology and management consulting services to the Navy, Marine Corps and senior leaders at the Department of Defense. The goal is to help the Navy fundamentally change the way it invests in enterprise capability modernization to position it for greater joint-domain capabilities.

AFS will help the Navy transform mission capabilities using innovative solutions that scale to meet future needs and improve operational outcomes. The work includes transformation for the department’s enterprise through strategy, digital, portfolio planning, enterprise architecture, data management, modeling and architecture, cybersecurity, and organizational change management activities.

“We’re honored to help the Department of the Navy manage its digital, data and IT services so they can focus critical resources on mission-specific requirements,” said Vince Vlasho, who leads Accenture Federal Services’ Defense

portfolio. “As commercial technology accelerates, we want to ensure that the DON adapts and has what it needs to maximize readiness and warfighting effectiveness.”

The Department of the Navy Organizational Transformation Support contract continues AFS’ ongoing support to the Navy. AFS currently works with several commands across the service, providing mission and back office-related IT implementations, management consulting, and operations as well as recruiting services for Navy Recruiting Command.

Cobham’s Aerial Refueling Buddy Store Mounted During MQ-25 Test Flight



Boeing’s MQ-25 test asset in flight with the Cobham Mission Systems underwing refueling buddy store. Boeing Co.

DAVENPORT, Iowa – [Cobham Mission Systems](#)’ underwing mounted refueling buddy store was carried for the first time during a successful test flight of Boeing’s MQ-25 test asset, known as T1, Cobham said in a Dec. 16 release. The test helped to validate the unmanned aircraft’s aerodynamics when carrying existing refueling equipment. The flight marks a significant milestone in the development of MQ-25, the first operational, carrier-based unmanned aerial refueler for the U.S. Navy. The Navy’s F/A-18 fleet currently operates the same Cobham 31-301 buddy store, when fulfilling this key aerial refueling role.

“This marks a significant milestone for the development of unmanned aerial refueling and we are proud that Boeing’s MQ-25

test aircraft carried Cobham's underwing mounted equipment on this test flight," said Jason Apelquist, senior vice president for business development and strategy for Cobham Mission Systems. "It is encouraging to see how proven solutions are being leveraged to further new mission capability. We look forward to supporting next-generation technology and continue to work with our customers as a key partner to deliver the aerial refueling solution of the future."

The 2.5-hour flight was conducted by Boeing test pilots operating from a ground control station at MidAmerica St. Louis Airport in Mascoutah, Illinois, on December 9, 2020. Future flights will continue to test the aerodynamics of the aircraft and the 31-301 Series Buddy Store at various points of the flight envelope. Insights from the tests will inform the eventual progression to the extension and retraction of the hose and drogue used in refueling.

Boeing Awarded U.S. Navy Contract for New Zealand P-8 Training



A P-8A Poseidon and a P-3 Orion sit on the flight line at Naval Air Station Corpus Christi in this 2012 photo. Boeing has been awarded a \$109 million contract to provide P-8A training for the Royal New Zealand Air Force. U.S. Navy / Richard Stewart

OHAKEA, New Zealand – The U.S. Navy recently awarded Boeing a Foreign Military Sales (FMS) contract, valued at \$109 million, to provide P-8A Poseidon training for the Royal New Zealand Air Force (RNZAF), the company said in a Dec. 14 release.

A suite of training systems and courseware will prepare RNZAF aircrew and maintainers to safely and effectively operate and maintain the world's premier maritime patrol and reconnaissance aircraft for decades to come.

Boeing's holistic P-8 training system will enable the RNZAF to conduct up to 70 percent of all Poseidon-related training in a simulated environment. As part of the contract, Boeing will provide:

- Operational Flight Trainer (OFT) – Full-motion simulator incorporates all P-8 unique displays and switches.
- Weapons Tactics Trainer – Simulates mission systems and tactical operations, and when coupled with the OFT, forms a Weapons Systems Trainer that enables multi-crew, high-fidelity mission rehearsal training in the same simulated environment.
- Virtual Maintenance Trainer – Enables training of maintenance professionals to properly perform maintenance tasks and procedures on the P-8A aircraft
- Scenario Generation Station – Creates custom scenarios for mission training
- Brief/Debrief Station – Provides post-mission analysis and playback.

In addition, Boeing's Electronic Classroom will give RNZAF instructors and students access to courseware and testing capabilities. Boeing also will provide initial Instructor Cadre Training to a group of RNZAF instructors, enabling them to continue training additional RNZAF P-8A instructors and aircrews following delivery of the training system in early 2024.

"This holistic training system will enable aircrew to safely train for all aspects of flying and maintaining the P-8A Poseidon," said Tonya Noble, director of International Defense Training for Boeing. "We look forward to bringing these training capabilities in-country and working alongside the

RNZAF to ensure readiness of aircrew and maintenance personnel.”

All training will be conducted in Ohakea, New Zealand. In March 2020, the RNZAF acquired four P-8A Poseidon aircraft through the U.S. Navy FMS process, with expected delivery beginning in 2023. New Zealand is one of seven nations operating the P-8.

NMSV Achieves Milestone with Steel-Cutting Ceremony



An artist’s rendering of the National Security Multi-Mission Vessel (NSMV). MARAD

PHILADELPHIA – The U.S. Department of Transportation’s Maritime Administration (MARAD) launched a new era in maritime education with the Dec. 15 cutting of steel for the new National Security Multi-Mission Vessel (NSMV) at Philly Shipyard Inc., MARAD said in a release.

This is the initial major construction milestone for the first purpose-built, state-of-the-art training vessel for America’s state maritime academies. In addition to providing world-class training for America’s future mariners, the NSMV will be available to support humanitarian assistance and disaster relief missions.

A video of the steel cutting can be found [here](#).

“This new state-of-the-art modern school training ship will be a tremendous addition to the U. S. Flag fleet, be available to respond to disaster relief efforts, and support about 1,200

jobs in Philly Shipyard,” said U.S. Secretary of Transportation Elaine L. Chao.

Construction of the NSMV will help recapitalize our nation’s maritime training fleet, strengthen America’s industrial base and directly support more than 1,200 shipyard jobs in Philadelphia, Pennsylvania.

“For more than a decade, MARAD has been working to make the NSMV a reality for America’s state maritime academy cadets who deserve state-of-the-art training ships,” added MARAD Administrator Mark H. Buzby. “Thanks to the strong bipartisan support that the NSMV has received in Congress and the leadership of secretary Chao, this program will further advance excellence in American maritime education and reignite the jobs engine that is America’s shipyards.”

In May 2019, MARAD awarded TOTE Services LLC, a company involved in ship management, marine operations and vessel services, a contract to be the vessel construction manager for the NSMV program. This contract is an innovative approach to federal shipbuilding where the government benefits from commercial best practices for ship design and construction.

In April 2020, TOTE Services awarded Philly Shipyard, the sole operating subsidiary of Philly Shipyard ASA, a contract to construct up to five NSMVs.

“TOTE Services is proud to have been awarded a contract by MARAD to be the vessel construction manager for this new, state-of-the-art training ship that will help provide qualified officers to support the domestic maritime industry,” said TOTE Services President Jeff Dixon. “Each of us at TOTE Services is thrilled to be part of this historic investment in the U.S. maritime industry, and are working closely with MARAD and Philly Shipyard to advance this new class of vessel built by union labor in a U.S. shipyard with U.S.-made steel and U.S.-made engines.”

Steinar Nerbovik, Philly Shipyard president and CEO, said, "This is a tremendous honor and recognition of our history of building high-quality ships over the last 17 years. This project begins a new chapter in our history, a new customer and the first in series, which is a challenge we are eager to meet. I am confident that our workforce will deliver ships that the state academy cadets will be proud to sail for many years to come."

The NSMV program is an important investment in the U.S. shipbuilding industry, which supports nearly 400,000 American jobs. As part of the contract, Philly Shipyard will be working with domestic mills to supply steel for the vessels and U.S. manufacturers to provide key ship equipment.

The NSMV will feature numerous instructional spaces, a full training bridge, and have space for up to 600 cadets to train in a first-rate maritime academic environment at sea. State maritime academies graduate more than half of all new officers each year – the merchant mariners who help keep cargoes and our economy moving. Many also support U.S. national security by crewing military sealift vessels.

In addition to being a state-of-the-art training and educational platform, the NSMV is a highly-functional national asset designed to fulfill numerous roles. Each ship will feature modern hospital facilities, a helicopter pad, and the ability to accommodate up to 1,000 people in times of humanitarian need. Adding to the NSMV's capability, it will provide needed roll-on/roll-off and container storage capacity for use during disaster relief missions.

TOTE Services has ordered the first two NSMVs and the president's budget request for Fiscal Year 2021 includes sufficient funding for TOTE Services to order the third ship. Construction of the first two NSMVs will replace training ships at SUNY Maritime Academy and Massachusetts Maritime Academy, which are both more than 50 years old.

USS Gabrielle Giffords Interdicts More Than \$100 Million in Drugs



The Independence-variant littoral combat ship USS Gabrielle Giffords (LCS 10) conducts routine operations in the South China Sea, June 16, 2020. U.S. Navy / Mass Communication Specialist 2nd Class Brenton Poyser

AT SEA – The Independence-class littoral combat ship USS Gabrielle Giffords (LCS 10) with embarked U.S. Coast Guard (USCG) Law Enforcement Detachment (LEDET) 407 seized an estimated 2,810 kilograms of suspected cocaine, Dec. 5, the U.S. Naval Forces Southern Command/U.S. 4th Fleet Public Affairs Office said in a Dec. 11 release.

While on routine patrol, Gabrielle Giffords was diverted to intercept a low-profile vessel (LPV). Gabrielle Giffords deployed one of her helicopters, assigned to the “Wildcards” of Helicopter Sea Combat Squadron (HSC) 23, to provide over watch and ensure compliance while the embarked LEDET and small boats were deployed to achieve positive control and begin boarding of the LPV.

Gabrielle Giffords and the embarked LEDET searched the vessel and recovered approximately 134 bales, for an estimated 2,810 kilograms of suspected cocaine worth over an estimated wholesale value of \$106 million. Three suspected drug traffickers were also detained.

“Interdiction evolutions, no matter how often you conduct them, are different every time,” said Chief Boatswains Mate Daniel Pike, of Gabrielle Giffords. “Our team is dedicated to

exemplifying the qualities of safe, professional mariners during these operations from start to finish.”

Gabrielle Giffords is deployed to the U.S. 4th Fleet area of operations to support Joint Interagency Task Force South’s mission, which includes counter illicit drug trafficking in the Caribbean and Eastern Pacific.

Future LCS USS Cooperstown Completes Acceptance Trials



The future USS Coopertown (LCS 23). Lockheed Martin MARINETTE, Wis., Dec. 14, 2020 – Littoral Combat Ship (LCS 23), the future USS Cooperstown, completed acceptance trials in Lake Michigan, Lockheed Martin said in a Dec. 14 release. Trials included a full-power run, maneuverability testing, and surface and air detect-to-engage demonstrations of the ship’s combat system. Major systems and features were demonstrated, including aviation support, small boat launch handling and recovery and machinery control and automation.

Now that trials are complete, the ship will undergo final outfitting and fine-tuning before delivery to the U.S. Navy next year. LCS 23 is the 12th Freedom-variant LCS designed and built by the Lockheed Martin-led industry team.

“LCS 23, like other Freedom-variant Littoral Combat Ships, delivers unique flexibility and capability to the U.S. Navy,” said Joe DePietro, Lockheed Martin vice president and general manager, Small Combatants and Ship Systems. “Freedom-variant LCS are inherently capable, and they offer 40% reconfigurable hull space to evolve to future U.S. Navy missions. During

acceptance trials, LCS 23 proved its maneuverability, automation and core combat capability.”

Unique among combat ships, the focused-mission LCS is designed to support mine countermeasures, anti-submarine and surface warfare missions and is easily adapted to serve future and evolving missions. The Freedom-variant LCS is:

- Flexible – Forty percent of the hull is easily reconfigurable, able to integrate Longbow Hellfire Missiles, 30 mm guns, and manned and unmanned vehicles designed to meet today’s and tomorrow’s missions.
- Lethal – LCS is standard equipped with Rolling Airframe Missiles (RAM) and a Mark 110 gun, capable of firing 220 rounds per minute.
- Powerful – LCS has gas turbines, diesel engines and water jets that together generate 114,000 horsepower making LCS capable of speeds in excess of 40 knots.
- Automated – LCS has the most efficient staffing of any combat ship.

“I would like to commend the entire Freedom Team on the successful acceptance trials of LCS 23,” said Jan Allman, CEO of Fincantieri Marinette Marine. “I’m continuously proud of the dedication and perseverance shown by the entire team to provide our customer, the U.S. Navy, with the most agile, capable warship.”

Cutter Legare Returns Home after Interdicting over 7,000

Pounds of Drugs



The Coast Guard Cutter Legare (WMEC 912) crew transferred 19 suspected smugglers to federal agents at Port Everglades, Ft. Lauderdale, Florida, Dec. 7, 2020. The Legare crew patrolled the Eastern Pacific Ocean in support of an enhanced counter-narcotics operations in the Western Hemisphere to disrupt the flow of drugs in support of Presidential National Security Objectives. U.S. Coast Guard / Chief Petty Officer Charly Tautfest

PORTSMOUTH, Va. – The crew of the Coast Guard Cutter Legare returned to their homeport in Portsmouth, after an eight-week counter narcotic patrol in the Eastern Pacific Ocean, Dec. 11, the Coast Guard 5th District said in a release.

The Legare interdicted over 7,000 pounds of contraband, with an estimated street value in excess of \$20 million and patrolled over 10,000 nautical miles throughout the Eastern Pacific, working in conjunction with U.S. Customs and Border Protection, the Drug Enforcement Administration, U.S. Navy, and other partner assets to combat transnational smuggling organizations operating in the maritime environment.

The Legare embarked an aircrew from Helicopter Interdiction Tactical Squadron, homeported in Jacksonville, Florida, which specializes in airborne interdiction tactics. Additionally, the crew sailed with a law enforcement detachment specializing in maritime law enforcement and surface use of force tactics.

Along with 4th Fleet assets, the Legare participated in an international naval and amphibious exercises off the coast of Manta, Ecuador. Unitas, or “Unity” in Latin, is the longest running annual international military exercise. The Legare crew demonstrated the Coast Guard’s multi-faceted capabilities during maritime interdiction, search and rescue, and live fire gunnery exercise events in addition to participating in atypical Coast Guard events such as anti-submarine and surface

warfare operations.

“Similar to our previous patrol, the COVID-19 pandemic has continued to challenge our methodology and tactics, despite this, the crew always rises to the challenge ensuring protective equipment and decontamination procedures are strictly followed allowing the Legare to complete and excel in all missions,” said Cmdr. Malcolm Belt, commanding officer of the Legare. “Despite all of the restrictions COVID-19 has brought upon us, the men and women of the Legare prepared for and performed magnificently during the Unitas exercise, an opportunity for the United States to strengthen alliances with other nations and enhance our capabilities across international borders. I am continually amazed by the families and friends shore side who support the crew serving onboard the Legare, their resolve, strength, and compassion allow the crew to focus on the mission while deployed; we would not be where we are today without their constant and unwavering support.”

The Legare is a multi-mission 270-foot medium-endurance cutter. Missions include search and rescue, maritime law enforcement, marine environmental protection, homeland security, and national defense operations.