Austal USA Completes Purchase of Dry Dock in Mobile

The future Littoral Combat Ship USS Savannah (LCS 28) at Austal USA's current shipbuilding facility in Mobile, Ala. Austal

MOBILE, Ala. – Austal USA has completed the purchase of waterfront land, buildings, and an existing dry dock along the Mobile River previously owned by World Marine of Alabama, an indirect subsidiary of Modern American Recycling and Repair Services (M.A.R.R.S.) of Alabama, Austal said in a Sept. 11 release. The purchase enhances the company's new construction and service business lines.

"As we've consistently done over the course of our history, we're adding capability to meet the growing demand from our customers" Austal USA President Craig Perciavalle said. "Our business remains focused on continuing to manufacture highly capable and cost-effective ships while providing world-class global services and support to our customers."

The purchase includes the 20,000 ton 'Pete B' Panamax-class floating dry dock, 100,000 square feet of covered repair facilities, and 15 acres of waterfront property along the Mobile River and Gulf of Mexico. The move places Austal USA adjacent to M.A.R.R.S. and enables better collaboration with the company on its core recycling efforts.

The acquisition further increases Austal USA's growing steel and aluminum business portfolio that includes U.S. Navy multi-ship contracts for the Independence-variant Littoral Combat Ship (LCS) and the Expeditionary Fast Transport (EPF), research and development on unmanned and autonomous surface vessels, and an expanding global services business in San Diego and Singapore.

Austal USA has delivered 22 new-construction ships since 2012 including 11 EPFs and 11 trimaran LCS. Multiple EPF and LCS have deployed around the world with Austal USA providing valuable support to those deployments wherever and whenever needed.

Navy's First Two Textron SSCs 'Fly Away' to Panama City

LCAC 101, one of the next-generation of Textron Systems' Ship-to-Shore Connector Craft. Micheal Macdonald

NEW ORLEANS, LA. – Textron Systems Corporation, a Textron Inc. company, announced Sept. 9 the successful fly-away of its first two next-generation air cushion vehicles, Ship-to-Shore Connector (SSC) Craft 100 and LCAC 101, on Sept. 2.

The two craft departed Textron Systems' New Orleans, Louisiana, shipyard, where they liaised with U.S. Navy asset Landing Craft, Air Cushion (LCAC) 091 – built by Textron in 2000 – for the last leg of their journey to the Naval Surface Warfare Center in Panama City, Florida.

Prior to this milestone, Craft 100 and LCAC 101 completed Builder's and Acceptance Trials, followed by formal acceptance by the U.S. Navy customer. Craft 100 is intended to serve as a test and training asset for the customer, while LCAC 101 is the first craft for operational use. Currently, twelve additional SSCs are in progress at Textron Systems' shipyard.

"We are proud of the achievement that this fly-away represents as we strive to equip the U.S. Navy and Marine Corps with the unmatched capability set of the SSC," said Henry Finneral,

senior vice president of Textron Systems. “The SSC will provide the versatility needed to transport critical personnel, weapon systems, equipment and cargo the last mile, even in the most challenging environments.”

The SSC stands ready to replace the existing legacy fleet as a true upgrade for the LCAC forces at Assault Craft Unit (ACU) 4, ACU 5 and Naval Beach Unit 7. The craft can travel at a sustained 35 knots and has an increased payload capacity and a service life of 30 years.

SSC’s similar configurations, dimensions and clearances to the legacy LCAC make it compatible with existing well deck-equipped amphibious ships, as well as Expeditionary Transfer Dock and Expeditionary Sea Bases. The SSC’s expanded capability set, versatility and built-in compatibility promise a smooth transition for users.

Navy Taps 6 Companies for LUSV Studies

A Ghost Fleet Overlord test vessel sits pier-side following a capstone demonstration during the conclusion of Phase I of the program in September. Two existing commercial fast supply vessels were converted into unmanned surface vessels (USVs) for Overlord testing, which will play a vital role in informing the Navy’s new classes of USVs. U.S. Navy
ARLINGTON, Va. – The Navy has selected six shipbuilders or naval architect companies for design studies for the Large Unmanned Surface Vessel (LUSV) program, according to a Defense Department (DoD) announcement.

The Naval Sea Systems Command awarded a total of $42 million in contracts to Huntington Ingalls Inc., Pascagoula, Mississippi; Lockheed Martin Corp., Baltimore, Maryland; Bollinger Shipyards Lockport LLC, Lockport, Louisiana; Marinette Marine Corp., Marinette, Wisconsin; Gibbs & Cox Inc., Arlington, Virginia; and Austal USA LLC, Mobile, Alabama.

Each contract is valued at approximately $7 million.

The LUSV is to be the largest unmanned vessel in the Navy's planned family of USVs. It is expected to be armed with vertical launch cells with surface-to-air missiles as well as sensors.

Capt. Pete Small, speaking Sept. 8 at the Defense-Protection-Security webinar sponsored by the Association of Unmanned Vehicle Systems International, said the Navy is focused on making the LUSV an "affordable, capable, reliable platform."

"Each contract includes an option for engineering support, that if exercised, would bring the cumulative value for all awards to $59,476,146," the DoD announcement said. "Work will be performed in various locations in the contiguous U.S. in accordance with each contract and is expected to be complete by August 2021 and if option(s) are exercised, work is expected to be complete by May 2022."

Coast Guard Interdicts 5 Cuban Migrants

Five Cuban migrants aboard a partially submerged 6-foot rustic

vessel approximately 35 miles south of Marathon, Florida, Sept. 5, 2020. The Coast Guard Cutter William Trump (WPC-1111) crew repatriated the five migrants to Cuba after the Coast Guard Cutter Raymond Evans (WPC-1110) crew interdicted them. Coast Guard

KEY WEST, Fla. — The Coast Guard interdicted five Cuban migrants Sept. 5 approximately 35 miles south of Marathon, the Coast Guard 7th District said in a Sept. 8 release.

Coast Guard Sector Key West watchstanders received a notification of a 6-foot rustic vessel with five people aboard traveling 30 miles south of Marathon and launched a Coast Guard Station Marathon 33-foot Special Purpose Craft–Law Enforcement crew and diverted the Coast Guard Cutter Raymond Evans (WPC-1110) crew to the scene. Coast Guard 7th District watchstanders authorized the launch of a Coast Guard Air Station Miami HC-144 Ocean Sentry airplane crew.

The cutter Raymond Evans crew safely embarked all five adult male Cuban migrants and transferred them to the Coast Guard Cutter William Trump (WPC-1111) crew. The cutter William Trump crew repatriated the five migrants to Cuba.

“These illegal ventures attempting to immigrate to the United States are extremely dangerous, especially during the hurricane season when weather and sea conditions can dramatically and rapidly change in minutes putting migrants in danger of being lost at sea,” said Lt. Kelsey Freeman, commanding officer cutter of the Raymond Evans. “The Coast Guard and our partner agencies’ first priority is safety of life at sea and these voyages in ill-equipped vessels aren’t safe. The Coast Guard and our partner agencies maintain their focused and coordinated efforts to interdict and stop these unlawful migration attempts into the United States.”

Approximately 35 Cuban migrants have attempted to illegally enter the U.S. via the maritime environment in fiscal year 2020 compared to 327 Cuban migrants in fiscal year 2019. These numbers represent the total number of at-sea

interdictions, landings and disruptions in the Florida Straits, the Caribbean, and Atlantic.

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. There were no migrants in this case reported to have any COVID-19 related symptoms.

Coast Guard Cutter Returns Home Following 3-Month, Multi-Mission Patrol

An MH-60S Sea Hawk Helicopter assigned to Helicopter Sea Combat Squadron (HSC) 21 conducts “touch and go” drills aboard U.S. Coast Guard Legend-class cutter USCGC Munro (WMSL 755) during exercise Rim of the Pacific (RIMPAC) 2020. U.S. Navy / Mass Communication Specialist 3rd Class Madysson Anne Ritter

ALAMEDA, Calif. – The crew aboard the Coast Guard Cutter Munro (WMSL 755) returned home Sept. 7 to Alameda following a three-month, 15,000-mile, multi-mission patrol, the Coast Guard Pacific Area said in a release.

Munro’s crew began their patrol in the Bering Sea and spent 37 days enforcing fisheries regulations from Alaska to the maritime boundary line separating U.S. and Russian waters.

Munro’s crew boarded 11 commercial fishing vessels to ensure compliance with U.S. fishery and safety regulations. In addition to patrolling the Aleutian Islands, Munro patrolled

the maritime boundary line to prevent foreign fishing vessel incursions into U.S. waters. The cutter joined a Russian Border Guard vessel to conduct the joint border patrol to promote both countries' economic security.

Following their Alaska Patrol, Munro represented the Coast Guard by participating in an at-sea-only iteration of the biennial Rim of the Pacific (RIMPAC) 2020 exercise Aug. 17-31, in the waters around the Hawaiian Islands.

RIMPAC encompassed 10 nations, with a total of 22 ships, one submarine and multiple aircraft. Munro conducted formation steaming exercises, communications drills, maritime intercept operations and live-fire training alongside partner nations. Munro's crew demonstrated their interoperability with the U.S. Navy promoting maritime governance in support of national defense. RIMPAC provided a unique training opportunity designed to foster and sustain cooperative relationships critical to ensuring the safety of sea lanes and security on the world's interconnected oceans.

The at-sea-only construct for RIMPAC 2020 was developed to ensure the safety of all military forces participating and Hawaii's population by minimizing shore-based contingents while striking a balance between combating future adversaries and the COVID-19 threat.

Munro's patrol included the embarkation of a U.S. Navy MH-60S helicopter and aircrew from Helicopter Sea Combat Squadron 21, nicknamed the "Blackjacks" during RIMPAC.

Over two weeks, Munro and the Blackjacks conducted 380 flight evolutions, 55 touch-and-go landings, 34 vertical replenishment evolutions transferring cargo by helicopter, and multiple helicopter in-flight refuels.

"This has been an extremely rewarding patrol," said Munro's Commanding Officer Capt. Blake Novak. "This was Munro's first Alaska Patrol. It was an incredible opportunity to patrol as

far north as the Arctic Circle to protect our borders and natural resources, and then transition to leveraging our DOD partnership with RIMPAC exercises. Conducting two distinctly different missions within the same deployment is what makes the Coast Guard unique and why I chose this service. COVID has been a challenge, but we met that challenge by establishing processes to maintain readiness and operate safely. Munro's success is attributed to the young women and men that make up our diverse crew. While we have enjoyed our time at sea, and are proud of our accomplishments, we are excited to return home to our loved ones."

To ensure the safety of Munro's crew deploying during the COVID-19 global pandemic, the crew conducted pre-deployment COVID-19 testing, followed by a 14-day monitoring period. Throughout their patrol, Munro's crew maintained strict health precautions during all interactions with the public, including wearing N95 respirators at all times and undergoing intensive decontamination procedures following the completion of each boarding.

Commissioned in 2017, Munro is the Coast Guard's sixth 418-foot Legend-class national security cutter and one of four homeported in Alameda. National security cutters have a crew of more than 150 and are among the largest and most technologically sophisticated vessels in the Coast Guard's fleet. The cutters can operate globally in the most demanding open ocean environments, from the North Pacific's hazardous fishing grounds to the Eastern Pacific's vast approaches, where its crews battle transnational crime.

Keel Authenticated for Future USNS Harvey Milk

A U.S. Navy photo illustration announcing that T-AO 206 will be named for Harvey Milk.

SAN DIEGO – The keel for the future USNS Harvey Milk (T-AO 206), the Navy's second John Lewis-class fleet replenishment oiler, was laid at General Dynamics National Steel and Shipbuilding Company (GD NASSCO), Sept. 3, the Program Executive Office – Ships said in a release.

Due to ongoing health concerns associated with the COVID-19 pandemic, the keel was authenticated without ceremony. However, to commemorate the milestone, remarks were recorded for compilation and later release.

A keel laying is the recognition of the start of a ship's construction. It is the joining together of a ship's modular components and the authentication or etching of an honoree's initials into a ceremonial keel plate. The ship's sponsors, U.S. Senator Dianne Feinstein and Paula Neira, had their initials etched into the keel plate by NASSCO welders Kyle Meinert and Julio Abril.

"The ship will significantly contribute to our Combat Logistics Force, serving as the primary fuel pipeline from resupply ports to ships at sea," said Rear Adm. Tom Anderson, Program Executive Officer – Ships. "This ship will ensure our warfighters stay supplied at sea, keeping them in the fight and combat ready."

As critical elements of the Navy's Combat Logistics Force, Fleet Replenishment Oilers directly contribute to Adm. Gilday's Future Navy efforts to make naval logistics more agile and resilient by enabling the employment of forces in dispersed and forward environments.

Harvey Milk will be operated by the Navy's Military Sealift Command and is the first ship named after the Navy veteran and civil and human rights leader who became the first openly gay elected official in California when he won a seat on the San Francisco Board of Supervisors in 1977.

NASSCO is also in construction on the future USNS John Lewis (T-AO 205) with an additional four Fleet Replenishment Oilers on contract. The Navy's program of record calls for the eventual procurement of 20 Fleet Replenishment Oilers to replace the aging T-AO 187 class.

U.S. Coast Guard, Ecuadorian Navy Conduct Joint Patrol off Galapagos Islands

Crewmembers aboard a small boat from the Ecuadorian naval vessel LAE Isla San Cristobal (LG 30) pull alongside the Coast Guard Cutter Bertholf (WMSL 750) while conducting a joint patrol to detect and deter potential Illegal, Unreported, and Unregulated (IUU) fishing in the vicinity of the Galapagos Islands, Aug. 28, 2020. U.S. Coast Guard

ALAMEDA, Calif. – In coordination with the Ecuadorian navy, the Coast Guard Cutter Bertholf (WMSL 750) recently completed a joint patrol to detect and deter potential Illegal, Unreported, and Unregulated (IUU) fishing in the vicinity of the Galapagos Islands, the Coast Guard Pacific Area said in a Sept. 3 release.

From Aug. 25-29, Bertholf patrolled over 3,000 square nautical miles of Ecuadorian and international waters and conducted

joint operations with the Ecuadorian naval vessel LAE Isla San Cristobal (LG-30), providing persistent presence and surveillance of fishing activity throughout the region.

The joint operation highlights a significant Coast Guard partnership with a South American country to detect, deter and ensure adherence to international maritime norms for fishing.

Information gathered during the operation was shared with Ecuador to strengthen future compliance efforts and gain greater shared awareness of potential IUU fishing activity.

“It was a unique opportunity to sail together with the Ecuadorian navy, and we were impressed by their professionalism and dedication to the fight against illegal fishing,” said Capt. Brian Anderson, Bertholf’s commanding officer. “This joint operation demonstrates the effectiveness and importance of our international partnerships.”

IUU fishing is a global security, economic, and environmental threat that undermines national sovereignty and weakens the international rules-based order.

Up to 27 million tons of fish are caught illegally each year, which accounts for 20-30% of total global annual catch. Economic losses from IUU fishing are estimated to be as much as $23.5 billion per year.

“The United States remains committed to the international effort to combat IUU fishing and the illegal exploitation of the ocean’s fish stocks,” said Vice Adm. Linda Fagan, the Pacific Area commander. “The U.S. Coast Guard will continue to safeguard our national interests and build lasting international partnerships that promote the rule of law and sovereignty for all nations.”

Navy Accepts Delivery of USNS Newport


he U.S. Navy’s twelfth Expeditionary Fast Transport (EPF) vessel, USNS Newport (EPF 12). NAVSEA

MOBILE, Ala. – The U.S. Navy accepted delivery of the twelfth Expeditionary Fast Transport (EPF) vessel, USNS Newport (T-EPF 12), Sept. 2, the Navy’s Program Executive Office – Ships said in a Sept. 3 release.

EPFs are designed to operate in shallow waterways and are capable of a wide range of activities. The vessels are versatile, non-combatant, transport ships that are being used for high-speed transportation of troops, military vehicles, and equipment. Their missions include overseas contingency operations, humanitarian assistance and disaster relief, support of special operations forces, theater security cooperation activities and emerging joint sea-basing concepts.

“Today’s delivery marks the twelfth EPF delivered to the Navy, and I’m proud to be a part of delivering this highly-capable ship that can successfully meet a wide range of missions,” said Tim Roberts, Strategic and Theater Sealift program manager, Program Executive Office – Ships. “Newport will continue to provide flexible warfighting capabilities around the globe.”

T-EPF 12 will be owned and operated by Military Sealift Command. EPFs are capable of transporting 600 short tons 1,200 nautical miles at an average speed of 35 knots. Each vessel includes a flight deck to support day and night aircraft launch and recovery operations. The ships are capable of

interfacing with roll-on/roll-off discharge facilities, as well as on/off-loading vehicles such as a fully combat-loaded Abrams Main Battle Tank.

Austal USA is in production on the future USNS Apalachicola (EPF 13) and is under contract to build the future USNS Cody (EPF 14).

Navy Commissions Naval Support Facility Redzikowo, a Future Aegis Ashore Site

Capt. Jon Grant and NSF Redzikowo staff personnel attend the Polish Force Protection Battalion, Battalion Day ceremony in this 2019 photo. Sailors assigned to NSF Redzikowo and AAMDS Poland conduct regular training events with the Force Protection Battalion and local emergency services departments. NSF Redzikowo

REDZIKOWO, Poland – The U.S. Navy's newest shore installation, Naval Support Facility (NSF) Redzikowo, was officially commissioned on Sept. 3 at a ceremony in front of U.S. and Polish dignitaries, the commander, Naval Region Europe, Africa Public Affairs said in a release.

The ceremony, based on traditional Navy ship commissioning events, celebrated the official turnover of NSF Redzikowo's newly completed support facilities from the U.S. Army Corps of Engineers to the Navy.

It also marked another significant milestone for NSF Redzikowo, which was established in 2016 as the first U.S. installation in Poland.

Redzikowo will be the second operational location for the Aegis Ashore Missile Defense System (AAMDS), part of the United States' contribution to NATO ballistic missile defense. The AAMDS site at Redzikowo, currently under construction, is estimated to be operational no earlier than Fiscal Year 2022.

"In the years to come, Redzikowo will play a critical role in the defense of Europe, as an important operational asset," said Rear Adm. Scott Gray, commander of Navy Region Europe, Africa, Central (EURAFCENT), who presided over the ceremony. "And in the Navy's tradition, this is why we chose not to simply dedicate this installation, but to commission it … to man our 'ship' and bring it to life."

Gray and Słupsk Mayor Barbara Dykier conducted a ceremonial ribbon-cutting for the installation's main campus.

Gray and Dykier were joined by the installation's two commanding officers, Capt. Eric Williams of NSF Redzikowo and Cmdr. Derek Johnson of AAMDS Poland, as well as Col. Radoslaw Sułek of the Polish Army's Force Protection Battalion and Col. Patrick Dagon, commander of the Army Corps of Engineers' Europe District.

The new additions to NSF Redzikowo include the base's administrative offices and a Multi-Purpose Facility (MPF) with housing and dining facilities, as well as security and public works buildings, a general purpose warehouse, a fire station and athletic facilities. Williams and Johnson started moving their personnel into the new workspaces during the summer.

"Within just three days of my assuming command of U.S. Naval Support Facility Redzikowo, this event – the commissioning ceremony and all the accomplishments within – were mere visions scribbled on a piece of paper and carried in my 'playbook' still today," said Williams, who has commanded NSF Redzikowo since November 2019. "The vision was that this was meant to happen and then, that it would happen … I'm

excited, and my entire crew of Sailors and civilians are excited."

Located at a former military and civilian airfield 225 miles northwest of Warsaw, NSF Redzikowo is operated in conjunction with the Polish Force Protection Battalion.

Sailors assigned to NSF Redzikowo and AAMDS Poland conduct regular training events with the Force Protection Battalion and local emergency services departments. They also participate in local outreach projects in the surrounding communities, including Redzikowo and Słupsk.

"Through regular community outreach at local schools and training with Polish first responders, you have proven you are truly a part of this community," Gray said. "The relationship you've built is not just a reflection of the trust and partnership between the Navy and our Polish allies, but also between the United States and Poland and our long-standing friendship."

Once complete, NSF Redzikowo will be the second Navy facility to employ Aegis Ashore; the first, Naval Support Facility Deveselu, Romania, was established in October 2014.

Aegis Ashore is part of the European Phased Adaptive Approach (EPAA), the voluntary U.S. contribution to NATO's BMD system. EPAA's main purpose is to protect NATO allies and U.S. deployed forces against ballistic missile threats emanating from outside the Euro-Atlantic region.

First conceived in 2009, EPAA became a reality in 2011 with the deployment of Aegis-equipped Arleigh Burke-class guided-missile destroyers to Naval Station Rota, Spain and a forward-based TPY-2 radar system to Turkey.

The next step came in May 2016, when the AAMDS site at NSF Deveselu achieved operational certification through a series of unit- and theater-level tests and exercises. That

same month, ground was broken on the second AAMDS facility at the former Słupsk-Redzikowo Airport, and NSF Redzikowo was officially established on Nov. 30, 2016 under the command of Capt. Rick Gilbert.

Upon completion, the AAMDS site at NSF Redzikowo will consist of a fire-control radar "deckhouse" with an associated Aegis command, control and communications suite. Separately, it will house several launch modules containing SM-3 (Standard Missile-3) missiles. These capabilities will be identical to those at NSF Deveselu.

Aegis Ashore uses a defensive system almost identical to that used on the Navy's Aegis-capable guided-missile destroyers and cruisers at sea. The system is designed to detect, track, engage and destroy ballistic missiles in flight using the Aegis SPY-1 radar and the SM-3 missile interceptor. SM-3 missiles have no offensive capability and only target incoming ballistic missiles launched by hostile countries.

Concurrent with construction of the AAMDS section of the base, the Navy worked with the Army Corps of Engineers and the Missile Defense Agency to construct facilities capable of supporting more than 200 U.S. military personnel, government civilians and contractors who will man the AAMDS site and support its operations.

"We are incredibly proud to be able to construct and deliver the newest U.S. Navy base," said Dagon. "Not only does it strengthen NATO's defensive posture in this part of the world, but it also demonstrates the valuable and effective partnerships between the U.S. and Poland."

Following acceptance of the new support facilities by the Navy earlier this year, NSF Redzikowo and AAMDS Poland began the process of relocating from temporary offices into the administration building and MPF in late June. Sailors will transition from off-base housing into new living quarters at

the MPF in early 2021.

NSF Redzikowo's operations enable the responsiveness of U.S. and allied forces in support of Navy Region EURAFCENT's mission to provide services to the fleet, fighter, and family throughout the European, African and Central Command theaters of operation.

Coast Guard Interdicts 21 Migrants near Puerto Rico

The Coast Guard Cutter Robert Yered interdicts an illegal voyage in the Mona Passage near Puerto Rico Sept. 1, 2020. The cutter Robert Yered repatriated 20 of the 21 migrants to a Dominican Republic Navy vessel . One of the migrants remains in U.S. federal custody in Puerto Rico facing criminal immigration charges. U.S. Coast Guard

SAN JUAN, Puerto Rico – The Coast Guard Cutter Robert Yered (WPC-1104) repatriated 20 of 21 migrants to a Dominican Republic Navy vessel Sept. 2, following the interdiction of an illegal migrant voyage in the Mona Passage west of Puerto Rico.

The remaining migrant was turned over to U.S. Border Patrol agents to face possible criminal immigration and migrant smuggling charges in Puerto Rico. The interdiction is the result of ongoing multiagency efforts in support of Operation Caribbean Guard and the Caribbean Border Interagency Group.

"The crew of the cutter Robert Yered's response led to a swift interdiction and safe recovery of all the migrants in this case," said Cmdr. Beau Powers, Sector San Juan chief of

response. “The danger migrants face during this and mostly all attempted illegal voyages is quite real, especially when they trust their safety to ruthless smugglers who embark them aboard grossly overloaded and unseaworthy vessels with little or no lifesaving equipment aboard. These vessels are known for taking on water throughout the entire voyage and could easily capsize at any given moment.”

While on a routine patrol Sept. 1, the crew of the cutter Robert Yered detected and interdicted an illegal migrant voyage, approximately 14 nautical miles northwest of Aguadilla, Puerto Rico.

The migrant group was traveling aboard a 28-foot makeshift boat that was transporting 20 men and a woman, who claimed to all be Dominican Republic nationals. The crew of cutter Robert Yered safely embarked the migrants for safety of life at sea concerns, while a Coast Guard HH-65 Dolphin helicopter from Air Station Borinquen provided rescue support overhead.

After embarking all migrants, the crew conducted biometrics processing for the group, which were analyzed by the National Counterterrorism Center. The records checks revealed a criminal and immigration history for one migrant, who is under further investigation and faces federal prosecution.

Once aboard a Coast Guard cutter, all migrants receive food, water, shelter and basic medical attention. Throughout the interdiction, Coast Guard crewmembers were equipped with personal protective equipment to minimize potential exposure to any possible case of COVID-19. There were no migrants in this case reported to have any COVID-19 related symptoms.

Cutter Robert Yered transported the remaining migrants to Dominican Republic territorial waters off Punta Cana, where the transfer and repatriation of the migrants to Dominican Republic navy authorities was completed.

Cutter Robert Yered is a 154-foot fast response cutter

homeported in Miami.