Coast Guard Cutter Reliance Arrives in New Homeport in Florida

The U.S. Coast Guard Cutter Reliance arrives onboard Naval Air Station (NAS) Pensacola, August 31. While patrolling the Caribbean, the Reliance operated alongside interagency and international partners to prevent dangerous, illegal maritime migration. Naval Air Station Pensacola / Joshua Cox

NEW ORLEANS – The crew of Coast Guard Cutter Reliance (WMEC-615) arrived Monday at the cutter's new homeport in Pensacola, Florida, following a dry dock period and Caribbean patrol, the Coast Guard 8th District said in an Aug. 31 release.

The Reliance crew oversaw repairs to the cutter followed by migrant repatriation efforts in the Windward Pass supporting Coast Guard 7th District operations.

The cutter and crew departed their former homeport at the Portsmouth Naval Shipyard in Kittery, Maine, on July 6, 2020, sailing for the Coast Guard Yard in Baltimore, Maryland, to effect repairs to the propulsion shafts. On Aug. 5, the crew sailed from the Coast Guard Yard to begin a patrol of the Windward Pass between Cuba, the Bahamas and Haiti, alongside interagency and international partners to prevent dangerous, illegal maritime migration.

The patrol included the repatriation of 16 Haitian migrants, participation in a search for survivors of a capsized Haitian vessel, shipboard training and storm avoidance.

"Reliance's departure from Kittery, Maine, brings an end to 31 years of faithful service in the North Atlantic," said Cmdr. Robert Hill, commanding officer of the cutter Reliance. "The

crew has performed exceptionally during our patrol amidst the challenges faced by COVID-19 and multiple tropical storms that arose. I could not be prouder of this crew and know that we are ready to continue our service in Pensacola, where the Coast Guard has strategically clustered part of its 210-foot cutter fleet for logistical support and proximity to our mission area of responsibility."

The homeport shift to Pensacola marks the second time Reliance has been homeported in Florida; Reliance was homeported in Port Canaveral from 1982 until 1987.

The Reliance is a 210-foot medium-endurance cutter. It is the first of the 210-foot medium-endurance cutter fleet and the fourth Revenue Cutter/Coast Guard cutter to bear the name Reliance. 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.

Navy Accepts Delivery of Second Next Generation Landing Craft

Ship to Shore Connector (SSC), Landing Craft, Air Cushion (LCAC) 100, conducts exercises in the local waterways of Louisiana. The craft is the evolutionary replacement for the existing fleet of Landing Craft Air Cushion vehicles. New Orleans. U.S. NAVY

NEW ORLEANS – The Navy accepted delivery of the next-generation landing craft, Ship-to-Shore Connector (SSC),

Landing Craft, Air Cushion (LCAC) 101, Aug. 27. LCAC 101 is the second craft delivered by Textron Systems to the Navy this year, the Program Executive Office-Ships said in an Aug. 28 release.

The LCAC is a high-speed, over-the-beach, fully amphibious landing craft capable of carrying a 60-70 ton payload. The LCAC replaces the existing fleet of legacy LCAC vehicles, and will primarily transport weapon systems, equipment, cargo, and personnel of the assault elements through varied environmental conditions from amphibious ships to and over the beach.

The delivery follows the successful completion of Acceptance Trials with the Navy's Board of Inspection and Survey. During these at sea trials, the craft underwent testing to demonstrate the capability of the platform and installed systems across all mission areas to effectively meet its requirements.

"Our next generation surface connectors are going to significantly enhance the Navy and Marine Corps team's capability to execute missions – from humanitarian assistance to amphibious assault," said Capt. Cedric McNeal, amphibious warfare program manager, Program Executive Office Ships. "We have 12 additional craft in production with another 10 on contract, positioning us to steadily deliver increased capability to our fleet over the coming years."

LCACs are constructed at Textron Systems in Slidell, Louisiana and are built with similar configurations, dimensions, and clearances to legacy LCAC, ensuring the compatibility of this next-generation air cushion vehicle with existing well deck equipped amphibious ships, as well as Expeditionary Transfer Dock and the Expeditionary Sea Base.

CGC Hamilton Offloads More Than $228 M in Cocaine, Marijuana

Coast Guard Petty Officer 2nd Class Jonathan Ayers guards approximately 11,500 pounds of interdicted cocaine and approximately 17,000 pounds of interdicted marijuana, Aug. 27, 2020, Port Everglades, Florida. U.S. COAST GUARD / Petty Officer 3rd Class Brandon Murray

MIAMI –The Coast Guard Cutter Hamilton (WMSL 753) crew offloaded approximately 11,500 pounds of cocaine and approximately 17,000 pounds of marijuana, worth more than $228 million, on Aug. 27, in Port Eveglades, Florida.

The drugs were interdicted in the international waters off the coasts of Mexico, Central, and South America and in the Caribbean Sea. Coast Guard cutters and U.S. Navy ships seized and recovered contraband during 13 interdictions of suspected drug smuggling vessels:

- The cutter Hamilton crew was responsible for nine interdictions, seizing approximately 9,700 pounds of cocaine and 9,000 pounds of marijuana.
- The cutter Resolute (WMEC 620) crew was responsible for one interdiction, seizing approximately 1,100 pounds of marijuana.
- The USS Nitze (DDG 94) crew with embarked Coast Guard Law Enforcement Detachment Team 406 was responsible for two interdictions seizing approximately 1,700 pounds of cocaine and approximately 6,100 pounds of marijuana.
- The USS Shamal crew with an embarked Coast Guard Law Enforcement Detachment Team 109 was responsible for one interdiction, seizing approximately 800 pounds of marijuana.

“We are proud to support the president’s national security strategy by keeping illegal drugs off American streets,” said Capt. Timothy Cronin, commanding officer of Coast Guard Cutter (CGC) Hamilton. “I am extremely proud of this crew as they sailed short-handed due to the COVID-19 pandemic and delivered tremendous results.”

On April 1, U.S. Southern Command began enhanced counter-narcotics operations in the Western Hemisphere to disrupt the flow of drugs in support of presidential national security objectives. 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 Hamilton is a 418-foot national security cutter homeported in Charleston, South Carolina. The Resolute is a 210-foot medium-endurance cutter home-ported in St. Petersburg, Florida. The USS Nitze is a 510-foot Arleigh Burke-class destroyer homeported in Norfolk, Virginia. The USS Shamal is 179-foot coastal patrol ship homeported in Jacksonville, Florida.

Royal Canadian Navy Adopts More Inclusive Rank Designation

Shown here in February 2017 Able Seaman (AB) Josie Simson dry

starts the engine on the Zodiac rescue boat with assistance from Master Seaman (MS) John Parsons on the bridge wings on HMCS Moncton during the departure on Neptune Trident. Due to a change in rank names, able seaman will now be called a Sailor 2nd Class. ROYAL CANADIAN NAVY/ Crpl. Ryan Moulton

OTTAWA – Following a survey with over 18,000 respondents, the Royal Canadian Navy (RCN) has chosen a new English rank designation for its junior ranks that will result in more gender-neutral terms than the current titles, which are not reflective of the modern, progressive service that is the RCN today, according to an Aug. 27 release. The RCN is continuing to work to create a more inclusive environment within the workplaces, whether that is at sea or at home, the Canadian Armed Forces release continues.

The RCN's junior ranks will soon be known as Sailor erd Class (formerly Ordinary Seaman), Sailor 2nd Class (formerly Able Seaman), Sailor 1st Class (formerly Leading Seaman) and Master Sailor (formerly Master Seaman).

These changes help retain the history of these roles and align the English rank designation with the existing ranks in French. These new rank designations will be effective upon the issuance of a CANFORGEN in early September. At that point, the junior ranks will begin referring to shipmates using the new rank designations.

"By adopting gender-neutral designation for junior members of the Royal Canadian Navy, we demonstrate to all Canadians that the Canadian Armed Forces will welcome anybody who wants to serve their country and uphold the values of inclusion and diversity," said Harjit S. Sajjan, minister of National Defence. "We will continue to work to build a diverse force that is representative of the Canadians they protect."

In an effort to ensure that this new rank designation reflects the thoughts and ideals of the Royal Canadian Navy, and Canadians, a survey was completed internally and externally, the results of which helped to inform decision-making for this

new designation.

“The Royal Canadian Navy, our senior service, continues to adapt to better reflect Canadian society,” said Gen. Jonathan Vance, chief of the Defence staff. “Today’s announcement of changes to junior ranks nomenclature is just one example of how we continue to work to remove barriers to a more inclusive Canadian Armed Forces.”

General Atomics Awarded Developmental Contract for Naval Propulsor Hardware

SAN DIEGO – General Atomics Electromagnetic Systems (GA-EMS) has been awarded a developmental contract by Naval Surface Warfare Center Carderock Division (NSWCCD) to provide manufacturing design drawings, engineering, fabrication, inspection, and assembly of prototype propulsor, shafting and bearing components as well as the equipment needed to support propulsor research and development, testing and evaluation, the company announced in a release.

“This is another exciting opportunity for GA-EMS to demonstrate our capability to support significant Naval engineering and developmental programs,” stated Scott Forney, president of GA-EMS.

“Because of our proven track record in technical design, manufacturing expertise, and superb facilities, we are becoming the principal source for taking new technologies from concept, to prototype, and through to full production. We are proud to continue to support critical Navy programs that

deliver the most advanced, safe, and reliable technologies to our warfighters.”

GA-EMS will work with NSWCCD to develop new propulsor components for both surface ships and submarines. Design and analysis work will be done primarily at GA-EMS’ facilities in San Diego and manufacturing engineering and fabrication will be done at the company’s manufacturing facility in Tupelo, Mississippi.

This effort supports the NSWCCD Advanced Propulsor Management Office requirement for the design and development for prototype propulsors, shafting and bearing components, mechanical design specification, and manufacturing plans to support the Columbia-class Submarine Program Office, the Virginia-class Submarine Program Office, and future R&D activities towards the next generation of propulsor and shafting systems.

Coast Guard Auxiliary to Stand Up Unit to Support Research, Experimentation and Public Affairs

NEW LONDON, Conn. – The Coast Guard Auxiliary is scheduled to stand up its first unit dedicated to supporting the Coast Guard Research and Development Center on Aug. 26 at the RDC, the center said in an Aug. 24 release. Rear Adm. Tom Allan, commander of the First Coast Guard District, and Commodore William Bowen of Coast Guard Auxiliary District One (Southern Region) will preside.

The new auxiliary unit will support the RDC mission by coordinating requests for assets and skills in three focus areas: subject matter expertise, field research activities and public affairs. The new auxiliary unit coordinator, Bruce Buckley, will develop a skills bank that matches Coast Guard research priorities to Auxiliary skill sets across the nation. The unit is expected to become a major force multiplier for Coast Guard research.

The RDC has been executing Coast Guard research priorities in southeastern Connecticut since 1972. RDC reduces the risk and raises the value of introducing new technology into the Coast Guard by evaluating how it can be applied to Coast Guard missions. Its small research staff of military and civilian scientists and engineers has been partnering with operational commanders and research partners to facilitate these evaluations.

The Coast Guard Auxiliary has a long history of supporting large-scale field testing, through voluntary dedication of their time and personal assets, to improve the performance of Coast Guard aviation and surface assets.

In the last few years, the auxiliary has become a key RDC partner in the execution of an array of diverse research projects:

- Worked side-by-side with RDC in field-testing alternatives to pyrotechnic signaling devices that resulted in a new hand-held electronic visual distress signaling device standard.
- Helped with public prize competition challenges that included serving as technical judges and providing test assets to evaluate person-in-the-water detection technologies.
- Assisted RDC personnel with constructing a ground control station in Fairbanks, Alaska, for a U.S. Department of Homeland Security-sponsored project

on CubeSats.
- Created a documentary of large-scale oil burn research on Little Sand Island in Mobile Bay, Alabama.

The RDC will host an outdoor exhibit including an unmanned response boat and other technology to highlight its autonomous technology research in conjunction with the unit stand-up.

Healy Suffers Fire, Propulsion Failure En Route to Arctic

The U.S. Coast Guard Cutter Healy in 2018. The Healy suffered a fire in one of its main propulsion motors on Aug. 18 while underway for the Arctic. U.S. COAST GUARD

ALAMEDA, Calif. – The U.S. Coast Guard Cutter Healy suffered a fire in one of the ship's main propulsion motors on Aug. 18 while underway for operations in the Arctic, the Coast Guard Pacific Area said in an Aug. 25 release. No injuries were reported.

The Healy was 60 nautical miles off of Seward, Alaska, en route to the Arctic when an electrical fire was reported at 9:30 p.m. A fire team disconnected the affected motor, and the fire was confirmed extinguished by 9:56 p.m. The cause of the fire is unknown.

The propulsion motors are critical equipment that use the power generated by the ship's main diesel engines to spin the shaft and propeller. This design protects the engines from variations in shaft speeds inherent to ice operations.

Due to the fire, Healy's starboard propulsion motor and shaft are no longer operational, and the ship is headed back to its homeport in Seattle for further inspection and repairs.

Prior to the fire, the Healy completed a 26-day patrol in support of Operation Arctic Shield, demonstrating U.S. presence and influence in the Bering Sea, along the U.S.-Russian Maritime Boundary Line, and in the Arctic.

On Aug. 15, the Healy was in Seward and embarked 11 scientists before departing on Aug. 18 to ensure national security and conduct science operations in the Arctic. As a result of the fire, all Arctic operations have been cancelled.

"I commend the crew of the Healy for their quick actions to safely combat the fire," said Vice Adm. Linda Fagan, the Pacific Area commander. "This casualty, however, means that the United States is limited in icebreaking capability until the Healy can be repaired, and it highlights the nation's critical need for polar security cutters."

In April 2019, the U.S. Navy and Coast Guard awarded a contract to VT Halter Marine, of Pascagoula, Mississippi, for the detail design and construction of the polar security cutter. The initial award includes nonrecurring engineering, detail design and construction of the first PSC and has options for the construction of two additional hulls. Construction of the first PSC is scheduled to begin in early 2021 with delivery in 2024. The president's fiscal year 2021 budget requests full funding for the construction of a second PSC.

USS Carl Vinson Conducts Change of Homeport

Sailors stand in ranks before manning the rails of the Nimitz-class nuclear aircraft carrier USS Carl Vinson. U.S. NAVY / Mass Communication Specialist 3rd Class Christian M. Huntington

BREMERTON, Wash. – The Nimitz-class nuclear-powered aircraft carrier USS Carl Vinson departed Bremerton, Washington, on Aug. 23 to start sea trials as the final phase in completing a 17-month docking planned incremental availability (DPIA) at Puget Sound Naval Shipyard and Intermediate Maintenance Facility, Lt. Cmdr. Miranda Williams of USS Carl Vinson public affairs said in a release.

Upon the conclusion of the DPIA, which began Feb. 28, 2019, Vinson returned to the fleet to begin her operational training cycle.

The DPIA included a complete restoration and system retrofit to accommodate F-35C Lightning II strike fighter mission capabilities as well as upgrades to combat systems, electrical systems and crew living spaces and maintenance on the ship's hull, rudders and shafts. Vinson has the speed, agility and maneuverability to travel more than 5,000 nautical miles in less than seven days and arrive on station ready to fight.

"I am proud of all of the hard work and dedication shown by the entire crew throughout the DPIA – and particularly with the added challenges we faced during this pandemic," said Capt. Matthew Paradise, Vinson's commanding officer and a native of Tacoma, Washington. "Also, a huge thank you to our family and friends, because our success was, in large part, due to their unwavering support. We just couldn't have done this without them."

Prior to departing Bremerton, Vinson conducted extensive COVID-19 prevention measures to ensure the health and safety of the crew while at sea, and to prevent potential spread to their families and the community upon their return to port. Those measures included: restriction of movement for all personnel for 14 days prior to embarking the ship, mandatory face coverings, continued cleaning and disinfecting throughout common areas, routine COVID-19 testing, and social distancing.

Upon completion of sea trials and underway training, Vinson will shift its homeport from Bremerton to San Diego.

Coast Guard Repatriates 20 Migrants to Cuba

The Coast Guard Cutter Resolute's law enforcement team stops migrants off the coast of Marathon, Florida, on Aug. 19. The Coast Guard has interdicted 140 Cuban migrants in fiscal year 2020, compared to 482 Cubans in fiscal 2019. U.S. COAST GUARD MIAMI — The U.S. Coast Guard repatriated 20 Cuban migrants after law enforcement teams stopped two illegal voyages off the Florida Keys, the Coast Guard 7th District said in an Aug. 22 release.

Coast Guard Station Islamorada and U.S. Customs and Border Protection, Air and Marine Operation teams interdicted a 27-foot cabin cruiser after a CBP aircraft spotted the boat about 19 miles south of Long Key.

Two of the migrants were transferred ashore to Homeland Security Investigation agents and 11 transferred to Coast

Guard Cutter Charles David Jr. and were repatriated to Cabanas, Cuba.

In the other illegal voyage, a Coast Guard Cutter Resolute law enforcement team interdicted a 27-foot rowboat on Aug. 19 about 43 miles off Marathon.

Nine of the migrants were transferred to Coast Guard Cutter Charles David Jr. and were repatriated to Cabanas, Cuba.

“Attempting to smuggle yourself into the country via the maritime environment is both extremely dangerous and illegal,” said Lt. Charles Sanderson, chief of enforcement for Sector Key West. “With the consistent danger these smuggling ventures present, our crews and partner agencies remain persistently vigilant to protect lives and enforce federal laws.”

The Coast Guard has interdicted about 140 Cuban migrants who have attempted to illegally enter the U.S via the maritime environment in fiscal year 2020, which began Oct. 1, 2019, compared to 482 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 Ocean.

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.

Pacific-Based Sub Operates in European Waters

The USS Seawolf is operating in the U.S. 6th Fleet area of operations. U.S. NAVY via General Dynamics.

NORWEGIAN SEA – The Seawolf-class fast-attack submarine USS Seawolf is operating in the U.S. 6th Fleet area of operations and conducted a brief stop for personnel in the vicinity of Tromso, Norway, on Aug. 21, the fleet's public affairs office said in a release.

The Pacific-based submarine is operating in 6th Fleet under the command and control of commander, Submarine Group 8, and commander, Task Force 69, to compliment the undersea warfare capabilities of U.S. Naval Forces Europe.

"USS Seawolf's deployment from Bangor, Washington, to the U.S. 6th Fleet demonstrates the submarine force's global reach and commitment to provide persistent and clandestine undersea forces worldwide to execute our unique missions with unrivaled readiness," said Vice Adm. Daryl Caudle, submarine forces commander. "Our undersea warriors are the best in the world in submarine warfare and are equipped with unmatched capabilities designed to enhance our Navy and multiply the joint force's effectiveness in competition and conflict."

These subs are exceptionally quiet, fast, well-armed, and equipped with advanced sensors. Though this class of submarines lacks vertical launch systems, it is armed with eight torpedo tubes and can hold up to 50 weapons in its torpedo room.

"The arrival of Seawolf compliments our already robust undersea warfare capabilities and demonstrates our continued commitment to providing maritime security and deterrence throughout the region," said Rear Adm. Anthony Carullo,

commander, Submarine Group 8.

Seawolf was commissioned in 1997 and is the lead submarine of its class. The USS Connecticut and USS Jimmy Carter make up the rest of the class.

Seawolf, which is based out of Naval Base Kitsap in Washington, is conducting maritime operations in the 6th Fleet area of operations in support of U.S. national security interests in Europe and Africa.