

# USS Harry S. Truman Returns After 7-Month Deployment



The aircraft carrier USS Harry S. Truman returns to Norfolk Naval Station, Virginia, on June 16 after a seven-month deployment. U.S. Navy/Mass Communication Specialist 1st Class Joshua D. Sheppard

NORFOLK, Va. – The Nimitz-class aircraft carrier USS Harry S. Truman returned home on June 16, marking the end of its deployment after operating in the U.S. 2nd, 5th and 6th Fleets, the 2nd Fleet said in a release.

Following a return from deployment in March after operating in the U.S. 5th and 6th Fleets, Truman remained underway in the western Atlantic during the sustainment phase of the optimized fleet response plan cycle as a certified and ready carrier force, ready for tasking.

As the COVID-19 pandemic spread across the globe, the Truman continued operations underway while minimizing the potential spread of the virus aboard the ship, to maintain maritime stability and security and ensure access, deter aggression and defend U.S., allied and partner interests.

Truman sailed more than 56,000 nautical miles, deploying dynamically to support dual-carrier operations, air defense exercises, anti-submarine warfare exercises and interoperability with joint services and with allies and partners.

The ship also completed multiple strait and choke-point transits, including the Strait of Gibraltar, the Suez Canal and the Bab-el Mandeb Strait, while operating under three combatant commanders: U.S. Northern Command (NORTHCOM), U.S. European Command (EUCOM) and U.S. Central Command (CENTCOM).



The Truman deployed for seven months in support of maritime security operations and theater security cooperation efforts in the U.S. 2nd, 5th and 6th Fleets. U.S. Navy/Mass Communication Specialist 1st Class Joshua D. Sheppard Truman demonstrated the Navy's continuing regional commitment to the EUCOM and CENTCOM areas of responsibility by hosting 80 embarked guests, including political and military leaders from eight ally and partner nations. These embarks supported U.S. 5th and 6th Fleet theater security objectives and greatly enhanced U.S. relationships and partnerships with multiple NATO ally and partner nations and Gulf Cooperation Council (GCC) members.

"I'm so very proud of all our Sailors!" said Capt. Kavon Hakimzadeh, commanding officer of the Truman. "Their resilience, perseverance and utter dedication to mission has been nothing short of exemplary. It has been my greatest honor to serve as Truman's commanding officer this deployment!"

Throughout the deployment, Truman performed numerous training exercises to develop tactical competencies. From carrier strike force operations as the flagship of the Harry S. Truman Carrier Strike Group, to exercises with partner navies and forces, the ship developed skill sets to maintain readiness and interoperability.

While conducting stability operations in the CENTCOM area of responsibility, the strike group was called upon during an international crisis to assert American commitment to the region and act as a primary catalyst for de-escalation.

"The Harry S. Truman Carrier Strike Group has been the ready force for the nation these past months," said Rear Adm. Ryan Scholl, commander of Carrier Strike Group 8. "Truman operated closely with our allies and partners, supporting our forward commanders in U.S. 5th and 6th Fleets and executing missions supporting homeland defense in U.S. 2nd Fleet."

“All the strike group units performed above and beyond what was asked of them and did so with amazing dedication,” Scholl continued. “It is an honor and a privilege to serve with them as their commander!”

In the western Atlantic, the Truman strike group conducted a week of naval air integration exercises with Marine Corps elements assigned to the 2nd Marine Aircraft Wing. The high-end training was conducted to improve Navy and Marine Corps integration, communication, power projection in the form of strikes and enhance readiness of air defense assets.

Truman concluded operations underway by participating in a U.S. Northern Command-led exercise Vigilant Osprey, a major service-integrated homeland defense exercise aimed at strengthening operational partnerships alongside forces from Canada, Denmark and the U.S. Air Force. The joint, multidomain operations with allies in the Atlantic demonstrated North American Aerospace Defense Command’s ability to defend Canada and the U.S. and NORTHCOM’s ability to defend the homeland.

The training operation included aircraft directed by U.S. Strategic Command (STRATCOM) simulating attempts to penetrate U.S. airspace, U.S. Space Command (SPACECOM)-directed capabilities and NORTHCOM using the Truman and her accompanying carrier strike group to exercise combined, high-end, multidomain tactics, techniques and procedures.

Truman, which calls Naval Station Norfolk, Virginia, as its homeport, has spent at least one day underway for 32 of the last 36 months in support of global security.

Truman’s return marks the final homecoming for the strike group, which consists of the flagship USS Harry S. Truman with embarked staffs of Carrier Strike Group 8, Carrier Air Wing (CVW) 1 and Destroyer Squadron (DESRON) 28; embarked squadrons of CVW 1; guided-missile cruiser USS Normandy; and DESRON 28

guided-missile destroyers USS Lassen, USS Forrest Sherman and USS Farragut.

Squadrons of CVW-1 include Strike Fighter Squadron (VFA) 11; VFA-81; VFA-136; VFA-211; Electronic Attack Squadron (VAQ) 137; Carrier Airborne Early Warning Squadron (VAW) 126; Helicopter Maritime Strike Squadron (HSM) 72; Helicopter Sea Combat Squadron (HSC) 11; and a detachment from Fleet Logistics Support Squadron (VRC) 40.

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## **Navy's Second Next-Gen Landing Craft Exits Acceptance Trials**



The first Ship to Shore Connector, Craft 100, has been delivered by Textron Systems. The second, LCAC 101, successfully concluded acceptance trials the week of June 8. Textron Systems

NEW ORLEANS – The U.S. Navy's next-generation landing craft, the Ship to Shore Connector (SSC), Land Craft, Air Cushion (LCAC) 101, concluded acceptance trials the week of June 8 after completing a series of graded in-port and underway demonstrations for the Navy's Board of Inspection and Survey (INSURV), the Program Executive Office (PEO) Ships said in a release.

During the trials, the craft underwent integrated testing to demonstrate the capability of the platform and installed systems across all mission areas to effectively meet its requirements.

These demonstrations are used to validate the quality of construction and compliance with Navy specifications and requirements prior to delivering the craft. As INSURV is the approving authority for ships and craft undergoing acceptance trials, LCAC 101 can now begin preparing for delivery.

“The first operational production unit for the next-generation landing craft, LCAC 101, performed well having incorporated lessons learned from the recent Craft 100 at-sea trials,” said Tom Rivers, amphibious warfare program manager for PEO Ships. “LCAC 101 successfully demonstrated the ability to operate both on and off cushion at full load through the full range of speed, payload and maneuvering requirements.”

The SSC is the replacement for 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.

SSCs are constructed at Textron Systems, Marine & Land Systems in Slidell, Louisiana, and are built with similar configurations, dimensions and clearances to legacy LCAC, ensuring compatibility with existing well deck equipped amphibious ships as well as expeditionary transfer dock and expeditionary sea bases. Textron has delivered Craft 100, has completed testing on LCAC 101 and is in production on 12 craft with an additional 10 on contract.

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## **Three Nominated for Vice**

# Admiral; Other Assignments Made



Rear Adm. Samuel J. Paparo salutes side boys aboard the aircraft carrier USS Dwight D. Eisenhower during a 2017 change-of-command ceremony. Paparo is set to become commander of U.S. Naval Forces, U.S. Central Command, commander of the U.S. 5th Fleet and commander of Combined Maritime Forces in Manama, Bahrain. U.S. Navy/Mass Communication Specialist 3rd Class Nathan T. Beard

ARLINGTON, Va. – Defense Secretary Mark Esper announced on June 16 that the president has made these nominations of U.S. Navy rear admirals to the rank of vice admiral:

- **Rear Adm. William J. Galinis** for appointment to the rank of vice admiral and assignment as commander of Naval Sea Systems Command, Washington, D.C. Galinis served as program executive officer for ships, Washington, D.C.
- **Rear Adm. Samuel J. Paparo Jr.** for appointment to the rank of vice admiral and assignment as commander, U.S. Naval Forces, U.S. Central Command; commander, U.S. 5th Fleet; and commander, Combined Maritime Forces, Manama, Bahrain. Paparo is serving as director of operations, J3, U.S. Central Command, Tampa, Florida.
- **Rear Adm. Jeffrey E. Trussler** for appointment to the rank of vice admiral and assignment as deputy chief of naval operations for information warfare, N2/N6, Office of the Chief of Naval Operations, and director of naval intelligence, Washington, D.C. Trussler served as director, future plans, N55, Office of the Chief of Naval Operations, Washington, D.C.

The Navy secretary and chief of naval operations announced the following assignments:

- **Rear Adm. Michael D. Bernacchi Jr.** will be assigned as

director, plans and policy, J5, U.S. Space Command, Peterson Air Force Base, Colorado. Bernacchi served as commander, Submarine Group 10, Kings Bay, Georgia.

- **Rear Adm. Yvette M. Davids** will be assigned as chief of staff, U.S. Southern Command, Doral, Florida. Davids served as commander, Carrier Strike Group 11, Everett, Washington.
- **Rear Adm. Michael P. Holland** will be assigned as chief of staff, U.S. Northern Command/North American Aerospace Defense Command, Peterson Air Force Base, Colorado. Holland is currently serving as director, programming division, N80, Office of the Chief of Naval Operations, Washington, D.C.
- **Rear Adm. William W. Wheeler III** will be assigned as chief of staff, U.S. Strategic Command, Offutt Air Force Base, Nebraska. Wheeler is serving as director, plans and policy, J5, U.S. Cyber Command, Fort Meade, Maryland.
- **Rear Adm. (lower half) Anne M. Swap**, selected for promotion to rear admiral, will be assigned as director, National Capital Medical Directorate, Defense Health Agency, Washington, D.C. Swap is serving as commander, Naval Medical Forces Atlantic, Portsmouth, Virginia.
- **Rear Adm. (lower half) Joseph A. DiGuardo Jr.** will be assigned as commander, Navy Expeditionary Combat Command (NECC), Virginia Beach, Virginia, with additional duties as commander, NECC Pacific. DiGuardo is serving as deputy director of plans and policy for countering weapons of mass destruction, U.S. Special Operations Command, Fort Belvoir, Virginia.
- **Rear Adm. (lower half) Kevin M. Jones** will be assigned as director, Logistics Directorate, J-4, U.S. Africa Command, Stuttgart, Germany. Jones is currently serving as commander, Defense Logistics Agency Distribution, New Cumberland, Pennsylvania.
- **Rear Adm. (lower half) Pamela C. Miller** will be assigned as fleet surgeon, U.S. Pacific Fleet, and command

surgeon, U.S. Indo-Pacific Command, Camp H.M. Smith, Hawaii. Miller is serving as reserve fleet surgeon, U.S. Fleet Forces Command, Norfolk, Virginia.

- **Rear Adm. (lower half) Douglas C. Verissimo** is serving as commander, Carrier Strike Group 9, San Diego. Verissimo served as deputy director for operations, National Joint Operations Intelligence Center, Operations Team Two, J3, Joint Staff, Washington, D.C.
  - **Rear Adm. (lower half) Michael J. Vernazza** will be assigned as commander, Naval Information Warfighting Development Center, Norfolk, Virginia. Vernazza is serving as deputy commander, 10th Fleet, Fort Meade, Maryland.
  - **Rear Adm. (lower half) Darin K. Via** will be assigned as commander, Naval Medical Forces Atlantic, Portsmouth, Virginia. Via is serving as director, medical systems integration and combat survivability, N44, Office of the Chief of Naval Operations, Washington, D.C.
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## **Northrop Grumman Receives Orders for Infrared Countermeasures Systems**



Northrop Grumman has been awarded an order to provide LAIRCM systems for the U.S. Navy, Marine Corps and Air Force. Northrop Grumman Corp.

ROLLING MEADOWS, Ill. – Northrop Grumman Corp. has been awarded an order to provide Large Aircraft Infrared Countermeasure (LAIRCM) systems for the U.S. Navy, Marine

Corps and Air Force, the company said in a June 16 release. The \$151.3 million award from the Air Force was received as part of an existing indefinite delivery, indefinite quantity contract, the company.

“Northrop Grumman has been providing infrared threat protection to the U.S. Air Force for nearly two decades,” said Bob Gough, vice president, navigation, targeting and survivability, Northrop Grumman. “This order helps us to continue providing upgrades, modifications and production installations on numerous aircraft.”

The LAIRCM system defends domestic and international aircrews by detecting, tracking and jamming incoming infrared threats. The system automatically counters advanced infrared missile systems by directing a high-intensity laser beam into the missile seeker.

Under this latest order, Northrop Grumman will provide systems to support upgrades, modifications and production installations on a number of aircraft including the C-17, HC/MC-130J, KC-46, P-8, CH-53K, C-37 and head of state aircraft.

Northrop Grumman’s IRCM systems are installed on more than 1,500 aircraft of more than 80 types worldwide.

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# Release from Navy Super Hornet



StormBreaker has a tri-mode seeker that enables pilots to hit moving targets in adverse weather or low visibility. Raytheon TUCSON, Ariz. – Raytheon’s Missiles & Defense business recently carried out the first guided release of a GBU-53/B StormBreaker smart weapon from an F/A-18E/F Super Hornet, which will become the second fighter to utilize the weapon when the program reaches initial operational capability later this year, the company said.

“StormBreaker is the only weapon that enables pilots to hit moving targets during bad weather or if dust and smoke are in the area,” said Cristy Stagg, the StormBreaker program director for Raytheon. “Super Hornet pilots will be able to use poor visibility to their advantage when StormBreaker integration is complete.”

During the U.S. Navy flight test, StormBreaker safely separated from the fighter and received guidance data from the plane, enabling it to be directed to its target while in flight.

StormBreaker, formerly known as Small-Diameter Bomb II, features a tri-mode seeker that uses imaging infrared and millimeter wave radar in its normal mode. The weapon can also deploy its semi-active laser or GPS guidance to hit targets.

The smart weapon gives operators the ability in combat to hit moving targets in some of the worst weather conditions. The winged munition autonomously detects and classifies moving targets in poor visibility situations caused by darkness, bad weather, smoke or dust kicked up by helicopters.

The weapon’s seeker works in three modes:

- Millimeter wave radar detects and tracks targets through weather.
- Imaging infrared provides enhanced target discrimination.
- Semi-active laser enables the weapon to track an airborne laser designator or one on the ground.

The tri-mode seeker shares targeting information among all three modes, enabling StormBreaker to engage fixed or moving targets at any time of day and in all weather conditions.

StormBreaker's small size enables the use of fewer aircraft to take out the same number of targets as larger weapons that require multiple jets. The weapon can also fly more than 45 miles to strike mobile targets, reducing the amount of time that aircrews spend in harm's way.

The F-15E Eagle is the first platform to add StormBreaker; it's also being integrated on the F-35 joint strike fighter.

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## **Coast Guard Cutter Dauntless Returns Home After 58-Day Patrol**

NEW ORLEANS – The crew of the U.S. Coast Guard cutter Dauntless returned to their homeport in Pensacola, Florida, on June 13 after completing a 58-day law enforcement mission, the Coast Guard 8th District said in a release.

The crew interdicted a Mexican fishing vessel illegally fishing in the United States' Exclusive Economic Zone and seized more than 300 pounds of illegally caught red snapper

and grouper as well over 3,000 feet of illegal longline.

While patrolling north of Haiti, the crew responded to a migration event, where they successfully interdicted and redirected a vessel transiting known human trafficking routes with over 30 migrants onboard. The vessel was escorted back to the Haitian shore in accordance with COVID-19 protocols.

The cutter crew also supported efforts off the coast of Puerto Rico, where they led a multi-asset mission and interdicted a vessel with six Dominican migrants onboard. The crew coordinated the response between two Coast Guard cutter crews and two Coast Guard aircraft crews to prevent the illegal landing of Dominican migrants on the U.S. shores.

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## **Coast Guard Offloads \$5.6 Million in Seized Cocaine in Puerto Rico**



A Coast Guard cutter Donald Horsley crew member helps offload about 150 kilograms of seized cocaine that was subsequently transferred to federal law enforcement officials, who also took custody of three suspected smugglers on June 13. U.S. Coast Guard

SAN JUAN, Puerto Rico – The crew of the Coast Guard cutter Donald Horsley offloaded about 150 kilograms of seized cocaine and transferred custody of three suspected smugglers to federal law enforcement authorities on June 13, the Coast Guard 7th District said in a release.

The seized drug shipment has an estimated value of more than

\$5.6 million. The three men apprehended remain in U.S. custody facing criminal charges for drug smuggling.

The interdiction was the result of ongoing efforts in support of Operation Unified Resolve, the Organized Crime Drug Enforcement Task Force (OCDETF) program and the Caribbean Corridor Strike Force (CCSF). Prosecution is being led by the U.S. Attorney's Office for the District of Puerto Rico.

"COVID-19 has presented us with tremendous operational and personal challenges over these past few months and yet the great women and men of the United States Coast Guard continue to do an outstanding job safeguarding this great nation," said Lt. Joel Wyman, commanding officer of the cutter Winslow Griesser, which carried out the interdiction.

The interdiction and seizure occurred during a patrol the night of June 8, where the crew of a Customs and Border Protection (CBP) maritime patrol aircraft detected a suspected go-fast vessel with three people aboard about 50 nautical miles southwest of Isla Saona, Dominican Republic. Coast Guard watchstanders at Sector San Juan directed the launch of a Coast Guard HC-144 Ocean Sentry aircraft to acquire the location of the vessel and diverted the Winslow Griesser.

Once on scene, Winslow Griesser's over-the-horizon cutter boat stopped the vessel and recovered three bales from the water near it. The recovered bales tested positive for cocaine and weighed about 150 kilograms.

The detainees and contraband were transferred to the Donald Horsley for transport to Sector San Juan. The cutter's crew offloaded the contraband and disembarked the suspected smugglers in coordination with CBP officers, Immigration and Customs Enforcement, DEA and CCSF special agents in San Juan.

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# DOT Announces \$9.5 Million in Grants for America's Marine Highways

WASHINGTON – The U.S. Department of Transportation's Maritime Administration (MARAD) awarded \$9.5 million in grants to eight marine highways projects across the United States under the America's Marine Highway Program, Transportation Secretary Elaine Chao announced in a June 15 release.

The funding supports the enhancement of navigable waterways and expands existing waterborne freight services in Illinois, Indiana, Kentucky, Louisiana, New York, New Jersey, Oregon, Tennessee, Washington and American Samoa.

"This federal assistance will provide additional options to reduce congestion on the roads and help the surrounding local communities' and the regions' economic recovery," Chao said.

The America's Marine Highway Program promotes the increased use of the nation's navigable waterways to ensure landside congestion relief, new and efficient transportation options, and increased performance of the surface transportation system. The program works with public and private stakeholders to achieve these goals.

Of the eight projects that were awarded grants, seven are in Opportunity Zones, which were created to revitalize low-income and economically distressed communities using private investment.

Low-income communities are nominated by states, U.S. possessions and the District of Columbia and then certified by

the U.S. Treasury secretary as Opportunity Zones.

“The continued expansion and modernization of the U.S. marine transportation system benefits the maritime industry,” Maritime Administrator Mark H. Buzby said. “U.S. waterway freight systems offer a safe and efficient option for shippers and reduce road traffic and emissions while providing jobs, commerce, and crucial resources to dozens of communities across multiple states.”

Since 2016, the Maritime Administration has provided \$33.8 million in grants for the America’s Marine Highway Program. A total of 18 eligible marine highway projects has received funding assistance to further improve the transportation system and national security by adding to the nation’s strategic sealift resources and providing transportation alternatives during times of disaster or national emergency.

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## **USS Fitzgerald En Route to San Diego After Collision Repairs**



The guided-missile destroyer USS Fitzgerald prepares to depart Ingalls’ Pascagoula, Mississippi, shipyard on June 13 for its return to San Diego. U.S. Navy via Derek Fountain/Huntington Ingalls Industries

PASCAGOULA, Miss. – The guided-missile destroyer USS Fitzgerald departed Huntington Ingalls Industries’ Ingalls Shipbuilding shipyard on June 13 to return to its homeport in San Diego, Naval Sea Systems Command said in a release.

The sail away reflects more than two years of effort in restoring and modernizing one of the Navy's most capable warships after it was damaged during a collision in 2017 that claimed the lives of seven Sailors.

"Today the 'Fighting Fitz' is returning to the Pacific Fleet as one of our nation's most capable warfighting platforms, marking a significant step in her return to warfighting readiness," said Rear Adm. Eric Ver Hage, director of surface ship maintenance and modernization and commander of the Navy Regional Maintenance Center. "The Fitzgerald sailors, our Navy project teams, and the men and women of Ingalls put forth a tremendous effort to restore the ship to fighting shape and did so on schedule."

To restore the impacted spaces to full operations and functionality, various hull, mechanical and electrical, combat system and command, control, communications, computers and intelligence repairs and upgrades were completed. This work ranged from partial to complete refurbishment of impacted spaces to replacement of equipment such as the radar and electronic warfare suite.

Due to the extent and complexity of the restoration, both repair and new construction procedures were used to accomplish the restoration and modernization efforts. Throughout this restoration, the U.S. Navy made it a priority to ensure the Fitzgerald returned to a peak state of warfighting readiness to contribute to an agile and dynamic fleet.

The Fitzgerald's crew completed multiple training and certification events, such as navigation assessment and light off assessment (LOA), to ensure the crew was at peak readiness to operate the ship as it returns to homeport.

"Completing repairs and upgrades to Fitzgerald was only possible because of the outstanding teamwork between the

government and industry teams over the last 2 1/2 years,” said Cmdr. Scott Wilbur, commanding officer of the Fitzgerald. “My thanks go out to everyone involved in making sure the ship is ready, and I’m especially proud of my crew’s hard work ensuring we are trained and prepared to take our ship back to sea.”

Prior to departing Pascagoula for San Diego, the Fitzgerald’s crew began a pre-movement sequester on May 23 in accordance with U.S. Navy pre-deployment guidelines – compliance with Navy and CDC guidance is critical to minimize the spread of COVID-19.

The Fitzgerald is assigned to Destroyer Squadron (DESRON) 1 and upon return to her homeport in San Diego, crew training and certifications will commence in support of basic phase training.

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## **Coast Guard Repatriates Interdicted Migrants to the Dominican Republic**



A vessel transporting 13 migrants, Dominican Republic nationals, was interdicted by a Puerto Rico Police Joint Forces of Rapid Action marine unit the morning on June 11 off the coast of Rincón, Puerto Rico. The U.S. Coast Guard Cutter Donald Horsley repatriated the group to the Dominican that afternoon, along with 37 migrants from a second interdiction on June 9. U.S. Coast Guard

SAN JUAN, Puerto Rico – The Coast Guard Cutter Donald Horsley repatriated 50 of 51 migrants to the Dominican

Republic navy on June 11 in waters just off Santo Domingo, Dominican Republic, following the interdiction of two illegal migrant voyages just off the west coast of Puerto Rico.

Of the 51 interdicted migrants, 49 are reported to be Dominican nationals, while two others are reported to be Haitian. One of the migrants remains in U.S. custody facing criminal immigration charges.

The interdictions are the result of ongoing efforts in support of Operation Caribbean Guard and the Caribbean Border Interagency Group CBIG.

“These interdictions speak to the strong local and federal law enforcement partnerships within the Caribbean Border Interagency Group and our collective resolve to safeguard the nations southernmost maritime border against existing threats,” said Capt. Eric P. King, Sector San Juan commander.

“The efficient coordination between responding agencies led to these successful interdictions and the safe recovery of all 51 migrants. These illegal voyages are extremely dangerous, as migrants continue to take to the sea aboard grossly overloaded and unseaworthy makeshift vessels with little or no lifesaving equipment onboard.”

Late on June 9, a Puerto Rico Police Joint Forces of Rapid Action marine unit interdicted a 25-foot yola with 38 migrants aboard, 36 men and 2 women, including the two Haitian men, about 3 nautical miles off the coast of Aguada, Puerto Rico. The Coast Guard Cutter Winslow Griesser diverted to the scene and embarked the migrants from the makeshift vessel, while a Coast Guard MH-65 Dolphin helicopter from Air Station Borinquen flew overhead rescue support throughout the transfer.

Early on June 11, a Puerto Rico Police Joint Forces of Rapid Action marine unit interdicted a second yola transporting 13 migrants, about 1 nautical mile off the lighthouse in Rincón,

Puerto Rico. The Coast Guard Cutter Reef Shark arrived on scene shortly thereafter and embarked all 13 migrants from the makeshift boat.

The migrant facing potential federal prosecution was transferred to the custody of Border Patrol Agents in Mayagüez, Puerto Rico, on June 11, while the remaining migrants were transferred and transported by the cutter Donald Horsley to the Dominican Republic for their repatriation.

Once aboard a Coast Guard cutter, all migrants received 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. No migrants were reported to be sick or to have any COVID-19 related symptoms.

Winslow Griesser and Donald Horsley are 154-foot fast-response cutters, while Reef Shark is an 87-foot coastal patrol boat. All homeported in San Juan.