

U.S. Department of Transportation Launches Port Infrastructure Development Program

WASHINGTON

– The U.S. Department of Transportation (DOT) posted a Notice of Funding Opportunity (NOFO) to apply for \$292.7 million in discretionary grant funding through the new Port Infrastructure Development Program, the department said in a June 12 release.

“This major investment in the Port Infrastructure Development Program will help strengthen, modernize, and improve our country’s maritime systems and gateway ports,” said U.S. Transportation Secretary Elaine L. Chao.

As the administration continues to invest in America’s infrastructure, this new program aims to support public coastal ports by improving the safety, efficiency, or reliability of goods movement into, out of, or within a port, according to the release.

Investments in port transportation infrastructure will be awarded on a competitive basis for projects located either within the boundary of a coastal

seaport, or
outside the boundary of a coastal seaport, and directly relate
to port
operations or to an intermodal connection to a port.

The department
will evaluate projects using criteria which include leveraging
federal funds,
project costs and benefits, project outcomes, project
readiness, and domestic
preference. The department will also
consider geographic diversity when selecting grant recipients.

The
Consolidated Appropriations Act of 2019 made available \$292.7
million for the
Port Infrastructure Development Program, including \$92.7
million for the 15
coastal seaports that handled the greatest number of loaded
foreign and
domestic twenty-foot equivalent units of containerized cargo
in 2016, as
identified by the U.S. Army Corps of Engineers.
The minimum award size is \$10 million, with a federal cost
share not to
exceed 80%.

Additionally,
the Department anticipates awarding funding to at least one
project that
advances each of the following project outcomes:

- Advance technology supported safety,
design efficiency improvements.
- Improve state of good repair and
resiliency.
- Promote efficient energy trade.

- Promote manufacturing, agriculture or other forms of exports.
- For only the top 15 coastal ports, a project that supports the safe flow of agricultural and food products, free of pests and disease, domestically and internationally.

To provide technical assistance, DOT will host a series of webinars during the Port Infrastructure Development Program grant application process. Details and registration information regarding these webinars will be made available at www.transportation.gov/portgrants.

The deadline to submit an application for the Port Infrastructure Development Program is 8 p.m. EDT Sept. 22, 2019.

Coast Guard Cutter Dauntless Returns from 58-Day Patrol



The crew of Coast Guard Cutter Dauntless returned to their homeport in Pensacola, Florida, June 12 after a 58-day patrol in the Gulf of Mexico. U.S. COAST GUARD.

PENSACOLA,

Fla. – The crew of Coast Guard Cutter Dauntless returned to their homeport in

Pensacola, Florida, June 12 after a 58-day patrol in the Gulf

of Mexico, the
Coast Guard 8th District said in a release of the same date.

During its
two-month patrol, the cutter supported several 8th Coast Guard
District mission
areas, including search and rescue, enforcement of domestic
living marine
resource regulations and illegal, unreported, and unregulated
fishing activity
near the U.S. and Mexico maritime border.

The crew
deterred three Mexican vessels caught illegally fishing in
U.S. waters and
recovered three miles of long line fishing gear, preventing
the illegal
harvesting of red snapper and other regulated Gulf of Mexico
fish species.

They also
conducted five safety boardings of U.S. flagged commercial
fishing vessels to
ensure the proper safety equipment was onboard and crewmembers
were properly
trained in safe seamanship practices.

The crew's
employment in south Texas waters supported Operation Patriot
Curtain, which
addressed threats to border security and U.S. sovereignty near
the maritime
boundary line.

During the
patrol, the crew collaborated with the Mexican Naval Warship
Arm Independencia
to share operational best practices. This beneficial exchange

allowed the Dauntless crew to demonstrate effective interoperability with a key international maritime partner while conducting a shared mission of combating transnational threats.

The crew stopped in Galveston, Texas, the ship's homeport from 1995 to 2018, and hosted over 400 tours for the Galveston community. The ship was honored by the city council with a proclamation declaring May 15th, "Sin Miedo" Day in honor of Dauntless's motto, "Sin Miedo," meaning, "Without Fear."

Coast Guard Repatriates 18 Migrants to the Dominican Republic



The Coast Guard Cutter Winslow Griesser rendezvous with a D.R. Navy patrol boat June 10, just off Samaná, Dominican Republic. The cutter Griesser repatriated 18 Dominican migrants, from a group of 24, who were interdicted June 10 offshore Aguadilla, Puerto Rico. U.S. COAST GUARD.

SAN JUAN, Puerto Rico – The Coast Guard Cutter Winslow Griesser (WPC-1116) repatriated 18 Dominican migrants to a Dominican Navy patrol vessel June 11 near Samana, Dominican Republic, following the

interdiction of an illegal migrant voyage Monday just off the coast of Aguadilla, Puerto Rico, the Coast Guard 7th District said in a June 12 release.

Six other Dominican migrants traveling in the group remain in federal custody facing possible prosecution by the U.S. Attorney's Office for the District of Puerto Rico on potential charges of attempted illegal reentry into a U.S. territory.

The interdictions are the result of ongoing efforts in support of Operation Unified Resolve, Operation Caribbean Guard and the Caribbean Border Interagency Group (CBIG).

"I'm glad that our crew was able to safely recover all the migrants and provide them with the humanitarian assistance they required," said Lt. Luke A. Walsh, USCGC Winslow Griesser commanding officer. "This group is very fortunate. The dangers in the Mona Passage are quite real, as migrants risk losing their lives at the hands of ruthless smugglers whose vessels are ill equipped with little or no emergency and lifesaving equipment onboard."

A team of Ramey Sector Border Patrol agents detected the 20-foot migrant vessel, transiting without navigational lights, approximately a mile and a half off the coast of Aguadilla.

Coast Guard watchstanders in Sector San Juan diverted cutter Winslow Griesser to interdict the suspect vessel. As the Winslow Griesser arrived on scene, a responding Puerto Rico Police

Joint Forces of Rapid Action marine unit stopped the migrant vessel. The Winslow Griesser crew embarked from the makeshift vessel all 24 migrants, 23 men and a woman, who claimed Dominican nationality.

Once aboard a Coast Guard cutter, all migrants receive food, water, shelter and basic medical attention.

The cutter Winslow Griesser transferred custody of the six migrants facing federal prosecution to Ramey Sector Border Patrol agents in Mayaguez, Puerto Rico.

The Caribbean Border Interagency Group unifies efforts between U.S. Customs and Border Protection, the U.S. Coast Guard, U.S.

Immigration and Customs Enforcement, the United States Attorney's Office for the District of Puerto Rico, and Puerto Rico Police Joint Forces of Rapid Action. These agencies share a common goal of securing the maritime border of Puerto Rico and the U.S. Virgin Islands against illegal migrant and drug smuggling threats.

The Winslow Griesser is a 154-foot fast-response cutter homeported in San Juan, Puerto Rico.

Cutter Stratton Heads to Western Pacific



The Cutter Stratton sails under the Golden Gate Bridge. The cutter is headed back out on a months-long deployment in the Western Pacific. U.S. Coast Guard/Petty Officer 2nd Class Garrett Raitt

ALAMEDA,

Calif. – The U.S. Coast Guard Cutter Stratton is scheduled to depart June 12

from its homeport in Alameda, California, for a months-long deployment to the

Western Pacific in support of the U.S. Indo-Pacific Command, which oversees

military operations in the region, the Coast Guard Pacific Area announced.

The Stratton

will be the second cutter deployed to the Western Pacific this year. The crew

aboard the Coast Guard Cutter Bertholf left Alameda Jan. 20 and remain in the region.

Operating

under the tactical control of the U.S. 7th Fleet commander, the cutter is

scheduled to engage in professional exchanges and capacity-building exercises

with partner nations and to patrol and operate as directed.

As both a

federal law enforcement agency and an armed force, the Coast Guard is positioned

to conduct defense operations in support of combatant commanders on all seven

continents. The service routinely provides forces in joint military operations worldwide, including the deployment of cutters, boats, aircraft and deployable specialized forces.

The Coast

Guard's role in the Indo-Pacific goes back more than 150 years. The service's ongoing deployment of resources to the region supports U.S. foreign policy and national security objectives as outlined in the National Security Strategy.

"The United

States is a Pacific nation," said Vice Adm. Linda Fagan, commander, Coast Guard Pacific Area, who oversees the cutter.

"We have deep

and long-standing ties with our partners in the region and, more importantly, we share a strong commitment to a free and open Indo-Pacific, governed by a rules-based international system that promotes peace, security, prosperity and sovereignty of all nations."

Commissioned

in 2012, Stratton is one of four Coast Guard Legend-class national security cutters homeported in Alameda. NSCs are 418 feet long, 54 feet wide and have a 4,600 long-ton displacement. They have a top speed in excess of 28 knots, a range of 12,000 nautical miles, endurance of up to 90 days and can hold a crew of up to 170.

The Coast

Guard is scheduled to commission its seventh and eighth national security cutters, Kimball and Midgett, in August. Both will be homeported in Honolulu.

“Security

abroad equals security at home,” Fagan said. “Enhancing our partners’

capabilities is a force multiplier in combating transnational criminal and

terrorist organizations and deterring our adversaries.”

Presidential Helicopter Program Approved for Production of 6 Aircraft



Marine Helicopter Squadron (HMX) 1 conducts test flights of the new VH-92A helicopter over the South Lawn of the White House in Washington last September. U.S. Marine Corps/Sgt. Hunter Helis

PATUXENT

RIVER, Md. – The U.S. Navy’s presidential helicopter program awarded a \$542

million contract to Sikorsky, a Lockheed Martin company, on June 10 to build

six VH-92A aircraft, spares and support equipment, the Program Executive Office

for Assault and Special Missions announced in a release.

“The team

has efficiently leveraged a proven platform with cutting-edge government mission systems for rapid agile development of the next helicopters to fly presidential missions," said James F. Geurts, assistant secretary of the Navy for research, development and acquisition. "I am proud of the combined government and contractor team who has worked so hard to transition this program into initial production and did so at over \$1 billion less than the program's cost baseline."

"The presidential lift mission is a no-fail mission for the Marine Corps," said Lt. Gen Steven Rudder, the deputy commandant for Marine Corps aviation. "We deliver helicopters and MV-22 transportation across the globe to support the requirements of the presidency. The authorization to move forward with procurement of the VH-92A will allow the Marine Corps to deliver the next generation of presidential helicopter support."

The VH-92A aircraft will increase performance and payload over the current presidential helicopters, VH-3D and VH-60N, that have been serving more than 40 years. The VH-92A will provide enhanced crew coordination systems and communications capabilities plus improve availability and maintainability.

Government testing will continue to validate system performance and prepare for

initial operational test
and evaluation planned for mid-2020 and initial operational
capability (IOC) in
late 2020.

Coast Guard Commissions New Fast-Response Cutter in San Juan



The crew of the Coast Guard Cutter Joseph Doyle bring's the cutter to life during the ship's commissioning ceremony at Coast Guard Sector San Juan on June 8. Coast Guard/Seaman Erik Villa Rodriguez

SAN JUAN,

Puerto Rico – The Coast Guard Cutter Joseph Doyle (WPC-1133) was commissioned

into service June 8 during a ceremony at U.S. Coast Guard Sector San Juan,

Puerto Rico, the Coast Guard 7th District said in a release.

The Joseph

Doyle is the 33rd fast-response cutter (FRC) to be commissioned in the Coast

Guard and the seventh to be assigned to Sector San Juan and homeported in

Puerto Rico.

<https://www.youtube.com/watch?v=-Cuv0EFES4w>

“Today, we

make history as we welcome the USCGC Joseph Doyle, and Puerto Rico is now the sector

in the Coast Guard with the largest number of fast-response cutters," said Rep.

Jennifer-González-Colón, who represents Puerto Rico in Congress. "I'm honored

to be the ship's sponsor of this beautiful cutter and that it is also commanded

by a woman. This is part of the work we do in collaboration with the Coast

Guard, and other agencies, so Puerto Rico can have the necessary resources to

guarantee the safety of our coasts and combat illegal drug trafficking."



Members of the armed forces and guests salute during the posting of colors as part of the Coast Guard Cutter Joseph Doyle commissioning ceremony. Coast Guard/Seaman Erik Villa Rodriguez

"It is an

absolute honor to be the commanding officer of the Coast Guard's 33rd fast-response

cutter, but more importantly the seventh fast-response cutter in Puerto Rico," Lt.

Catherine Gillen said. "My crew and I look forward to serving the people of

Puerto Rico and the U.S. Virgin Islands and keeping these beautiful islands

safe."

"Each fast

response cutter represents an extraordinary resource [that] increases our

search-and-rescue and other multimission capabilities in our area of

responsibility," said Capt. Eric King, commander of Coast Guard Sector San

Juan. "The Joseph Doyle will contribute to strengthening the coastal security

of Puerto Rico and the U.S. Virgin Islands as the nation's most southern maritime border."

"My crew and I look forward to serving the people of Puerto Rico and the U.S. Virgin Islands and keeping these beautiful islands safe."

Lt. Catherine Gillen, commanding officer of Cutter Joseph Doyle

Sentinel-class

FRCs are designed to conduct maritime drug interdiction, alien migrant

interdiction, search and rescue, national defense, homeland security, living

marine resource protection and other Coast Guard missions.

They can deploy

independently to execute Coast Guard missions and prevent potential threats

from approaching the nation's shores and offers improved capabilities over the

aging 110-foot Island-class patrol boats it replaces.



Lt. Catherine Gillen, commanding officer of the Doyle, addresses the audience and her crew during the cutter's commissioning ceremony June 8. Coast Guard/Seaman Erik Villa Rodriguez

The FRC is

part of the Coast Guard's layered approach to maritime security that also includes

the national security cutter and the offshore patrol cutter.

FRCs are 154 feet

long with a beam of 25 feet, and they can reach a maximum sustained speed of 28

knots. They are armed with a 25 mm machine-gun mount and four .50-caliber

machine guns.

Each FRC

is named for a Coast Guard hero who distinguished him or herself in the line of duty. The Cutter Doyle's namesake is Capt. Joseph O. Doyle. Born in 1836 and keeper of the Charlotte, New York, Life Saving Station starting in 1878, he achieved two impressive rescues that year.

Today I have the honor of becoming the godmother of the most modern cutter in the Coast Guard that is assigned to Puerto Rico, the USCGC Joseph Doyle. This is part of the efforts with the [@USCG](#) and Captain King to strengthen the security of [#PuertoRico](#). pic.twitter.com/60pS7LaYcx

– Jennifer González (@RepJennifer) [June 8, 2019](#)

The first rescue

was of the wreck of the schooner B.P. Dorr of Chicago, which was discovered on Sept.

11, 1878. At 9:30 p.m. the ship stranded about one mile west of Doyle's station.

The vessel was visible by the flare of a strong torch on board despite the

rain. With the six men and the women on board, the vessel safely and swiftly

was returned to the beach under the steady oar of the keeper.

The second rescue

in which Doyle showed his skill and bravery involved the wreck of the schooner

Star of Millpoint, Ontario Canada, on Oct. 23, 1878.

Doyle was

awarded the Gold Life Saving Medal for his actions in both rescues.

Coast Guard Interdicts 6 Cuban Migrants 39 Miles East of Islamorada



KEY WEST, Fla. – The U.S. Coast Guard interdicted six Cuban migrants on June 6 about 39 miles east of Islamorada, the Coast Guard 7th District said in a release.

Coast Guard 7th District watchstanders received a report from another vessel on the scene with a wooden rowboat that carried with six people who were asking for water. The watchstanders diverted the crew of the Coast Guard Cutter Charles David Jr. (WPC-1107) to assist.

The cutter's crew arrived on scene and embarked the six people, who claimed Cuban nationality, due to safety of life at sea concerns with the unsafe vessel.

“Those who are interdicted at sea attempting to illegally immigrate will be repatriated to their country in accordance with existing U.S. immigration policy.”

Cmdr. Michael Vega, 7th District enforcement branch

“The Coast Guard continues to maintain a focused and coordinated effort with multiple agency assets to interdict any attempt to dangerously and unlawfully immigrate by sea to the United States,” said Cmdr. Michael Vega of the Coast Guard

7th District's enforcement branch. "Those who are interdicted at sea attempting to illegally immigrate will be repatriated to their country in accordance with existing U.S. immigration policy."

A total of 308 Cuban migrants have attempted to illegally enter the U.S. by sea in fiscal year 2019 compared to 384 in fiscal 2018. These numbers represent the total number of at-sea interdictions, landings and disruptions in the Florida Straits, the Caribbean and the Atlantic. Once aboard a Coast Guard cutter, all migrants receive food, water, shelter and basic medical attention.

Cutter Hamilton to Offload 26,000 Pounds of Cocaine, 1,500 Pounds of Marijuana at Port Everglades



Bales of interdicted cocaine lie on the flight deck of the Coast Guard Cutter Hamilton on May 9. The drugs were interdicted in the Eastern Pacific Ocean off the coasts of Mexico and Central and South America and include contraband seized in more than a dozen interdictions of suspected drug smuggling vessels by U.S. Coast Guard and Royal Canadian Navy ships. U.S. Coast Guard

MIAMI – The

Coast Guard Cutter Hamilton (WMSL-753) crew is scheduled to offload about 26,000

pounds of seized cocaine and about 1,500 pounds of seized marijuana June 6 at

Port Everglades, the Coast Guard 7th District said in a release.

The drugs were interdicted in international waters of the Eastern Pacific Ocean off the coasts of Mexico and Central and South America, including contraband seized and recovered in more than a dozen interdictions of suspected drug smuggling vessels by U.S. Coast Guard and Royal Canadian Navy ships:

Hamilton was responsible for four cases, seizing about 1,400 pounds of marijuana and some 9,000 pounds of cocaine.

Cutter Resolute (WMEC-620) was responsible for four interdictions seizing approximately 7,550 pounds of cocaine.

Her Majesty's Canadian Ship Whitehorse with a U.S. Coast Guard law-enforcement detachment aboard interdicted two suspected smuggling boats and seizing more than 2,000 pounds of cocaine.

HMCS Yellowknife, also with a Coast Guard law-enforcement detachment aboard, was responsible for one interdiction, seizing more than 50 pounds of marijuana.

The Coast Guard Cutter Mohawk (WMEC-913) was responsible for five cases, seizing nearly 8,600 pounds of cocaine.

“The crew of Hamilton has shown the utmost commitment and dedication to the Coast Guard and to the United States over the course of the last three months,” said Capt. Mark Gordon, commanding officer of the Hamilton.

“It is incredibly difficult for our crew to be separated from family and loved ones for such an extended time, but their perseverance and enthusiasm to conducting this mission was fundamental to our success. Without their determination these criminal organizations would continue to spread fear and violence throughout the Americas.”

Hamilton is a 418-foot national security cutter homeported in Charleston, South Carolina. Resolute is a 210-foot medium endurance cutter homeported in St. Petersburg, Florida. HMCS Whitehorse and Yellowknife are Royal Canadian Navy Kingston-class coastal-defense vessels homeported in Esquimalt, British Columbia. Mohawk is a 270-foot medium-endurance cutter homeported in Key West, Florida.

Cutter Campbell Returns to Maine After 87-Day Patrol



A small-boat crew from U.S. Coast Guard Cutter Campbell trails the disabled sailboat Reflection off the coast of Nantucket. The sailboat was safely towed over 360 miles back to the coast. U.S. Coast Guard

BOSTON – U.S.

Coast Guard Cutter Campbell returned to its homeport in Kittery, Maine, on June

4 after an 87-day patrol in the North Atlantic, the Coast Guard 1st District said in a release.

Campbell's

crew executed a fast-paced patrol, including search-and-rescue missions,

enforcement of federal fisheries regulations, international training exercises

with the U.S. and Canadian navies and Fleet Week in New York City.

During the

patrol, Campbell's crew safely towed two disabled vessels. The 72-foot fishing

vessel Sea Rambler, carrying more than 25,000 pounds of fish, was adrift 40

miles southeast of Portland, Maine. The crew also towed sailing vessel Reflection,

in distress 280 miles off the coast of Nantucket after suffering a rudder

casualty, to Buzzard's Bay, Massachusetts.

The Campbell's

crew also conducted 57 living marine resources boardings and identified nine

vessel safety and fishing violations.

As part of Operation Frontier Sentinel, Campbell conducted joint military operations in Canadian waters with the USS Jason Dunham and HMCS Ville De Quebec.

Near the end of the patrol, the cutter and crew participated in New York City's Fleet Week celebration. Campbell led the Parade of Ships into New York Harbor and provided tours for more than 1,000 visitors during a three-day visit to Staten Island.

"I am incredibly proud of the crew for their outstanding performance during our 87-day patrol in the North Atlantic Ocean," said Cmdr. Mark McDonnell, commanding officer of Campbell. "They safeguarded mariners and protected our vital New England fisheries. We thoroughly enjoyed participating in Operation Frontier Sentinel and Fleet Week in New York City."

The Campbell crew navigated 10,039 nautical miles throughout the patrol.

Campbell is a 30-year-old Famous-class medium-endurance cutter homeported with a crew of 100.

Russian Fighter Intercepts Navy P-8 over Mediterranean Sea



ARLINGTON,

Va. – A U.S. Navy P-8A Poseidon maritime patrol aircraft was intercepted in international airspace on June 4 by a Russian SU-35 fighter over the Mediterranean Sea, the U.S. 6th Fleet reported in a release.

The P-8A was intercepted “three times over the course of 175 minutes,” the release said. “The first and third interaction were deemed safe. The second interaction was determined to be unsafe due to the SU-35 conducting a high-speed pass directly in front of the mission aircraft, which put our pilots and crew at risk. The crew of the P-8A reported wake turbulence following the second interaction. The duration of the intercept was approximately 28 minutes.”

The 6th Fleet called the interaction “irresponsible.”

“We expect them to behave within international standards set to ensure safety and to prevent incidents, including the 1972 Agreement for the Prevention of Incidents

On and Over the
High Seas (INCSEA)," the release said. "Unsafe actions
increase the risk of
miscalculation and potential for midair collisions. The U.S.
aircraft was
operating consistent with international law and did not
provoke this Russian
activity."