

Coast Guard Cutter Blacktip Arrives at New Homeport in Valdez, Alaska



Coast Guard Cutter Blacktip (WPB 87326) arrives at new homeport in Valdez, Alaska.

VALDEZ, Alaska – Coast Guard Cutter Blacktip (WPB 87326) arrived at its new homeport in Valdez Monday after transiting approximately 2,800 miles.

Blacktip, an 87-foot Marine Protector-class patrol boat, is replacing the recently decommissioned 110-foot Island-class cutter Liberty and will conduct various missions throughout the Arctic District, including maritime law enforcement and security, living marine resources, and search and rescue.

“We are extremely happy to be in Alaska and to continue serving the community of Valdez,” said Senior Chief Petty Officer Andre Pinault, officer in charge.

Blacktip was commissioned in 2000 and previously homeported in Oxnard, California.

Marine Protector-class patrol boats are 87-feet long and 19.5-feet wide with a 100 long-ton displacement. They have a top speed of 25 knots and a range of 1,000 miles. They can hold a crew of up to 12. The Blacktip is equipped with advanced electronics and navigation systems for multi-mission operations, including search and rescue, law enforcement, and homeland security.

NCIS Deploys Special Agents Aboard DDGs Patrolling Southern Border



[Release From U.S. Fleet Forces Command](#)

SAN DIEGO –The Navy deployed two Arleigh Burke-class guided missile destroyers in mid-March to conduct border security objectives in support of the U.S. Northern Command southern border mission: the USS Gravelly (DDG 107) to the Gulf of America and the Caribbean, and the USS Stockdale (DDG 106) to the Pacific Ocean. Earlier this summer, the USS Cole (DDG 67) relieved the USS Gravelly after 83 days of service to the mission.

Among the crew onboard these ships have been NCIS Special Agents who provide law enforcement and counterintelligence capabilities related to counternarcotics and combating transnational organized crime.

These Special Agents collaborate with law enforcement and intelligence community partners to synthesize data that enhances Navy leadership's understanding of the operational environment and increases the probability of successful counternarcotics interdictions.

Such counternarcotics interdictions have included, among others, the seizure of over 6,000 pounds of cocaine by the USS Gravelly in May. A subsequent seizure netted over 11,000 pounds of cocaine and 7,200 pounds of marijuana. The USS Cole, partnering with the Royal

Canadian Navy, was involved in the seizure of over 540 pounds of cocaine in June.

The ships operate with an embarked U.S. Coast Guard Law Enforcement Detachment (LDET) that, combined with NCIS Special Agents enhance maritime security and support interagency collaboration in the region through presence operations.

These deployments are unique in scope and duration compared to the traditional Special Agent Afloat deployments that NCIS has been conducting aboard U.S. Navy ships since the early 1970s. The Special Agent Afloat program deploys agents for year-long deployments aboard aircraft carriers, hospital ships, and amphibious assault ships. NCIS law enforcement and counterintelligence support to these ships enables the Navy to operate with optimal readiness and lethality to protect the United States and advance its interests globally.

Coast Guard Cutter Harriet Lane Returns Home Following Patrol in Oceania



U.S. Coast Guardsmen assigned to medium endurance cutter USCGC Harriet Lane (WMEC 903) moor the cutter at a pier in Taiohae, French Polynesia, May 18, 2025. The crew visited Nuka Hiva, the largest of the Marquesas Islands of French Polynesia, as part of their 73-day patrol supporting Operation Blue Pacific. (U.S. Coast Guard photo by Petty Officer 1st Class Kenneth Shellenberger)

[U.S. Coast Guard Oceania District External Affairs](#), July 10, 2025

HONOLULU – The crew of U.S. Coast Guard Cutter Harriet Lane (WMEC 903) returned to Honolulu Wednesday following a 73-day patrol in support of Coast Guard Oceania District’s Operation Blue Pacific.

The Harriet Lane crew departed Joint Base Pearl Harbor-Hickam in April to conduct joint operations and territorial integrity missions across Oceania. Patrolling more than 15,000 nautical miles around the Hawaiian Islands, French Polynesia, Cook Islands, and American Samoa, the cutter’s crew worked alongside interagency and Pacific Island partners to reinforce the rules-based international maritime order in the region.

“The crew demonstrated their professionalism, grit, and dedication to strengthening maritime governance in Oceania,” said Petty Officer 1st Class Brennan Augustine, senior maritime enforcement specialist aboard the Harriet Lane. “The crew’s commitment and teamwork with our law enforcement partners protects America’s maritime borders and drives stability in the region.”

The Harriet Lane crew exercised partnerships with Cook Islands, French Polynesia, New Zealand, and the [National Oceanic and Atmospheric Administration \(NOAA\) Office of Law Enforcement](#) through bilateral maritime law enforcement agreements, professional exchanges, and domestic federal maritime law enforcement operations.

In the Cook Islands’ exclusive economic zone (EEZ), the Harriet Lane crew and two Ministry of Marine Resources officers [conducted six boardings](#) of fishing vessels, resulting in one suspected violation.

In French Polynesia, the crew conducted joint operations and exercises with French Armed Forces in the Asia-Pacific (ALPACI) to enhance collective maritime domain awareness while sustaining rules-based international norms regarding high seas fishing. Coordinating with an ALPACI aviation asset, the Harriet Lane crew conducted two Western and Central Pacific Fisheries Commission (WCPFC) high seas boardings and inspections on commercial fishing vessels, resulting in one potential violation.

The crew conducted 14 additional high seas boarding and inspections on commercial fishing vessels, resulting in two potential violations of conservation and management measures under the WCPFC.

While in American Samoa, the Harriet Lane crew hosted a reception attended by U.S. Congresswoman Aumua Amata Coleman Radewagen’s staff delegation, American Samoa Attorney General

Gwen Tauiliili-Langkilde, the Assistant Director of NOAA's Office of Law Enforcement Pacific Islands Division, and representatives from the U.S. Department of Commerce, National Marine Sanctuary of American Samoa, American Samoa Department of Port Administration, American Samoa Department of Marine and Wildlife Resources, as well as command and crew from the French Overseas Patrol Vessel Teriieroo a Teriierooiterai. Event attendees discussed the deterrence of threats to regional security and illicit maritime activities that affect U.S. border security, regional security and economic prosperity.

Commissioned in 1984, Cutter Harriet Lane is a 270-foot medium-endurance cutter homeported in Honolulu to support Coast Guard missions in the Pacific region. The service's medium endurance cutter fleet supports a variety of Coast Guard missions including search and rescue, law enforcement, maritime defense, and protection of the marine environment.

Coast Guard Responds with Unified Command to Flooding Near Kerrville, Texas



[Release From U.S. Coast Guard Heartland District](#)

AUSTIN, Texas – The Coast Guard, along with a unified command, is responding to an area affected by flash flooding near Kerrville, Texas.

Sector New Orleans watchstanders received a report July 4th at approximately 5:57 am from Texas A&M Task Force 1 personnel requesting assistance for rescue operations in response to flooding near Kerrville, Texas.

An MH-65 Dolphin helicopter aircrew and an HC-144 Ocean Sentry Aircraft aircrew was launched from Air Station Corpus Christi along with an Air Station Houston MH-65 Dolphin helicopter aircrew to provide assistance with rescue operations.

The Coast Guard has conducted 12 flights to the affected area, and rescued 15 campers from Camp Mystic in Hunt, Texas, yesterday. A Coast Guard rescue swimmer remained with victims

of the flooding, providing medical assistance to and aiding with the evacuation efforts of 230 victims into assisting agencies air assets.

Additionally, today, three people were rescued, and four were assisted from a mobile home community in Leander, Texas.

Agencies also responding to the flooded area are:

- Texas Task Force 1

- Texas Dept of Public Safety

- Texas National Guard

- Texas Parks and Wildlife

- Country STAR Flight

- Local Police Department

“The preservation of life during this incident is our top priority,” said Capt. Ulysses S. Mullins, The Coast Guard Heartland District Chief of Staff, “which is why the Coast Guard is working with the State of Texas alongside other responding agencies to ensure that every asset on scene is able to coordinate, communicate and respond as safety and quickly as possible”

Any media networks seeking information about the Coast Guard’s rescue and response operations are encouraged to contact the Texas Public Affairs Detachment Duty line at 832-293-1293.

U.S. Coast Guard Receives Historic Investment to Rebuild Under President Trump's One Big Beautiful Bill

[Release From U.S. Coast Guard Headquarters, July 4, 2025](#)

WASHINGTON – The U.S. Coast Guard welcomed the nearly \$25 billion investment included in the One Big Beautiful Bill Act Friday – marking the largest single commitment of funding in Service history.

This investment strengthens every facet of Coast Guard operations and supports the Service's role as the Nation's leading drug interdiction and maritime border security force.

This funding will allow the Coast Guard to procure an estimated 17 new icebreakers, 21 new cutters, over 40 helicopters and six C-130J aircraft while modernizing shore infrastructure and maritime surveillance systems. The package also strengthens the Coast Guard's ability to counter drug and human trafficking, conduct search and rescue, enhance navigational safety and enable maritime trade.

"This historic investment marks a new era for the Coast Guard," said Coast Guard Acting Commandant Adm. Kevin Lunday. "It reflects the strong support of the American people and empowers us to restore our Service and prepare for the challenges of today and tomorrow. With this level of support,

and the dedication of our Coast Guard men and women, there's nothing we can't accomplish. We are deeply grateful for this opportunity to build a stronger Coast Guard for the Nation."

Investment highlights include:

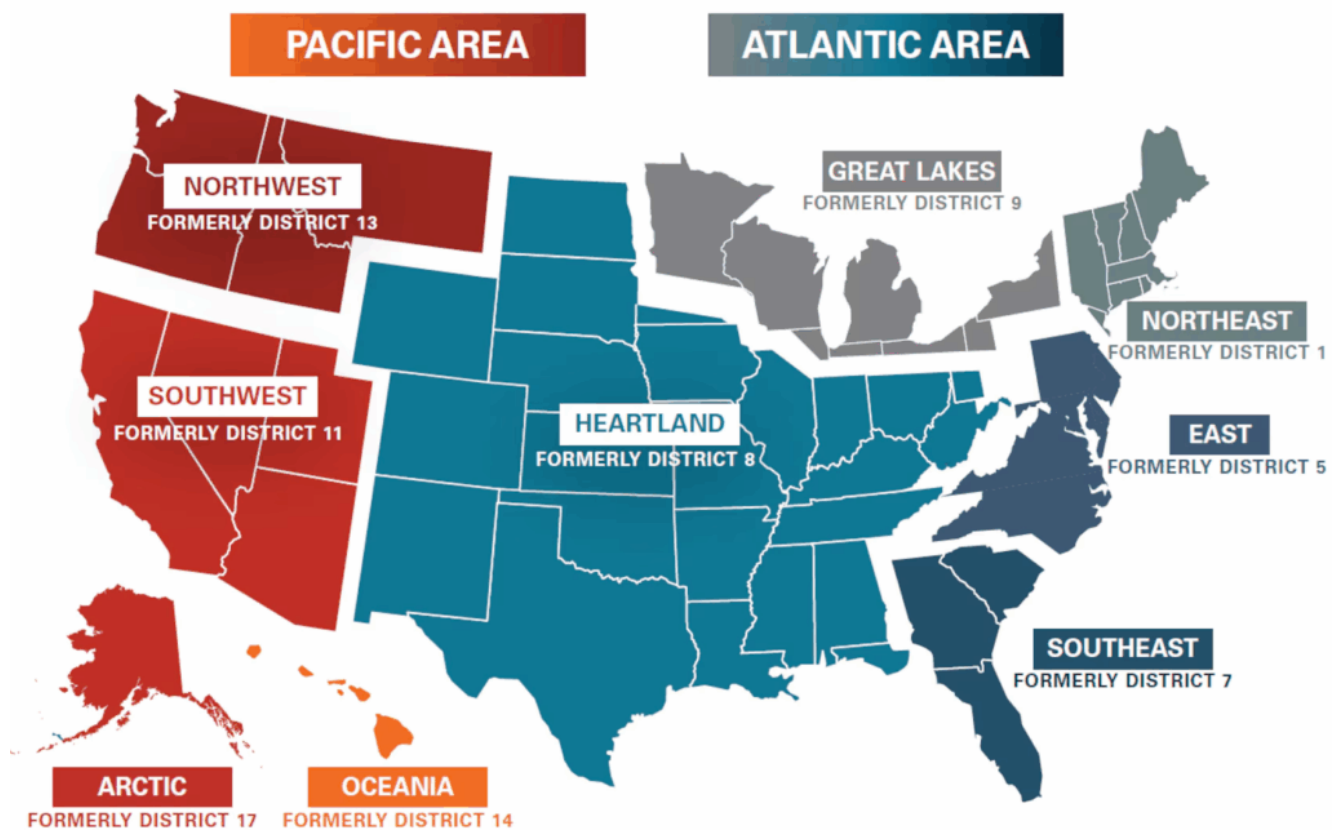
- \$4.4 billion for shore infrastructure, training facilities and homeports
- \$4.3 billion for Polar Security Cutters, extending U.S. reach in the Arctic
- \$4.3 billion for nine new Offshore Patrol Cutters
- \$3.5 billion for three Arctic Security Cutters
- \$2.3 billion for more than 40 MH-60 helicopters
- \$2.2 billion for depot level maintenance to sustain readiness
- \$1.1 billion for six new HC-130J aircraft and simulators
- \$1 billion for Fast Response Cutters
- \$816 million for light and medium Icebreaking Cutters
- \$266 million for long-range unmanned aircraft systems

- \$170 million for maritime domain awareness, including next-generation sensors
- \$162 million for three Waterways Commerce Cutters

These investments support [Force Design 2028](#) – the Secretary’s comprehensive effort to modernize operations and capabilities to ensure the Coast Guard remains the finest maritime fighting force ready to protect and defend the nation for decades to come.

The Coast Guard extends its appreciation for the leadership of the Administration, including President Trump and Secretary Noem, and leaders in Congress for recognizing the strategic importance of a ready, modern and resilient Coast Guard.

**Coast Guard Renames
Geographic Operational
Districts**



From U.S. Coast Guard Headquarters Public Affairs, July 3, 2025

WASHINGTON – The U.S. Coast Guard announced Thursday the renaming of its operational districts from numerical to geographic designations, a key initiative under Force Design 2028 (FD2028).

This strategic change, directed by Secretary of Homeland Security Kristi Noem on May 21, 2025, aims to indicate more accurately the regions they serve and represent. Renaming operational districts revises a numbered system established during World War II, when the Coast Guard operated as part of the Navy to ensure alignment between the services. In the 80 years since the Coast Guard separated from the Navy, the Service has maintained the numbered districts. However, the Navy stopped using numbered districts over 25 years ago.

Updating operational districts to regional names will more clearly align districts with their areas of responsibility, facilitate collaboration with interagency partners, and ensure

the American public and maritime stakeholders can easily find and understand the districts in which they live, recreate and operate. This change is a direct action within FD2028's organization campaign, which is focused on adapting the Coast Guard's structure to remain effective and responsive.

The new geographic names, approved by the Department of Homeland Security, are as follows:

District 1: USCG Northeast District

District 5: USCG East District

District 7: USCG Southeast District

District 8: USCG Heartland District

District 9: USCG Great Lakes District

District 11: USCG Southwest District

District 13: USCG Northwest District

District 14: USCG Oceania District

District 17: USCG Arctic District

"This renaming is more than just a change in labels; it's a critical step in our journey to become a more agile, capable, and responsive fighting force," said Acting Commandant Kevin E. Lunday. "Under Force Design 2028, we are driving fundamental changes to speed decision-making, improve strategic alignment, and ultimately best serve the American people for decades to come. This initiative underscores our commitment to ensuring that change is lasting and has an enduring impact on the Service and the Nation."

This change will not impact operations or change existing geographical district boundaries. To memorialize the updated names for operational districts, the Coast Guard is undertaking the process of formally changing district names in the Code of Federal Regulations. Through this process, the Coast Guard will continue to communicate with stakeholders and provide updated resources and information as appropriate.

For more information, please contact Coast Guard Media

Relations at MediaRelations@uscg.mil.

Read more about the Coast Guard's transformation through FD2028 here: [USCG Force Design 2028](#).

Coast Guard offloads more than \$20 million in illicit drugs interdicted in Caribbean Sea



From Coast Guard 7th District, July 2, 2025

MIAMI – U.S. Coast Guard Cutter Northland's crew offloaded approximately 2,220 pounds of cocaine and 3,320 pounds of

marijuana worth an estimated \$20.1 million, Wednesday, at Coast Guard Base Miami Beach.

The seized contraband was the result of four interdictions in the Caribbean Sea by the crews of HMCS William Hall and HNLMS Friesland with embarked Coast Guard law enforcement detachments.

“Stopping harmful and illicit narcotics from reaching our shores and entering our communities is a team effort,” said Cmdr. Brian Gismervik, Coast Guard Cutter Northland’s commanding officer. “In the dynamic maritime environment, it takes the combined efforts of our joint force DoD, DHS, and international partners to combat transnational criminal organizations.”

The following assets and crews were involved in the interdiction operations:

- Royal Canadian Navy ship HMCS William Hall

- Royal Netherlands Navy ship HNLMS Friesland

- U.S. Navy ship USS Cole

- U.S. Coast Guard Tactical Law Enforcement Team South, LEDET 404

- U.S. Coast Guard Tactical Law Enforcement Team Pacific, LEDET 103

- Helicopter Interdiction Tactical Squadron Jacksonville

- Seventh Coast Guard District staff

Detecting and interdicting illicit drug traffickers on the high seas involves significant interagency and international coordination. Joint Interagency Task Force-South, in Key West, conducts the detection and monitoring of aerial and maritime transit of illegal drugs. Once an interdiction becomes imminent, the law enforcement phase of the operation begins, and control of the operation shifts to the U.S. Coast Guard for the interdiction and apprehension phases. Interdictions in the Caribbean Sea are performed by members of the U.S. Coast Guard under the authority and control of the Seventh Coast Guard District, headquartered in Miami.

USCGC Northland is a 270-foot Reliance-class medium endurance cutter homeported in Portsmouth under [U.S. Coast Guard Atlantic Area Command](#).

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Make a difference on land, at sea or in the air with the Coast Guard. Visit [GoCoastGuard.com](#) to learn more about active duty and reserve, officer and enlisted opportunities. Information on how to apply to the U.S. Coast Guard Academy can be [found here](#).

USCGC Vigorous Returns Home After 51-Day Counter-

Migration Patrol in Windward Passage



From U.S. Coast Guard Atlantic Area, July 1, 2025

PORTSMOUTH, Va. – The crew of Coast Guard Cutter Vigorous (WMEC 627) returned to their home port in Portsmouth, Tuesday, following a 51-day patrol in the Windward Passage.

Vigorous deployed in support of Operation Vigilant Sentry to advance the primary missions of safety of life at sea and deterrence of illegal alien ventures in known transit zones. Vigorous' crew conducted maritime safety and security missions while protecting America's maritime borders from unlawful entry.

Vigorous conducted several consent-based interview boardings in the Canal de la Tortue, Haiti, a key transit zone between Haiti and points north. Vigorous also patrolled for Coast

Guard Sector Key West and Sector Miami, which are crucial to deterring illegal activities and maintaining maritime domain awareness. Working with Department of Defense and Department of Homeland Security entities, Vigorous contributed to the disposition of 17 suspected smugglers and nearly 1,400 pounds of cocaine with an estimated street value of \$10 million.

Vigorous also honed its tactical proficiency through advanced boat tactics training alongside Coast Guard Cutter Campbell (WMEC 909). The crews conducted pursuit training, enhancing their interoperability and response capabilities in high-speed maneuvering situations. Additionally, they completed a towing exercise, further strengthening their collaborative efforts in maritime assistance and rescue operations.

In a demonstration of international partnership, the Vigorous worked with the Department of State to deliver critical boat supplies to the Haitian Coast Guard, bolstering their capabilities and strengthening maritime security cooperation in the region.

“The crew performed exceptionally well throughout this demanding patrol,” said Cmdr. Charles Bare, commanding officer of Vigorous. “Their dedication and professionalism enabled us to achieve significant operational successes, contributing directly to regional stability and interagency and international partnerships.”

DHS Operation Vigilant Sentry is a DHS-led operation comprised of federal, state and local partners responsible for preventing and responding to maritime migration. OVS, previously known as Homeland Security Task Force – Southeast, was established in 2003 and is comprised of more than 50 federal, state, and local agencies.

Vigorous is a 210-foot, Reliance-class medium-endurance cutter homeported in Portsmouth, Virginia. Its missions include search and rescue, maritime law enforcement, marine

environmental protection, and homeland security operations in the Atlantic Ocean. The cutter falls under the command of U.S. Coast Guard Atlantic Area, which is based in Portsmouth, Virginia.

For more information on how to join the U.S. Coast Guard, visit [GoCoastGuard.com](https://www.goCoastGuard.com) to learn about active duty, reserve, officer and enlisted opportunities. Information on how to apply to the U.S. Coast Guard Academy can be found [here](#).

Securing the Backbone: The Defense Industrial Base



PHOTO BY: Air Force Staff Sgt. Marco Gomez

By [Ryan Caughill](#), President, Western New York Council, Navy League of the United States.

“You can’t fight tomorrow’s war with yesterday’s plans.”

In the summer of 2018, I completed my internship at Moog Inc., one of the United States’ premier defense contractors. My role was in Environmental Health & Safety, but my mission went deeper: I was tasked with modernizing and guiding emergency management planning across an organization that was deeply integrated into the Defense Industrial Base (DIB), and yet, lacked a dedicated emergency management function.

Like my time later at M&T Bank, this experience left a lasting impression. It showed me that even companies at the forefront of defense technology can have blind spots when it comes to continuity, resilience, and crisis preparedness.

[While this article isn’t just about my singular experience, but a holistic and general overview,] that’s what makes the Defense Industrial Base one of the most paradoxical critical infrastructure sectors in America: incredibly advanced, but dangerously lacking.

The Backbone Behind the Uniform

The Defense Industrial Base is more than just tanks, missiles, or aircraft. It’s an expansive network of over 100,000 private companies that provide products, services, logistics, and technologies to support the U.S. military.

This includes:

- Weapons systems and munitions
- Aerospace components and military-grade software
- Advanced electronics and cyber capabilities
- Research and development institutions
- Transportation and supply chain networks

- Small manufacturers producing critical, often irreplaceable, parts

Some of these are Fortune 500 giants. Many are small, family-owned machine shops in rural communities. All are vital.

But here's the problem: there is no unified resilience standard across the DIB. And that's a problem hiding in plain sight.

The Vulnerabilities No One Wants to Talk About

During my time at Moog, I saw firsthand how emergency management often sits outside the core of DIB corporate culture. Not out of apathy, but due to the sheer scale and complexity of operations. Many companies have excellent safety and security programs, but few have comprehensive crisis management systems. Fewer still have trained emergency managers or business continuity professionals guiding cross-functional coordination across cyber, physical, and operational risks. This isn't to say they don't exist, I've met some, and they do a really great job.

That makes this sector vulnerable in ways most people don't understand.

The DIB is:

- Extremely decentralized: A single failed supplier can halt delivery of critical weapons platforms.
- Highly classified: Cyber breaches can compromise national defense secrets, yet many companies, especially smaller ones, lack mature cyber defenses.
- Logistically fragile: Long-lead items, global supply chains, and just-in-time manufacturing leave little room for error.
- Resource-limited: Many smaller firms simply don't have the bandwidth or expertise to build robust resilience

programs.

Worse yet, we take it for granted that these companies – because of what they do – are already hardened. That’s not always true.

Why This Sector Isn’t Taken Seriously – Until It’s Too Late

The Defense Industrial Base occupies an odd place in the national consciousness. We respect the military. We fund the military. But we rarely consider who makes the military work.

The supply chains, R&D labs, fabrication shops, and logistics hubs that build and sustain America’s warfighting capability are not invincible. And yet, the DIB isn’t regularly treated like critical infrastructure in the traditional emergency management sense , even though it underpins our strategic deterrence, military readiness, and wartime surge capacity.

That disconnect has consequences. If a natural disaster, ransomware attack, insider threat, or geopolitical disruption strikes a key node in this ecosystem, the effects won’t be immediate headlines. They’ll show up months or years later when a military platform is delayed or compromised.

In an age of strategic competition with China and resurgent threats in Europe and the Middle East, that delay could mean the difference between deterrence and disaster.

Strengthening the Arsenal of the Republic

If we want the DIB to remain viable, competitive, and secure, we must elevate resilience as a strategic imperative, not an afterthought.

At the Federal Level:

- The DoD must go beyond cybersecurity compliance and require holistic emergency management, business continuity, and crisis communications programs for Tier

1 and Tier 2 contractors

- Congress should fund regional DIB resilience initiatives and technical assistance hubs to help small firms build preparedness capacity
- DIB firms must be integrated into DHS-FEMA and CISA exercises, not treated as isolated contractors

In the Private Sector:

Contractors should invest in full-time emergency managers or resilience officers, especially at multi-site operations

Continuity of Operations plans (COOP) must be tested regularly and integrated across functions – especially cyber, facilities, HR, and production

Leadership should prioritize exercises and scenario planning, particularly for cyber-physical convergence threats

Across the Supply Chain:

Vendors must be mapped and tiered by criticality, with redundancy plans in place for sole-source dependencies.

Smaller manufacturers should be given access to resilience toolkits and grant-supported planning assistance.

For the Defense Community:

Collaboration must improve across DoD, DHS, and the intelligence community to identify emerging threats to the DIB
Emergency management professionals should be embedded, or a partner, in acquisition planning and supplier vetting

The public and political class must recognize that defense readiness includes domestic resilience

Resilience is Readiness

The Defense Industrial Base is one of the quietest, but most consequential, sectors in the nation's infrastructure portfolio. You don't see it in parades. But it's there in every missile defense test, every jet engine, every encrypted

radio, and every armored vehicle.

If we allow it to weaken, structurally, logistically, or digitally, we erode not just our defense capability, but our credibility.

We cannot afford to wait for crisis to realize that the arsenal of our Republic isn't just built on innovation or budgets.

It's built on resilience.

These challenges aren't theoretical, they're unfolding in real time. Delays in the F-35 rollout, the Navy's struggles and eventual cancellation with the Littoral Combat Ship (LCS) program, and schedule slippages in the next-generation aircraft carriers, guided missile frigates, and Columbia-class ballistic missile submarines all point to a sector under immense strain. While these issues stem from a mix of design complexity, funding cycles, and industrial bottlenecks, one thing is clear: the Defense Industrial Base cannot afford additional disruption.

A well-funded, well-placed crisis management function, integrated at both the facility and enterprise level, won't solve design flaws or procurement hurdles, but it can absorb shock, accelerate recovery, and ensure continuity when disaster strikes. In a sector already grappling with compounding risks, crisis management isn't a luxury, it's a strategic buffer against the unpredictable threats of 21st century warfare.

Coast Guard Reports Fewest Boating Fatalities in More Than 50 Years



[From U.S. Coast Guard Headquarters](#), July 1, 2025

WASHINGTON – The U.S. Coast Guard released its 2024 Recreational Boating Statistics Report Tuesday.

The report records the fewest boating fatalities since the Service began collecting statistics more than 50 years ago.

Fatalities fell 1.4% to 556 from 564 in 2023, while overall incidents increased by 1.1% from 3,844 to 3,887. Nonfatal injuries increased 2.1% from 2,126 to 2,170. Alcohol continued to be the leading known contributing factor in fatal boating accidents in 2024, accounting for 92 deaths, or 20% of total fatalities.

The fatality rate was 4.8 deaths per 100,000 registered recreational vessels, a 2% decrease from last year's rate of

4.9 deaths per 100,000. In 1971, when the Safe Boating Act was first passed, the rate was 20.6 deaths per 100,000. Property damage totaled \$88 million, and operator inattention, improper lookout, operator inexperience, machinery failure and navigation rules ranked as the top five primary contributing factors in accidents.

“Boating under the influence is not only illegal but it is also dangerous,” said Capt. Robert Compher, inspections and compliance director. “The effects of alcohol can be magnified when boating in the sun and on a moving vessel. Staying sober protects you and those around you.”

Deaths occurred predominantly on vessels operated by individuals who had not received boating safety instruction, accounting for roughly 70% of fatalities. Open motorboats, personal watercraft and cabin motorboats were the vessel types most involved in reported incidents.

There was an increase in deaths on standup paddleboards. Drowning accounted for three-quarters of deaths, with 87% of victims not wearing life jackets. The Coast Guard reminds boaters to wear serviceable, properly sized and correctly fastened life jackets, and encourages boaters to check the weather and water conditions before getting underway.

The data in the report is based on incidents that resulted in at least one of the following: death, disappearance, injury that required medical treatment beyond first aid, damage to the vessel(s), or other property equal to or greater than \$2,000 or a loss of vessel.

“We thank our federal, state and nonprofit partners who strive to make the nation’s waterways safer. We also thank recreational boaters who follow safe boating,” said Compher.

In addition to wearing a life jacket and taking a boating safety course, the Coast Guard recommends all boaters attach

the engine cutoff switch, get a free vessel safety check and boat sober.

The full 2024 Recreational Boating Statistics Report is available at [USCGBoating.org](https://www.uscgboating.org).