

Coast Guard Cutter Forward Returns Home After Seizing More Than \$23M in Cocaine



From U.S. Coast guard Atlantic Area, May 19, 2025

PORTSMOUTH, VA – The crew of Coast Guard Cutter Forward (WMEC 911) returned to their home port in Portsmouth, Monday, following a 79-day patrol in the Eastern Pacific Ocean.

Forward's crew deployed in support of Joint Interagency Task Force – South (JIATF-S) to conduct counter-drug operations while underway in the Eleventh Coast Guard District's area of responsibility. Through detection, monitoring and interdiction efforts, crew members directly reduced the flow of illicit narcotics into the United States. Forward's crew worked alongside additional units to include Coast Guard Cutters Kimball (WMSL 756), Thetis (WMEC 910), and the Coast Guard

Tactical Law Enforcement Team – South (TACLET-S) to stop suspected drug smuggling while patrolling off the Pacific coast of Central and South America.

While at sea, the cutter interdicted a vessel engaged in drug-trafficking. After it was detected by a maritime patrol aircraft, a Coast Guard boarding team that included members from TACLET-S launched to pursue the vessel, which led to the apprehension of four suspected drug traffickers. A second small boat crew was launched to locate and recover 37 bales of cocaine that were jettisoned by the suspected traffickers, resulting in the seizure of 2,039 pounds of cocaine worth more than \$23 million.

“Transnational criminal organizations are smart and sophisticated, and our crews meet that challenge head-on,” said Cmdr. Andrew Grantham, commanding officer of Forward. “Throughout this demanding patrol, our team performed with professionalism and determination. However, as a 35-year-old cutter, Forward faces increasing limitations that can impact mission effectiveness – including lost opportunities to interdict known threats. As the Commandant has stated, we continue to feel the strain of sustaining aging assets. Continued investment in new capabilities will ensure we remain ready to counter evolving threats in the maritime domain.”

On May 17, the crew of Forward rescued two people and their disabled 60-foot sailboat nearly 90 miles offshore of Charleston, South Carolina. Forward’s crew towed the sailboat to coastal waters, where a Station Charleston boat crew and a commercial salvage vessel took over and safely transported the two sailors and their boat to shore. No injuries were reported.

During the deployment, Forward’s crew engaged with Ecuadorian navy officials and valued partners in the Galápagos Islands during a port of call on San Cristóbal Island, Ecuador. Forward hosted the delegation aboard the cutter, providing a

tour to highlight Coast Guard capabilities in support of U.S., Ecuadorian, and international joint objectives.

Support from TACLET-S, which is based in Miami, improves mission capability. As part of the Coast Guard's deployable specialized forces, LEDETs deliver boarding officer teams for high-risk maritime interdiction operations. These units are highly skilled and experienced in counter-drug missions and enforcing U.S. law at sea.

JIATF-S, in conjunction with partner nations, works to target, detect and monitor illicit drug trafficking within the joint operating area. The organization facilitates the interdiction and apprehension of illicit traffickers to dismantle transnational criminal organizations while reducing the flow of drugs to the public. Once interdiction becomes imminent, the law enforcement phase of the operation begins, and control of the operation shifts to the U.S. Coast Guard throughout the interdiction and apprehension. Interdictions in the Eastern Pacific Ocean are performed by members of the U.S. Coast Guard under the authority and control of the Coast Guard's Eleventh District, headquartered in Alameda, California.

Forward is a 270-foot, Famous-class medium endurance cutter. The cutter's primary missions are counter-drug and migrant interdiction operations, as well as search and rescue in support of U.S. Coast Guard operations throughout the Western Hemisphere. The cutter falls under the command of U.S. Coast Guard Atlantic Area, which is based in Portsmouth, Virginia.

For information on how to join the U.S. Coast Guard, visit [Go Coast Guard.com](https://www.go.uscg.mil) to learn 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](#).

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USCGC Calhoun Offloads More than \$141M in Illegal Narcotics at Port Everglades



Crew members aboard U.S. Coast Guard Cutter Calhoun (WMSL 759) pose before preparing to offload pallets of illegal narcotics in Port Everglades, May 16, 2025. Calhoun's crew offloaded more than 19,055 pounds of cocaine and marijuana valued at approximately \$140.9 million in Port Everglades, May 16, 2025. (Coast Guard photo by Petty Officer 3rd Class Jessica Walker) From U.S. Coast Guard 7th District, May 16, 2025

MIAMI – U.S. Coast Guard Cutter Calhoun's crew offloaded approximately 19,055 pounds of cocaine and marijuana, worth an estimated \$140.9 million, Friday, at Port Everglades.

The seized contraband was the result of five interdictions in the Atlantic Ocean and Caribbean Sea by interagency partners. The resulting criminal investigations are linked to substantial amounts of transnational criminal organizations and including the foreign terrorist organization, Tren de Aragua.

On April 12, the Calhoun's crew, under tactical control of Coast Guard Atlantic Area, detected a suspicious fishing vessel in international waters exhibiting behavior consistent with narcotic trafficking approximately 1,200 miles west of Las Palmas, Canary Islands. The crew interdicted the suspicious vessel, seizing approximately 10,000 pounds of cocaine.

On May 1, a military patrol aircraft located a suspicious vessel approximately 100 miles off Colombia. A Coast Guard law enforcement detachment deployed on [USS Minneapolis Saint Paul](#) interdicted the vessel, seizing approximately 1,500 pounds of cocaine.

On May 5, a military patrol aircraft located a suspicious vessel approximately 80 miles off Dominican Republic. Calhoun's crew interdicted the vessel, seizing approximately 825 pounds of cocaine.

On May 6, Calhoun's crew interdicted a suspicious vessel approximately 85 miles off Haiti. A law enforcement crew stopped the vessel, seizing approximately 3,135 pounds of cocaine and 14 pounds of marijuana.

On May 7, a military patrol aircraft located two suspicious vessels approximately 155 miles off Dominican Republic. Calhoun's crew interdicted both vessels, seizing approximately 3,580 pounds of cocaine.

"I'm incredibly proud of Calhoun's role in continuing to disrupt the flow of illicit narcotics," said Capt. Matthew Hammond, Calhoun's commanding officer. "The Coast Guard and

our partners work tirelessly to deny drug trafficking organizations access to smuggling routes bound for the United States and dismantle transnational criminal activity abroad, which threaten Americans here at home.”

The following crews also assisted with interdiction operations:

- [Joint Interagency Task Force-South \(JIATF-S\)](#)
- Seventh Coast Guard District watchstanders
- U.S. Coast Guard Tactical Law Enforcement Team-South

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.

These interdictions relate to Organized Crime Drug Enforcement Task Forces’ Strike Force initiatives and designated investigations. OCDEF identifies, disrupts, and dismantles the highest-level criminal organizations that threaten the United States using a prosecutor-led, intelligence-driven, multi-agency approach. Additional information about the OCDEF program can be found at <https://www.justice.gov/OCDEF>.

Calhoun, commissioned in 2024, is the newest 418-foot Legend-class national security cutters homeported in North

Charleston, South Carolina. The cutter's primary missions are counter-drug operations and defense readiness.

Read more about [Calhoun](#)'s April 13 interdiction.

Read more about [USS Minneapolis Saint Paul](#) interdiction.

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Coast Guard to Reduce Flag Officer Positions by 25%

By Richard R. Burgess, Senior Editor

ARLINGTON, Va. – The U.S. Coast Guard has been ordered to reduce the number of admirals by at least 25% before next year, the service announced.

In a May 25 directive from Acting Commandant Adm. Kevin Lunday, the service announced that the reductions were part of its Force Design 2028 initiative.

“As part of Force Design 2028, the Secretary of the Department of Homeland Security has determined that there is redundant executive oversight in our force structure which hinders efficient decision making and Service effectiveness,” The

opening statement of the announcement said.

“As a result, and consistent with similar efforts within the Department of Defense, the Secretary has ordered a reduction of no less than 25% of flag officer positions by 1 January 2026,” the announcement said. “The positions to be eliminated and the plan to reorganize the flag corps will be announced in separate correspondence.”

The Coast Guard currently has approximately 45 flag officers.

The service also has negated the results of its fiscal 2025 promotion board for the rank of rear admiral (lower Half) while folding opportunity in next year’s selection board.

“The Secretary also disapproved the Promotion Year (PY) 2025 rear admiral (lower half) (RDML) selection board report after determining that the guidance to that board did not align with this Administration’s policies,” the announcement said. “The Secretary’s action also supports planning to reorganize the leadership structure. Officers who were considered by the PY25 RDML selection board and who are otherwise eligible, including those previously selected, will be considered by the PY26 RDML selection board that will convene under new guidance.”

New Systems Pending, but Coast Guard ‘Stretched Thin,’

Lunday Says



Secretary of Homeland Security Kristi Noem and Admiral Kevin Lunday, acting Commandant of the Coast Guard, shown here discussing response efforts in Washington D.C., January 30, after a helicopter and passenger jet collided. *Photo credit: U.S Coast Guard | Petty Officer 1st Class Brandon Giles*

Much-needed new ships are on the way for the U.S. Coast Guard, acting Commandant Admiral Kevin Lunday told members of a House Armed Services Committee panel on May 14 as Congress prepares to receive defense budget requests from the new administration.

Lunday noted the service quickly moved resources to the Southern U.S. border in the wake of the presidential election.

“In January of this year, under the leadership of Secretary [Kristi] Noem, I directed our operational commanders to immediately increase Coast Guard presence along the U.S. border and maritime approaches, starting with the southern border where the president has declared a national emergency,”

Lunday told members of the committee's Subcommittee on Homeland Security. "We surged forces, tripling the number of forward-deployed air and surface assets in that area."

The service also moved to continue operations to control the northern border, including on the Great Lakes, to maritime approaches around Alaska, Hawaii and U.S. territories in the Pacific.

"Tasked with defending the nation's maritime borders, countering threats like illegal migration and drug trafficking, safeguarding our ports and waterways, responding to maritime disasters, and saving lives, the service is now stretched thin, with significant workforce shortages and aging, underfunded assets and infrastructure nearing collapse," he said. "The Coast Guard's current organizational structure and reactive posture are no longer adequate to meet current and emerging challenges."

Acquisitions

Last month, Lunday debuted a plan called Force Design 2028, aimed at addressing those issues. It will focus on four major areas: People, organization, acquisition and contracting and technology, including an effort to "Develop a high velocity acquisition and contracting system to rapidly deliver the assets the service needs to fulfill its commitment to the American people."

Some much-needed assets are already in the works, Lunday told members of the panel, with new production milestones achieved.

The service's top ship acquisition priority is the polar security cutter and Lunday said the first PSC received approval on April 30 for full production by Bollinger Shipyards. Functional design maturity has topped 95 percent, so "they already are construction 10 of the pre-fabrication assembly units, which are the bottom center sections of that new icebreaker," he said.

Likewise, the service is moving ahead to replace its aging construction tenders and river tenders, which maintain aids to navigation, and some of which have been in service since the 1940s. The DHS has approved the construction of the first eight of the new water commerce cutter being built by Birdon America, with their homeports to be decided later.

New systems are needed in the air as well, Lunday said.

The recent termination of the C-27J missionization program and stalled growth in our HC-130J program place our readiness to conduct various missions in jeopardy, including long range surveillance, disaster response, and border security operations," he said. "For our rotary wing fleet, it is imperative that we continue and accelerate transition of air stations from the short-range MH-65E to the medium-range MH-60 to ensure sustainability and increase our capability to serve our national priorities."

USCGC Kimball Returns Home After 84-Day Counter-Drug Patrol in the Eastern Pacific



U.S. Coast Guard Cutter Kimball (WMSL 756) crew members, Tactical Law Enforcement Team South, U.S. Coast Guard Maritime Safety and Security Team Los Angeles/Long Beach, Navy, Helicopter Interdiction Tactical Squadron Jacksonville all stand at attention during an all hands event during a drug offload in San Diego April 24, 2025. (U.S. Coast Guard photo by Petty Officer 3rd Class Austin Wiley)

From U.S. Coast Guard Pacific Area, May 9, 2025

HONOLULU – The crew of Coast Guard Cutter Kimball (WMSL 756) returned to their Honolulu home port Monday after an 84-day deployment to the Eastern Pacific Ocean.

While patrolling international waters off the Pacific coasts of Mexico, Central, and South America, Kimball's crew interdicted five suspected drug smuggling vessels, seizing \$191 million worth of cocaine and apprehending 18 suspected drug smugglers.

The drugs [were offloaded in San Diego](#) on April 24 by the Kimball crew and multiagency partners.

The Kimball deployed to the region under the tasking of Joint Interagency Task Force – South (JIATF-S) in support of Operation Martillo.

During the deployment, Kimball's crew conducted counter-drug missions in the Coast Guard's Eleventh District area of responsibility countering transnational criminal organizations and preventing illegal narcotics from reaching the United States. They worked alongside other Coast Guard units, law enforcement personnel from Tactical Law Enforcement Team South (TACLET SOUTH), contractors operating small Unmanned Aerial Systems (sUAS), Helicopter Interdiction Tactical Squadron (HITRON) crews, Department of Defense assets, and Customs and Border Protection.

Together, these partners supported the Kimball in controlling, securing, and defending the U.S. border and maritime approaches.

"The pride I feel for this crew is immeasurable," said Capt. Robert Kinsey, commanding officer of Kimball. "Their professionalism, resilience, and dedication to serving our nation at sea is truly inspiring. They are mothers, fathers, sons, and daughters who have answered the call to defend the nation as part of the joint fighting force as the pointy end of the spear that protects our shores and saves American lives. We remain steadfast in our commitment to continually hardening and sustaining enhanced maritime security operations. We will continue to work tirelessly with our partners to disrupt these criminal enterprises and protect our nation."

These interdictions are part of the U.S. government's ongoing effort to dismantle transnational criminal organizations and deny them resources to fund violent and illicit operations.

The Kimball's crew partnered with the Mexican Navy at-sea to

promote regional maritime governance and assist in combating the international drug trade. For 54 days, two Mexican naval officers observed U.S. Coast Guard counter-drug operations firsthand, fostering enhanced collaboration between the two nations.

While moored in Amador, Panama, the Kimball's crew also hosted personnel from Panama's Servicio Nacional Aeronaval (SENAN) for a subject matter expertise exchange. The event featured discussions and demonstrations of the Kimball's capabilities, including sUAS drones, cutter small boats, and the embarked HITRON MH-65 Dolphin helicopter. Personnel from U.S. Coast Guard Tactical Law Enforcement Team South showcased their law enforcement kits and highlighted counter-drug boarding methods, furthering international cooperation in addressing maritime security challenges. While in Panama, the Kimball partnered with the USS Chosin (CG-65) to host Secretary of Defense Pete Hegseth, emphasizing DoD and DHS joint presence in the region.

Several units and partners supported the Kimball's counter-drug operations and interdictions. The U.S. Coast Guard HITRON from Jacksonville, Florida, provided aerial support in the forms of reconnaissance and aerial use of force. The U.S. Coast Guard TACLET SOUTH and U.S. Coast Guard Maritime Safety and Security Team Los Angeles / Long Beach (MSST LA/LB) assisted with surface pursuit and law enforcement boardings. The U.S. Coast Guard Eleventh District provided operational oversight and logistical support, ensuring the execution of mission objectives throughout the deployment.

Along with partner nations, JIATF-S targets, detects, and monitors illicit drug trafficking within the joint operating area. The organization facilitates the interdiction and apprehension of illicit drug traffickers to dismantle transnational criminal organizations while reducing the flow of illegal drugs to the public. Once interdiction is imminent,

the operation transitions into its law enforcement phase, with the U.S. Coast Guard assuming control throughout the interdiction and apprehension of the traffickers.

The Kimball is one of two 418-foot, Legend-class national security cutters homeported in Honolulu. The cutter's primary missions are counter-drug operations and defense readiness.

Coast Guard Offloads \$5.4M in Seized Cocaine Following Interdiction off Puerto Rico



The crew of the Coast Guard Cutter Joseph Napier offloaded approximately 725 pounds of seized cocaine worth an estimated \$5.4 million to Coast Guard Investigative Service and Drug

Enforcement Agency Special Agents custody in San Juan, Puerto Rico, May 7, 2025. The interdiction occurred April 28, 2025, in waters north of Aguadilla, Puerto Rico, and is the result of multi-agency efforts in support of the Caribbean Corridor Strike Force. (U.S. Coast Guard photo)

From U.S. Coast Guard 7th District, May 7, 2025

SAN JUAN, Puerto Rico – The crew of the Coast Guard Cutter Joseph Napier offloaded approximately 725 pounds of seized cocaine worth an estimated \$5.4 million to Coast Guard Investigative Service and Drug Enforcement Agency Special Agents custody in San Juan, Wednesday.

The interdiction is the result of multi-agency efforts in support of the Caribbean Corridor Strike Force. The Coast Guard Cutter Joseph Napier crew transferred custody of five suspected smugglers apprehended in this case, Dominican Republic nationals, to the Dominican Republic Navy off Punta Cana, Dominican Republic, Saturday.

During the night of April 28, 2025, the crew of a Customs and Border Protection Air and Marine Operations multi-role enforcement aircraft detected a suspicious 35-foot go-fast vessel in international waters north of Aguadilla, Puerto Rico. Coast Guard watchstanders in Sector San Juan diverted the cutter Joseph Napier to interdict the suspect vessel. Once on-scene, the cutter Joseph Napier crew launched the cutter's Over the Horizon boat to carryout out the interdiction. During the pursuit, the suspected smugglers attempted to flee the scene while jettisoning suspected contraband cargo overboard. Shortly thereafter, the cutter boat crew stopped and gained compliance from the suspect vessel. Following the interdiction, cutter Joseph Napier's crew recovered eight bales, seven of which had been jettisoned overboard, and they apprehended the five persons onboard. The seized contraband tested positive for cocaine.

"This was an excellent case that would not have been possible

without the support provided by Customs and Border Protection Caribbean Air and Marine Branch,” said Lt. John M. Groen, Coast Guard Cutter Joseph Napier commanding officer. “Their flight remained on scene for several hours and communicated flawlessly with the pursuit team. I am so incredibly proud of the entire Joseph Napier crew’s outstanding performance. The interdiction highlights Sector San Juan and the Seventh Coast Guard District’s unwavering commitment to combat drug trafficking organizations and secure America’s maritime borders.”

The specific mission of the Caribbean Corridor Strike Force (CCSF) is to identify, disrupt, and dismantle Transnational Criminal Organizations. The CCSF is comprised of agents and officers from the Drug Enforcement Administration, Federal Bureau of Investigation, United States Immigration and Customs Enforcement-Homeland Security Investigations, United States Coast Guard Investigative Service, and United States Marshals Service, and the United States Attorney’s Office for the District of Puerto Rico.

U.S. Coast Guard Cutter Joseph Napier is 154-foot Sentinel-class fast response cutter homeported in San Juan, Puerto Rico.

Coast Guard Offloads Over \$12M in Illicit Drugs Interdicted in Caribbean Sea



A USCGC Tampa (WMEC 902) crew member passes a bale of illicit drugs to another crew member during a drug offload at Port Everglades in Fort Lauderdale, Florida, April 30, 2025. The crew offloaded 59 bales of illicit drugs worth more than \$12 million resulting from two interdictions in the Caribbean Sea by the crew of USS Minneapolis-Saint Paul and their embarked Navy helicopter. (U.S. Coast Guard photo by Petty Officer 1st Class Diana Sherbs)

From U.S. Coast Guard 7th District

MIAMI – U.S. Coast Guard Cutter Tampa’s crew ended Fleet Week Fort Lauderdale with the offload of approximately 3,750 pounds of cocaine and marijuana worth an estimated \$12.3 million, Wednesday, at Port Everglades.

The seized contraband was the result of two interdictions in the Caribbean Sea by the crew of USS Minneapolis-Saint Paul and their embarked Navy helicopter and Coast Guard law enforcement detachments.

“We train diligently and stand ready to execute interdiction missions at moment’s notice,” said Cmdr. Steven Fresse,

Minneapolis-Saint Paul commanding officer. "To be able to make an immediate impact so early on during our maiden deployment is a testament to the hard work and skills of the ship's crew."

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

- [USS Minneapolis-Saint Paul \(LCS 21\)](#)

- U.S. Coast Guard Tactical Law Enforcement Team (TACLET) South, LEDET 406

- U.S. Navy Helicopter Maritime Strike Squadron (HSM) 50, DET 3

- [Joint Interagency Task Force-South \(JIATF-South\)](#)

- Seventh Coast Guard District command center watchstanders

"Fleet Week Fort Lauderdale was a great opportunity for our Coast Guard, Navy and Marine Corps crews to showcase our sea services to communities here in South Florida," said Cmdr. Walter Krolman, Tampa commanding officer. "Today's offload demonstrates the value of our collaborative joint force operations far out to sea in protecting and defending Americans here at home from threats abroad."

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.

To read more about the USS Minneapolis-Saint Paul's interdictions, [click here](#).

[USCGC Tampa](#) is a 270-foot Famous-class medium endurance cutter homeported in Portsmouth, V.A. under [U.S. Coast Guard Atlantic Area Command](#).

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Bollinger Shipyards and Edison Chouest Offshore Launch United Shipbuilding Alliance (USA)

USA has capacity to utilize any of its 19 strategically located shipyards and 14 fabrication facilities across

Louisiana, Mississippi and Florida to optimize labor resources and accelerate project timelines

USA responds to Arctic Security Cutter RFI with a 33-month contract award-to-delivery timeline utilizing a commercial vessel construction for national security purpose model

WASHINGTON, D.C. – [May 6, 2025] – Bollinger Shipyards, the largest privately-owned and operated shipbuilder and vessel repair company in the United States, and Edison Chouest Offshore (ECO), a global leader in advanced commercial vessel construction and operation, today announced the formation of a strategic partnership called United Shipbuilding Alliance (USA).

This partnership is designed to offer a fully integrated solution to expedited design, construction, and delivery of next-generation icebreakers to directly meet the urgent Arctic operational needs. USA recently responded to the U.S. Coast Guard's April 11th Request for Information titled, "Arctic Security Cutter (ASC): Icebreaking Capable Vessels or Vessel Designs that are Ready for Construction," outlining the utilization of a commercial vessel for national security purposes acquisition process that spans 33 months from contract award to delivery.

The viability and effectiveness of commercial vessel construction for national security purposes have been firmly demonstrated through the recent acquisition of the USCGC STORIS (WAGB-21) [ex – M/V AIVIQ]. The STORIS is an American-built icebreaker designed for Arctic conditions and delivered in under three years.

The proposed commercial acquisition method will save U.S. taxpayers more than 40% by reducing and eliminating excess program bloat, government vendor source selection mandates, and redundant bureaucratic reporting mandates. The streamlined approach enables agile execution, smart vendor

selection, and the flexibility to shift work across multiple facilities, ensuring projects stay on schedule, minimize disruption, and remain on budget. Programs benefit from stable, contract-driven workforces and flexible timelines, with the ability to shift work across multiple facilities to stay on schedule and control costs. In contrast, government acquisition often suffers from regulatory delays, rigid change management, and increased costs.

“If the mission demands speed, efficiency, and innovation, the answer is clear, let American industry lead,” said Ben Bordelon, President and CEO of Bollinger Shipyards. “The formation of the United Shipbuilding Alliance comes at a pivotal moment and answers President Trump’s call to action in making American Shipbuilding Great Again. I am excited by President Trump’s efforts to reinvigorate America’s shipyards. Through his leadership, he has reignited demand, sparked competition, and challenged American industry to rise to the occasion with urgency and creativity.”

“The creation of the United Shipbuilding Alliance represents a significant evolution in America’s capacity to rapidly address urgent Arctic operational requirements,” said Gary Chouest, President and CEO of Edison Chouest Offshore. “Our collaboration underscores a dedicated commitment to ensuring America retains a decisive edge in maritime capabilities and enhancing national security within the increasingly strategic Arctic region.”

USA will leverage the combined 144 years of expertise and capacity of Bollinger and ECO’s 6,000-plus skilled American workers across their 33 operational shipyards and fabrication facilities across the Gulf of America to rapidly design, build, and deliver icebreakers for commercial and government customers. Between the two American companies, they have built and delivered four icebreakers in the last three decades, and Bollinger is currently constructing the Polar Security Cutter (PSC) program for the U.S. Coast Guard.

Bollinger took over the struggling PSC program in late 2022 when it acquired Singapore-owned VT Halter, which had amassed more than a quarter billion dollars in losses over the first three years of the program. Last week, Bollinger announced it has received approval from the U.S. Coast Guard to begin full production activities on the PSC program, underscoring the confidence the U.S. Government places in Bollinger to deliver the nation's first heavy polar icebreaker in nearly fifty years. Bollinger has delivered over 180 vessels for the U.S. Coast Guard in its more than 40 years of building for the U.S. government.

Bordelon continued, "It is critically important that any vessel transporting U.S. servicemembers and projecting American power abroad be built here in the United States. The United Shipbuilding Alliance is proof that American industry can and will deliver faster, better, and more cost-effectively, by aligning commercial innovation with national security priorities. Together with our partners at Edison Chouest Offshore, we're leveraging our combined experience, infrastructure, and skilled American workforce to give the United States the tools it needs to lead in the Arctic."

The U.S. government has demonstrated a clear need for growing, strengthening and accelerating America's Arctic operational capabilities. Emphasizing innovation, fiscal responsibility, and efficiency, USA will leverage the speed and advanced maritime engineering, naval architects, and designer techniques of commercial construction to streamline the procurement of each vessel, significantly expediting production schedules, and achieving substantial cost efficiencies, benefiting both government needs and taxpayers.

About United Shipbuilding Alliance

United Shipbuilding Alliance (USA) is a teaming agreement between Bollinger Shipyards and Edison Chouest Offshore, combining over 140 years of government and commercial maritime

construction experience, during which they have constructed and delivered over 4,000 vessels. The alliance is specifically organized to rapidly design, build and deliver advanced, mission-critical icebreaking vessels, directly addressing operational needs and enhancing strategic national capabilities of the United States in Arctic waters. Together, Bollinger and ECO have 33 operational shipyard and fabrication facilities.

About Bollinger Shipyards

With an 80-year legacy of excellence, Bollinger Shipyards is a leading designer and builder of high-performance military patrol boats, salvage vessels, research vessels, and a wide array of specialized maritime assets. With 13 strategically located shipyards and 22 dry-docks across Louisiana and Mississippi, Bollinger is the largest privately-owned shipbuilder in the Gulf of America region, dedicated to innovation and the highest standards of quality in shipbuilding.

About Edison Chouest Offshore

Founded in 1960, Edison Chouest Offshore (ECO) is recognized as one of the most diverse and dynamic marine transportation solution providers and commercial shipbuilders in the world. ECO operates a global fleet of nearly 300 vessels, including some of the most technically advanced ships serving the offshore, research, and national security sectors. With capabilities spanning vessel design, new construction, port operations, and subsea services, ECO maintains shipyards, fabrication facilities, and port terminals throughout the Americas. ECO continues to be an innovative leader in new technologies, integrated bridge systems, and global vessel monitoring technologies.

Interdisciplinary Engineering Major Now Offered at CGA



U.S. Coast Guard Academy (USCGA) cadets observe Boston Dynamic's robot, Spot, controlled by a Massachusetts Institute of Technology (MIT) Lincoln Laboratory researcher (left) at USCGA, New London, Connecticut, Nov. 27, 2023. (Photo by U.S. Coast Guard Petty Officer Third Class Matthew Thieme.)

From the U.S. Coast Guard Academy, May 5, 2025

NEW LONDON, Conn. – The [U.S. Coast Guard Academy](#) has launched a new academic major. [Interdisciplinary Engineering](#) (IDE) prepares future officers for careers across a wide spectrum of Coast Guard missions. IDE is open to cadets beginning with the Class of 2028.

The new academic major advances an interdisciplinary approach

to prepare cadets to serve in a wide variety of Coast Guard careers. Interdisciplinary Engineering students will be able to customize their plan of study to suit their interests and be well prepared to pursue a Professional Engineer license and graduate school in engineering or other disciplines.

In addition to the core curriculum for all cadets, IDE students will complete required engineering, math, and science courses to meet accreditation criteria in ABET's Engineering Accreditation Commission. The IDE curriculum also leaves room for a series of engineering and free electives, making it much more flexible compared with CGA's other engineering programs. This flexibility allows students to take courses in areas of interest related to [Coast Guard missions](#) and sub-disciplines.

Potential areas of focus include (but are not limited to): Aviation/Aerospace Engineering, Environmental Engineering, Marine Safety Engineering, Cybersecurity, Engineering Management, Industrial Engineering, Ocean Engineering, Power Systems & Control Engineering, and Systems Engineering.

"The Interdisciplinary Engineering major equips cadets with the ability to tackle complex, real-world challenges that don't fit neatly into a single discipline. By blending foundational engineering principles with systems thinking and innovation, our graduates will be uniquely prepared to support the Coast Guard's evolving missions and lead in dynamic, mission-critical environments."

Housed in the School of Engineering and Cyber Systems, the IDE program will give cadets a hands-on educational experience. IDE students will have access to the Academy's power lab, circulating water channel, wind tunnel, towing tank, 3-D printers, and other engineering lab facilities.

The announcement of the new major comes after recent recognition from the Carnegie Foundation on the [Academy's second Carnegie Classification](#) for continued leadership in providing high-impact, STEM-focused academic programs to

prepare cadets for future service.

Coast Guard Offloads More Than \$14M In Illicit Drugs



The crew members from Coast Guard Cutter Venturous pose before preparing to offload a pallet of illegal narcotics at Coast Guard Base Miami Beach, May 2, 2025. (U.S. Coast Guard photo by Petty Officer 3rd Class Jessica Walker)

From U.S. Coast Guard 7th District, May 2, 2025

MIAMI – U.S. Coast Guard Cutter Venturous' crew offloaded approximately 5,300 pounds of cocaine and marijuana worth an estimated \$14.1 million, Friday, at Coast Guard Base Miami Beach.

The seized contraband was the result of four interdictions in the Caribbean Sea by the crews of USCGC Diligence and HNLMS Groningen with an embarked Coast Guard law enforcement detachment.

“Stopping harmful and illicit narcotics from reaching our shores and entering our communities is a team effort,” said Cmdr. Karen Kutkiewicz, Venturous’ commanding officer. “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:

- [U.S. Coast Guard Cutter Diligence \(WMEC 616\)](#)

- [Royal Netherlands Navy ship HNLMS Groningen \(P-843\)](#)

- U.S. Coast Guard Tactical Law Enforcement Team (TACLET) Pacific, LEDET 105

- [Joint Interagency Task Force-South \(JIATF-S\)](#)

- Seventh Coast Guard District command center watchstanders

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.

Read more about the Groningen crew's interdictions: [Royal Netherlands Navy intercepts 3 drug shipments in one week.](#)

[USCGC Venturous](#) is a 210-foot Reliance-class medium endurance cutter homeported in St. Petersburg under [U.S. Coast Guard Atlantic Area Command](#).

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