

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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Coast Guard Cutter Alert

Returns Home After 55-Day Patrol



Coast Guard Cutter Alert (WMEC 630) approaches Naval Air Station Pensacola in Florida, March 28, 2025. Alert's crew conducted a 55-day maritime border security patrol to counter illegal fishing in the Gulf of America. (Copyright-free photo courtesy of Shane Dye)

From the U.S. Coast Guard Atlantic Area, May 2, 2025

CAPE CANAVERAL, Fla. – The crew of Coast Guard Cutter Alert (WMEC 630) returned to their home port in Cape Canaveral, Friday, following a 55-day deployment in the Gulf of America.

Alert's crew deployed under tactical command of the Eighth Coast Guard District to counter illegal, unreported and unregulated fishing in the region. During patrol, the crew enforced federal law at sea and defended the United States' Exclusive Economic Zone (EEZ) by interdicting illegal fishing

in U.S. territorial waters.

While underway, crew members conducted law enforcement boardings, which ranged from routine safety inspections to federal fisheries enforcement in order to deter illicit activity such as illegal maritime migration, fishing and smuggling.

On April 20, Alert's crew coordinated with the Coast Guard Cutter Jacob Poroo (WPC 1125) and Coast Guard Station South Padre Island to interdict a lancha with three Mexican fishermen aboard. The fishermen were engaged in illegal fishing north of the U.S. maritime boundary line in the Gulf of America.

Alert's crew also detained four additional Mexican fishermen suspected of illegal fishing after they were transferred aboard the cutter from Jacob Poroo. All seven apprehended Mexican fisherman were later transferred to U.S. Customs and Border Protection for processing.

"I am proud of our crew guarding America's southeastern maritime border, a mission set maintained by the Coast Guard for over 200 years," said Cmdr. Lee Crusius, commanding officer of Alert. "The protection of U.S. sovereign interests throughout the maritime domain has been the staple of our service and this patrol was no exception."

A lancha is a fishing boat used by Mexican fishermen that is approximately 20-30 feet long, with a slender profile, one outboard motor, and capable of traveling at speeds exceeding 30 mph. Lanchas are frequently used to illegally fish in the EEZ near the U.S. - Mexico border in the Gulf of America. The illegal harvest and trade of red snapper and other fish species is often a revenue stream for criminal organizations. Apart from their use for illegal seafood harvesting in U.S. waters, lanchas may also be used to move illicit drugs and aliens into the United States.

Headquartered in New Orleans, the Eighth Coast Guard District is responsible for U.S. Coast Guard operations spanning 26 states, including the Gulf of America coastline from Florida to Mexico, the adjacent offshore waters and outer continental shelf, as well as the inland waterways of the Mississippi, Ohio, Missouri, Illinois and Tennessee River systems.

Alert is a 210-foot, Reliance-class medium endurance cutter. The cutter's primary missions are counter-drug operations, alien interdiction, enforcement of federal fishery laws, and search and rescue in support of U.S. Coast Guard operations throughout the Western Hemisphere.

Alert falls under the command of U.S. Coast Guard Atlantic Area, which is based in Portsmouth, Virginia. U.S. Coast Guard Atlantic Area oversees all Coast Guard operations east of the Rocky Mountains to the Arabian Gulf. In addition to surge operations, they also allocate ships to deploy to the Caribbean and Eastern Pacific to combat transnational organized crime and illicit maritime activity.

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](#).

Coast Guard to Begin Full Production Activities for PSC

Hull 1, LRIP for WCC

From U.S. Coast Guard Headquarters, May 1, 2025

WASHINGTON – The Department of Homeland Security approved full production of the first U.S. Coast Guard Polar Security Cutter (PSC), April 30, 2025. The Service also received approval for low-rate initial production of the the Waterways Commerce Cutter (WCC). This is a significant milestone for the Nation, as it brings the Coast Guard closer to renewing and enhancing operational capabilities in both the American heartland and the polar regions.

Approval for full production enables the Coast Guard and U.S. Navy integrated program office to maintain production momentum, and for the shipbuilder to accelerate hiring to deliver this critical asset as quickly as possible to support national security initiatives. The PSC is the first heavy polar icebreaker to be built in the U.S. in nearly five decades. The Coast Guard is the sole federal agency responsible for icebreaking. Accordingly, the Service must replace, modernize, and grow its fleet of icebreakers to assure U.S. access and sovereignty in the polar regions. The U.S. Coast Guard is committed to working with the Administration and Congress to fulfill the President's direction on icebreaker acquisition.

The production decision for the WCC program entails the first eight hulls of the River Buoy Tender (WLR) and Inland Construction Tender (WLIC) – WCC variants that are being acquired under a single contract, due to significant design and systems commonality. The Coast Guard plans to acquire 16 WLRs and 11 WLICs to recapitalize the Service's aging and increasingly obsolescent inland tender fleet, which supports the Nation's Marine Transportation System, facilitating the safe movement of over \$5.4 trillion in annual commerce and 30 million jobs. Deliveries of both the lead WLR and WLIC are

planned to occur in fiscal year 2027. A third WCC variant, the inland buoy tender, will be acquired under a separate contract.

For over 234 years, the American people have relied on the special authorities and unique capabilities of the Coast Guard to assure the safety, security and stability of America's maritime zones and borders and to foster responsible maritime governance around the world. The PSC and WCC programs demonstrate the breadth of these commitments, and the enduring need for the Coast Guard to deliver vital services the Nation.

Coast Guard Cutter Liberty, Final Island-Class Cutter, Decommissioned After Over 35 Years of Service



From U.S. Coast Guard 17th District, April 30, 2025

ANCHORAGE, Alaska – The Coast Guard decommissioned Coast Guard Cutter Liberty (WPB 1334) during a ceremony in Valdez, Tuesday.

“This decommissioning marks the end of an era for the Coast Guard,” said Cmdr. Jordan Bogosian, a former Commanding Officer of Liberty and the ceremony’s presiding official. “I am proud of Coast Guard Cutter Liberty and her faithful service to our nation for more than three decades.”

Commissioned on December 19, 1989, Liberty was the 34th Island-Class cutter to join the fleet and the final Island-Class cutter to be decommissioned from Coast Guard service.

Liberty is a 110-foot, Island-Class patrol boat, a multi-mission platform that conducted operations to support search and rescue response, marine environmental protection, and national defense.

The Coast Guard is replacing the aging Island-Class patrol boats with Sentinel-Class Fast Response Cutters (FRCs) which feature enhanced capability to meet service needs. There are currently four FRC's homeported in Alaska, with two more scheduled for delivery in the near future.

"It has been a profound honor to serve as the final commanding officer of USCGC Liberty," said Lt. D. Toler Alexander, Commanding Officer of Liberty. "I am incredibly proud of this crew and all they have accomplished. LIBERTY leaves behind a legacy of over 35 years of exceptional service to the people of the United States and the great state of Alaska. I would like to extend my heartfelt gratitude to the communities of Valdez – and Auke Bay before it – for their unwavering support and for being such welcoming homeports to the cutter and her crew."

Coast Guard Cutter Calhoun Seizes Over \$74M in Cocaine Interdicted in Atlantic Ocean



A Coast Guard Cutter Calhoun (WMSL 759) boarding team interdicts approximately 10,000 pounds of cocaine being smuggled aboard a vessel in the Atlantic Ocean, April 13, 2025. (U.S. Coast Guard photo)

From U.S. Coast Guard Atlantic Area, April 28, 2025

ATLANTIC OCEAN – The crew of U.S. Coast Guard Cutter Calhoun (WMSL 759) seized approximately 10,000 pounds of cocaine, worth an estimated \$74 million in the Atlantic Ocean, April 12-13, 2025.

The seized contraband was the result of an interdiction in international waters in the Atlantic Ocean, and five suspected smugglers remain in U.S. custody pending prosecutorial disposition.

On April 12, the Calhoun, under tactical control of Coast Guard Atlantic Area, detected a suspicious fishing vessel in international waters exhibiting behavior consistent with

narcotic trafficking approximately 1,265 miles west of Las Palmas, Canary Islands. Calhoun's crew launched a cutter small boat and interdicted the suspicious vessel, apprehending five suspected smugglers and seizing approximately 10,000 pounds of cocaine.

"This interdiction demonstrates the Coast Guard's unwavering commitment to combating transnational criminal organizations (TCOs)," said Vice Adm. Nathan Moore, commander, Coast Guard Atlantic Area. "Our dedicated crews, in close coordination with interagency and international partners, continue to disrupt the flow of illicit narcotics, which serves as a critical strategic action that disrupts the financial networks of TCOs, undermining their ability to fund further illicit activities that threaten our communities."

The Coast Guard is the United States' lead federal maritime law enforcement agency with authority to enforce national and international laws on the high seas and waters within U.S. jurisdiction. The Coast Guard continues increased operations to interdict, seize and disrupt transshipments of cocaine and other bulk illicit drugs by sea. These drugs fuel and enable cartels and TCOs to produce and traffic illegal fentanyl, threatening the United States.

Calhoun, which commissioned in 2024, is the newest of four, 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.

Calhoun falls under the command of U.S. Coast Guard Atlantic Area, which is based in Portsmouth, Virginia. U.S. Coast Guard Atlantic Area oversees all Coast Guard operations east of the Rocky Mountains to the Arabian Gulf. In addition to surge operations, they also allocate ships to deploy to the Caribbean and Eastern Pacific to combat transnational organized crime and illicit maritime activity.

Coast Guard Offloads More than \$214 million Worth of Illegal Cocaine in San Diego



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, April 24, 2025

SAN DIEGO – The crew of the U.S. Coast Guard Cutter Kimball (WMSL 756) offloaded approximately 18,898 pounds of cocaine, with an estimated value of more than \$214.3 million, on

Thursday in San Diego.

The offload is a result of six separate suspected drug smuggling vessel interdictions or events off the coasts of Mexico and Central and South America by the Coast Guard Cutter Kimball and Coast Guard Cutter Forward during the months of February through April.

Multiple U.S. agencies, including the Departments of Defense, Justice, and Homeland Security, collaborate in the effort to combat transnational organized crime. The Coast Guard, Navy, Customs and Border Protection, FBI, Drug Enforcement Administration, and Immigration and Customs Enforcement, along with allied and international partner agencies, all play a role in counter-narcotic operations.

The fight against drug cartels in the Eastern Pacific Ocean requires unity of effort in all phases, from detection, monitoring and interdictions to criminal prosecutions by international partners and U.S. Attorneys' Offices in districts across the nation. The law enforcement phase of counter-smuggling operations in the Eastern Pacific Ocean is conducted under the authority of the Eleventh Coast Guard District, headquartered in Alameda, California. The interdictions, including the actual boardings, are led and conducted by members of the U.S. Coast Guard. The Coast Guard continues to increase operations to interdict, seize, and disrupt transshipment of cocaine and other bulk illicit drugs by sea. These drugs fuel and enable cartels and Transnational Criminal Organizations to produce and traffic illegal fentanyl threatening the U.S.

The Coast Guard Cutter Kimball is one of two legend-class national security cutters homeported in Honolulu, Hawaii.

The Coast Guard Cutter Kimball's crew can operate in the most demanding open ocean environments, and the vast approaches of the Southern Pacific, where significant narcotics trafficking

occurs.

Coast Guard Cutter Seneca returns home after 54-day maritime border security patrol in the Windward Passage



Coast Guard Cutter Seneca (WMEC 906) patrols off coastal Haiti, March 1, 2025. The crew of Seneca conducted a 54-day maritime border security patrol in the Windward Passage. (U.S. Coast Guard photo by Seaman Solana Laughlin)

From U.S. Coast Guard Atlantic Area, April 22, 2025

PORTSMOUTH, VA – The crew of Coast Guard Cutter Seneca (WMEC 906) returned to their home port in Portsmouth, April 11, following a 54-day maritime border security patrol in the Windward Passage.

Seneca deployed in support of Homeland Security Task Force – Southeast (HSTF-SE) and Operation Vigilant Sentry (OVS) while underway in the Seventh Coast Guard District’s area of responsibility. Crew members directly contributed to safeguarding America by patrolling U.S. maritime borders and conducting alien interdiction operations.

While underway in the Windward Passage, Seneca’s crew interdicted an unsafe and illegal voyage with 99 aliens on board. A U.S. Customs and Border Protection – Air and Marine Operations aircrew initially detected the vessel. Seneca crew members launched a small boat, interdicting the voyage and transferring the aliens aboard Seneca before their repatriation to Haiti.

During the deployment, Seneca’s crew worked with many partners to include Coast Guard Cutters James (WMSL 754), Vigilant (WMEC 617), Valiant (WMEC 621), Tampa (WMEC 902), the Coast Guard Helicopter Interdiction Tactical Squadron and the Royal Netherlands Navy. Their joint efforts included counter-drug operations and advanced shipborne helicopter training, increasing joint interoperability between interagency and international partners.

“The integrity of our maritime borders is vital to national security, and I am proud of our crew’s hard work and determination throughout this deployment. Their dedicated commitment to deterrence of alien maritime migration saved lives from dangerous ventures at sea while safeguarding our borders,” said Cmdr. Lee Jones, commanding officer of Seneca. “Together with our partner agencies, we were able to effectively enforce United States customs and immigration laws against illegal entry.”

The Coast Guard, along with its HSTF-SE partners, maintains a continual presence with air, land, and sea assets in the Florida Straits, the Windward Passage, the Mona Passage, and the Caribbean Sea in support of OVS. The HSTF-SE combined, multi-layered approach is designed to protect the safety of life at sea while preventing unlawful maritime entry to the United States and its territories.

Seneca is a 270-foot, Famous-class medium-endurance cutter. The cutter's primary missions are alien interdiction, counter-drug operations, enforcement of federal fishery laws, and search and rescue in support of U.S. Coast Guard operations throughout the Western Hemisphere.