

Coast Guard, Homeland Security Task Force Partners Seize and Offload \$13.3M in Cocaine



A suspected drug smuggling vessel is beached off Camuy, Puerto Rico, Feb. 13, 2026. Coast Guard law enforcement crews disrupted a drug trafficking go-fast vessel and seized 2,083 pounds of cocaine. (U.S. Coast Guard photo)

[From U.S. Coast Guard Sector San Juan Public Affairs](#)

SAN JUAN, Puerto Rico – The U.S. Coast Guard and partners with Homeland Security Task Force – San Juan Region, disrupted a drug trafficking go-fast vessel and seized 29 bales of cocaine in the Atlantic Ocean north of Puerto Rico, Friday.

The seized contraband weighed a combined 2,083 pounds worth an estimated \$13.3 million. No apprehensions were reported. Homeland Security Investigations is leading the investigation into the case.

During a routine patrol Friday night, the air crew of a Coast Guard HC-144 Ocean Sentry aircraft sighted a panga-style go-fast vessel carrying multiple bales and fuel containers, approximately 100 nautical miles north of Camuy, Puerto Rico. Sector San Juan Command Center diverted Coast Guard Cutter Joseph Napier to interdict the suspect vessel and coordinated with Homeland Security Task Force – San Juan region partners, including Customs and Border Protection Caribbean Air and Marine Branch, Ramey Sector Border Patrol and Homeland Security Investigations.

As the cutter Joseph Napier approached, the suspected smugglers began evasive maneuvers before jettisoning their cargo overboard and fleeing. The crew of the Joseph Napier recovered 29 bales from the water, which later tested positive for cocaine. U.S. Border Patrol agents subsequently located the abandoned go-fast vessel ashore near Arecibo, Puerto Rico. The seized drugs were transferred to Homeland Security Investigations agents in San Juan.

“Fantastic work by the Joseph Napier, Air Station Borinquen and Air Station Miami crews for their efforts sighting and pursuing the suspect vessel and subsequently locating the 29 jettisoned bales of cocaine,” said Lt. John Groen, commanding officer of Joseph Napier. “If you are thinking about smuggling drugs to Puerto Rico, think again; the Coast Guard and our Homeland Security Task Force partners will use all available resources to find you and stop you.”

“This successful interdiction and seizure are a testament to the outstanding teamwork and coordination among the Homeland Security Task Force San Juan partners,” said Yariel Ramos, Acting Special Agent in Charge, Homeland Security Investigations San Juan. “Our joint efforts with the U.S. Coast Guard, Customs and Border Protection, and U.S. Border Patrol demonstrate our unwavering commitment to protecting our borders and disrupting the flow of illicit drugs into Puerto

Rico and the United States. We will continue to leverage our combined resources and expertise to safeguard our communities and hold criminal organizations accountable wherever they are.”

“Puerto Rico and the U.S. Virgin Islands comprise the United States’ Caribbean border and serve as critical entry points into our country,” said Roberto Vaquero, CBP Director of Field Operations for Puerto Rico and the U.S. Virgin Islands. “Our location places us on the front line of defense against maritime and aerial threats. CBP’s presence here is vital to protecting the United States’ Caribbean border. Through teamwork, technology, and dedication, we keep our communities safe and support a secure and prosperous future for all. This operation highlights the importance of our partnerships and our commitment to stopping drug smuggling and securing our borders.”

The Coast Guard is part of a whole-of-government approach to protect our maritime approaches in the Eastern Caribbean and secure our nation’s borders by interdicting drug smuggling activities at sea and dismantling foreign terrorist organizations and transnational criminal organizations, including narco-trafficking and human smuggling operations.

This counterdrug interdiction is part of the Homeland Security Task Force HSTF initiative established by Executive Order 14519. Protecting American People Against Invasion. The HSTF is a whole of government partnership dedicated to eliminating criminal cartels, foreign gangs, transnational criminal organizations, and human smuggling and trafficking rings operating in the United States and abroad. Through historic interagency collaboration the HSTF directs the full might of the United States law enforcement towards identifying, investigating, and prosecuting the full spectrum of crimes committed by these organizations, which have long fueled violence and instability within our

borders. In performing this work, the HSTF places special emphasis on investigating and prosecuting those engaged in child trafficking or other crimes involving children. The HSTF further utilizes all available tools to prosecute and remove the most violent criminal aliens from the United States. HSTF San Juan Region comprises agents and officers from Coast Guard Sector San Juan, the Coast Guard Investigative Service; the Drug Enforcement Administration Caribbean Division; the Federal Bureau of Investigation San Juan Field Office; United States Immigration and Customs Enforcement – Homeland Security Investigations; U.S. Customs and Border Protection’s Office of Field Operations, Air and Marine Operations Caribbean Branch, and U.S. Border Patrol Ramey Sector; the United States Marshals Service Districts of Puerto Rico and the U.S. Virgin Islands; the U.S. Postal Inspection Service Miami Division – San Juan Field Office; the Bureau of Alcohol, Tobacco, Firearms and Explosives – Miami Field Division; the High Intensity Drug Trafficking Area – Puerto Rico / Virgin Islands; the Transportation Security Administration – Federal Air Marshal; the Federal Aviation Administration, the Department of State Bureau of Diplomatic Security – RAC San Juan, the United States Secret Service and the United States Attorney’s Office for the District of Puerto Rico.

Coast Guard Cutter Mohawk Returns from 60-day Patrol After Escorting Oil Tankers



From U.S. Coast Guard Atlantic Area, Feb. 17, 2026

KEY WEST, Fla. – The crew of Coast Guard Cutter Mohawk returned to their homeport in Key West, Saturday, after a 60-day patrol in the Caribbean Sea and Gulf of America, where crew members boarded and escorted two sanctioned oil tankers.

Operating in support of Operation Southern Spear, Mohawk's crew partnered with Department of War and Department of Homeland Security assets as well as additional Coast Guard units to board and escort the two sanctioned vessels, preventing the illicit trade of crude oil in violation of international sanctions.

"Our dedicated crews are the frontline of maritime security," said Cmdr. Taylor Kellogg, commanding officer of Mohawk. "Their vigilance and expertise were instrumental in the successful interdiction and escort of these tankers, preventing illicit oil from destabilizing the Western

Hemisphere. This is a clear demonstration of the Coast Guard's commitment to enforcing international law and our vital role in the Joint Force. I'm proud of their selfless service and devotion to duty."

On Dec. 20, a Coast Guard tactical law enforcement team with DoW support intercepted and boarded the Panamanian-flagged motor tanker Centuries. Subsequently, Mohawk escorted Centuries during its transit from the Caribbean Sea to the Gulf of America, where the tanker moored for further disposition in coordination with the Centuries' flag state.

On Jan. 15, a Coast Guard tactical team with DoW support intercepted and seized the Venezuelan-linked, Aframax motor tanker Veronica, prompting Mohawk's crew to quickly transit back to the Caribbean Sea and provide escort duties. Following a boarding by a joint warfare team, Mohawk escorted Veronica to a secure anchorage in the Caribbean Sea.

The back-to-back escorts totaled 17 days and covered a combined distance of 2,700 nautical miles.

Unique statutory authorities enable the Coast Guard to enforce international and domestic law in the maritime domain, deploying assets to conduct missions in U.S. waters and on the high seas. The Coast Guard's involvement in these maritime activities was conducted under Title 14, U.S. Code and in accordance with customary international law. The Coast Guard exercises these authorities to protect maritime safety, security and U.S. interests.

About the U.S. Coast Guard and Operation Southern Spear

The U.S. Coast Guard's missions are enabled by a unique blend of military, law enforcement and humanitarian capabilities. The Coast Guard is the principal federal agency responsible for maritime safety, security and environmental stewardship in U.S. ports, waterways and on the high seas.

Operation Southern Spear is a multi-agency effort led by the DoW to counter illicit maritime trade and enforce international sanctions. By leveraging joint capabilities, the operation aims to disrupt transnational criminal organizations and maintain stability in the maritime domain.

Mohawk is a 270-foot, Famous-class medium endurance cutter homeported in Key West. An asset of U.S. Coast Guard Atlantic Area, the cutter's primary missions include counter-narcotics, alien interdiction, homeland security, and search and rescue in support of U.S. interests in the Western Hemisphere.

Based in Portsmouth, Virginia, U.S. Coast Guard Atlantic Area is responsible for all Coast Guard missions east of the Rocky Mountains to the Arabian Gulf, spanning five districts and 40 states. It oversees a wide range of operations, including counter-drug and alien interdiction, enforcement of federal fishery laws, and search and rescue operations in support of Coast Guard missions throughout the Western Hemisphere. In addition to surge operations, Atlantic Area is a force provider of surface and air assets to the Caribbean and Eastern Pacific to combat transnational organized crime and illicit maritime activity.

Coast Guard Offloads Over \$133.5 Million in Illicit Drugs Interdicted in Eastern

Pacific Ocean



The crew of USCGC Seneca (WMEC 906) stand for a photo during a drug offload at Port Everglades in Fort Lauderdale, Florida, Feb. 30, 2025. The crew offloaded more than 17,750 pounds of illicit narcotics worth more than \$133 million as a result of four interdictions in the international waters of the Eastern Pacific Ocean. (U.S. Coast Guard photo by Petty Officer 2nd Class Eric Rodriguez)

[From Coast Guard Southeast District](#)

MIAMI – U.S. Coast Guard Cutter Seneca’s crew offloaded approximately 17,750 pounds of cocaine worth more than \$133.5 million in Port Everglades, Feb 13.

The seized contraband was the result of four interdictions in international waters of the Eastern Pacific Ocean.

On Jan. 25, Seneca’s crew detected a go-fast vessel, and the embarked Helicopter Interdiction Tactical

Squadron air crew employed airborne use of force tactics. Seneca's boarding team interdicted and boarded the vessel, seizing 4,410 pounds of cocaine.

On Jan. 31, Seneca's crew detected three go-fast vessels, and the embarked HITRON air crew employed airborne use of force tactics. Seneca's boarding team interdicted and boarded all three vessels, seizing 13,340 pounds of cocaine.

"I am extremely proud of the crew's incredible performance and adaptability during this deployment," said Capt. Lee Jones, commanding officer, Coast Guard Cutter Seneca. "This deployment demonstrates our enhanced posture and continued success in the fight against narco-terrorism and transnational criminal organizations. The Coast Guard, in conjunction with our inter-agency and international partners, continues to patrol areas commonly associated with drug trafficking in the Eastern Pacific, denying smugglers access to maritime routes by which they move illicit drugs to our U.S. land and sea borders."

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

- [Coast Guard Cutter Seneca](#)
- Coast Guard Helicopter Interdiction Tactical Squadron
- [Joint Interagency Task Force-South](#)
- [Coast Guard Southeast District watchstanders](#)
- [Coast Guard Southwest District watchstanders](#)

80% of interdictions of U.S.-bound drugs occur at sea. This underscores the importance of maritime interdiction in combatting the flow of illegal narcotics and protecting American communities from this deadly threat. U.S. Southern Command's Joint Interagency Task Force-South based in Key West conducts the detection and monitoring of aerial and maritime transit of illegal drugs. 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 Southwest District, headquartered in Alameda, California.

To protect the Homeland from ongoing trafficking of illicit narcotics from South America to the United States, the Coast Guard is accelerating our counter-drug operations in the Eastern Pacific Ocean in support of Operation Pacific Viper.

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 transnational criminal organizations to produce and traffic illegal fentanyl, threatening the United States.

These interdictions deny criminal organizations illicit revenue. They provide critical testimonial and drug evidence as well as key intelligence for their total elimination. These interdictions relate to Homeland Security Taskforce Tampa, investigations in support of Operation Take Back America, which identifies, disrupts, and dismantles the highest-level criminal organizations that threaten the United States using a prosecutor-led, intelligence-driven, multi-agency approach.

Coast Guard Cutter Seneca is a 270-foot medium-endurance cutter homeported in Portsmouth, Virginia, under U.S. Coast Guard Atlantic Area Command.

Coast Guard Commissions USCGC Frederick Mann in Kodiak, Alaska



The Coast Guard Cutter Frederick Mann (WPC 1160) displays signal flags after the cutter's commissioning ceremony at Coast Guard Base Kodiak, Alaska, Feb. 13, 2026. The commissioning solidified the Mann as the sixth fast response cutter to be homeported in Alaska, and it was presided over by Rear Adm. Bob Little, commander of the Coast Guard's Arctic District. (U.S. Coast Guard photo by Petty Officer 3rd Class Cameron Snell)

[From Coast Guard Arctic District Public Affairs](#)

KODIAK, Alaska – The Coast Guard commissioned its newest and sixth Arctic District Fast Response Cutter (FRC), Coast Guard

Cutter Frederick Mann (WPC 1160), for official entry into its service fleet during a ceremony held in Kodiak, Friday, Feb. 13.

The ceremony was presided over by Rear Adm. Bob Little, commander of the Arctic District. Members of the Mann family were also in attendance, including the cutter's sponsor, Mrs. Eugenia "Jeannie" Mann Hyder, niece of Frederick Mann.

"Commissioning the Frederick Mann increases U.S. strength and ensures control of our maritime borders and approaches," said Little. "This crew will honor their motto – courage through fire—as they serve in the U.S. Arctic and Alaska."

The Mann is the Coast Guard's 60th FRC and the third to be homeported at Coast Guard Base Kodiak. The crew of the Mann will primarily serve in and around the Aleutian Islands, Bering Sea, Gulf of Alaska, and North Pacific Ocean. The cutter is designed for missions such as search and rescue; fishery patrols; drug and migrant interdiction; national defense; and ports, waterways, and coastal security.

Chief Warrant Officer Frederick Mann was born in Atlee, Virginia, Oct. 14, 1918, and enlisted in the Coast Guard in 1939.

During World War II, Mann's ship, the USS George F. Elliott, participated in the initial landings of Guadalcanal on Aug. 7, 1942. The following day, Japanese bombers attacked the landing fleet and a bomber aircraft crashed into his ship, spilling fuel across the decks and setting the ship on fire.

Mann carried a fire hose into the burning ammunition compartment and pumped water into the space. Despite a lack of oxygen, suffocating smoke, and super-heated bulkheads, Mann re-entered the compartment to ensure the hose was dousing the fire and filling the

compartment properly. His immediate actions prevented the space from detonating and causing more casualties aboard the Elliot.

As a direct result, the vessel continued to burn overnight without the ammunition detonating, and everyone was able to safely evacuate the vessel. For his heroic actions, Mann was awarded the Gold Life Saving Medal, and also received the Silver Star medal and the Presidential Unit Citation.

Afterward, Mann returned stateside and served a total of 31 years at a variety of units including captain-of-the-port (COPT) stations and lifeboat stations on the Great Lakes, East Coast, and Gulf Coast. He also served aboard the cutters Bibb and General Greene, buoy tenders Myrtle, Oak, White Pine, and finally Narcissus, which he commanded.

Mann met his wife, the former Winnie Knox, who served as a SPAR at COTP Miami at the same time as he did. Fred and Winnie retired to Bayview, Texas, near his last duty station at Port Isabel. They were married for 54 years.

Coast Guard veteran and war hero Chief Warrant Officer Frederick Dean Mann passed away at the age of 98 on Jan. 9, 2017.

The Coast Guard has ordered a series of new FRCs to replace the 1980s-era Island-class 110-foot patrol boats. Supported by historic investments made possible through President Trump's One Big Beautiful Bill Act, the legislation provides nearly \$25 billion – the largest single funding commitment in Coast Guard history – including \$1 billion dollars for additional FRCs. This commissioning follows the commissioning of USCGC Storis (WAGB 21) in August, which is the Coast Guard's first polar ice breaker acquisition in over 25 years. The Arctic District is scheduled to acquire two new Offshore Patrol Cutters in the near future.

The FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment, and over-the-horizon cutter boat deployment, enhancing the Coast Guard's operations to control, secure, and defend the U.S. border and maritime approaches. These new assets and capabilities continue the Coast Guard's modernization through Force Design 2028, an initiative introduced by Secretary of Homeland Security Kristi Noem to transform the Coast Guard into a more agile, capable and responsive fighting force.

The commissioning ceremony is a traditional milestone in the life of a cutter that marks its entry into active service and represents the cutter's readiness to conduct Coast Guard operations.

Australia, Philippines, and U.S. Conduct a Multilateral Maritime Cooperative Activity



From front, Philippine Coast Guard Teresa Magbanua-class patrol vessel BRP Teresa Magbanua (MRRV 9701), Royal Australian Navy Anzac-class frigate HMAS Toowoomba (FFH 156), U.S. Navy Arleigh Burke-class guided-missile destroyer USS Dewey (DDG 105) and Philippine Navy Jose Miguel Malvar-class guided-missile frigate BRP Diego Silang (FFG 07) sail in formation during the Maritime Cooperative Activity (MCA) in the Philippines' Exclusive Economic Zone, Feb. 16, 2026. (U.S. Navy photo by MC2 Class Oscar Diaz)

[By U.S. 7th Fleet Public Affairs](#)

SOUTH CHINA SEA – The combined armed forces of Australia, the Philippines, and the United States, demonstrated a collective commitment to strengthen regional and international cooperation in support of a free and open Indo-Pacific while conducting a multilateral Maritime Cooperative Activity (MCA) within the Philippines' Exclusive Economic Zone, Feb. 15-16, 2026.

As the first multilateral MCA of 2026, this event built on previous MCAs and our continuous operations

together, which strengthen the interoperability of our armed and defense forces and their doctrines, tactics, techniques, and procedures. This MCA focused on conducting visual information drills and replenishment-at-sea.

MCAs are conducted in a manner consistent with international law and with due regard to the safety, navigational rights, and freedoms of all nations.

Participating units included Royal Australian Navy Anzac-class frigate HMAS Toowoomba (FFH 156), Royal Australian Air Force P-8A Poseidon maritime patrol and reconnaissance aircraft, Philippine Navy Jose Miguel Malvar-class guided missile frigate BRP Diego Silang (FFG 7), AW109 helicopter, Philippine Air Force's FA-50 fighter jets, A-29 Super Tucano, C-208B, a Sokol Search and Rescue helicopter, Philippine Coast Guard Teresa Magbanua-class patrol vessel BRP Teresa Magbanua (MRRV 9701), U.S. Navy Arleigh Burke-class guided-missile destroyer USS Dewey (DDG 105), and a P-8A Poseidon assigned to Patrol Squadron (VP) 4.

The U.S., along with our allies and partners, upholds the right to freedom of navigation and overflight and other lawful uses of the sea and international airspace, and respect for all nations' maritime rights under international law.

U.S. 7th Fleet is the U.S. Navy's largest forward-deployed numbered fleet and routinely interacts and operates with allies and partners in preserving a free and open Indo-Pacific region.

U.S. Coast Guard Completes the President's Contract Awards for 11 Arctic Security Cutters



Digital Render of Arctic Security Cutter
[From U.S. Coast Guard Headquarters](#)

WASHINGTON – The U.S. Coast Guard announced today it has completed the award of contracts for 11 Arctic Security Cutters, fulfilling President Trump's directive to rapidly expand America's icebreaker fleet. The latest award is for construction of up to five Arctic Security Cutters, bringing the President's initial order to completion and marking a historic milestone in U.S. Arctic capability.

The contract awarded today builds on previous awards announced [Dec 29, 2025](#), and delivers the 11 Arctic Security Cutters directed by the President. Together, these cutters will form the backbone of a revitalized U.S. icebreaker fleet,

protecting U.S. sovereignty and dominance in the Arctic.

“America has been an Arctic nation for over 150 years, and we’re finally acting like it under President Trump. Our adversaries continue to look to grow their presence in the Arctic, equipping the Coast Guard with Arctic Security Cutters will help reassert American maritime dominance there,” said Secretary Kristi Noem. “Revitalizing the U.S. Coast Guard’s icebreaking capabilities is crucial for our security and prosperity, and today’s announcement is an important step in that direction.”

Davie Defense, Inc. will construct two Arctic Security Cutters at Helsinki Shipyard in Finland and three domestically. The Arctic Security Cutters will defend U.S. sovereignty, secure critical shipping lanes, protect energy and mineral resources, and counter foreign malign influence in the Arctic region. A robust icebreaker fleet will enable the Coast Guard to control, secure and defend U.S. Alaskan borders and Arctic maritime approaches, facilitate maritime commerce vital to economic prosperity and strategic mobility, and respond to crises and contingencies in the region.

“Awarding these contracts ensures the United States maintains its leadership as a maritime power in the Arctic,” said Adm. Kevin E. Lunday, commandant of the Coast Guard. “Accelerating construction of these cutters will enable the Coast Guard to defend our northern border and approaches, while strengthening domestic shipbuilding and reinforcing the nation’s industrial base.”

Delivery of the first Arctic Security Cutter is expected in early 2028.

Acquisition of Arctic Security Cutters supports the Coast Guard’s modernization under [Force Design 2028](#), transforming the Service into a more agile, capable and responsive fighting force.

Coast Guard, CBP, Homeland Security Task Force Partners Apprehend Stowaway Smuggler



From U.S. Coast Guard Southeast District, Feb. 9, 2026

SAN JUAN, Puerto Rico – Coast Guard Station San Juan and Sector San Juan Boarding Team members working with Homeland

Security Task Force – San Juan Region partner agencies apprehended a stowaway smuggler and seized 10 bales of cocaine in San Juan Harbor, Puerto Rico, Jan. 28, 2026.

The seized contraband weighed a combined total of 358kgs/789.25 pounds and is estimated to have a wholesale value of more than \$5 million. The apprehended suspect faces federal prosecution on drug trafficking charges.

Sector San Juan Command Center watchstanders received a VHF Channel 16 marine radio communication from inbound Tug vessel Signet Thunder at approximately 5:48 a.m., Jan. 28, 2026, while the vessel was towing the barge San Juan-JaxBridge to the Old Army Terminal port facility in San Juan Harbor. The tug Signet Thunder reported that a crewmember from an assist tugboat had boarded the barge and sighted a stowaway onboard. The tugboat further relayed they would hold position and wait for assistance. Watchstanders directed Station San Juan to launch and alerted Customs and Border Protection's Caribbean Air and Marine Branch and Office of Field Operations, and Puerto Rico Police Joint Forces of Rapid Action marine units which also responded.

Watchstanders issued an Urgent Marine Information Broadcast to advise vessel traffic to be on the lookout for distress. Shortly thereafter, the Station San Juan boat crew sighted and recovered one person and 10 bales of suspected contraband from the water. Once pier side, Sector Boarding Team and Customs and Border Protection Office of Field Operations officers completed a boarding of the Signet Thunder and the barge and found no other stowaways or contraband onboard. The suspect and seized contraband were transferred to Homeland Security Task Force-San Juan law enforcement partners at Coast Guard Base San Juan, Puerto Rico.

“This case highlights a great response and interoperability between Coast Guard, Customs and Border Protection, and Puerto Rico Police responding units and the strong collaboration

within Homeland Security Task Force – San Juan partner agencies to secure the nation’s Eastern Caribbean maritime borders from illicit drug trafficking,” said Cmdr. Matthew Romano. Sector San Juan chief of response. “We commend the actions of the tugboat Signet Thunder which reflect positively on the maritime community and the important role they play in safeguarding our nation’s navigable waterways. We are proud to stand the watch alongside our Department of Homeland Security, Department of Justice and our local law enforcement partners as we continue to combat illicit trafficking throughout the waters of Puerto Rico and the U.S. Virgin Islands.”

The Coast Guard is part of a whole-of-government approach to protect our maritime approaches in the Eastern Caribbean and secure our nation’s borders by interdicting drug smuggling activities at sea and dismantling Foreign Terrorist Organizations (FTO) and Transnational Criminal Organizations (TCO), including narco-trafficking and human smuggling operations.

**U.S. Coast Guard
Marks 200,000 Pounds of
Cocaine Seized in Operation
Pacific Viper**



From U.S. Coast Guard Headquarters, Feb. 5, 2026

WASHINGTON – The U.S. Coast Guard announced Thursday it has seized more than 200,000 pounds of cocaine in the Eastern Pacific Ocean since launching Operation Pacific Viper in early August.

The Coast Guard reached this milestone following recent interdictions of 13,337 pounds of cocaine by Coast Guard Cutter Seneca and 13,263 pounds by Coast Guard Cutter Robert Ward.

“Operation Pacific Viper has proven to be a crucial weapon in

the fight against foreign drug traffickers and cartels in Latin America and has sent a clear message that we will disrupt, dismantle, and destroy their deadly business exploits wherever we find it," said U.S. Department of Homeland Security Secretary Kristi Noem. "The more than 75 million lethal doses seized during this operation will never reach our schools and neighborhoods to poison our children or tear apart American families. In cutting off the flow of these deadly drugs, the Coast Guard is saving American lives and delivering on President Trump's promise to Make America Safe Again and reestablish our maritime dominance."

With 1.2 grams of cocaine being a potentially lethal dose, the total seized through Operation Pacific Viper equates to more than 75 million potentially deadly doses kept off U.S. streets. Eighty percent of all seizures of U.S.-bound narcotics occur at sea, underscoring the impact of Coast Guard maritime interdiction efforts.

"Each Coast Guard drug seizure far from our borders prevents deadly drugs from reaching our communities and disrupts the profit that fuels narco-terrorists," said Admiral Kevin Lunday, Commandant of the U.S. Coast Guard. "The success of Operation Pacific Viper proves that we own the sea, and the proficiency, vigilance, and heart of our crews is our greatest strength."

Since its inception, Operation Pacific Viper has accelerated counter-drug operations in the Eastern Pacific, a primary corridor for narcotics smuggling from Central and South America. The Coast Guard has surged cutters, aircraft and tactical teams to interdict, seize and disrupt the flow of cocaine and other illicit drugs. These efforts are a critical component of the broader U.S. strategy to combat narco-terrorism and dismantle transnational criminal organizations.

Recent operations have highlighted the effectiveness of this

approach, including record-setting interdictions. In December, [the Coast Guard marked a significant achievement by seizing 150,000 pounds of cocaine and interdicting a drug smuggling vessel carrying more than 20,000 pounds of cocaine](#), highlighting the sustained effectiveness of Operation Pacific Viper.

The Coast Guard's persistent operations and rapid response have resulted in record seizure amounts, denying criminal organizations billions in illicit revenue and preventing the flow of dangerous drugs into American communities.

Detecting and interdicting narco-terrorism on the high seas involves significant interagency and international coordination. U.S. Southern Command's Joint Interagency Task Force-South, based in Key West, Florida, detects and monitors both aerial and maritime transit of illegal drugs. 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 Southwest District, headquartered in Alameda, California.

The Coast Guard is the United States' lead federal agency for maritime drug interdiction. We are part of the Department of Homeland Security team protecting our nation and are at all times a military service and part of the joint force defending it.

Coast Guard Takes Delivery of 18th Mission-Ready HC-130J Surveillance Aircraft



WASHINGTON – A newly delivered mission-ready Coast Guard HC-130J long range surveillance aircraft enhances mission readiness by providing advanced surveillance, command and control capabilities, and real-time information sharing with operational forces. With its extended range and endurance, the HC-130J plays a vital role in securing U.S. borders and maritime approaches, supporting commerce, and responding to emergencies. (U.S. Coast Guard courtesy photo)

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

WASHINGTON – The Coast Guard is completing final delivery activities this week for its 18th fully missionized HC-130J long range surveillance aircraft, designated CGNR 2018, at

L3Harris Integrated Mission Systems in Waco, Texas. The aircraft will support the transition of Air Station Sacramento, California, from C-27J aircraft to HC-130Js.

Three Coast Guard air stations currently operate the HC-130J: Elizabeth City, North Carolina; Kodiak, Alaska; and Barbers Point, Hawaii. The addition of CGNR 2018 marks a step toward expanding HC-130J operations to two additional air stations, beginning with Sacramento later this year.

The Coast Guard received \$1.142 billion in the One Big Beautiful Bill Act (OBBBA) for procurement and acquisition of fixed-wing aircraft, including HC-130Js. The investment, combined with early delivery of CGNR 2018, enables the long-range surveillance fleet to expand operations.

L3Harris executes missionization of the baseline C-130J aircraft, integrating the Minotaur Mission System Suite, Coast Guard-specific multi-mode radar, sensors and communication systems. Additional capabilities, including enhanced approach and landing systems, expanded diagnostics and civil GPS, were integrated as part of a Block Upgrade 8.1 installation.

Including funds from OBBBA, the Coast Guard has appropriations for a total of 25 HC-130J aircraft, one HC-130J simulator, initial spare parts inventory and site activation for two additional air stations.

The HC-130J fleet serves as an on-scene command and control platform or surveillance platform, with the means to detect, classify and identify objects and share information with operational forces. The aircraft has a cruise speed of 320 knots, a range of 4,900 nautical miles and endurance of more than 20 hours.

The missionized HC-130J enables the Coast Guard to control, secure and defend the U.S. border and maritime approaches, facilitate commerce and respond to crises or

contingencies.

RTX's Raytheon Selected by DARPA to Develop Advanced Maritime Defense Technologies



[Release From RTX](#)

New capability will protect vulnerable vessels from threats at sea

PORTSMOUTH, R.I., (February 2, 2026) – Raytheon, an RTX (NYSE: RTX) business, has been selected by the Defense Advanced Research Projects Agency (DARPA) to develop an advanced sensing and targeting system that will help defend vulnerable commercial shipping and naval logistics vessels against emerging threats such as unmanned surface vehicles (USVs).

Under the contract, Raytheon's [Advanced Technology](#) team will design, build, and demonstrate a system that consists of Electro-Optical/Infrared (EO/IR) sensors, advanced detection software, and robust command and control capabilities to enhance situational awareness and threat response.

The system, which is being developed for DARPA's Pulling Guard program, will deploy the sensors via a tethered drone connected to a semi-autonomous unmanned platform that is towed by commercial and naval logistics vessels. The sensors will provide real-time target tracking data to remote operators, enabling them to make rapid, informed engagement decisions.

Phase one of the program will focus on simulated engagements to evaluate system performance and operator workflows. In phase two, the system will transition to integrating operational launchers and effectors for live operations.

"Through this development, we are advancing critical security technologies for commercial shipping in regions like the Red Sea," said Colin Whelan, president of Advanced Technology at Raytheon. "By integrating our proven expertise in command and control, high-performance sensing, and effectors, we will deliver a scalable, cost-effective solution that minimizes risks to both cargo and naval assets."

Beyond its primary focus of vulnerable ship protection, the technology Raytheon is developing has the potential to deliver broader capabilities across a wide range of naval and security operations, including automated overwatch for medium and large USVs and manned combatants operating in multiple theaters.