

Coast Guard Cutters Sea Dog, Sea Dragon Decommissioned in St. Marys, Georgia



Coast Guard members salute during the playing of the national anthem during a decommissioning ceremony for the Coast Guard Cutters Sea Dog and Sea Dragon in St. Marys, Georgia, May 29, 2024. (U.S. Coast Guard photo by Petty Officer 1st Class Ryan Dickinson)

U.S. Coast Guard 7th District, May 29, 2024

JACKSONVILLE, Fla. – The Coast Guard decommissioned the U.S. Coast Guard cutters Sea Dog (WPB 87373) and Sea Dragon (WPB 87367), Wednesday, during a ceremony in St. Marys, Georgia.

Rear Adm. Douglas M. Schofield, Coast Guard District Seven commander, presided over the ceremony honoring the years of service the Sea Dog and Sea Dragon provided to the nation.

The Sea Dog and Sea Dragon were 87-foot marine protector-class cutters assigned to Coast Guard Maritime Force Protection Unit Kings Bay in the Coast Guard's Seventh District.

Maritime Force Protection Unit Kings Bay is designed to support the Navy's efforts to provide anti-terrorism and force protection for its Ohio-class ballistic missile submarines and to assist in meeting its Presidential mandates for ballistic weapon security.

The Sea Dragon was commissioned in January 2008 and the Sea Dog was commissioned in July 2009.

"The men and women of the cutters Sea Dog and Sea Dragon, past and present, have exemplified unwavering professionalism and dedication, safeguarding our nation's waters and supporting critical defense missions," said Capt. David Vicks, commanding officer of Maritime Force Protection Unit Kings Bay. "I extend my profound gratitude to these courageous crews as we honor their steadfast service."

Following the decommissioning ceremony, the cutters will be transferred to Marine Corps Air Station Cherry Point.

The Coast Guard cutters Sea Devil (WPB 87368) and Sea Fox (WPB 87374) have relocated from Bangor, Washington, to replace the Sea Dog and Sea Dragon.

Coast Guard Crew Offloads \$468 Million Worth of Cocaine

in San Diego



From U.S. Coast Guard 11th District, May 28, 2024

SAN DIEGO – The crew of Coast Guard Cutter Munro (WMSL 755) offloaded approximately 33,768 pounds of cocaine, with an estimated value of \$468 million, on Tuesday in San Diego.

The offload is a result of eight separate suspected drug smuggling vessel interdictions or events off the coasts of Mexico and Central and South America by the Coast Guard Cutter Munro in February and March.

USCGC Munro – 1,790 kg (3,946 lbs) cocaine (Feb. 21, 2024)

USCGC Munro – 1,725 kg (3,803 lbs) cocaine (Feb. 24, 2024)

USCGC Munro – 1,410 kg (3,108 lbs) cocaine (Feb. 26, 2024)

USCGC Munro – 2,136 kg (4,709 lbs) cocaine (March 10, 2024)

USCGC Munro – 3,562 kg (7,852 lbs) cocaine (March 17, 2024)

USCGC Munro – 1,289 kg (2,841 lbs) cocaine (March 18, 2024)

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USCGC Munro – 2,170 kg (4,784 lbs) cocaine (March 23, 2024)

“The crew put in an incredible amount of work over very long hours, and I couldn’t be prouder of them,” said Capt. Rula Deisher, commanding officer, Coast Guard Cutter Munro. “Their dedication and grit goes to show that Munro is one of the best national security cutters in the fleet, and we are committed to keeping the country safe by stopping illegal drugs before they hit the street. There isn’t a better crew to serve with and I’m honored to have spent my final patrol with them.”

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 and monitoring to interdictions and criminal prosecutions.

“I am extremely proud of this crew and their dedication to disrupting organized crime in the Eastern Pacific,” said Rear Admiral Andrew Sugimoto, commander, Coast Guard District 11. “The effort put in while interdicting more than 33,000 lbs of cocaine in a few weeks’ time is unparalleled. We will continue our commitment to stopping these criminals and the vast amounts of drugs they attempt to bring into our country.”

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, Calif. The interdictions, including the actual boardings, are led and conducted by members of the U.S. Coast Guard.

These interdictions relate to Organized Crime Drug Enforcement Task Forces (OCDETF) designated investigations. OCDETF 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 OCDETF program can be found at <https://www.justice.gov/OCDETF>.

The Coast Guard Cutter Munro is the sixth Legend Class National Security Cutter, and is homeported in Alameda, Calif.

Common deployments include the entire Pacific Rim with port calls that may include San Diego, Kodiak, and Honolulu. Foreign destinations include countries like Mexico, Costa Rica, Panama, Guatemala, El Salvador, Ecuador, Japan and all of the Pacific Island Nations.

The Coast Guard Cutter Munro's crew can operate in the most demanding open ocean environments, including the hazardous fisheries of the North Pacific and the vast approaches of the Southern Pacific, where significant narcotics trafficking occurs.

Coast Guard releases 2023

recreational statistics

boating

From U.S. Coast Guard Headquarters, May 28, 2024

WASHINGTON – The U.S. Coast Guard released the 2023 calendar year statistics on recreational boating incidents Tuesday, reporting a decrease in fatalities and incidents.

Fatalities fell by 11.3 percent to 564 from 636 in 2022, while overall incidents decreased by 4.9 percent from 4,040 to 3,844. Non-fatal injuries also declined by 4.3 percent from 2,222 to 2,126.

Alcohol continued to be the leading known contributing factor in fatal boating accidents in 2023, accounting for 79 deaths, or 17 percent of total fatalities.

The data also shows that in 2023:

The fatality rate was 4.9 deaths per 100,000 registered recreational vessels, a 9.3 percent decrease from last year's rate of 5.4 deaths per 100,000 registered recreational vessels. (In 1971, when the Safe Boating Act was first passed, the rate was 20.6 deaths per 100,000 registered recreational vessels.)

Property damage totaled \$63 million.

Operator inattention, improper lookout, operator inexperience, excessive speed and machinery failure ranked as the top five primary contributing factors in accidents.

“Boaters should remain vigilant on the water as most incidents occur when you might least expect them – in good visibility, calm waters and little wind,” said Capt. Amy Beach, Inspections and Compliance director. “The most frequent events involve collisions with other vessels, objects or groundings,

which is why it is so important to keep a proper lookout, navigate at a safe speed, adhere to navigation rules and obey navigation aids.”

Deaths occurred predominantly on vessels operated by individuals who had not received boating safety instruction, accounting for 75 percent of fatalities. Open motorboats, personal watercraft and cabin motorboats were the vessel types most involved in reported incidents.

Drowning accounted for 75 percent of deaths, with 87 percent of those victims not wearing life jackets. The Coast Guard reminds boaters to wear serviceable, properly sized and correctly fastened life jackets.

“The most frequent event in fatal incidents involved events where people ended up in the water. A fall overboard, capsizing and cases where a person voluntarily departed a vessel accounted for over half of fatal incidents,” said Beach.

In 2023, there was a slightly higher percentage of deaths attributed to canoes and kayaks compared to other vessel types. The Coast Guard encourages boaters to check the weather and water conditions prior to getting underway.

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

In addition to wearing a life jacket and taking a boating safety course, the Coast Guard recommends all boaters attach the engine cut-off switch, get a free vessel safety check and boat sober.

“We praise our state and non-profit partners in boating safety who have endeavored to reduce casualties through educational

outreach and enforcement,” said Beach.

The full 2023 Recreational Boating Statistics report is available to the public at <http://www.uscgboating.org>. The report can be found under the “Statistics” menu selection and the “Accident Statistics” submenu selection.

The Coast Guard encourages boaters to explore the website, which provides information about boating safety course providers, requesting a vessel safety check, what to put in a float plan, choosing the appropriate life jacket and more.

Brazil, United States partner to combat illegal fishing



The U.S. Coast Guard Cutter James (WMSL 754) moors in Rio de

Janeiro, Brazil, May 20, 2024. The James arrived in Rio de Janeiro for a scheduled port visit during Operation Southern Cross 2024. (U.S. Coast Guard photo by Petty Officer 3rd Class Logan Kaczmarek)

From U.S. Coast Guard Atlantic Area, May 23, 2024

RIO DE JANEIRO – U.S. Coast Guard Cutter James (WMSL 754) arrived in the port of Rio de Janeiro, Brazil for a scheduled visit, Monday.

This visit marks James' third stop as the cutter continues its multi-mission deployment in the South Atlantic Ocean, exhibiting the U.S. Coast Guard's partnership with Brazil and strengthening the interoperability of the two nations' maritime forces to counter illicit maritime activity and promote maritime sovereignty throughout the region.

"Working with the Brazilian navy has been a successful demonstration of how our countries can work together," said U.S. Coast Guard Capt. Donald Terkanian, James' commanding officer. "James has had the opportunity to enhance relations between the U.S. and Brazil while also addressing the threats posed by illegal, unreported, and unregulated fishing, port security, and in facilitating safe and lawful maritime commerce and travel."

James embarked Brazilian navy Lt. Cmdr. Fernando Schild in April of 2024. Brazil and the United States' naval services both use unmanned aerial systems to provide increased maritime domain awareness across a variety of mission sets. The embarked Brazilian officer is part of Brazil's first ship-based unmanned aerial systems squadron, and the embarkation of this officer aboard James highlights the robust partnership between the two nations and their shared commitment to upholding the rules-based international order at sea.

In recent years, the United States and Brazil have partnered to share and exchange maritime tactics, techniques, and procedures. Since 2009, the U.S. Coast Guard has provided 34

mobile training team deployments and three resident training courses to Brazil in the areas of crisis management, mobile command systems, port security, maritime law enforcement, search and rescue, and disaster response. Both countries are dedicated to the responsible management of marine resources, demonstrating their shared commitment through the continued integration of their naval forces.

James, staffed by 150 men and women and is one of the largest and most technologically advanced ships in the Coast Guard's fleet. The crew is dedicated to missions including combatting drug trafficking and monitoring for illegal, unreported, and unregulated fishing activities in the Atlantic. Their work not only supports U.S. interests but also contributes to regional stability and security.

James is the fifth Legend-class national security cutter in the Coast Guard fleet and is currently homeported in Charleston, South Carolina. The national security cutters can execute the most challenging national security missions, including support to U.S. combatant commanders.

James is under the command of U.S. Coast Guard Atlantic Area. 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 work with partner commands and deploy to the Caribbean and Eastern Pacific to combat transnational organized crime and illicit maritime activity.

U.S. Coast Guard Visit to Republic of Palau Strengthens Maritime Navigation and Cooperation



U.S. Coast Guard Forces Micronesia Sector Guam personnel and Marine Transportation leadership observe the installation of fixed ATON from the government of Japan being installed in Palau on May 14, 2024. The team completed a vital weeklong mission in the Republic of Palau, setting the stage for future collaboration and bolstering safe maritime navigation and security. This visit, in response to a request from Palau Marine Transportation, focused on an Aids to Navigation (ATON)

Subject Matter Expert Exchange (SMEE). (U.S. Coast Guard photo)

From U.S. Coast Guard Forces Micronesia/Sector Guam, May 20, 2024

KOROR, Republic of Palau – On May 14, 2024, the U.S. Coast Guard completed a vital weeklong mission in the Republic of Palau, setting the stage for future collaboration and bolstering safe maritime navigation and security.

This visit, in response to a request from Palau Marine Transportation, focused on an Aids to Navigation (ATON) Subject Matter Expert Exchange (SMEE). The exchange laid the foundation for a future SMEE planned for later in the year, including personnel from the 225-foot sea-going buoy tender, USCGC Hickory (WLB 212).

Palau, a nation consisting of approximately 340 islands and renowned for its maritime heritage and strategic location in the Pacific, plays a crucial role in regional maritime safety, security, and environmental stewardship. With its vibrant tourism industry and commitment to marine conservation, Palau's efforts are vital for the economic and ecological health of the region.

Lt. Anna Maria Vaccaro and Lt. Jay DeInnocentiis led the U.S. Coast Guard SMEE team. They met with Palau Marine Transportation leadership and ATON technicians to discuss the fixed and floating ATON constellation in Palau. The team also reviewed the equipment storage and set-up for fixed and floating aids. They went to sea with the marine transportation team to inspect the aids on the reef and observed the establishment of a fixed aid.

Palau requested U.S. Coast Guard assistance with establishing four additional fixed aids in locations challenged by the rapid depth changes and strong currents. A microbeacon barge,

a type of barge equipped with microbeacon technology which often is used for shallow water ATON positioning and coastal navigation, is the most suitable asset for this task due to the channel's bathymetry. The barge is provided by the U.S. Coast Guard and will be delivered by USCGC Hickory upon the buoy tender's arrival back to the Western Pacific. The Palauan team plans to use the microbeacon barge for servicing coastal aids to navigation in shallow waters.

In addition to the SMEE, Capt. Nicholas Simmons, U.S. Coast Guard Forces Micronesia/Sector Guam commander, and Capt. Robert Kistner, the incoming commander, traveled to Palau for brief yet impactful introductions and to express gratitude for the support received during Capt. Simmons' tenure as commander.

Strategic Importance of ATON

The strategic relationship between the U.S. Coast Guard and the Republic of Palau is vital for ensuring maritime safety, security, and prosperity in the Pacific region. The ATON system is crucial for safe navigation, preventing maritime accidents, and ensuring the smooth flow of marine transportation. This system supports economic activities, fisheries, and the overall security of maritime routes, which are essential for Palau and its partners.

"The economic and environmental value of ATON in maintaining a safe and efficient maritime transportation system cannot be overstated," said Capt. Simmons. "Our collaboration with Palau Marine Transportation demonstrates our commitment to enhancing maritime safety and supporting our partners in the Pacific. It has been a privilege to be in Palau, and I am profoundly grateful for the exceptional relationship and hospitality extended to us."

Trip Highlights

- **Leadership Engagement:** Lt. Vaccaro and Lt. DeInnocentiis met with senior leaders at Palau Marine Transportation to discuss the ATON constellation. They observed the implementation of fixed aids provided by the government of Japan and witnessed the installation of a fixed aid on the reef.
- **Promotion Ceremony:** They observed the promotion ceremony of a U.S. Naval colleague Cmdr. Brendan Kruse, COFA Security Cooperation Officer, further supporting Department of Defense relationships in the region.
- **Community Participation:** Lt. Vaccaro participated in Palau National Police Week's 5K Walkathon and candlelight vigil.
- **Key Introductions:** Capt. Kistner met with critical partners in Palau, including National Security Coordinator Ms. Jen Anson, U.S. Embassy Palau Charge d'Affaires Mr. Andrew McLean, and U.S. Maritime Advisor to Marine Law Ms. Jennifer Ketchum (USCG Ret.). The team toured the Port of Malakal, the Joint Operations Center, and visited the PSS Remeliik II, a Guardian-class patrol boat in the service of Palau's Division of Maritime Law Enforcement, built and provided by Australia.

Future Support

The Service tentatively plans an ATON SMEE accompanied by the Hickory and crew for late 2024 to further engage with Palauan partners and establish a realistic timeline for servicing aids in Palau. This continued partnership underscores the U.S. Coast Guard's commitment to supporting maritime navigation and security in the region, reinforcing the positive impacts and legacy of reliability.

"Our continued collaboration with the Republic of Palau is a testament to the strong strategic partnership we share," said Capt. Kistner. "By working together, we can enhance Palau's maritime transportation system and build local capacity, ensuring the safety and security of its waters and contributing to the stability of the broader Pacific region."

We are deeply grateful for Palau's cooperation and support in this mission."

The U.S. Coast Guard Forces Micronesia/Sector Guam team focuses on maritime safety, security, and stewardship in Oceania. With a primary presence in Guam and Saipan and over 300 members across Guam and the Commonwealth of the Northern Mariana Islands, the team maintains a strong U.S. presence in the Micronesia sub-region and adjacent areas, closely tied to local communities.

U.S. Coast Guard Atlantic Area holds change-of-command ceremony



US Coast Guard Atlantic Area Vice Admirals Nathan Moore and Kevin Lunday salute one another while Coast Guard Commandant Adm. Linda Fagan presides over a change-of-command ceremony, May 16, 2024, in Yorktown, Virginia. (U.S. Coast Guard photo by Petty Officer 2nd Class Brandon Hillard)

From U.S. Coast Guard Atlantic Area, May 16, 2024

PORTSMOUTH, Va. – Vice Adm. Nathan Moore relieved Vice Adm. Kevin Lunday as the U.S. Coast Guard Atlantic Area commander, Thursday, during a change-of-command ceremony held on Coast Guard Training Center Yorktown.

Adm. Linda Fagan, commandant of the Coast Guard, presided over the ceremony.

Lunday will report for duty in Washington, D.C. as the Coast Guard's vice commandant. He served as the U.S. Coast Guard Atlantic Area commander, director of Department of Homeland Security Joint Task Force East (JTF-E), and Defense Force East commander from May 2022 to May 2024.

While leading complex security operations from the Rocky

Mountains eastward to the Arabian Gulf, he led the efforts to address substantial national and international challenges. His deployment of assets to the Arctic, South Atlantic, Africa, Mediterranean Sea, and the Middle East directly supported the [Tri-Service Maritime Strategy](#) and greatly enhanced cooperation with the joint force, allies, and partners.

Pre-positioning of Coast Guard personnel and equipment during hurricane seasons saved lives, mitigated environmental disasters, and led to the expeditious restoration of the maritime transportation system, which is critical to the U.S. economy.

Additionally, Lunday orchestrated the Coast Guard's surge response to historic maritime migration levels along the U.S. Southeast maritime border. His expertise and adjudication of competing demands fostered an increased readiness posture and led to the deployment of additional personnel and surface assets. These actions were key to saving lives and preventing a deadly mass migration.

As Director of JTF-E, he advanced joint operations and cross-component collaboration while spearheading modernization efforts, promoting interoperability among interagency partners, and championing innovative approaches to information-sharing. His efforts forged a sustainable joint architecture and galvanized Departmental unity of effort in an increasingly complex maritime environment.

Vice Adm. Moore is reporting from U.S. Coast Guard Atlantic Area in Portsmouth, Virginia, where he served as the deputy commander. He previously served as the U.S. Coast Guard Seventeenth District commander, responsible for operations throughout Alaska, the North Pacific Ocean, the Arctic Ocean, and the Bering Sea. Other assignments include the assistant commandant for Engineering and Logistics (CG-4), responsible for all naval, aeronautical, civil, and industrial engineering and logistics for the service, and various operational and

engineering assignments, including command afloat.

Moore graduated from the United States Coast Guard Academy with a bachelor's degree in naval architecture and marine engineering. He went on to earn two master's degrees from the University of Michigan, one in naval architecture and marine engineering and the other in business administration. Most recently, he earned a third master's degree in national resource strategy from the Eisenhower School.

U.S. Coast Guard's Atlantic Area command oversees all domestic Coast Guard operations east of the Rocky Mountains, including the Arctic, Atlantic, Gulf of Mexico, Caribbean, and out-of-hemisphere operations in Europe, Africa, and Southwest Asia. Atlantic Area encompasses five regional district commands, each tasked with running day-to-day operations within their areas of responsibility. Atlantic Area is responsible for coordinating and deploying cutters, aircraft, pollution response equipment, and thousands of personnel between districts when significant events occur. After major disasters, the area team assists districts by ensuring resources, equipment, and personnel surge to impacted areas for rescue and recovery efforts while also providing for other Coast Guard operations throughout the region.

JTF-E coordinates and synchronizes DHS cross-component operations to target, dismantle, and disrupt illicit enterprises, prepare for and respond to mass maritime migration, and ready the DHS enterprise to respond to emerging threats along the Southeast maritime border.

The change-of-command ceremony is a military tradition representing a formal transfer of authority and responsibility for a unit from one commanding or flag officer to another. The passing of colors, standards, or ensigns from an outgoing commander to an incoming one ensures that the unit and its members are never without official leadership, a continuation of trust.

U.S., Japan, Korea Coast Guards Sign Trilateral Agreement to Increase Maritime Cooperation



Mr. Kishimori Hajime, deputy Consul General of Japan (left), Japan coast guard Vice Adm. Watanabe Yasunori, Japan coast guard vice commandant for operations, U.S. Coast Guard Vice Adm. Andrew Tiongson, commander, U.S. Coast Guard Pacific Area, and Hyunchul Kang, deputy Consul General of the Republic of Korea, pose with a signed trilateral agreement at Coast Guard Island, Alameda, Calif., May 9, 2024. (U.S. Coast Guard photo by Master Chief Petty Officer Charly Tautfest)

U.S. Coast Guard Pacific Area, May 12, 2024

ALAMEDA, Calif – U.S. Coast Guard, Japan Coast Guard and Korea Coast Guard representatives displayed continued commitment to enhance maritime expertise and promote regional cooperation by signing a trilateral letter of intent, Thursday.

This agreement aligns trilateral cooperation between Japan, the Republic of Korea and the United States to include capacity-building efforts to Association of Southeast Asian Nations and Pacific Island countries. The letter of intent advances a joint statement between the three nations' leaders, which was held at Camp David in August 2023.

U.S. Coast Guard Vice Adm. Andrew Tiongson, Commander, U.S. Coast Guard Pacific Area, met Japan Coast Guard Vice Adm. Watanabe Yasunori, Japan Coast Guard Vice Commandant for Operations, to finalize a trilateral letter of intent, which was previously signed by Korea Coast Guard Oh Sang Kwon, Deputy Commissioner of the Korea Coast Guard. Oh signed the letter of intent in April with the understanding that the agreement would be finalized upon Watanabe's May visit to U.S. Coast Guard Pacific Area command.

Mr. Hyunchul Kang, Deputy Consul General of the Republic of Korea, attended the trilateral signing on behalf of the Korea coast guard, and Mr. Kishimori Hajime, Deputy Consul General of Japan, presented brief remarks as well.

"This trilateral agreement between U.S., Japan and Korea Coast Guards is the lynchpin that will drive our coast guards to work together to advance maritime safety, security, and prosperity in the Indo-Pacific," said Tiongson. "It will enhance our multilateral operations with each other, as well as other trusted partners in the region."

The agreement specifically recognizes the important of efforts to conserve maritime resources, combat illegal, unreported and unregulated fishing and search and rescue response efforts.

U.S. Coast Guard Awards Bollinger Shipyards Two Fast Response Cutters



From Bollinger Shipyards, May 13, 2024

LOCKPORT, La., – (May 13, 2024) – The U.S. Coast Guard has exercised a contract option to award Bollinger Shipyards (“Bollinger”) two additional Sentinel-Class Fast Response Cutters (FRC). This announcement brings the total number of FRCs awarded to Bollinger up to 67 vessels since the program’s inception. To date, the U.S. Coast Guard has commissioned 55 FRCs into operational service.

“We’re incredibly proud of our long history supporting the U.S. Coast Guard that now stretches four decades,” said Bollinger Shipyards President and CEO Ben Bordelon. “Our unique experience building for the Coast Guard is unparalleled

and has shown time and time again that we can successfully deliver the highest quality and most capable vessels. We look forward to continuing our partnership with the Coast Guard.”

Both FRCs will be built at Bollinger’s Lockport, La facility that supports over 650 direct jobs in Lafourche Parish out of the nearly 4,000 shipbuilders supporting Bollinger’s 13 facilities across Louisiana and Mississippi.

Bordelon continued, “This program isn’t just an economic benefit for our region, but a national security priority that continues to enjoy the support of a bipartisan, bicameral coalition in the United States Congress. That being said, these additional vessels allow for the continued prosperity and economic wellbeing for over 650 families in South Louisiana. The hardworking men and woman of Bollinger Shipyards take tremendous pride in every single vessel we build and deliver for the U.S. government knowing we’re helping to keep our homeland safe.”

The FRC program has had a total economic impact of over \$2 billion since inception in material spending and directly supports more than 650 jobs in Southeast Louisiana. The program has indirectly created 1,690 new jobs from operations and capital investment and has an annual economic impact on GDP of \$202 million, according to the most recent data from the U.S. Maritime Administration (MARAD) on the economic importance of the U.S. Shipbuilding and Repair Industry. Bollinger sources over 271,000 different items for the FRC consisting of 282 million components and parts from 965 suppliers in 37 states.

The FRC is one of many U.S. Government shipbuilding programs that Bollinger is proud to support. In addition to the construction of the FRC, Bollinger is contracted to build the Polar Security Cutter (PSC) for the U.S. Coast Guard, the Towing, Salvage and Rescue Ship (T-ATS), the Auxiliary Personnel Lighter (APL), the newest oceanographic survey ship

(T-AGS 67) and the Mine Countermeasures Unmanned Surface Vessels (MCM USV) for the U.S. Navy. Bollinger is also building three Regional Class Research Vessels (RCRV) for the National Science Foundation through Oregon State University. Bollinger also supports the nuclear-powered ballistic missile submarine program by building various platforms for General Dynamics-Electric Boat.

ABOUT THE FAST RESPONSE CUTTER PLATFORM

The FRC is an operational “game changer,” according to senior Coast Guard officials. FRCs are consistently being deployed in support of the full range of missions within the United States Coast Guard and other branches of our armed services. This is due to its exceptional performance, expanded operational reach and capabilities, and ability to transform and adapt to the mission. FRCs have conducted operations as far as the Marshall Islands—a 4,400 nautical mile trip from their homeport. Measuring in at 154-feet, FRCs have a flank speed of 28 knots, state of the art C4ISR suite (Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance), and stern launch and recovery ramp for a 26-foot, over-the-horizon interceptor cutter boat.

Coast Guard Offloads More Than \$185 Million in Illegal Narcotics During Fleet Week Miami



U.S. Coast Guard Cutter Mohawk (WMEC-913) crewmembers pose with approximately 18,000 pounds of illegal narcotics at Port Everglades in Fort Lauderdale, Florida, May 10, 2024. (U.S. Coast Guard photo by Petty Officer 2nd Class Ryan Estrada)

From U.S. Coast Guard 7th District, May 10, 2024

MIAMI – The crew of U.S. Coast Guard Cutter Mohawk (WMEC 913) offloaded more than 13,803 pounds of cocaine and 3,736 pounds of marijuana with a combined estimated street value of approximately \$185 million in Port Everglades, Friday.

Coast Guard crews, working alongside interagency and international partners, interdicted the illegal drugs in the international waters of the Caribbean Sea and Atlantic Ocean during six separate cases.

“Our offload today represents the combined efforts of U.S. and allied military units from a Caribbean coalition of partners working together to deny drug trafficking organizations access to maritime smuggling routes,” said Cmdr. David Ratner, commanding officer of USCGC Mohawk. “I am especially proud of

the hard work of the Mohawk crew, and grateful for the opportunity to operate with interagency and NATO partners in support of our National Security.”

The following assets and crews were involved in the interdictions:

- USCG Cutter Mohawk (WMEC 913)
- USCG Tactical Law Enforcement Team South (TACLET-South)
- USS Leyte Gulf (CG 55)
- U.S. Navy Helicopter Maritime Strike Squadron 50 (HSM 50)
- Royal Netherlands Navy ship HNLMS Groningen (P 843)
- Royal British Navy ship HMS Trent (P 244)
- Joint Interagency Task Force South (JIATF-South)
- Joint Task Force – East (JTF-E)
- U.S. Customs and Border Protection Air and Marine Operations (CBP-AMO)

Along with the illicit narcotics, 10 suspected smugglers were apprehended and will face prosecution in federal courts by the U.S. Department of Justice.

The offload included contraband seized by Coast Guard law enforcement detachments deployed aboard HMS Trent, HNLMS Groningen, and USS Leyte Gulf, whose crew interdicted a self-propelled semi-submersible vessel in March. You can read more about that case [here](#).

The fight against transnational criminal organizations requires a unity of effort in all phases, from detection and monitoring to interdiction and apprehension, through to criminal prosecutions by international partners and U.S. Attorneys’ Offices in districts across the nation.

The Joint Interagency Task Force South in Key West, Florida, conducts the detection and monitoring of aerial and maritime

transit of illegal drugs. The law enforcement phase of counter-smuggling operations in the Caribbean is conducted under the authority of the [Coast Guard 7th District](#), headquartered in Miami. The interdictions, including the actual boardings, are led and conducted by members of the U.S. Coast Guard.

U.S. Customs and Border Protection Air and Marine Operations deployed a National Air Security Operations MQ-9 Unmanned Aircraft System to Puerto Rico in coordination with JTF-E and JIATF-S reinforcement of the Eastern Caribbean Campaign, resulting in tremendous success. JTF-E's Eastern Caribbean Campaign is a divergence from conventional strategies with a multi-dimensional view on security threats predominating in the region. The deployment highlighted threats emanating from the Eastern Caribbean contributing to the seizure of 25 metric tons of narcotics.

These interdictions relate to Organized Crime Drug Enforcement Task Forces (OCDETF) designated investigations. OCDETF 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 OCDETF program can be found at <https://www.justice.gov/OCDETF>.

USCGC Mohawk is a 270-foot, medium endurance cutter homeported in Key West, Florida with a crew of 100. The cutter's primary missions are counter drug operations, migrant interdiction operations, enforcement of federal fishery laws, and search and rescue in support of Coast Guard operations throughout the Western Hemisphere. Sister ship USCGC Seneca (WMEC 906) homeported in Portsmouth, Virginia, is participating in the inaugural Fleet Week Miami and is hosting free public tours. Visit the Fleet Week Miami website for more information: [Fleet Week Miami](#).

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additional information, find us on [Facebook](#) and [Instagram](#).

Visit www.GoCoastGuard.com to learn more about active duty and reserve, officer and enlisted opportunities in the U.S. Coast Guard. Information on how to apply to the U.S. Coast Guard Academy can be found [here](#).

US Coast Guard Cutter Eagle to Depart on Annual Summer Cruise



(U.S. Coast Guard photo by Auxiliarist David Lau/Released)
From U.S. Coast Guard Academy, May 9, 2024

NEW LONDON, Conn. – U.S. Coast Guard Cutter Eagle (WIX 327) is

scheduled to depart Fort Trumbull in New London, Saturday, at 2:30 p.m. to begin the training vessel's annual summer cruise.

U.S. Coast Guard Academy cadets on board will have the unique and experiential learning opportunity of sailing aboard a tall ship, which provides them with their first introduction to life at sea and is a foundational experience in their leadership development journey toward becoming future officers in the Coast Guard. During the cruise, cadets take classes on numerous subjects that are key to life at sea, including navigation, seamanship, ship and boat maneuvering, line handling, sailing, first aid, weather patterns, damage control, engineering, career development, and more. They will stand their first watch, and assist with setting, dousing, and trimming the sails, often requiring trainees to climb the rigging, and push themselves outside of their comfort zones.

While the primary mission is training the cadets, the ship also performs a public relations role for the Coast Guard and the United States, making calls at foreign ports as a goodwill ambassador. During this year's cruise, Eagle will leverage its unique ability to foster international relations with critical partners throughout the Americas.

During its 2024 deployment, Eagle will sail through the Caribbean Sea, visit South America, and make port of calls in the northern Atlantic Ocean.

Eagle's 2024 full summer schedule includes port visits to:

- May 11: Departs from New London
- May 25 – May 28: Santo Domingo, Dominican Republic
- June 4 – June 7: Cartagena, Colombia
- June 14 – June 17: San Juan, Puerto Rico
- June 24 – June 27: Bridgetown, Barbados
- July 7 – July 10: Hamilton, Bermuda

- July 18 – July 21: Halifax, Nova Scotia
- July 26 – July 29: Portsmouth, New Hampshire
- Aug. 2 – August 5: Rockland, Maine
- Aug. 9 – August 12: Boston, Massachusetts
- Aug. 16: Returns to New London

Eagle is scheduled to return to New London on Aug. 16.

Known as “America’s Tall Ship,” Eagle is a 295-foot, three-masted barque used as a training vessel for future officers of the United States Coast Guard. It is the largest tall ship flying the Stars and Stripes and the only active square-rigger in U.S. government service.

For continuous updates about Eagle to include port cities, tour schedules, current events, and photographs of cadets and active duty crew members, you can follow the cutter’s Facebook page [here](#) and Instagram feed [here](#).

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