

US Coast Guard Cutter Dauntless returns home after 61-day Operation Vigilant Sentry patrol



[U.S. Coast Guard Atlantic Area, April 24, 2024](#)

PENSACOLA, Fla. – The crew of U.S. Coast Guard Cutter Dauntless (WMEC 624) returned to their home port in Pensacola, Wednesday, following a 61-day patrol in the Windward Passage and Florida Straits. While underway, crew members conducted maritime safety and security missions to protect life at sea and deter illegal migrant voyages bound for the United States.

Dauntless deployed in support of Homeland Security Task Force – Southeast (HSTF-SE) and Operation Vigilant Sentry (OVS)

while patrolling in the Coast Guard Seventh District's area of responsibility. While underway, Dauntless worked alongside other Coast Guard assets and units to dissuade unsafe maritime migration and enforce U.S. law on the high seas.

During the patrol, a good Samaritan on a sailboat reported a disabled vessel using VHF-FM channel 16. Dauntless' crew received notification and conducted a search and rescue mission over several hours on a moonless night while searching for the unlit boat. Eventually, the crew located the overloaded and disabled sail freighter with 65 Haitian migrants aboard, including several children. All 65 migrants were safely evacuated and transferred aboard Dauntless, where they received food, water and basic medical care. Dauntless worked with multiple surface and air assets to successfully carryout the search, rescue and repatriation of the migrants.

Migrants attempting to reach the United States through nonlegal channels, or who land on U.S. shores without authorization, are subject to removal and repatriation to their country of origin or departure. Consistent with U.S. policy, those who bypass or attempt to circumvent lawful immigration pathways face consequences including the potential of being barred from future lawful entry in addition to risking their lives unnecessarily.

"This case was a prime example of the humanitarian lifesaving mission we remain always ready for," said Cmdr. Aaron Kowalczyk, commanding officer of Dauntless. "The crew's ability to find the vessel and then safely complete the rescue in the dark of night is just another example of the utmost professionalism and skill they show every day and is indicative of 56 years of exemplary service by cutter Dauntless and her crews."

Established in 2003, HSTF-SE is the Department of Homeland Security-led interagency task force charged with directing operational and tactical planning, command and control, and

functions as a standing organization to deter, mitigate, and respond to maritime mass migration in the Caribbean Sea and Florida Straits.

OVS is the 2004 DHS plan that provides the structure for deploying joint air and surface assets and personnel to respond to irregular maritime migration in the Caribbean corridor of the United States. Its primary objectives are to protect life at sea while deterring and dissuading mass maritime migration alongside our federal, state, and local partners.

Dauntless is a 210-foot, Reliance-class medium-endurance cutter originally built in 1967 and commissioned in 1968. The cutter's primary missions are counter narcotics operations, migrant interdiction, living marine resources protection, and search and rescue in support of U.S. Coast Guard operations throughout the Western Hemisphere.

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

Coast Guard Interdiction Leads to the Apprehension of 3 Wanted U.S. Citizens



SAN JUAN, Puerto Rico – The crew of the Coast Guard Cutter Winslow Griesser interdicted an unlawful migration voyage in the Mona Passage, Friday.

Following the interdiction, Dominican Republic Navy authorities detained three U.S. citizens, who reportedly are affiliated with a criminal gang and wanted in connection with a July 2020 shooting at a residential community in Puerto Rico in which four people were killed.

The suspects are currently under the custody of the Dominican Republic 'Dirección Nacional de Control de Drogas (DNCD) (United States Marshals Service Dominican Republic Foreign Field Office Fugitive Investigative Unit). United States Marshals Service Puerto Rico Fugitive Task Force for

the District of Puerto Rico are coordinating the deportation of the three suspects.

Coast Guard watchstanders at Sector San Juan received notification Friday morning from the aircrew of a U.S. Customs and Border Protection Air and Marine Operations multi-role enforcement aircraft, reporting the sighting of a suspected migrant vessel, approximately 55 nautical miles northwest of Puerto Rico. Watchstanders diverted the Coast Guard Cutter Winslow Griesser to interdict the suspect vessel. Once on scene, cutter Winslow Griesser's crew deployed their over-the-horizon small boat and stopped the 20-foot go-fast vessel that was carrying eight people and multiple cockfighting roosters. The migrants claimed to have departed from Dominican Republic on a voyage to Puerto Rico, however, they experienced engine malfunctions which forced them to return to Dominican Republic before being interdicted.

Working in coordination with the Dominican Republic Navy, cutter Winslow Griesser's crew took the migrant vessel in tow and rendezvoused with a Dominican Republic Navy vessel, who embarked and received custody of the migrants.

Further investigation efforts by Dominican Republic Navy and Homeland Security Investigations (HSI) revealed three of the alleged migrants were U.S. citizens with active U.S. warrants.

"Our strong partnerships and daily collaboration between all federal partner agencies involved in this case as well as Dominican Republic Navy and Dominican law enforcement authorities resulted in the safe repatriation of five migrants and the apprehension of three wanted U.S. citizens," said Lt. Vincente Garcia, Coast Guard liaison to the Dominican Republic. "These efforts are instrumental to achieving regional stability and safeguarding our nation's southernmost maritime border from dangers and threats associated with unlawful migration and other prevalent illicit maritime

activity.”

Migrants who are interdicted at sea or apprehended ashore will not be allowed to stay in the United States or a U.S. territory. Furthermore, anyone who arrives unlawfully may be declared ineligible for legal immigration parole options and be repatriated to their country of origin or returned to the country from where the voyage departed from.

The Coast Guard, along with its [Homeland Security Task Force – Southeast](#) 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. 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.

Since Oct. 1, 2023, through March 31, 2024, the Coast Guard has carried out 28 unlawful irregular migration voyage interdictions in the Mona Passage and waters near Puerto Rico. Interdicted during this period, are 932 non-U.S. citizens including 890 Dominicans, and 41 Haitians and one Venezuelan.

**USCG Commissions Newest
National Security Cutter
Named for first Master Chief
Petty Officer of the Coast**

Guard



U.S. Coast Guard Atlantic Area, April 20, 2024

NORTH CHARLESTON, S.C. – The Coast Guard welcomed its newest cutter into the fleet, the U.S. Coast Guard Cutter Calhoun (WMSL 759), Saturday, during a commissioning ceremony at Coast Guard Base Charleston, presided over by Coast Guard Commandant Adm. Linda Fagan.

Calhoun is the 10th Legend-class national security cutter (NSC) to join the Coast Guard and is the fourth NSC to be homeported in North Charleston alongside Coast Guard Cutters Hamilton (WMSL 753), James (WMSL 754) and Stone (WMSL 758).

Calhoun's namesake comes from the first Master Chief Petty Officer of the Coast Guard, Charles L. Calhoun. Calhoun led a distinguished career, serving in the U.S. Navy during World War II prior to enlisting in the Coast Guard in 1946. Calhoun's Coast Guard career was marked by over 170 months of

sea service, including service in Vietnam during the Vietnam War. Calhoun became the first Master Chief Petty Officer of the Coast Guard on Aug. 27, 1969, and was a champion for the service's enlisted personnel and is responsible for bridging the gap between the command and enlisted workforce. The commissioning ceremony's date of April 20 is in honor of Calhoun's birthday.

"I'm honored to share the job title, Master Chief Petty Officer of the Coast Guard, with Charles Calhoun," said Heath Jones, 14th Master Chief Petty Officer of the Coast Guard. "His efforts as a voice for the enlisted workforce created significant, lasting culture change within the Coast Guard. His dedication to people, the most precious resource we have, and the challenges he faced paved the way for the talent transformation work we're doing today."

Construction of Calhoun began in 2019 and the cutter was officially delivered to the Coast Guard in October 2023 from Ingalls Shipbuilding in Pascagoula, Mississippi. After deploying in support of oil spill response and counter migration, Calhoun arrived at its homeport in North Charleston on Dec. 3, 2023. The commissioning of Calhoun officially places the cutter in service for the Coast Guard and marks the most significant milestone of the cutter's life to date.

"What a monumental day for this crew, our service, and the legacy of Master Chief Calhoun," said Capt. Timothy Sommella, commanding officer of Calhoun. "Now that Calhoun has entered active service, we are ready to serve alongside our fellow cutters and interagency partners in protecting the American people from threats here at home and abroad. The crew has worked tirelessly to see this day and is very proud."

The 418-foot, Legend-class national security cutters are equipped with state-of-the-art command and control equipment, the ability to launch and house multiple small boats and aircraft, and an advanced engineering plant capable of

reaching speeds of roughly 30 mph, making them the most versatile cutters in the Coast Guard fleet. The cutter's primary missions will include counterdrug operations, migrant interdiction, living marine resources and defense readiness in support of Coast Guard operations throughout the world.

U.S. Coast Guard Cutter Stratton Returns Home Following 111-day Alaskan Deployment



U.S. Coast Guard Pacific Area, April 22, 2024

ALAMEDA, Calif. – U.S. Coast Guard Coast Guard Cutter Stratton (WMSL 752) and crew returned to home port in Alameda, Monday, following a 111-day deployment to the Bering Sea in support of search and rescue capabilities and protecting the United States' northern-most borders.

Stratton and crew departed Alameda January 2, and while deployed, Coast Guard's Seventeenth District maintained operational control. Congress mandates a continuous presence for search and rescue capabilities in the Bering Sea, and Stratton and crew operated in the harsh environment for 72 days. Stratton was at the forefront of maritime safety and security. The cutter's presence in the region ensured rapid response to emergencies, safeguarding the lives of Alaskan fishermen.

While deployed in the Alaskan region, Stratton regularly worked with Coast Guard Air Station Kodiak's MH-60 Jayhawk helicopters and aircrews. Stratton completed 363 helicopter landings with Jayhawk crews to conduct training and to enhance the organization's collective search and rescue capabilities. Helicopter training included shipboard landings, on-deck fueling, and in-flight refueling, in which the cutter passes a fuel hose to the helicopter while it remains airborne.

One of Stratton's primary missions this patrol was fisheries law enforcement in the Bering Sea. Stratton's law enforcement teams conducted 18 boardings, in key fishing spots such as Slime Bank, Dutch Harbor, and St. Paul Island. Stratton queried 98 fishing vessels, obtaining critical information to ensure commercial vessels were legally operating in the region. Additionally, Stratton's boarding team detained an individual aboard a fishing vessel, who was wanted for an active arrest warrant. The individual was transported to local authorities in Dutch Harbor, Alaska.

Stratton's law enforcement efforts played a vital role in ensuring the safe operation of Alaskan fishing vessels by

enforcing safety regulations and NOAA fisheries regulations. NOAA oversees the management of commercial and recreational fisheries within U.S. waters, aiming to safeguard and promote sustainable fish populations. Alaska's fisheries are some of the nation's largest providers of seafood and are a critical component of the U.S. economy. Alaska's seafood industry averages \$5.6 billion in total annual economic activity. The Coast Guard's efforts in ensuring safe fishing practices are essential to support this vital industry.

"I'm extremely proud of this crew and all they have accomplished. Their expertise and commitment enabled our successful operations" said Capt. Brian Krautler, commanding officer of Stratton. "The Bering Sea is notorious for its harsh conditions, and our presence ensures rapid response to emergencies, safeguarding lives at sea."

Commissioned in 2012, Stratton is one of four Coast Guard legend-class national security cutters homeported in Alameda, California. National Security Cutters are 418-feet long, 54-feet wide, and have a 4,600 long-ton displacement. They have a top speed in excess of 28 knots, a range of 12,000 nautical miles, and can hold a crew of up to 170. National Security Cutters routinely conduct operations throughout the Pacific, where their unmatched combination of range, speed, and ability to operate in extreme weather provides the mission flexibility necessary to conduct vital strategic missions.

The namesake of U.S. Coast Guard Cutter Stratton is Capt. Dorothy Stratton, who led the service's all-female reserve force during World War II. Stratton was the first female commissioned officer in the Coast Guard and commanded more than 10,000 personnel. The ship's motto is "We can't afford not to."

Kongsberg Maritime to Supply Propulsion Systems for Coast Guard's OPC



A rendering of the Offshore Patrol Cutter. *Kongsberg Maritime* Kongsberg Maritime has been selected by Austal USA to supply its Promas propulsion system to the latest ship in the United States Coast Guard's new Offshore Patrol Cutter (OPC) Heritage Class program.

This initial contract is to supply Kongsberg Maritime equipment for the fifth ship, Coast Guard Cutter Pickering, which is the first to be built by Austal USA at their yard in Mobile, Alabama.

The Coast Guard's new OPC program represents a significant

investment in maritime capability and is expected to run up to 25 ships. The new vessels will replace the Coast Guard's medium endurance cutters and meet the need for long-term offshore capability to maintain current and future mission effectiveness.

Promas combines rudder and controllable pitch propeller into one propulsion system which optimizes the hydrodynamic properties of the ship and delivers increased efficiency and thrust while using less energy. For the OPC, as well as twin Promas, Kongsberg Maritime is contracted to supply steering gear, rudders, fin stabilizers and tunnel thrusters.

Björn ten Eicken, Kongsberg Maritime, Vice President – Naval, said: "Kongsberg Maritime has a proud history of supplying mission critical technology to United States Coast Guard programs.

"We have supplied our propulsion systems for naval and governmental forces for more than 80 years, and we're delighted to have developed an efficient and effective system specifically suited to the challenging and varied operations of these new ships. Our Promas systems typically deliver efficiency savings of around 6%, so vessels are able to extend their range, something which can be crucial on longer missions.

"We're looking forward to working with the Coast Guard and Austal USA on delivering these highly capable ships."

The OPC vessels will be able to provide long range patrol capability. At 360 feet long, they will have a displacement of 3,700 long tons, maximum speed of 22.2 knots, and a range of 9,050 nautical miles at 14 knots.

USCGC Harriet Lane Returns After Inaugural Operation Blue Pacific Patrol in Oceania



U.S. Coast Guard Cutter Harriet Lane (WMEC 903) crew renders honors to the Battleship Missouri Memorial as the Harriet Lane and crew return to home port in Pearl Harbor, Hawaii, April 9. HONOLULU – U.S. Coast Guard Cutter Harriet Lane (WMEC 903) and crew returned to home port in Hawaii April 9 after a 79-day patrol in support of Coast Guard District Fourteen's Operation Blue Pacific in Oceania.

Harriet Lane and crew departed Pearl Harbor in January and traveled more than 15,000 nautical miles spanning from the Hawaiian Islands to the east coast of Australia. Patrolling in support of Operation Blue Pacific, the cutter and crew worked

alongside Pacific Island nations to forge and advance relationships with like-minded allies and partners who share a common vision for maritime governance.

Harriet Lane's efforts included enhancing maritime domain awareness, combatting illegal fishing activities across Oceania, and participating in exercises to bolster partner capacity and interoperability. Leveraging bilateral maritime law enforcement agreements with Samoa, Fiji, Vanuatu, and Papua New Guinea, Harriet Lane conducted 27 boardings alongside Pacific Island partners in their respective exclusive economic zones (EEZs).

Through bilateral maritime law enforcement agreements, the Coast Guard is able to provide a platform for partner nations to enforce domestic and international laws within territorial seas and the far reaches of their EEZs. The embarked shipriders identify boarding targets within their EEZ, take law enforcement action in accordance with their authority, and are supported by U.S. Coast Guard personnel throughout the course of the boarding activity. These operations are focused on increasing partner nations' capabilities and maritime domain awareness while safeguarding sovereign rights, supporting sound maritime governance, and combatting illicit activities on the water. Additionally, Harriet Lane law enforcement personnel conducted four fishery boardings on the high seas in concert with the Western and Central Pacific Fisheries Commission.

During Harriet Lane's patrol, the crew made port calls in American Samoa, Samoa, Fiji, Vanuatu, Australia, Papua New Guinea, and the Marshall Islands. While offshore Nauru, Harriet Lane hosted key leadership engagements and underway subject matter exchanges with local enforcement agencies. Harriet Lane's crew participated in numerous engagements with local communities throughout the region, including subject matter expert exchanges, such as search and rescue planning and small boat operations, school visits, and several tours of

Harriet Lane with U.S. Ambassadors, foreign dignitaries, heads of police and fisheries agencies, and hosted the U.S. Coast Guard Commandant, Adm. Linda Fagan, as she led a maritime roundtable aboard the cutter in Vanuatu.

“This was a patrol of firsts for Harriet Lane and the U.S. Coast Guard” said Cmdr. Nicole Tesoniero, commanding officer of Harriet Lane. “The Coast Guard has a long and storied history in the Pacific, and Harriet Lane’s introduction to the region delivers on a pledge to our allies and partners that the United States has an enduring commitment in the Blue Pacific. Harriet Lane’s crew delivered on each and every ask made throughout this patrol, and I could not be more proud of our crew’s dedication, professionalism, and service to our great nation. This was just the first of many patrols in support of Operation Blue Pacific for Harriet Lane and I look forward to seeing our impact continue to grow.”

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

USCG Cutter Bertholf Returns Home Following 98-Day Indo-Pacific Deployment



A crew member assigned to the Coast Guard Cutter Bertholf (WMSL 750) greets his family at the cutter's return to home port on Coast Guard Base Alameda, California following a 98-day patrol in the Indo-Pacific region, April 8. *U.S. Coast Guard | Petty Officer 3rd Class Hunter Schnabel*

ALAMEDA, California – The U.S. Coast Guard Cutter Bertholf (WMSL 750) and crew returned home April 8 following a 21,000-mile, 98-day Indo-Pacific deployment in support of U.S. Indo-Pacific Command and U.S. Navy's 7th Fleet.

Throughout the deployment, Bertholf led international engagements in the Republic of Singapore, Malaysia and India, strengthening interoperability and maritime governance through joint at-sea exercises, professional engagements, and subject matter expert exchanges.

Bertholf departed Alameda on Jan. 2 as the Coast Guard's first of multiple national security cutter deployments to the Indo-Pacific this year.

"The opportunities to work with our allies and partners

throughout the Indo-Pacific increased our regional interoperability and greatly strengthened the bonds which we share as a seagoing service,” said Captain Billy Mees, Bertholf’s commanding officer. “We greatly appreciated engaging in professional interactions, enhancing maritime capabilities, and reinforcing maritime governance in the area through promoting global connections, fostering unity, and advancing efforts to maintain an open and free Indo-Pacific region.”

While operating in the vicinity of Singapore, the crew of the Bertholf participated in multiple professional engagements and training exercises with members of the Republic of Singapore Navy, Singapore Police Coast Guard, and Malaysia Maritime Enforcement Agency (MMEA). Bertholf hosted U.S. Ambassador Jonathan E. Kaplan aboard for a tour and a chance for Bertholf’s crew to showcase the cutter’s operational capabilities.

Upon departure, Bertholf’s crew conducted at-sea exercises and subject matter expert exchanges with the Republic of Singapore Navy and MMEA, including a group sail through the Strait of Malacca.

Upon Bertholf’s service-first, historic arrival in Port Klang, Malaysia, the crew conducted several subject matter expert exchanges with the MMEA, Republic of Singapore Navy, Singapore Police Coast Guard, Japan Coast Guard, Korea Coast Guard, and Australian Border Force. The joint training included maritime law enforcement skills, small boat launch and recoveries, emergency rescue and carry procedures, and shipboard damage control tactics to bolster interoperability across the maritime domain of Southeast Asia. Bertholf hosted U.S. Ambassador Edgard D. Kagan and Malaysian dignitaries onboard for a U.S. Embassy reception on the cutter’s flight deck.

Bertholf’s final international port call was Port Blair, India, marking the first time a U.S. Coast Guard cutter has

visited the Andaman and Nicobar Islands, a union territory of India situated between the Bay of Bengal and the Andaman Sea.

During the four-day engagement, Bertholf's crew participated in sporting events and reciprocal tours, and Bertholf's officers attended a formal reception at the India Coast Guard's regional headquarters. Bertholf and India Coast Guard participated in the joint exercise 'Sea Defender,' with two days of at-sea exercises that included responses to shipboard drone and small boat attacks, shipboard damage control evolutions, pollution responses, counter drug interdiction and non-compliant vessel pursuit tactics, security boardings, flight operations, and an overnight group sail with the India Coast Guard across the Indian Exclusive Economic Zone to the Strait of Malacca.

Commissioned in 2008, Bertholf is one of four Coast Guard legend-class national security cutters homeported in Alameda. National security cutters are 418 feet long, 54 feet wide, and have a 4,600 long-ton displacement. They have a top speed of more than 28 knots, a range of 12,000 nautical miles, endurance of up to 90 days, and can hold a crew of up to 170.

Budget, Recruitment Challenges Drive Coast Guard Creativity, Officials Say



Coast Guard Commandant Admiral Linda Fagan speaks at the fifth annual Coast Guard breakfast. *Brett Davis*

Challenges with budgets, recruitment and retention levels are giving the U.S. Coast Guard the opportunity to be creative in addressing them and to update its policies and procedures, service officials said at the fifth annual Coast Guard Breakfast at Sea-Air-Space 2024.

Coast Guard Commandant Admiral Linda Fagan said the service has about half the maintenance budget it needs to maintain its legacy ships and equipment and is competing with the other services for shipbuilding and other industrial base services.

On the personnel side, persistent shortfalls in recruiting and retention — the service is down about 10% for enlisted personnel, Fagan said — have forced the Coast Guard to innovate and rethink the types of workers it recruits and how it enables their career.

“That crisis has really given us the opportunity to think,” Fagan said. “It strikes me the system that we’re operating,

and much like the other services, the boot camps and schools, they're optimized for 18 year olds fresh out of high school with little to no life experience, yet that's not the recruiting pool that we're experiencing or drawing into the service," Fagan said.

The service is moving to a vastly different recruitment method, bringing in people aged as much as "42 years young" with much more life experience, enabling much greater flexibility for service members with families and making it easier for guard members to leave the service and re-enter.

That's what enabled Rear Admiral Jo-Ann Burdian, the assistant commandant for response policy, to even be on stage on Wednesday at Sea-Air-Space, she said. She left active service as a lieutenant commander because she had three kids under the age of two at home.

"And when they were ready for me to come back, I still felt that calling back. I still felt like I had work to do for our Coast Guard and the nation, and the ability to come back and still go to graduate school, still compete for special assignments and be sitting here today" is a testament to the Coast Guard, she said.

Rear Admiral Russell Dash, commander of the Personnel Service Center, noted "we don't always do press releases when we change policy, but we were the first one that went to 42 years old to be able to join the Coast Guard," preceding the Navy's similar move.

Chief of Naval Operations Admiral Lisa Franchetti said on Monday at Sea-Air-Space that a parent and child could enter Navy service at the same time, one at 42 and one at 18, but Dash said the Coast Guard has actually had that happen.

He said the service's previous philosophies needed to change to make such things happen.

“There’s the acknowledgement that our standard of every single member of the Coast Guard needs to be worldwide deployable at every moment of their career, and the moment that you’re not worldwide deployable, we start a shot clock and say, you’ve got to fix yourself and get to this point, or we’re going to separate you. That’s wonderful when we had lines out the door, a waiting list to join the Coast Guard. But in the competition for talent, we’ve got to accept that’s not a standard that is maintainable for us. So, that has given us the opportunity to drive innovation.”



Rear Admiral Amy Grable makes a point about maintenance issues. *Brett Davis*

Maintenance

The service’s changes aren’t limited to personnel. To deal with that maintenance shortfall, the Coast Guard has gotten creative there as well.

“We do have shortfalls across all of our portfolios, including aviation, surface and shore,” said Rear Admiral Amy Grable,

assistant commandant for Engineering and Logistics.

“We’re deferring 50% of our maintenance on many of our major cutters. And what that means to our crews is, what we used to call cannibalizing parts from one cutter to put on another cutter. It’s now so routine that we have a name for it, we call it a controlled parts exchange,” she said.

Atlantic Commander: Industry-Government Partnership Essential to Coast Guard Innovation



U.S. Coast Guard response boat crews enforce a safety zone,

April 2, 2024, after the collapse of the Francis Scott Key Bridge in Baltimore, Maryland.

By Erika Fitzpatrick, Contributor

Future innovation within the U.S. Coast Guard comes from listening to and partnering with the defense industry, Vice Admiral Kevin E. Lunday, U.S. Coast Guard Commander of the Atlantic Area and Defense Force East, said April 8 at Sea-Air-Space 2024.

“Most of the innovation, most of the great ideas – the kernel, the incubator for those – is within the defense industrial base,” he said. The Navy League’s symposium, which he called the premiere industry-government event, is a “special opportunity to have a conversation and a dialogue.”

In addition to supporting U.S. Combatant Commands, Lunday directs Coast Guard forces and operations involving navigable waterways east of the Rocky Mountains to the East Coast, throughout the Atlantic Ocean, and in parts of the Arctic Ocean to the Arabian Gulf.

As such, his command is involved in a range of often high-profile events and issues.

For instance, when Baltimore’s Francis Scott Key bridge collapsed on March 26 within minutes of being rammed by a massive, malfunctioning container ship, Lunday directed forces there within hours for active search and rescue and follow-on recovery efforts. In cooperation with federal, state, and local partners, the USCG set up and now helps lead the Key Bridge Response Unified Command.

“While that may seem like a very unusual operation in some respects – a bridge collapse after a ship hitting it – that kind of emergency response that the Coast Guard is involved in leading is very common for what we do across the Atlantic area, across the service, every day,” he said.

Other Atlantic-area USCG operations include:

- Helping prevent and prepare for maritime mass migration incidents and fighting transnational crime in the eastern Caribbean through participation in the Joint Task Force-East.
- Controlling, reducing, and preventing deaths from irregular maritime migration, particularly in stemming the flow of migrants from the economically and politically stressed countries of Haiti and Cuba, through Homeland Security Task Force-Southeast.
- Looking into the circumstances involved in the June 2023 implosion of the Titan submersible, an ongoing review conducted by the Coast Guard Marine Board of Investigation.

Lunday credited USCG's successful involvement in these and other endeavors to long-term investments in incident command response and in technological systems that shed light on maritime migration patterns and provide other mission-critical information.

Need to Think Differently

Lunday said USCG is intently focused on readiness – how to carefully balance the readiness of the force with the demand for execution.

However, he said, new solutions are needed, and the Coast Guard looks to private industry to provide many of them.

Our leadership challenges us is to “think differently about how we conduct operations,” Lunday said, “because the increased demands for services and readiness challenges are

forcing us to think differently.”

For instance, the Coast Guard needs effective technologies with government and mission application. These include artificial intelligence and data tools to better analyze, understand, model, and predict patterns of human behavior.

Because industry is thinking about where we need to be going, Lunday said, we should “open our mind and our ears and listen to what they’re saying about how we move forward.”

CMF’s Combined Task Force 150 Seizes Nearly 400 Kilograms in Illegal Narcotics in the Arabian Sea



Bags of illegal narcotics seized from a vessel are stacked on the deck of the U.S. Coast Guard Sentinel-class fast response cutter USCGC Glen Harris (WPC 1144) in the Arabian Sea, April 4. (Photo by U.S. Coast Guard)

By U.S. Naval Forces Central Command Public Affairs | April 08, 2024

MANAMA, Bahrain – A U.S. Coast Guard cutter, working in direct support of Combined Task Force (CTF) 150 of Combined Maritime Forces, seized nearly 400 kilograms of illegal drugs from a dhow in the Arabian Sea, April 4.

Crewmembers from the Sentinel-class fast response cutter USCGC Glen Harris (WPC 1144) discovered and seized 15 kilograms of heroin and 375 kilograms of methamphetamine aboard the dhow. After weighing and documenting the haul, the crew properly disposed of the narcotics.

“This is the second major interdiction of the USCGC Glen Harris and the CTF-150 team with a combined total of 1,160 kg of drugs seized to date, denying income to criminal and

terrorist organizations from the profits of illicit narcotics,” said Capt. (N) Colin Matthews, commander of CTF-150. “This exceptional multinational cooperation between our two teams is an example of the impacts we can make when we work together.”

On March 5, Glen Harris, working in support of CTF 150, seized 770 kilograms of methamphetamines from a dhow in the Arabian Sea.

Glen Harris is forward deployed to Bahrain. The fast response cutter is part of a contingent of U.S. Coast Guard ships forward-deployed to the region under Patrol Forces Southwest Asia (PATFORSWA). PATFORSWA deploys Coast Guard personnel and ships alongside U.S. and regional naval forces throughout the Middle East.

CTF 150 is one of five task forces under Combined Maritime Forces, the world’s largest international naval partnership. CTF 150’s mission is to deter and disrupt the ability of non-state actors to move weapons, drugs and other illicit substances in the Indian Ocean, the Arabian Sea and the Gulf of Oman.

Combined Maritime Forces is a 42-nation naval partnership upholding the international rules-based order by promoting security and stability across 3.2 million square miles of water encompassing some of the world’s most important shipping lanes.