

Coast Guard Cutter Patrols EEZ in Partnership with Samoa



The crew of the U.S. Coast Guard Cutter Oliver Berry (WPC 1124) travels to their new Homeport in Honolulu, Sept. 22, 2017. The Oliver Berry is the first of three 154-foot fast response cutters to be stationed in Hawaii. *U.S. COAST GUARD / Petty Officer 3rd Class Amanda Levasseur*

HONOLULU – The Coast Guard Cutter Oliver Berry crew conducted patrol operations in Samoa’s exclusive economic zone in September 2021, deepening U.S. close partnership with Samoa and promoting resource security within the area, the Coast Guard 14th District said.

The Oliver Berry’s crew helped to fill the policing gap for illegal, unreported, and unregulated fishing while Samoa’s Nafanua II patrol boat was out of service.

“The United States offered to assist the government of Samoa by providing security and sovereignty operations in Samoan waters due to the absence of their patrol boat,” said Cmdr. Jeff Bryant, the 14th District’s chief of enforcement. “It was a pleasure to support Samoa in enforcing their laws to protect fisheries and other natural resources within their EEZ.”

The United States and its allies are trusted partners in the region. The U.S. Coast Guard employs 11 bilateral shiprider agreements with Pacific Island Forum nations, including Samoa, to help them ensure their resource security and maritime sovereignty. Pursuant to those agreements, host government officials generally join Coast Guard patrols. Due to COVID-19 protocols, in this instance the Oliver Berry did not make any shore visits or host Samoan government officials aboard.

“The Oliver Berry’s patrol operations highlighted the close

U.S.-Samoa partnership and our shared commitment to ensuring security and freedom of navigation in the Pacific,” said Acting Chargé d’Affaires Mark Hitchcock. “We look forward to working with the Samoan government and coast guard to facilitate additional patrols in the near future.”

The U.S. Coast Guard and the government of Samoa have a history of partnership. In 2019, the Coast Guard Cutters Walnut and Joseph Gerczak visited Apia Harbor and conducted patrol operations with officials from Samoa’s Ministry of Police and Ministry of Fisheries aboard. Crew from the Coast Guard Cutters also visited Lufilufi Primary School on Upolu Island to donate books, stationary, and sports gear and met with the Samoa Victim Support Group, a nonprofit organization that specializes in providing shelter for domestic abuse victims, to donate children’s clothes, baby bottles, toddler blankets and reading materials.

The goal of the Coast Guard remains supportive and responsive to our international partners as they seek to improve the daily lives of their people and contribute to a free and open Indo-Pacific.

Oceania covers an area of 3.3 million square miles and has a population of 40 million people; it is a melting pot of culture and diversity and each of those cultures has a dependency on living marine resources and maritime commerce to allow their people to thrive.

LA-based Cutter Returns Home

after 32-day Deployment, Drug Offload



A crew member from the Coast Guard Forrest Rednour holds seized contraband during a drug offload in San Diego, Sept. 24, 2021. The drugs, worth an estimated \$96 million, were seized in the Eastern Pacific Ocean off the coast of Mexico.

U.S COAST GUARD / Petty Officer 1st Class Adam Stanton

SAN PEDRO, Calif. – The Coast Guard Cutter Forrest Rednour returned home Sept. 26 following a 32-day patrol, the Coast Guard 11th District said Sept. 27.

The crew disrupted illegal narcotics smuggling, seizing more than 5,000 pounds of cocaine that was offloaded in San Diego Friday, Sept. 24. The drugs, worth an estimated \$96 million, were seized in international waters of the Eastern Pacific Ocean off the coast of Mexico.

“The crew excelled during this patrol; their hard work and skill was apparent and allowed the cutter to weather a hurricane, conduct international engagements, and stop a vessel carrying approximately two metric tons of cocaine, all while in a 154-foot ship, 1,800 nautical miles and two time zones from home,” said Lt. Drew Ferraro, commanding officer of the Rednour.

During the Rednour’s deployment, the crew participated in a passing exercise with the Monte Albán, an Armada de México vessel, off the coast of Mexico.

“This deployment tested crew endurance and provided the same level of logistics challenges normally faced by much larger ships, but the Rednour crew navigated each obstacle with their usual dedication, professionalism, and teamwork,” Ferraro said. “Thank you to our outstanding logistics and finance team, and the shore-side coordinators that made this patrol

successful. Lastly, thank you to the families and loved ones back home who supported us during this patrol and held down the home front during our absence.”

The Forrest Rednour is a 154-foot fast response cutter, commissioned in 2018 and homeported in San Pedro, California.

CGC Kimball, Japanese Vessel Conduct Exercise near Dutch Harbor, Alaska



The U.S. Coast Guard Cutter Kimball and the Japan Naval Training Vessel Kashima transit together during a maritime exercise near Dutch Harbor, Alaska, on Sept. 20, 2021. *U.S. COAST GUARD*

JUNEAU, Alaska – The U.S. Coast Guard Cutter Kimball crew conducted a joint exercise with members of the Japanese Maritime Self Defense Force (JMSDF) off the coast of Dutch Harbor, Alaska, Sept. 21, the Coast Guard 17th District said in Sept. 25 release.

The Kimball crew and the JMSDF crew, aboard the Naval Training Vessel Kashima, operated alongside one another in the Aleutian Island chain to exchange visual communications, followed by honors, as their respective crews lined their ship’s rails for a uniform salute.

This display of maritime cooperation and mutual respect emphasizes both the United States’ and Japan’s continued commitment to one another and to partnership at sea.

“The Kimball crew welcomed the opportunity to meet the Kashima

and conduct a professional exercise at sea,” said Capt. Thomas D’Arcy, the Kimball’s commanding officer. “Seeing the crews aboard the Kimball and the Kashima line the rails for the passing of honors illustrates the spirit of collaboration between the U.S. Coast Guard and Japan’s maritime forces. The exercise, movements and communications between our vessels were expertly executed and the salutes exchanged exemplify the strength of our relationship with Japan as a key partner.”

Over the past year, the U.S. and Japan have increasingly strengthened their relationship in the maritime domain through the shared mission set of the JMSDF and the U.S. Coast Guard. This includes search and rescue collaboration with the 14th Coast Guard District in Hawaii and the Japanese Coast Guard Training Ship Kajima, as well as exercises between the Japanese coast guard and the Coast Guard cutters Kimball, Munro and Bertholf near the Ogasawara Islands and in the North Pacific, respectively.

The first joint exercise between the Kashima crew and a Coast Guard crew occurred in the Bering Sea last September in the form of a personnel exchange with the Coast Guard Cutter Alex Haley.

The Kashima is one of four training ships that belong to the JMSDF and is used to train new officers. About 110 newly commissioned officers and more than 300 crewmembers are aboard the ship for its nearly two-month journey from Hiroshima to Alaska, up to the Arctic and Pearl Harbor, Hawaii, then back to Japan.

U.S. Coast Guard Cutter Trains with Royal Australian Navy



HMAS Sirius conducts a dual replenishment at sea with HMAS Canberra and USCG Cutter Munro as HMAS Anzac sails behind, during Indo-Pacific Endeavour 2021. *LSIS Leo Baumgartner*

ALAMEDA, Calif. – U.S. Coast Guard members aboard the Alameda-based Coast Guard Cutter Munro (WMSL 755) participated in a cooperative three-day at-sea exercise with the Royal Australian Navy in the South China Sea Sept. 11 to 13, the Coast Guard Pacific Area said in a Sept. 16 release.

The joint training engagement included joint operations, professional exchanges, and multi-unit maneuvering at sea to strengthen interoperability between the U.S. Coast Guard and Royal Australian Navy.

“These at-sea engagements with our long-standing partners in the Indo-Pacific region provided an excellent joint training opportunity for the crew,” said Munro’s Commanding Officer Capt. Blake Novak. “Enhancing cooperation and building trust strengthens our relationship with the Royal Australian Navy while expanding our regional security cooperation initiatives.”

The U.S. Coast Guard has a long history of cooperation with the Royal Australian Navy. The U.S. and Australia, along with New Zealand and France, make up the Pacific Quadrilateral Defense Coordinating Group or P-QUAD. P-QUAD endeavors to enhance maritime security in the Western and Central Pacific Ocean in partnership with the Pacific Island Countries through organizations such as the Fisheries Forum Agency.

“The United States and Australia have deep and abiding

interests throughout the Pacific,” said Vice Adm. Michael F. McAllister, commander, U.S. Coast Guard Pacific Area. “As leaders in maritime safety and security, our forces are dedicated to upholding regional sovereignty, stability and security. Through joint operations with Australia, we strengthen our interoperability with an ally deeply committed to promote international rules and norms within the Indo-Pacific.”

“The Royal Australian Navy has enjoyed multiple opportunities throughout the year to work with the United States in the Indo-Pacific,” said Capt. David Teitzel, Royal Australian Navy, commander Task Group 635.3. “Being able to operate with a United States Coast Guard cutter like USCGC Munro has strengthened how we interoperate and boosts how we work together in the interest of regional security. I thank Munro for their time in-company and we look forward to sailing with the United States Coast Guard again.”

Munro, a 418-foot national security cutter, departed its homeport of Alameda in July for a months-long deployment to the Western Pacific. Operating under the tactical control of the U.S. 7th Fleet, the cutter and crew are engaging in professional exchanges and capacity-building exercises with partner nations, patrolling and conducting operations as directed.

National security cutters like Munro feature advanced command and control capabilities, aviation support facilities, stern cutter boat launch and increased endurance for long-range patrols, enabling the crews to disrupt threats to national security further offshore.

Northland Returns Home after 80-day Eastern Pacific Patrol, Miami Drug Offload



Coast Guard Cutter Northland crews rescued three people after their boat caught fire approximately 150 miles south of Golfito, Costa Rica, August 18, 2021. Maritime Rescue Coordination Centre Costa Rica contacted 11th Coast Guard District command center watchstanders to relay the report of a vessel fire and requested Coast Guard assistance. *U.S. COAST GUARD*

PORTSMOUTH, Va. – USCGC Northland (WMEC 904) returned to Portsmouth Sept. 13, following an 80-day patrol in the Eastern Pacific Ocean in support of the Coast Guard 11th District and Joint Interagency Task Force South, the Coast Guard Atlantic Area said in a Sept. 15 release.

The Northland's crew patrolled the Eastern Pacific performing counter-drug operations with the support of an aviation detachment from the U.S. Coast Guard Helicopter Interdiction Tactical Squadron flying an MH-65 Dolphin Helicopter. In addition to Northland's HITRON detachment, aircraft crews from the U.S. Navy and Customs and Border Protection provided critical aerial surveillance and reconnaissance for the cutter throughout the patrol.

During the patrol, Northland successfully interdicted several suspected drug smuggling vessels. On Sept. 8, the cutter pulled into U.S. Coast Guard Base Miami Beach and offloaded 7,833 pounds of cocaine with an estimated street value of \$148 million. The cutter crew also transferred three suspected narcotics smugglers to Coast Guard Seventh District and U.S. Drug Enforcement Administration personnel, signaling the culmination of a successful joint interagency effort in the

Eastern Pacific.

Aside from successfully interdicting suspected drug smuggling vessels, Northland maintained a maritime assistance presence in the region throughout the patrol. On Aug. 11, the Coast Guard Eleventh District relayed an alert from the Maritime Rescue Coordination Center Costa Rica reporting the fishing vessel Baula X on fire with three mariners trapped aboard. On Aug. 18, Northland launched the Dolphin crew in search of the boat. Upon successfully locating the burning fishing vessel, the helicopter crew guided Northland's small boat team to the location. They safely rescued the three fishers and delivered them to the nearby cargo vessel Avra GR, participating in the Automated Mutual-Assistance Vessel Rescue program.

When not actively chasing drug runners or rescuing fishers, Northland maintained a steady training regimen for new and veteran crewmembers on navigation, engineering, and nautical activities. Training for emergencies and routine operations is critical to sustaining Northland's peak mission effectiveness and is in keeping with the Coast Guard's motto, Semper Paratus – Always Ready.

"During this patrol, our crew showed terrific adaptability when responding to equipment malfunctions, scheduling changes, issues spurred by the COVID-19 pandemic, and a litany of other challenges faced. Throughout all of this, the crew displayed tremendous determination and teamwork, resulting in multiple mission accomplishments. I am extremely proud of the effort put forth by Northland, our embarked aviation detachment, and all of the support elements that worked to ensure our safety and success throughout," said Cmdr. Patricia M. Bennett, Northland's commanding officer.

USCGC Northland is a 270-foot Famous-class medium-endurance cutter homeported in Portsmouth. The crew routinely deploys in support of counter-drug, migrant interdiction, fisheries, search and rescue, and homeland security missions.

Coast Guard Crews Observe Chinese Warships near Alaska



During a routine maritime patrol in the Bering Sea and Arctic region, U.S. Coast Guard Cutter Bertholf spotted and established radio contact with Chinese People's Liberation Army Navy (PLAN) task force in international waters within the U.S. exclusive economic zone, Aug. 30, 2021. All interactions between the U.S. Coast Guard and PLAN were in accordance with international laws and norms. *U.S. COAST GUARD / Ensign Bridget Boyle*

JUNEAU, Alaska – The U.S. Coast Guard demonstrated its commitment to the Bering Sea and Arctic region with deployments of national security cutters Bertholf and Kimball, and a U.S. Arctic patrol by icebreaker Healy, the Coast Guard 17th District said in a Sept. 13 release.

"Security in the Bering Sea and the Arctic is homeland security," said Vice Adm. Michael McAllister, commander Coast Guard Pacific Area. "The U.S. Coast Guard is continuously present in this important region to uphold American interests and protect U.S. economic prosperity."

Crews interacted with local, national and international vessels throughout the Arctic. During the deployment, Bertholf and Kimball observed four ships from the People's Liberation Army Navy (PLAN) operating as close as 46 miles off the Aleutian Island coast. While the ships were within the U.S. exclusive economic zone, they followed international laws and norms and at no point entered U.S. territorial waters.

The PLAN task force included a guided-missile cruiser, a guided-missile destroyer, a general intelligence vessel, and

an auxiliary vessel. The Chinese vessels conducted military and surveillance operations during their deployment to the Bering Sea and North Pacific Ocean.

All interactions between the U.S. Coast Guard and PLAN were in accordance with international standards set forth in the Western Pacific Naval Symposium's Code for Unplanned Encounters at Sea and Convention on the International Regulations for Preventing Collisions at Sea.

The Bering Sea produces more than 50 percent of the nation's fish and shellfish harvest – worth more than \$5 billion annually – and is the gateway to the Arctic, which encompasses 900,000 square miles of the U.S. exclusive economic zone off the Alaskan coast.

Bertholf and Kimball are 418-foot legend-class national security cutters homeported in Alameda, California, and Honolulu, Hawaii, respectively.

Healy is a 420-foot medium icebreaker homeported in Seattle.

Coast Guard Continues to Support Hurricane Ida Recovery Efforts



Coast Guard Capt. Wade Russell, commanding officer of Marine Safety Unit Houma, reviews navigation charts with a member of the Navy Supervisor of Salvage and Diving in Morgan City, Louisiana, Sep. 9, 2021. *U.S. COAST GUARD*

NEW ORLEANS – The Coast Guard continues to respond to impacts to the waterways and assess the environmental threats across

Southeast Louisiana Sept. 9, post-Hurricane Ida, the Coast Guard 8th District said in a release.

In partnership with the U.S. Army Corps of Engineers and the Navy Supervisor of Salvage and Diving (SUPSALV) the Coast Guard is continuing efforts to reopen waterways impacted by Hurricane Ida in the areas of Bayou Lafourche, Houma Navigation Canal and portions of the Intracoastal Waterway.

Obstructions to the affected waterways are being identified and removed to restore the area to pre-storm conditions.

To date, 25 obstructions comprised primarily of fishing vessels, crew vessels, and offshore supply vessels have been identified in the Bayou Lafourche channel. Additionally, 30 submerged targets have been identified in the Houma Navigation Canal. Fifteen of those targets in the Houma Navigation Canal have been cleared or removed.

The Coast Guard also continues to receive and investigate all reports made to the National Response Center.

Coast Guard crews are working to identify and prioritize threats to the environment and navigable waterways through overflights and surface inspections of areas impacted by the storm.

The Coast Guard is working closely with the State of Louisiana, Environmental Protection Agency, and Department of Environmental Quality, to respond to reports of pollution.

The Coast Guard and American

Maritime: A Vital Post-9/11 Partnership



A Coast Guard rescue team from Sandy Hook, New Jersey, races to the scene of the World Trade Center terrorist attack. A subsequent call for “all available boats” led to the largest maritime evacuation in history. *U.S. COAST GUARD / PA2 Tom Sperduto*

Twenty years ago this week, al Qaeda carried out attacks on the World Trade Center and the Pentagon, and perhaps would have succeeded in attacking a third target but for the bravery of the airline passengers who forced their plane down in Shanksville, Pennsylvania.

These attacks would ultimately claim thousands of lives and dramatically alter America’s domestic security posture and the geopolitical landscape for years to come. But in the tense, chaotic hours that followed the unimaginable horror of commercial airliners striking the Twin Towers, amid the uncertainty of whether more was on the way, the U.S. Coast Guard and U.S. maritime industry were focused on a single shared mission in New York: Get people to safety.

When the local Coast Guard commander put out the call for “all available boats” to make their way to lower Manhattan to help rescue people stranded due to the closure of bridges and tunnels, the response was widespread and immediate. An armada of tugboats, ferries and other vessels quickly arrived on the scene and, in a collective undertaking of tremendous skill and grit, safely evacuated 500,000 people. It was the largest maritime evacuation in history, even exceeding the heroic achievement at Dunkirk in 1940.

This kind of proactive collaboration to keep people safe has long defined the relationship between the Coast Guard and the U.S. maritime industry. And in the years since 9/11, they have

continued their close partnership to keep our waterways and our nation secure – a partnership made possible by a mix of sound policy, focused coordination and shared commitment. The continued strength, agility and effectiveness of the partnership in the face of existing and emerging threats will depend on several key factors.

The Jones Act

First, the Jones Act, the law requiring that vessels moving cargo between two U.S. points be American built, owned and crewed, plays a foundational role in our maritime security and must remain sacrosanct. By keeping our domestic maritime industry in American hands, the law ensures a reliable pipeline of experienced American mariners for the long-term – the kind that works seamlessly with the Coast Guard and risks their own lives to evacuate half a million people from New York, without hesitation. It also greatly reduces the potential for malign actors who might seek to use our waterways to carry out attacks, decreasing the operational burden on the Coast Guard and allowing the service to channel its limited resources where they are needed most.

The Jones Act is also instrumental to the durability of what the Center for Strategic and Budgetary Assessments [calls](#) the Defense Maritime Industrial Base – the vast network of public and private sector maritime entities that collectively serve as a major component of our national security. The U.S. must be able to rely on American shipyards to build boats the Coast Guard needs to patrol and defend our territorial waters and that America's maritime industry needs to move the cargo that drives our economy and supports military readiness.

Cyber Risk Management

Second, cyber risk management must remain an urgent priority. The Coast Guard's latest [alert](#) discussing recent cyberattacks on South African ports and leaked Iranian documents describing

research on how a cyberattack can be used to target the Maritime Transportation System (MTS) is a stark reminder that our adversaries don't have to be in our waters to attack our waterways. And as ever, with greater technology innovation comes greater cyber risk to the MTS as these threats continue to evolve.

The Coast Guard recently issued its [2021 Cyber Strategic Outlook](#), detailing its approach to this complex, high-stakes threat landscape. Notably, among the report's major Lines of Effort is to "Protect the Marine Transportation System," elements of which emphasize continued coordination with the maritime industry to manage cyber risks and "improve the ability for owners and operators to prepare for, mitigate, and respond to threats to maritime critical infrastructure." Recognizing the importance of its own role in safeguarding the MTS, the tugboat, towboat and barge industry has taken proactive steps to improve that ability, including by developing [Best Practices for the Towing Industry](#), a cyber risk management guide for use by marine towing companies of all sizes and sectors. This is important progress, but more surely remains to be done.

Finally, whether in response to threats of physical attacks, or attacks carried out in cyberspace, for the partnership to continue achieving results that keep the American people safe, the policies and practices guiding it into the future must be crafted with an eye toward facilitating the tracking and exchange of threat information in real time; ensuring that security regulations are informed by practical operational realities and risk management principles; and maintaining effective security for our waterways without impeding the waterborne commerce that is itself fundamental to our national security.

That worst of days 20 years ago summoned what is best in our Coast Guard and our mariners, whose actions helped prevent further loss of life. And while we hope and pray not to hear

another call for “all available boats,” we owe it to our nation to make sure this vital partnership is ready if we do.

Adm. James Loy, retired, served as the 21st commandant of the U.S. Coast Guard from 1998-2002 and subsequently as deputy secretary of homeland security. Jennifer Carpenter is president and CEO of The American Waterways Operators.

U.S., Canadian Crews Conduct Exercise during CGC Healy's Northwest Passage Transit



An aircrew aboard a Canadian coast guard Bell 429 helicopter prepares to land aboard the Coast Guard Cutter Healy (WAGB 20) while near Resolute, Nunavut, Canada on Sept. 6, 2021. *U.S. COAST GUARD / Petty Officer First Class Michael Underwood*

ALAMEDA – The Coast Guard Cutter Healy's (WAGB 20) crew conducted a search-and-rescue exercise and professional exchange with members of the Canadian Coast Guard and Canadian Rangers near Resolute Bay in Nunavut, Canada, Sept. 6, 2021, during Healy's Northwest Passage transit, the Coast Guard Pacific Area said in a Sept. 6 release.

The search-and-rescue exercise enhanced interoperability and effectiveness of response capabilities among the services.

U.S. Coast Guard Commandant Adm. Karl Schultz, Canadian Coast Guard Commissioner Mario Pelletier and Canadian Coast Guard Assistant Commissioner for the Arctic Region Neil O'Rourke were aboard Healy to meet with the crew and observe the joint

training exercise.

“Training alongside our Canadian partners while underway in the Arctic during a historic circumnavigation of North America is a great example of enhancing our interoperability and mission capabilities,” said Schultz. “Healy is supporting oceanographic research with the science community during this deployment to the critically important Arctic region.”

The U.S. Coast Guard is the nation’s leader in Arctic surface operations and coordinates with international partners to maintain the region as safe, prosperous and cooperative by strengthening international and intergovernmental partnerships in the region through joint exercises and professional exchanges.

“Seeing the members of the Canadian Coast Guard work hand in hand with their counterparts from the Healy has been inspiring,” said Pelletier. “The vastness of the Arctic makes this a very difficult environment for emergency response making every opportunity for training valuable. These exercises ensure our two countries’ coast guards stand ready and able to assist should we be needed.”

Coast Guard icebreaker crews aboard Healy and the Coast Guard Cutter Polar Star (WAGB 10) deploy to conduct statutory Coast Guard missions in the Polar Regions such as search-and-rescue and the protection of marine resources. Additionally, the crews support oceanographic research in the Arctic and Antarctic.

The Healy crew is collaborating with the international science community and institutions from the U.S., Canada, Norway and Denmark to perform oceanographic projects throughout the Northwest Passage and within Baffin Bay to inform environmental change research.

The Healy, a 420-foot-long medium icebreaker, departed its Seattle homeport July 10 for a months-long Arctic deployment

and circumnavigation of North America. Since departing, the crew has been executing Coast Guard missions, supporting oceanographic research and conducting training to develop the Coast Guard's future Polar security cutter Sailors.

USCGC Escanaba Returns Home after Historic 50-Day Patrol



The crew of USCGC Escanaba (WMEC 907) greet their families as they return home to Portsmouth on Sep. 7, 2021, following a historic 50-day patrol in support of Operation Nanook in the Arctic region and the Labrador Sea. *U.S. COAST GUARD / Senior Chief Petty Officer Sara Muir*

PORTSMOUTH, Va. – The crew of USCGC Escanaba (WMEC 907) returned home to Portsmouth on Tuesday following a historic 50-day patrol in support of Operation Nanook in the Arctic region and the Labrador Sea, the Coast Guard Atlantic Area said in a Sept. 7 release.

Operation Nanook supports the Coast Guard Arctic strategy to develop international relations with like-minded Arctic states, enhance maritime domain awareness, and expand service capabilities within the region.

Escanaba deployed with the 154-foot Sentinel-class fast response cutter Richard Snyder and an embarked members of the Maritime Security Response Team East. The operation expanded the logistical boundaries of the FRC fleet and further refined the modular capabilities of deployable special forces to enhance a cutter's organic law enforcement capabilities.

Operation Nanook was made up of two

phases, Tuugaalik and Tatigiit. The Tuugaalik phase brought the crews of Escanaba, Richard Snyder, and the Royal Canadian navy together to exercise best practices and demonstrate responsive capabilities to potential terrorist or adversarial threats. The training exercises included were a live-fire surface gunnery exercise, close-quarters formation steaming, towing, small boat approaches, and communication drills. In the following phase, Tatigiit, the Escanaba, and Richard Snyder teams participated in a mass casualty and pollution event along the shores of Baffin Island. Both cutters crews seamlessly supported the Royal Canadian navy in rescue and assistance procedures and creating search and rescue patterns.

In addition to conducting law enforcement operations, Escanaba's crew participated in Frontier Sentinel, a training event with the U.S. and Royal Canadian navies. The exercise simulated a multi-national response to a maritime threat and strengthened interoperability between all three services.

USCGC Escanaba is a 270-foot Famous-class medium-endurance cutter, previously known as "The Pride of Boston," now re-homeported to Portsmouth.