

First missionized Coast Guard HC-27J completes inaugural flight



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

Sept. 6, 2023 – The Coast Guard successfully performed the first flight of the newly missionized HC-27J prototype aircraft, CGNR 2712, today at Naval Air Station (NAS) Patuxent River, Maryland. The milestone flight is part of the Coast Guard’s effort to enhance its fixed-wing surveillance aircraft fleet with improved capabilities to gather, process and transmit information during maritime patrol aircraft joint operations.

The flight was a culmination of efforts by the Coast Guard’s Aviation Projects Acquisition Center and Medium Range Surveillance Aircraft program office along with Naval Air Systems Command’s Naval Air Warfare Center Aircraft Division AIRWorks Team and the original equipment manufacturer, Leonardo Aircraft Division (LAD). The first flight of the HC-27J was a modified functional check flight and was tailored to exercise the program’s Safety of Flight and Safety of Test systems prior to fully proceeding into the flight test phase. The initial flight tests will be performed by the Naval Air

Warfare Center Aircraft Division's Air Test and Evaluation Squadron (VX) 20 HC-27J test team with support from the Coast Guard and LAD at NAS Patuxent River.

The Coast Guard is in the process of missionizing 14 C-27J aircraft that were transferred from the U.S. Air Force under the National Defense Authorization Act of 2014. As originally delivered, the C-27Js were outfitted with weather radar and communications equipment. Missionization refers to the process of integrating specialized equipment, such as radar, sensors and processors, that enhance the aircraft's effectiveness in carrying out Coast Guard missions. The Coast Guard is using Minotaur mission system architecture developed by the Navy across its fixed wing fleet to integrate the specialized components such as surface search radar and electro-optical/infrared sensors because it offers significant increases in speed and memory capability.

Vigor Begins Work on USCGC John McCormick at Ketchikan Shipyard



[Release from Vigor](#)

Ketchikan-based cutter to undergo repairs and maintenance at local facility

KETCHIKAN, Alaska (September 12, 2023) – The U.S Coast Guard has awarded Vigor Alaska, a Titan company, a contract to perform maintenance and repairs on U.S. Coast Guard Cutter John McCormick at the Ketchikan Shipyard. USCGC John McCormick will be the first U.S. Coast Guard maintenance solicitation awarded at the Ketchikan Shipyard since 2011. The Fast Response Cutter is stationed at Coast Guard Base Ketchikan, just 3.5 miles from Ketchikan Shipyard, ensuring work on this locally-based vessel supports jobs in Ketchikan’s local economy. Work on the vessel begins this week.

“Vigor and our skilled employees are looking forward to beginning work on CGC John McCormick at our local Ketchikan Shipyard,” said Adam Beck, Vigor EVP of Ship Repair. “Having a

strong partnership with the Coast Guard supports family wage jobs in Ketchikan and helps get vessels back into service patrolling our coastlines faster. We are grateful for the opportunity to serve the Coast Guard and ready to get to work.”

The \$3.65 million contract represents a significant milestone in Vigor’s tenure as operator of Ketchikan Shipyard, which is owned by the Alaska Industrial Development and Export Authority (AIDEA). The critical partnership between owner and operator supports a strong local economy in Ketchikan.

“AIDEA is proud to partner with Vigor in providing jobs in Ketchikan and boosting the local economy,” said Randy Ruaro, Executive Director of AIDEA. “We applaud USCG in trusting the Ketchikan Shipyard for this important maintenance work and look forward to similar projects in the future. The U.S. Coast Guard’s District 17 fleet has an Alaska maintenance facility to rely on.”

Work on USCGC McCormick will cover comprehensive maintenance and repair of the vessel. After USCGC McCormick is dry docked, the skilled team at Ketchikan Shipyard will inspect the hull plating, conduct maintenance on the ship’s propulsion system and renew hull coatings, as well as several other key maintenance and repair operations. Work is anticipated to last through the fall, with approximately 40 employees supporting the project.

In addition to USCGC McCormick, Vigor continues to conduct critical work for the Alaska Marine Highway System at Ketchikan Shipyard. Maintenance work on MV Kennicott began last month and will continue into November. Work on MV Stikine was completed earlier this year.

USS Milwaukee (LCS 5) Decommissions

[Release from Littoral Combat Ship Squadron Two](#)

11 September 2023

NAVAL STATION MAYPORT (Sept. 8, 2023) – Freedom-variant littoral combat ship (LCS) USS Milwaukee (LCS 5) was decommissioned in Mayport, Fla., September 8.

As an operational unit, Milwaukee and its crew played an important role in the defense of our nation and maritime freedom. Milwaukee and its Sailors were key to determine the operational success and deployment capabilities of today's LCS platform.

During the ceremony guest speaker, Vice Adm. Dirk Debbink (USN, Ret), former chairman of Milwaukee's commissioning committee wished the crew of Milwaukee fair winds and following seas as they bid farewell to their ship.

"We are all very proud of the way this ship served our Navy and our nation since that cold day in November 2015." said Vice Adm. Dirk Debbink (USN, Ret), former chairman of Milwaukee's commissioning committee. "She was the first true serial production ship of the Freedom Class, having incorporated literally hundreds of changes, lessons learned from Freedom and Fort Worth."

Milwaukee and its Sailors contributed a tremendous amount of work and time to ensure success of the LCS program during the ship's time in naval service. Milwaukee completed two successful deployments in April 2022 and June 2023. The ship

deployed to U.S. Fourth Fleet and integrated with the embarked US Coast Guard Law Enforcement Detachment (LEDET), other US warships, Department of Defense, Department of Justice, Department of Homeland Security, and SOUTHCOM/JIATF-S. During their second deployment, Milwaukee and her embarked LEDETs, seized an estimated \$30 million in suspected cocaine and three detainees during interdictions as sea, preventing 954kgs of cocaine from entering the United States. She also transported six detainees and case packages on behalf of USCGC BEAR in support of the counter-narcotic/interdiction mission. While deployed, Milwaukee provided maritime security presence enabling the free flow of commerce in key corridors of trade.

“Throughout the life of the ship, the Sailors that sailed Milwaukee led the way in training and operations that led to fleet improvements and culminated with operational success that supported national security objectives and demonstrated U.S. commitment to our allies.” said Cmdr. Jason Knox, Milwaukee’s commanding officer. “Not only can her Sailors be proud of their distinctive accomplishments, but the City of Milwaukee, Wisconsin can be proud of their ship, too.”

Milwaukee was designed by Lockheed Martin and constructed by Marinette Marine Corporation (Fincantieri) Marinette, Wisconsin, Milwaukee was commissioned November 21, 2015, in Lake Michigan at Milwaukee’s Veteran’s Park. Mrs. Sylvia Panetta, wife of former Secretary of Defense Leon Panetta, served as the ship’s sponsor.

USS Milwaukee (LCS 5) is the fifth United States Navy Warship named after the city of Milwaukee, Wisconsin. The ship represents the proud people of the Milwaukee community. Upon decommissioning, Milwaukee’s Sailors will receive follow-on orders to new assignments.

LCS are fast, agile, mission-focused platforms designed to operate in near-shore environments, winning against 21st-

century coastal threats. LCS are versatile and are capable to support a broad spectrum of fleet missions and operate alongside regional navies and coast guards while supporting forward presence, maritime security, sea control, and deterrence missions around the globe.

For more news from Commander, Littoral Combat Ship Squadron Two, visit <https://www.surflant.usff.navy.mil/lcsron2/> or follow on Facebook at <https://www.facebook.com/comlcsron2/>

U.S. Coast Guard Cutter Tampa and Crew Return to Home Port Following 67-day Patrol in the Florida Straits and Windward Passage



[Release from U.S. Coast Guard Atlantic Area](#)

U.S. Coast Guard Cutter Tampa and crew return to home port following 67-day patrol in the Florida Straits and Windward Passage

PORTSMOUTH, Va. – The U.S. Coast Guard Cutter Tampa (WMEC 902) and crew returned to their home port in Portsmouth, Tuesday, after a 67-day patrol in the Florida Straits and Windward Passage.

Tampa deployed in support of Homeland Security Task Force – Southeast and Operation Vigilant Sentry within the Coast Guard Seventh District’s area of responsibility. During the patrol, Tampa’s crew conducted maritime safety and security missions while working with other Coast Guard cutters to detect, deter, and intercept unsafe and illegal maritime migration ventures bound for the United States.

While underway, Tampa’s crew interdicted one migrant vessel

attempting a dangerous and unlawful voyage toward the United States. Crew members contributed to the care and repatriation of 429 migrants during the patrol.

“This was a rewarding first patrol as the commanding officer,” said Cmdr. Walter Krolman, commanding officer of Tampa. “To see the officers and crew, experienced and new, come together to complete the mission was amazing. As a team, we conducted drills and exercises and qualified members in new watch stations while meeting operational demands. Tampa controlled surface assets and coordinated air coverage to ensure the security of the southern maritime border. We worked successfully with Coast Guard, state and federal partners to save lives and prevent a mass migration event.”

HSTF-SE serves as the Department of Homeland Security lead for operational and tactical planning, command and control, and acts as a standing organization to interdict illegal maritime migration attempts with federal, state and local partners. HSTF-SE continues enhanced enforcement efforts in support of OVS, the 2004 DHS plan to respond to irregular and unlawful mass maritime migration in the Caribbean Sea and the Florida Straits.

Tampa is a 270-foot, Famous-class medium endurance cutter. The cutter’s primary missions are counterdrug operations, migrant interdiction, enforcement of federal fishery laws 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](#).

U.S. Coast Guard Cutter Resolute returns home following 67-day Caribbean patrol



[Release from U.S. Coast Guard Atlantic Area](#)

Aug. 31, 2023

U.S. Coast Guard Atlantic Area

ST. PETERSBURG, Fla. – The crew of U.S. Coast Guard Cutter Resolute (WMEC 620) returned to their home port in St. Petersburg, Thursday, following a 67-day patrol in the Windward Passage of the Caribbean Sea.

Resolute deployed in support of Homeland Security Task Force – Southeast (HSTF-SE) and Operation Vigilant Sentry (OVS) to patrol the Coast Guard’s Seventh District area of operations. While underway, Resolute’s crew conducted maritime safety and security missions while working to detect, deter, and intercept unsafe and illegal migrant ventures bound for the United States.

During the patrol, Resolute’s crew interdicted an overloaded and unseaworthy vessel with 94 Haitian migrants 30 miles off the north coast of Haiti. Boarding teams embarked all 94 migrants onto Resolute where crew members provided shelter and care for three days, before repatriation.

“I could not be prouder of this crew and what they were able to accomplish during this patrol,” said Cmdr. Michael Ross, commanding officer of Resolute. “They answered the call and responded to each case with dignity, compassion, and professionalism.”

Resolute also conducted joint training with an MH-60 Jayhawk helicopter crew from the Coast Guard’s forward-deployed aviation detachment in the Bahamas, while underway in the Caribbean. Resolute performed in-flight refueling, vertical replenishment, and basket hoist training to enhance mission readiness.

During time off from operations, Resolute crew members volunteered at Fundación Casa Niños Felices, an orphanage in the Dominican Republic. Resolute’s crew volunteered their liberty to spend time with over 30 orphans, furthering their humanitarian outreach efforts.

HSTF-SE serves as the Department of Homeland Security lead for operational and tactical planning, command and control, and as a standing organization to deter, mitigate, and respond to maritime mass migration in the Caribbean Sea and the Florida

Straits. HSTF-SE continues enhanced enforcement efforts in support of OVS, the 2004 DHS plan to respond to irregular maritime migration in the Caribbean Sea and the Straits of Florida.

Resolute is a 210-foot, Reliance-class medium endurance cutter. The cutter's primary missions are counter-drug operations, migrant interdiction, 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 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 transfers custody of 3 suspected smugglers, offloads \$19 million in seized cocaine in San Juan, Puerto Rico



[Release from U.S. Coast Guard 7th District](#)

SAN JUAN, Puerto Rico – The crew of Coast Guard Cutter Donald Horsley (WPC – 1117) offloaded approximately 1,709 pounds of seized cocaine and transferred custody of three suspected male smugglers to federal law enforcement authorities in San Juan, Puerto Rico, Thursday.

The suspected smugglers are Venezuelan nationals who now face criminal prosecution by the U.S. Department of Justice in the U.S. Federal District Court in Puerto Rico. The seized contraband is estimated to have a wholesale value of \$19 million.

Coast Guard Cutter Donald Horsley interdicted a suspect non-compliant 46-foot go-fast vessel Saturday night, after the

aircrew of a maritime patrol aircraft detected the vessel while patrolling Caribbean Sea waters southeast of Puerto Rico. Following a high-speed pursuit and the interdiction of the suspect vessel, the cutter crew apprehended the suspected smugglers and successfully recovered 31 bales of contraband which had been jettisoned from the go-fast vessel during the pursuit.

“The strong collaboration and coordination between our Coast Guard units and our partner law enforcement agencies operating in the Caribbean are instrumental to achieving continued successful outcomes like in this case,” said Capt. José E. Díaz, Coast Guard Sector San Juan commander. “Our shared resolve and collective efforts are critical to further strengthening the security and stability of the region, while safeguarding our citizens in Puerto Rico and the U.S. Virgin Islands from this threat.”

The Transnational Organized Crime Division of the U.S. Attorney’s Office for the District of Puerto Rico is leading the prosecution for this case, while Special Agents supporting the Caribbean Corridor Strike Force are leading the investigation.

The interdiction is the result of multi-agency efforts involving the Organized Crime Drug Enforcement Task Force (OCDETF), the Caribbean Border Interagency Group and the Caribbean Corridor Strike Force. 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>. For breaking news, follow us on Twitter. For additional information, find us on Facebook and Instagram.

Cutter Donald Horsley is a 154-foot fast response cutter that is homeported in San Juan, Puerto Rico.

National Security Leaders Underscore Urgency in Complex Threat Landscape



Release from SENEDIA

Led by SASC Chair, SECNAV, and Navy VCNO, Conference Speakers Call for Innovation and Collaboration to Maintain American Competitiveness

NEWPORT, R.I. – SENEDIA, the alliance for defense tech, talent, and innovation, yesterday concluded Defense Innovation Days, an important national defense convening that featured three days of policy discussion, industry networking, and

planning for the future in an increasingly-complex national security landscape.

Senator Jack Reed, Chairman of the Senate Armed Services Committee, participated in multiple sessions, providing critical insight and underscoring the urgency of the moment.

“Our defense industry leaders understand the urgency and enormity of the challenges we face today in a constantly changing national security landscape,” said Reed. “Our adversaries have found ways to exploit this environment, and in order to keep pace, we need to transform the Department of Defense to innovate at the speed of progress. Innovation must be nourished and maintained. We must work smarter and harder to regain ground lost.”

Urgency, innovation, and collaboration emerged as key themes at this year’s 9th annual event, with speakers warning of the potential consequences if investments stall in research and development, workforce training, or military deterrence.

“Defense Innovation Days brings together the most influential voices in national security, paired with the most innovative leaders of the defense industry, and this year’s event illustrated the power of that partnership,” said Molly Donohue Magee, Executive Director of SENEDIA. “When we collaborate in service of our nation—guided by a desire to support our men and women in uniform—we can maintain and advance our strength at home and abroad.”

Among the key takeaways are:

- China and climate change are among the greatest threats and sources of instability facing our national security landscape.
- We are in a “decade of maximum danger,” which calls for a “decisive decade” of investment, training, and strategic planning in return.

- By working with and learning from private industry, as well as investing in its own internal capacity, DoD is rapidly scaling up the development and deployment of innovative and emerging technologies. Innovation must concurrently include the ability to scale to meet the demand.
- Collaboration is essential to accelerate progress, including connecting supply chain companies to DoD contracts, investing in workforce development, and enacting meaningful public policy like AUKUS.

Distinguished speakers at this sold-out event with more than 400 registrants included the Honorable Carlos Del Toro, Secretary of the Navy; Adm. Lisa Franchetti, Vice Chief of Naval Operations; Dr. William LaPlante, the Undersecretary of Defense for Acquisition and Sustainment; and Rear Adm. John Mauger, Commander of the U.S. Coast Guard First District.

Urgency: Navigating a Complex Threat Environment

America faces a range of threats at home and abroad, including the short- and long-term impacts of climate instability. Senator Sheldon Whitehouse ticked off a list of threats to the military created or worsened by the changing climate, such as sea level rise threatening coastal Naval bases.

“Climate is also a huge catalyst of conflict. A lot of that will have to do with migration and a lot of that will have to do with the battle over resources,” said Whitehouse. “It gets real in a hurry.”

Multiple speakers referenced DoD efforts to reduce climate emissions, including Rear Admiral John Mauger, Commander of the First Coast Guard District. The Coast Guard and their counterparts across branches have increasingly had to navigate severe storms, fires, floods, and other weather-

related challenges.

“Reflecting on all of this, I can’t help but feel that this level of complexity is our new normal. As complex as these situations are, I understand that command, control, multi-domain warfighting is even more complex,” he said.

China was the other major threat highlighted extensively throughout the convening. Dr. Andrew Erickson, a Professor of Strategy at the Naval War College and Research Director of its China Maritime Studies Institute, offered a sobering conclusion, calling this the “decade of maximum danger,” as China maximizes its capabilities and investment.

Innovation: Transforming Government and Industry, Together

With the challenges clearly laid out, [Secretary of the Navy Carlos Del Toro emphasized that, across the board, innovation is a key solution](#), particularly in the undersea environment.

“Our nation expects us to be ready with the necessary capabilities and capacity to prevail now and in the future. We cannot do that without a tremendous and continuous push to innovate,” he said. “Our competitors have invested huge amounts of money into building up their capabilities and we must maintain the pace.”

Innovation is happening as the Navy modernizes its fleet, with 86 ships under contract and 54 in construction, reducing maintenance delays in the process. Dr. William LaPlante, the Under Secretary of Defense for Acquisition and Sustainment, likewise pointed to billions of dollars in investments to industrial base activities and the supply chain and called on the audience to find additional ways to work together to drive progress.

“We cannot be complacent in the undersea domain,” he said, [pointing to the New England Submarine Shipbuilding Partnership—an initiative powered by SENEDIA](#) that has

supported the training of more than 3,400 defense professionals since 2020—as an example of ensuring that the armed services have the talent and technology they need to be effective. “It has been a poster child of how we can work together.”

Task Force 59, charged with rapidly integrating unmanned systems and artificial intelligence into maritime operations, is a hotbed for technology being tested, developed, and deployed. “We’re learning a lot. We’re failing fast. We’re iterating and we’re getting better,” said Captain Colin Corridan, Commodore of Task Force 59.

Nickolas Guertin, Director of Department of Defense Operational Test and Evaluation, noted that some of the innovation needed is not just in the technologies and systems used, but in the processes behind them and the organizational culture that inspires people to think outside the box.

“We need to better understand what it takes to move people in a different direction,” he said. “We need to embrace what we don’t know.”

Collaboration: Making Connections to Accelerate Progress

Complex challenges demand multi-pronged solutions. Most of all, said Vice Chief of Naval Operations Lisa Franchetti, they require collaboration. She said we are in the midst of a “decisive decade,” and compared the heightened need for defense investments today to the pre-war readiness efforts of the 1930s.

“A decisive decade requires a decisive Naval force,” she said. “Only a concerted effort across the executive branch, Congress, Navy, and industry can provide and maintain the fleet America needs to deter, fight, and win wars at sea. The stakes are too high, and the time is too short, to act otherwise.”

AUKUS was cited as a strong example of the power of collaboration. Lisa Radocha, Executive Director of the Program Executive Office Attack Submarines, and Vice Admiral William Houston, Commander, Naval Submarine Forces, served on a panel about the trilateral security pact between Australia, the United Kingdom, and the United States. Radocha called it a “monumental opportunity” and a “generational endeavor,” stressing that undersea warfare is one of the most important missions in the DoD.

Defense Innovation Days is one of the mechanisms SENEDIA uses to increase collaboration between industry and DoD. On the exhibitor floor, best-in-class technology, products, and programs were on display [as 30 sponsors connected with one another](#). During open questions across the three days, companies learned more about how to do business with and compete for contracts with the Department of Defense.

Other speakers featured at Defense Innovation Days include Congressman Seth Magaziner; Dr. Brett Seidle, Deputy Assistant Secretary of the Navy for Research, Development, Test, and Engineering; Marie Bussiere, acting Technical Director for the Naval Undersea Warfare Center Division Newport and DASN RDT&E Digital Transformation Executive for the Naval Undersea Warfare Center; and Brigadier General David Trybula, Deputy Commanding General, Combat Capabilities Development Command and Senior Commander of Natick Soldier Systems Center.

The 10th annual Defense Innovation Days will take place 26-28 August 2024 in Newport, RI. Registration will open in January.

U.S. and Republic of Palau sign agreement to strengthen ties with new chapter in maritime security and stewardship in the Pacific



[Release from U.S. Coast Guard 14th District](#)

SANTA RITA, Guam – As part of a continued commitment to enhancing maritime governance and promoting regional sovereignty, representatives of the United States and the Republic of Palau signed an expanded bilateral law enforcement agreement on Aug. 23, 2023, on the sidelines of the Joint Heads of Pacific Security conference in Palau.

“The United States and the Republic of Palau share common interests and values supporting a free and open Indo-Pacific. This agreement will help us meet our security commitments in Palau by increasing maritime domain awareness and preventing IUU Fishing within Palau’s EEZ,” said U.S. Embassy Koror’s Chargé d’Affaires, Andrew J. McLean.

This significant regional milestone agreement enables the U.S. Coast Guard to enforce regulations at sea in Palau’s exclusive economic zone (EEZ) on behalf of Palau without a Palauan officer present.

“This agreement helps Palau monitor our exclusive economic zone, protect against Illegal, Unreported, and Unregulated fishing, and deter uninvited vessels from conducting questionable maneuvers within our waters,” said President Surangel S. Whipps, Jr. “It’s these types of partnerships that help us work toward our common goal of peace and prosperity in the region.”

This advancement follows the similar agreement signed with the Federated States of Micronesia in October 2022, under which the U.S. Coast Guard has conducted boardings for FSM. Additional recent regional security advancements also include the bilateral defense agreement signed with Papua New Guinea in May 2023, recently ratified by the parliament, which will enable U.S. Coast Guard boarding officers alongside their Papua New Guinea counterparts to conduct boardings in PNG’s EEZ for the first time later this year.

Through Operation Rematau, an integral part of Operation Blue Pacific and led by U.S. Coast Guard Forces Micronesia/Sector Guam, U.S. Coast Guard personnel actively exercise several of the 12 bilateral maritime law enforcement agreements with Pacific Island Countries annually. These agreements, which include the landmark enhanced shiprider arrangement with FSM, reinforce maritime law enforcement operations, bolster

maritime domain awareness, and foster security, safety, sovereignty, and economic prosperity throughout Oceania.

The Republic of Palau, a sovereign nation known for its hospitality, vibrant culture, and stringent marine conservation laws, comprises about 340 islands, islets, and atolls. With approximately 17,000 people, Palau is committed to protecting its rich marine environment, including some of the world's most renowned diving spots. The Palauan economy is mainly based on tourism, alongside an essential fishing industry and small-scale subsistence farming.

"We're thrilled to deepen our partnership with the Republic of Palau, an island nation with a rich history and a strong commitment to protecting their maritime resources," said Capt. Nick Simmons, U.S. Coast Guard Forces Micronesia/Sector Guam commander. "This agreement, in alignment with the Pacific Partnership Strategy, significantly strengthens our collective efforts to counter illicit maritime activities in the region and reflects our shared dedication to safeguarding the people of the Pacific. It provides an avenue for our teams, including our proven Fast Response Cutter crews, to increase our support to our partners in Palau."

The shiprider program supports regional coordination and aligns with the Pacific Partnership Strategy, contributing to the U.S. Coast Guard's Operation Blue Pacific and Operation Rematau. The bilateral agreements enacted in the Pacific convey the United States' ongoing investment in protecting shared resources and an interest in maritime safety and security. They also embody the U.S. Coast Guard's unwavering commitment to maritime safety, security, and stewardship in Oceania. They comprise more than 600 members in Hawaii and 300 members based in Guam and the Commonwealth of the Northern Mariana Islands.

With this historic agreement, the U.S. continues demonstrating

an enduring presence in the Pacific, facilitating increased regional stability, security, and resilience for U.S. partners. This unity of effort with Pacific Island Countries, including the collaboration with Palau, amplifies our collective ability to protect resources and maintain a free and open Indo-Pacific for all nations who observe the rule of law.

U.S. Coast Guard Cutter Active returns from 58-day counternarcotics patrol



[Release from U.S. Coast Guard Pacific Area](#)

PORT ANGELES, Wash. – The U.S. Coast Guard Cutter Active (WMEC 618) and crew returned to homeport, Thursday, after a 58-day counternarcotics patrol in the Eastern Pacific Ocean.

Sailing over 12,000 nautical miles, from the cutter's homeport in the Pacific Northwest, Active patrolled in support of a Joint Interagency Task Force South counternarcotics mission. Active's crew of 70 Coast Guard men and women worked over the course of multiple hours to locate and interdict a drug laden "go-fast" vessel using the cutter's embarked small boats. A total of 130 kg of cocaine was seized and four suspects were interdicted.

In addition to counternarcotic operations, Active played a role in the response to a search and rescue case of a missing American sailor last seen departing Mexico. In a joint effort with the Mexican Navy, Active located and investigated the sailing vessel Defiant, found overturned over 200 miles from nearest land. Active searched over 1,500 square miles of the Pacific but was unable to locate the sailor.

Active's crew successfully rescued three endangered loggerhead sea turtles that had become tangled in abandoned fishing gear. Active removed the derelict gear and properly disposed of it to prevent further harm to wildlife.

"I am very proud of the cutter and the crew's performance," said Cmdr. Adam Disque, commanding officer of the Active. "We were able to interdict illegal narcotics, assist in an international search and rescue case, and participate in a professional exchange with our partners in the Mexican Navy. The crew demonstrated professionalism and resiliency as we worked through a variety of logistical and engineering issues to keep Active mission ready. It was a great patrol and now we are looking forward to returning to cooler latitudes and spending some time with our families and friends."

Commissioned in 1966, Coast Guard Cutter Active,

affectionately nicknamed, “The Li’l Tough Guy,” is one of three medium endurance cutters homeported on the West Coast and is the oldest of all the Pacific Area major cutters. The medium endurance fleet supports all of the Coast Guard’s law enforcement, living marine resource, and search and rescue missions throughout the world.

U.S. Coast Guard Cutter Munro arrives in Japan, conducts training and engagements with Japan Coast Guard



[Release from U.S. Coast Guard Pacific Area](#)

Aug. 21, 2023

YOKOSUKA, Japan – The U.S. Coast Guard Cutter Munro (WMSL 755) arrived in Yokosuka, its first international port visit while deployed in the Indo-Pacific Aug. 6.

While in Yokosuka, Munro's crew hosted several members of the Japan Coast Guard for professional exchanges including showcasing the Munro's small boat and aerial capabilities, and search-and-rescue operations. The visit enabled members from both services to discuss shared mission objectives and shared maritime security challenges.

"We are thrilled to have the opportunity to meet with the Japan Coast Guard and share each other's successes," said Capt. Rula Deisher, Munro's commanding officer. "It is a privilege for Munro and crew to work alongside our partners to support a free and open Indo-Pacific."

In May of 2022, the U.S. Coast Guard and Japan Coast Guard formally expanded cooperative agreements through a memorandum of understanding. The new perpetual operation is an expansion of an agreement made in 2010, focusing on maintaining a free and open Indo-Pacific. The [2022 agreement is named SAPPHIRE](#), which stands for Solid Alliance for Peace and Prosperity with Humanity and Integrity on the Rule of law-based Engagement.

The Munro, a 418-foot national security cutter, departed its homeport, Alameda, California, June 23 for a months-long deployment to the Western Pacific.

Operating under the tactical control of the U.S. 7th Fleet, the cutter and crew will engage in professional exchanges and capacity-building exercises with partner nations while patrolling the region in support of maritime security. Munro follows on the heels of the U.S. Coast Guard Cutter Stratton (WMSL 752), who [recently completed an Indo-Pacific patrol](#).

Munro is operating as part of Commander, Task Force (CTF) 71, U.S. 7th Fleet's principal surface force. CTF 71 is responsible for the readiness, tactical and administrative responsibilities for forward-deployed Arleigh Burke-class guided-missile destroyers as well as any surface unit conducting independent operations in the region.

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

U.S. Coast Guard Pacific Area is responsible for U. S. Coast Guard operations spanning across six of the seven continents, 71 countries and more than 74 million square miles of ocean. It reaches from the shores of the West Coast of the United States to the Indo-Pacific, Eastern Pacific, Arctic and Antarctic regions. Pacific Area strives to integrate capabilities with partners to ensure collaboration and unity of effort throughout the Pacific.

As both a federal law enforcement agency and an armed force, the U.S. Coast Guard is uniquely positioned to conduct defense operations in support of combatant commanders on all seven continents. The service routinely provides forces in joint military operations worldwide, including the deployment of cutters, boats, aircraft and deployable specialized forces.

Commissioned in 2017, Munro 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 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.

National security cutters feature advanced command and control capabilities, aviation support facilities, stern cutter boat

launch and increased endurance for long-range patrols to disrupt threats to national security further offshore.