

# USCGC Hickory Arrives in Guam, Restoring Full Buoy Tender Capacity in Oceania



The USCGC Hickory (WLB 212), a 225-foot Juniper-class seagoing buoy tender, arrives in Apra Harbor as it comes to their new homeport in Guam on Jan. 14, 2026, following a more than 13,000-mile transit over 71 days from the U.S. Coast Guard Yard in Baltimore through the Panama Canal. After an extended Major Maintenance Availability at the Yard, part of the In-Service Vessel Sustainment Program that modernizes the entire Juniper-class fleet with hull repairs, system upgrades, and replacement of obsolete equipment, the Hickory is now fully revitalized. (U.S. Coast Guard photo by Chief Warrant Officer Muir)

U.S. Coast Guard Forces Micronesia, Jan. 14, 2026

SANTA RITA, Guam – The USCGC Hickory (WLB 212), a 225-foot Juniper-class seagoing buoy tender, arrived at its new homeport in Guam on Wednesday, following a more than 13,000-mile transit over 71 days from the U.S. Coast Guard Yard in Baltimore through the Panama Canal.

After an extended Major Maintenance Availability at the Yard, part of the In-Service Vessel Sustainment Program that modernizes the entire Juniper-class fleet with hull repairs, system upgrades, and replacement of obsolete equipment, the Hickory is now fully revitalized.

These enhancements ensure the cutter's reliability for its full 30-year service life, boosting operational efficiency and mission readiness. The Hickory's arrival marks a key milestone for the U.S. Coast Guard Oceania District, restoring the full complement of three seagoing buoy tenders dedicated to the vast Pacific region. Homeported in Guam, the Hickory specializes in maintaining aids to navigation, critical for safe passage through strategic sea lanes that support military forward posture and vital commercial shipping.

The cutter's area of responsibility encompasses 143 ATON, of which 90 are federally maintained. Reliable ATON is essential for marking navigational hazards and preventing maritime accidents that could disrupt maritime traffic, endanger vessels, or cause economic impacts in this geopolitically significant theater. En route to homeport, Hickory visited Majuro from Jan. 7 to 8 to conduct joint reconnaissance of existing port buoys with the Marshall Islands Ports Authority. The assessment supported future maintenance and upgrade planning aimed at improving maritime safety, port access, and resilience.

During Hickory's absence, U.S. Coast Guard personnel maintained operations through resourceful measures, including deploying jump teams. In the fall of 2023, cutter personnel,

having safely delivered Hickory's predecessor, USCGC Sequoia, to the Yards, conducted a full assessment of the local ATON constellation and made repairs through a combination of dive teams and shoreside support to all the aids affected by the Category 5 Typhoon Mawar, which made landfall in May.

The sister ship USCGC Juniper came out in November 2023 to work on aids. More recently, in October 2025, a jump team from the Aids to Navigation Team Honolulu rapidly repaired seven critical aids across Guam, Rota, Saipan, and Tinian, demonstrating exceptional ingenuity amid operational challenges as the cutter crew worked to bring the ship back to Guam.

With Hickory's specialized crane and capabilities, the cutter is poised to address up to seven outstanding federal aids in the Guam and Saipan areas, including several buoys, dayboards, and ranges, further enhancing maritime safety.

As a multi-mission platform, the Hickory crew will also support search and rescue, maritime law enforcement, marine environmental protection, and homeland security operations across Oceania's expansive waters.

"This crew has shown remarkable resilience through extended separations and demanding preparations. We are excited to reunite with our families in Guam and eager to get underway on ATON missions that keep these vital sea lanes safe. As a multi-mission cutter, Hickory stands ready to support the full spectrum of Coast Guard operations in this critical region," said Lt. Cmdr. Jonathan Lash, commanding officer of Hickory.

Hickory was previously known as "The Kenai Keeper" and "Bull of the North" while in Alaska. Its current moniker is "Bull of the Pacific." The USCGC Juniper (WLB 201) and USCGC Hollyhock (WLB 214), both homeported in Honolulu, round out the roster of seagoing buoy tenders in the Oceania District.

The U.S. Coast Guard operates 16 Juniper-class 225-foot

seagoing buoy tenders (WLB 201–216), commissioned between 1996 and 2004. These multi-mission cutters feature a length of 225 feet, a beam of 46 feet, twin diesel propulsion for a 6,000 nautical-mile range at 12 knots, and a crew of approximately 48. As of 2025, all 16 have completed or are undergoing their Midlife Maintenance Availability program to extend their service life and enhance operational reliability.

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## Stopping Small Vessels Safely at Sea



The multi-agency team poses at the CVSC test site. (Photo by NAWC Visual Communication Branch.)

Release From the Department of Homeland Security

*The Science and Technology Directorate (S&T) is developing a new contactless vessel stopping technology for the U.S. Coast Guard (USCG) to bolster interdiction efforts along our maritime borders.*

S&T, USCG, and the Naval Air Warfare Center Weapons Division (NAWCWD) have been conducting proof-of-concept demonstrations of a new [Contactless Vessel Stopping Capability \(CVSC\)](#) prototype. The CVSC uses high energy microwaves to temporarily stop the motor inside of small watercraft, like jet skis. The most recent demonstration, held in December, showed how effective it can be and how much progress has been made.

This effort began when USCG approached S&T seeking a technology that would allow them to safely and consistently stop small non-compliant vessels. The solution S&T is developing with NAWCWD utilizes highly energized radio frequency pulses to overwhelm the electronic circuits within the targeted vessel, causing the engine to shut down and bring the jet ski to a stop. NAWCWD was selected to build the prototype because they have specialized expertise with high-powered microwave technologies that have demonstrated disruption, degradation, and denial effects on electronic target types, including outboard vessels and combustion engines.

“We’re looking forward to improving upon the progress we’ve made and accelerating future developments to give USCG a solution to their small vessel gap as fast as possible,” said S&T [Maritime and Immigration Security Solutions](#) Program Manager Anthony Caracciolo.

One potential use case for CVSC technology would be assisting USCG with intercepting a jet ski suspected of traveling from Mexico and trying to come ashore in San Diego. Currently, USCG uses a much larger, 33-foot boat to chase it down. Jet skis are small, fast, and very maneuverable, and

there are not many options when it comes to stopping that kind of vessel. CVSC is akin to law enforcement deploying a spike strip on a road to stop a non-compliant vehicle. Once a watercraft is stopped, USCG can determine whether the vessel is involved in something nefarious, like moving drugs, or human trafficking.

Naval Air Weapons Station (NAWS) China Lake is known for its military research and development facilities and provided an excellent venue to test and evaluate CVSC. The small, teardrop-shaped pond that was used for the test is called PMT, dating back to its previous history as the Pacific Missile Test Center, which merged with NAWS many years ago.

*The multi-agency team poses at the CVSC test site. Photo credit: NAWC Visual Communication Branch.*

To demonstrate the prototype's capabilities, a jet ski is tethered in place in the PMT. The engine is started, and a test rig consisting of a server attached to a cone-shaped antenna is powered up and aimed at the idling jet ski. At the first demonstration, held last September, the engine was shut down using the CVSC multiple times, restarted, and shut down again, showing that there was no permanent damage to the craft.

"There are microwave transmitters that can stop a large vessel," Caracciolo said, "with engines mounted on the back." The microwave transmitter can be placed on the front of the pursuing boat for a direct line-of-sight engagement. "But jet skis are different. The small engine is inside of the craft, and the operator is blocking it with their body. CVSC is designed to be effective in those challenging conditions."

A follow up demonstration was then conducted in December. During the September demo it took some time for the motor in the targeted jet ski to stop. During the December demo, the jet ski was shut down almost instantaneously. The improved

response was due to correcting a fault in the transmission cable connecting the pulse generator to the antenna and slightly increasing the pulse repetition rate.

S&T will take the information gathered from this test and apply it to the next prototype, which will refine the power levels, ranges and safety parameters. Follow-on demonstrations are scheduled for early next year.

Until spike strips are invented for the high seas, S&T will be there to develop the next best thing.

*For more information about CVSC, listen to Anthony Caracciolo's episode of S&T's Technologically Speaking podcast, [Good Chance You're Going to Save Lives](#).*

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## **Coast Guard Cutter Kimball Returns to Honolulu After 120-Day Arctic Patrol**



A Landing Signals Officer aboard USCGC Kimball (WMSL 756) directs a Cold Bay-based MH-60 helicopter during helicopter in-flight refueling operations in the Bering Sea, Oct. 31, 2025. The hook-up crew stood by to attach the fuel hose, a capability that allows the aircraft to remain airborne during refueling to support a sustained operational tempo and mission readiness. (U.S. Coast Guard photo by Petty Officer 2nd Class Peter Holtzhausen)

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

HONOLULU – The crew of the Coast Guard Cutter Kimball (WMSL 756) returned to Honolulu, Jan. 1, after a 120-day, 16,500-nautical-mile deployment to the Bering Sea and Gulf of Alaska reinforcing maritime safety, security, and national sovereignty in the region.

As the Arctic region continues to become more accessible and consequential, the demand for U.S. Coast Guard statutory mission services, leadership, and presence continues to grow. Kimball's crew exemplified these efforts.

Throughout the deployment, Kimball's crew conducted law enforcement operations, provided critical emergency response, and participated in joint exercises with the Department of

War, showcasing the versatility and capability of the national security cutter platform.

Kimball's law enforcement teams conducted 13 inspections of fishing vessels and conducted joint boardings with the National Oceanic and Atmospheric Administration Office of Law Enforcement. Three citations were issued for violations that included two cases of illegally retained catches.

The crew also conducted extensive training with MH-60 helicopters from Air Station Kodiak to enhance proficiency between cutters and air crews. In addition, Kimball tested the new Vertical Takeoff and Landing Battery (V-BAT) unmanned aerial system while patrolling the Bering Sea, conducting several operations to evaluate and enhance the cutter's surveillance capabilities.

Following the aftermath of Typhoon Halong, Kimball's crew [provided critical support to the area](#) by positioning as a ready fueling platform for responding air assets. The crew also served as the on-scene coordinator and rendered assistance to a disabled and adrift bulk carrier that lost propulsion near a heavily trafficked pass through the Aleutian Islands.

Kimball participated in two joint operations with United States Alaskan Command under [Operation TUNDRA MERLIN](#). These activities involved Kimball and multiple U.S. Air Force aircraft in simulated joint maritime strikes, providing valuable insight into the national security cutter's capabilities and demonstrates integration of Department of Homeland Security and Department of War assets in support of homeland defense.

"I am immensely proud of this crew for standing the watch over one of the harshest maritime operational areas in the world," said Capt. Craig Allen, Kimball's commanding officer. "This crew demonstrated remarkable skill, tenacity, and teamwork

across a wide spectrum of Coast Guard missions. Their professionalism made a direct positive impact to the safety and security of the Alaskan community.”

While on patrol, Kimball’s crew crossed the Arctic Circle, earning the designation as “Blue Nose Polar Bears.” The crew also engaged with the Dutch Harbor, Alaska, community by volunteering for a beach clean-up and hosting a holiday-themed tour of the cutter for nearly 250 local residents.

Commissioned in 2019, Kimball is one of two 418-foot, Legend-class national security cutters homeported in Honolulu. The cutter’s primary missions are counter-drug operations and defense readiness. The namesake of U.S. Coast Guard Cutter Kimball is Sumner Increase Kimball, the organizer of the United States Life-Saving Service and its general superintendent from 1878–1915.

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## **Bollinger Shipyards Signs Contract to Build Four U.S. Coast Guard Arctic Security Cutters**



*Construction of ASCs at Bollinger's Gulf Coast shipbuilding facilities promotes the rapid onshoring of icebreaking technology and swift deployment of these new critical vessels to the fleet.*

### [Release From Bollinger Shipyards](#)

LOCKPORT, La. – (December 29, 2025) – Bollinger Shipyards (“Bollinger”) today announced it has signed a contract with the U.S. Coast Guard for the construction of four Arctic Security Cutters (ASCs), a new class of medium polar icebreakers that will expand America’s operational presence in the Arctic.

The contract formalizes Bollinger’s leading role in the historic U.S.–Finland collaboration announced earlier this fall by the White House. Bollinger will construct ASCs based on the Multi-Purpose Icebreaker design by Seaspan Shipyards of Vancouver, Canada, developed with Aker Arctic Technology Inc of Helsinki, Finland. To support the objectives of the White House, Bollinger has worked in close partnership with Rauma

Marine Construction Oy, a Finnish shipyard, to ensure that the US receives these icebreaking capabilities as rapidly as possible.

Work on the four Bollinger-built ASCs will be based at its shipyard in Houma, Louisiana. Construction of the ASCs will be supported by the company's workforce at multiple facilities across America's Gulf Coast to meet the aggressive schedule set forth by President Trump.

"The Arctic Security Cutter is one of the most consequential and time-sensitive shipbuilding programs in U.S. Coast Guard history, and today's contract award is a clear vote of confidence in the men and women of Bollinger," said Ben Bordelon, President and CEO of Bollinger Shipyards. "The program will be Bollinger's fifth class of cutters built for the Coast Guard, building on our current Sentinel and Polar Security Cutter programs and more than 40 years of experience in delivering over 187 cutters for the service. With clear direction from President Trump and an aggressive delivery timeline, our mission is straightforward: leverage the full strength of our shipbuilding facilities across the Gulf Coast, along with our proven partners, to deliver these cutters on schedule and mission ready on day one."

"By centering ASC construction in Houma, Louisiana, while drawing on our broader footprint, we gain the flexibility and capacity to move fast without compromising safety or quality," Bordelon added. "These ships will operate in some of the harshest conditions on Earth. Our responsibility is to deliver a stable, reliable platform that Coast Guard crews can trust from their first mission underway and for decades to come."

The contract for four Bollinger-built ASCs is part of a broader program that will ultimately field up to eleven Arctic Security Cutters under the trilateral ICE Pact framework. Together with the ongoing Polar Security Cutter program, ASC will provide the Coast Guard with a modern, layered

icebreaking fleet capable of enforcing U.S. sovereignty, protecting American interests against global threats and enabling year-round operations as commercial activity and strategic competition accelerate in the Arctic.

### **About the Arctic Security Cutter Program**

The Arctic Security Cutter is a new class of medium polar icebreakers designed to conduct missions of the U.S. Coast Guard in the world's most challenging maritime environments. The ASC will be capable of breaking thick sea ice, sailing thousands of nautical miles without resupply and remaining on-station for extended periods. Along with the future Polar Security Cutter class, ASCs will provide the Coast Guard with the endurance and capability needed to protect U.S. interests in the rapidly evolving Arctic domain.

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# **U.S. Coast Guard to Return Station Pascagoula to Full Operations**

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

WASHINGTON – The U.S. Coast Guard announced Tuesday it will return Station Pascagoula in Pascagoula, Mississippi to full response operations.

In conjunction with assignment year 2026, Station Pascagoula will go from scheduled mission operations to full response operations.

“After temporarily reducing capabilities at Station Pascagoula in 2023 due to severe workforce shortages, I am pleased to

announce the Coast Guard will fully restore the unit's operational capabilities and readiness in 2026," said Adm. Kevin E. Lunday, acting commandant. "Our strong recruiting performance has made this possible. Station Pascagoula is vital to securing our southern maritime border and supporting the Port of Pascagoula's \$18 billion economic impact. This action directly supports our nation's security and economic prosperity."

The return of Coast Guard Station Pascagoula to full response operations represents a local application of the national strategy in achieving operational control of the border and facilitating commerce. Strategically positioned on the Gulf Coast, the station directly contributes to controlling the southern maritime border by conducting operations to deter and interdict illegal migration and illicit trafficking. Simultaneously, it facilitates commerce vital to economic security by controlling and securing the Port of Pascagoula against both physical and cyber threats, supporting the goal of U.S. maritime dominance. Underpinning these dedicated missions is the station's sustained readiness, embodying the Coast Guard's "Semper Paratus" principle to successfully respond to any crisis or contingency with little warning, from search and rescue emergencies to natural disasters.

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## **USCGC Myrtle Hazard Returns After Operation Blue Pacific Patrol to Combat Illegal**

# Fishing



The USCGC Myrtle Hazard (WPC 1139) crew conducts bilateral

maritime law enforcement boardings with members of the National Police in the Federated States of Micronesia's exclusive economic zone on Nov. 22, 2025. The crew returned home Dec. 14, 2025, after completing a successful expeditionary patrol under Operation Blue Pacific, deepening partnerships with Pacific nations and bolstering maritime security in the region. *Photo credit: U.S. Coast Guard*  
From U.S. Coast Guard Forces Micronesia, Dec. 19 2025

SANTA RITA, Guam – The USCGC Myrtle Hazard (WPC 1139) crew returned home Sunday after completing a successful expeditionary patrol under Operation Blue Pacific, deepening partnerships with Pacific nations and bolstering maritime security in the region.

The Sentinel-class fast response cutter crew operated for over 500 hours, patrolling 5,380 nautical miles from Nov. 17 to Dec. 14, with 15 days dedicated to providing a persistent presence in the exclusive economic zones of the Federated States of Micronesia and the Republic of Palau, as well as on the high seas.

Crew members worked closely with partners from FSM and Palau. They enacted the bilateral maritime law enforcement agreements with Pacific partners and embarked law enforcement officers from these nations' maritime police forces to conduct interoperable patrols. This hands-on cooperation enabled the joint teams to conduct six bilateral boardings and inspections of fishing vessels in the FSM EEZ. On the high seas, the cutter's crew inspected one vessel under the authority of the Western and Central Pacific Fisheries Commission.

These efforts helped combat illegal fishing and other illicit maritime activities. They also enhanced maritime domain awareness, supported the safe flow of commerce, and promoted good maritime governance.

Myrtle Hazard's team stepped in to provide critical presence in Palau's waters during a five-day patrol. This coverage

supported Palauan authorities while their Guardian-class patrol boat underwent scheduled maintenance. The patrol went beyond simple transit. It focused on building maritime security, engaging directly with Pacific partners, and enforcing international maritime law through shared operations.

“The relationships we build with our Pacific partners are at the heart of this mission,” said Lt. Emma Saunders, commanding officer of Myrtle Hazard. “Executing bilateral maritime law enforcement operations with our partners allows us to work side by side with the common goals of deterring illicit maritime activities, protecting our oceans, and supporting the communities that rely on their natural resources.”

These actions advanced U.S. Coast Guard priorities, enabling border security, protecting lawful commerce and trade, and staying ready for contingencies. A persistent, low-visibility presence fosters trust and strengthens ties within the Pacific community through shared law-enforcement-led and community-engagement efforts.

To build goodwill, the crew organized five community events in Pohnpei and Kosrae, FSM. These included a volleyball game with locals, swimming lessons for children, and tours of the cutter.

“The community events in Pohnpei and Kosrae were some of our favorite parts of the patrol,” said Saunders. “We have some pretty good athletes on the crew, and sharing the court with the all-stars from the local village teams made for an unforgettable volleyball match full of laughs and friendly competition. The swimming lessons for local youth and cutter tours for veterans and their families were a hit all around. It’s moments like these that really help build lasting relationships.” Crew members further maintained readiness through training, earning new qualifications and currency, and completing 10 drills covering navigation, engineering, damage

control, and medical response. During the patrol, Myrtle Hazard crossed the equator. The crew celebrated with traditional ceremonies, including a line-crossing event, a Cutterman ceremony recognizing a member serving more than five years at sea, and a promotion to lieutenant junior grade.

About Operation Blue Pacific Operation Blue Pacific is the U.S. Coast Guard's strategic, multi-mission campaign to foster security, safety, sovereignty, and economic prosperity across Oceania and the Pacific Islands, working collaboratively with island nations to combat illegal fishing, narcotics, support search and rescue, and build strong mutual maritime governance through ship patrols, training, and shared operations, enhancing regional stability and the U.S.'s role as a trusted partner.

About USCGC Myrtle Hazard The Myrtle Hazard is the 39th 154-foot Sentinel-class FRC, named in honor of the first enlisted woman in the U.S. Coast Guard who served as an electrician and radio operator. It is one of three cutters currently based in Guam, a cornerstone for the U.S. Coast Guard's ongoing commitment to the U.S. and the people of Oceania.

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## **Coast Guard Cutter Active Returns Following Counterdrug Patrol, \$41.3M Cocaine Seized**



Thirty-three bales of contraband sit on the USCGC Active's (WMEC 618) flight deck from an interdiction of a suspected drug smuggling vessel while patrolling the Eastern Pacific Ocean, Nov. 25, 2025. Active's crew seized more than 3,300 pounds of cocaine and detained three suspected drug smugglers during the operation. *Photo credit: U.S. Coast Guard*

From U.S. Coast Guard Oceania District, Dec. 22, 2025

PORT ANGELES, Wash. – The U.S. Coast Guard Cutter Active (WMEC 618) returned to its home port of Port Angeles Sunday, concluding a 60-day counternarcotics deployment to the Eastern Pacific Ocean in support of Operation Pacific Viper.

The Active's crew of 75 Coast Guard men and women patrolled 10,000 nautical miles and interdicted two suspected drug-smuggling vessels, seizing more than 6,000 pounds of cocaine with an estimated street value of \$41.3 million.

In a 72-hour period, the Active's crew interdicted two "go-fast" vessels, designed to evade detection, while patrolling international waters in the eastern Pacific Ocean.

On Nov. 25, with assistance from the U.S. Coast Guard Cutter James (WMSL 754), the Active's pursuit team traveled more than 60 nautical miles aboard a small boat to intercept a 30-foot go-fast vessel, seizing more than 3,300 pounds of cocaine and detaining three suspected smugglers. On Nov. 28, the Active's crew, working with U.S. Coast Guard Cutter Escanaba (WMEC 907), intercepted a 40-foot go-fast vessel, seizing more than 2,400 pounds of cocaine and detaining three suspected smugglers.

The seized narcotics were [offloaded in San Diego](#), and the suspects were turned over to federal law enforcement agents.

The Coast Guard is the lead federal agency for maritime law enforcement, including drug interdiction on the high seas.

These interdictions were part of Operation Pacific Viper, a Coast Guard surge operation targeting transnational criminal organizations and disrupting the flow of illegal narcotics into the United States. These operations are critical to protecting U.S. communities from the harmful effects of cocaine and synthetic drugs, such as fentanyl.

"I am incredibly proud of this crew," said Cmdr. Earl Potter, commanding officer of the Cutter Active. "Their determination, resilience, and professionalism enable us to complete these dynamic and dangerous missions at sea. The conditions are challenging, the hours are long, and the demands are high, but this team consistently maintains focus and executes with distinction. The crew's commitment to protecting our nation and keeping drugs off our streets defines the Active's legacy, and I know there is no finer crew than the one serving aboard Active."

The U.S. Coast Guard's narcotics interdiction efforts target transnational criminal organizations that are funded by drug trafficking. Deployments like the Active's disrupt supply networks in Central and South America. The Active's success

demonstrates the impact a single Coast Guard unit can have when working with interagency and foreign partners. Sustained resources for patrolling these smuggling transit zones are crucial to maritime security and effectively extend U.S. border security far beyond our coastlines.

The Active, nicknamed “Lil Tough Guy,” supports the Coast Guard’s law enforcement, living marine resource protection, and search and rescue missions. Commissioned in 1966, it is one of two medium endurance cutters homeported on the West Coast and is the oldest major cutter in the Pacific Area.

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## **U.S. Coast Guard Barque Eagle Announces 2026 Sail Schedule for Nation’s 250th Anniversary**



U.S. Coast Guard Barque Eagle (WIX 327), arrives in New York City, August 15, 2019. Eagle is a tall ship used as a training platform for future Coast Guard Academy officers as well as vessel for establishing and maintaining domestic and international relationships. (U.S. Air Force photo by Staff Sgt. Cory D. Payne)

PORTSMOUTH, Va. – U.S. Coast Guard Barque Eagle (WIX 327) announced its 2026 schedule of port calls Friday.

The selected port calls include the five [Sail250](#) ports of New Orleans, Norfolk, Baltimore, New York City, and Boston. Sail250, a global gathering of tall ships and military ships to celebrate the 250th anniversary of the founding of the United States. It will offer crews, cadets and visitors from all over the world an unforgettable experience and a world-class maritime celebration.

“It is an immense honor for the Coast Guard Barque Eagle and crew to participate in the Sail250 festivities and celebrate the 250th anniversary of our nation,” said Capt. Kristopher Ensley, commanding officer of Eagle. “This voyage not only serves as a vital training experience for the next generation

of Coast Guard officers but also allows us to share America's proud maritime heritage with the public. We are thrilled to visit these historic ports and sail alongside magnificent vessels from around the world."

The summer schedule includes the following dates and locations:

May 8 – 11: TBD

May 23 – 25: Pensacola, Florida

May 28 – June 1: New Orleans, Louisiana

June 11 – 14: Charleston, South Carolina

June 19 – 22: Norfolk, Virginia

June 25 – 28: Baltimore, Maryland

July 4 – 8: New York, City, New York

July 11 – 14: Boston, Massachusetts

July 24 – 27: Portland, Maine

July 31 – August 3: Newport, Rhode Island

August 7 – 10: Greenport, New York

August 14: New London, Connecticut

For the first time since 1976, Eagle and its sister ships, Gorch Fock (Germany), Sagres (Portugal) and Mircea (Romania), will be competing for the Five Sisters Trophy. The sail race will be between New York City and Boston starting July 9 off the coast of New York.

Public tour schedules for the Eagle at each port will be announced closer to the event dates.

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# Coast Guard Cutter Active Crew Offloads \$203M in Cocaine in San Diego



Crew members of the U.S. Coast Guard Cutter Active (WMEC 618) stand at parade rest on the flight deck of the cutter in San Diego, Dec. 15, 2025. The Active's crew offloaded drugs interdicted in the Eastern Pacific Ocean during counter-narcotic patrols, seizing 27,551 pounds of cocaine worth \$203.9 million in value. (U.S. Coast Guard photo by Petty Officer 3rd Class Chris Sappey)

From U.S. Coast Guard Southwest District Public Affairs, Dec. 15, 2025

SAN DIEGO – The crew of USCGC Active (WMEC 618) offloaded approximately 27,551 pounds of cocaine, with an estimated value of \$203.9 million, in San Diego, Monday.

This offload resulted from three separate interdictions of suspected drug-smuggling vessels in international waters off the coasts of Mexico, Central America, and South America. Two of the three interdictions were conducted by Active crew members and one by the U.S. Coast Guard Cutter Munro crew members.

“I could not be prouder of this crew,” said Cmdr. Earl Potter, commanding officer of the Coast Guard Cutter Active. “Their determination, resilience, and professionalism make it possible to complete these dynamic and dangerous missions at sea. The conditions are tough, hours are long, and demands are high, but this team always maintains focus. The crew’s commitment to protecting our nation and keeping drugs off our streets is what defines the Active’s legacy.”

The interdictions were conducted as part of Operation Pacific Viper, a Coast Guard surge effort aimed at disrupting transnational criminal organizations and reducing the flow of illegal narcotics into the United States. These operations play a key role in protecting U.S. communities from the effects of cocaine and synthetic drugs, such as fentanyl.

“The Coast Guard is escalating the fight against narco-terrorism and trans-national criminal organizations flooding our nation with deadly drugs,” said Rear Adm. Jeffrey Novak, deputy commander, Coast Guard Pacific Area and commander, Coast Guard Southwest District. “By continuing to surge resources to the Eastern Pacific Ocean in coordination with international and interagency partners and allies, our maritime fighting force is making historic strides toward dismantling the smuggling networks that threaten the safety and security of the American people.”

Active is a 210-foot medium-endurance cutter homeported in Port Angeles, Washington. Equipped with two small boats, the cutter supports missions across the Eastern Pacific, including search and rescue, counter-narcotics operations, living marine

resources, and homeland defense.

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## Coast Guard Cutter Harriet Lane Returns Home Following 81-day Patrol in Oceania



The medium endurance cutter USCGC Harriet Lane (WMEC 903) transits offshore Rabaul, Papua New Guinea, Oct. 26, 2025. Commissioned in 1984, the Harriet Lane is a 270-foot cutter homeported in Honolulu to support Coast Guard missions in the Pacific region. (U.S. Coast Guard Photo by Petty Officer 3rd Class Austin Wiley)

[Release From U.S. Coast Guard Oceania District External Affairs, Dec. 12, 2025](#)

Download video [here](#) and [here](#).

HONOLULU – The crew of USCGC Harriet Lane (WMEC 903) returned to Honolulu Saturday following an 81-day patrol in support of Coast Guard Oceania District’s Operation Blue Pacific.

The Harriet Lane crew departed Joint Base Pearl Harbor-Hickam in September to conduct joint operations and territorial integrity missions across Oceania. Patrolling more than 16,000 nautical miles throughout Oceania to include the Republic of the Marshall Islands, Papua New Guinea, Vanuatu, Tonga, and American Samoa, the cutter’s crew worked alongside interagency and Pacific Island partners to deter transnational criminal organization activities, facilitate the flow of commerce, and protect critical ocean resources.

“This patrol was a resounding success for the crew of Harriet Lane and reinforced the Coast Guard’s commitment as a trusted partner across Oceania,” said Cmdr. Justin Matejka, commanding officer, Harriet Lane. “It was a pleasure to partner with the many professional officers from multiple Pacific Island Countries to combat illegal, unreported, and unregulated fishing and transnational criminal organization activity. I am proud of the crew’s incredible commitment to operational success and look forward to being a part of Harriet Lane’s growing impact across the region.”

The Harriet Lane crew exercised partnerships with the Marshall Islands, Papua New Guinea, Vanuatu, and Tonga through bilateral maritime law enforcement agreements, professional exchanges, and domestic federal maritime law enforcement operations. In total, the Harriet Lane crew and Pacific Island enforcement officers conducted 31 boardings of fishing vessels, resulting in 20 potential violations.

The crew conducted 15 additional high seas boarding and inspections on commercial fishing vessels, resulting in 2 potential violations of conservation and management measures

under the Western and Central Fisheries Commission.

Enhancing diplomatic relationships within the Pacific Quadrilateral Defence Coordinating Group, the Harriet Lane crew also integrated Royal New Zealand Navy sea riders for a portion of the patrol.

Harriet Lane's visit to Tonga included strategic discussions with Defense and Foreign Minister, Crown Prince Tupouto'a 'Ulukalala, focusing on enhancing bilateral cooperation to address maritime security threats and counter illegal, unreported, and unregulated fishing activity in the region.

Commissioned in 1984, Harriet Lane is a 270-foot medium endurance cutter homeported in Honolulu 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.