

# Coast Guard Repatriates 84 Haitian Migrants

MIAMI – The Coast Guard Cutter Thetis crew repatriated 84 Haitian migrants Tuesday to Port-au-Prince, Haiti, the 7th Coast Guard District said in an Oct. 30 release.

While on routine patrol the cutter Thetis crew located an overloaded 42-foot migrant vessel dead in the water Oct. 28 approximately 30 miles southwest of Turks and Caicos Islands, arrived on scene and safely embarked 84 migrants for safety of life at sea concerns.

A Coast Guard Air Station Clearwater MH-60 Jayhawk helicopter crew forward deployed to Great Inagua, Bahamas, provided overhead support.

“The overloaded vessel we interdicted was dead in the water and lacked basic safety equipment such as life jackets and flotation devices, which could have led to a fatal accident at sea,” said Cmdr. Randall Chong, commanding officer of the cutter Thetis. “I am very proud of my crew on the cutter Thetis for finding, aiding, and ultimately rescuing all persons on board and, we will continue to patrol the Caribbean and Florida Straits to ensure safety of life at sea.”

Once aboard Coast Guard cutters, all migrants receive food, water, shelter and medical attention.

Approximately 132 Haitian migrants have attempted to illegally migrate to the U.S. via the maritime environment since Oct. 1 compared to 2,488 Haitian migrants in fiscal 2018. These numbers represent the total number of at-sea interdictions, landings and disruptions in the Florida Straits, the Caribbean and Atlantic.

Thetis is a 270-foot medium-endurance cutter homeported in Key

West, Florida.

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## **Second California-based FRC Arrives at Coast Guard Base Los Angeles-Long Beach**

SAN PEDRO, Calif. – The Coast Guard received the second California-based 154-foot fast response cutter (FRC) in San Pedro, Oct. 31.

Robert Ward, a Sentinel-class fast FRC, arrived at its new homeport at Coast Guard Base Los Angeles-Long Beach, where the crew will begin training to become certified in law enforcement and rescue operations.

Robert Ward is the second of four FRCs to be homeported at Base Los Angeles-Long Beach and is scheduled to be officially commissioned in February.

Two additional FRCs are scheduled to arrive and be commissioned by summer. While these ships will be based in San Pedro, they will operate throughout the 11th Coast Guard District, which includes all of California and international waters off Mexico and Central America.

FRC's are 154-foot multimission ships designed to conduct: drug and migrant interdictions; ports, waterways and coastal security operations; fisheries and environmental protection patrols; national defense missions; and search and rescue.

Each cutter is designed for a crew of 24, has a range of 2,500 miles and is equipped for patrols up to five days. The FRCs are part of the Coast Guard's overall fleet modernization

initiative.

FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment as well as over-the-horizon response boat deployment capability and improved habitability for the crew. The ships can reach speeds of 28 knots and are equipped to coordinate operations with partner agencies and long-range Coast Guard assets such as the Coast Guard's National Security Cutters.

FRCs are named in honor of Coast Guard enlisted leaders, trailblazers and heroes. The four California-based FRCs are scheduled to be:

■ Forrest Rednour (WPC 1129) – Rednour aided in the rescue of 133 people during the sinking of the U.S.A.T. Dorchester, Feb. 3, 1943. He was awarded the Purple Heart and Navy and Marine Corps Medal for his actions. Rednour lost his life in the sinking of the Coast Guard Cutter Escanaba in June 1943.

■ Robert Ward (WPC 1130) – Ward operated beach-landing boats during the Normandy invasion. He landed his craft on the Cotentin Peninsula and rescued two stranded boat crews in the face of a heavily fortified enemy assault.

■ Terrell Horne III (WPC 1131) – Horne was murdered by suspected drug smugglers who intentionally rammed the boat he and fellow Coast Guardsmen were aboard during law enforcement operations near Santa Cruz Island off the Southern California coast in December 2012. Horne pushed one of his shipmates out of the way of the oncoming vessel attack and sustained fatal injuries.

■ Benjamin Bottoms (WPC 1132) – Bottoms was part the Coast Guard aircrew that rescued an Army aircrew from a downed B-17 off the west coast of Greenland in 1942. Bottoms and the pilot conducted the first landing of a cutter plane on an icecap and commenced a two-day rescue over a rugged Arctic terrain that required multiple flights. During the second day of rescue operations, radio contact with Bottoms' plane was lost and he was declared missing in action.

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# Coast Guard Responds to Vessel Collision Near California-Mexico Maritime Border

SAN DIEGO – The Coast Guard medevaced an injured person via helicopter and rescued 17 passengers after a vessel collision near the maritime boundary line, the 11th Coast Guard District said in an Oct. 27 release.

The crew of the 332-foot yacht Attessa IV contacted Coast Guard Sector San Diego's Joint Harbor Operations Center watchstanders at approximately 7:50 p.m. reporting a collision with the 65-foot sportfisher Prowler approximately nine miles offshore of Imperial Beach that resulted in extensive damage to the starboard quarter of the vessel and multiple injuries.

A Coast Guard Sector San Diego MH-60 Jayhawk helicopter crew and a Coast Guard Station San Diego 45-foot response boat-medium crew were dispatched to respond. The Coast Guard Cutter Sea Otter was also diverted to assist.

Crews arrived on scene at approximately 8:45 p.m. The Jayhawk crew hoisted a critically injured passenger and returned to Sector San Diego where awaiting EMS took the man to UC San Diego Medical Center-Hillcrest in critical condition.

The RB-M crew transferred 17 passengers, two reporting injuries, from the Prowler and took them to Sector San Diego.

The remaining 10 passengers were transferred to the Attessa IV and are scheduled to return to San Diego, while the captain

remained aboard the Prowler.

The Sea Otter remained on-scene with the Prowler awaiting commercial salvage. The cause of the collision is under investigation.

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## **Coast Guard Signs for Newest Fast Response Cutter**

MIAMI – The Coast Guard signed for the newest Coast Guard Fast-Response Cutter, Terrell Horne, Thursday during a signing ceremony in Key West, Florida, the Coast Guard 7th District said in an Oct. 26 release.

Lt. John Beal, commanding officer of Coast Guard Cutter Terrell Horne, signed documents to take possession of the cutter Terrell Horne on behalf of the Coast Guard at the signing ceremony.

Members of Coast Guard Sector Key West, cutter Terrell Horne crew and the Horne family attended the ceremony.

The cutter Terrell Horne is named after Senior Chief Terrell Horne, who placed himself in harm's way to protect a shipmate from being struck by a non-compliant vessel near Santa Cruz Island, California, on Dec. 2, 2012 while conducting counter-smuggling operations.

The fast-response cutters are named after Coast Guard enlisted heroes and are replacing the Island-class 110-foot patrol boats.

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# Coast Guard Cutter Dauntless Returns Home After Seizing Approximately \$27 Million of Cocaine

PENSACOLA, Fla. – Coast Guard Cutter Dauntless is scheduled to return home to Naval Air Station Pensacola, Florida, Oct. 27 following a 54-day patrol in the Eastern Pacific Ocean, the Coast Guard 8th District said in an Oct. 27 release.

The 76-person crew interdicted two vessels with an estimated combined total of over 2,000 pounds of cocaine, which is worth more than approximately \$27.2 million dollars.

The crew departed Pensacola in September for a patrol in support of Operation Martillo. The operation sends Department of Defense and U.S. Coast Guard crews to work with partner nations to curtail the flow of drugs coming to the U.S. from Central and South America.

The crew of Dauntless assisted with dismantling transnational criminal organizations as part of the Department of Homeland Security's Southern Border Campaign Plan and the U.S. Coast Guard's Western Hemisphere Strategy.

The cutter patrolled over 7,000 nautical miles and transited the Panama Canal.

"Dauntless once again demonstrated the value of the U.S. Coast Guard to the nation as a military service, law enforcement agency and member of the intelligence community in securing our borders and protecting our national security interests,"

said Cmdr. Timothy Sommella, the commanding officer of Coast Guard Cutter Dauntless. “The interdictions and apprehensions were the result of months of preparation and hours upon hours of training and maintenance followed by precise mission execution at a moment’s notice. The crew did a phenomenal job keeping the 50-year-old ship at the highest state of readiness while overcoming enormous logistic and engineering challenges, including at-sea repairs to critical equipment to keep us in the fight.”

Operation Martillo is a Joint Interagency Task Force South (JIATF-S) led multi-national detection, monitoring and interdiction operation conducted by U.S. Navy, Coast Guard, and Customs and Border Protection vessels and aircraft working in cooperation with military and law enforcement agencies from various Central and South American nations, Canada, the United Kingdom and the Netherlands.

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## **Coast Guard Icebreaker Healy Crew Completes Second Arctic Mission**

ALAMEDA, Calif. – The crew of the U.S. Coast Guard Cutter Healy completed their second mission of their Arctic West Summer 2018 deployment Oct. 18. Mission 1802 was a scientific mission to study stratified ocean dynamics in the Arctic (SODA) for the Office of Naval Research.

The project, led by Dr. Craig Lee of the Applied Physics Laboratory at the University of Washington, Seattle, aims to better understand how the Arctic environment affects the different water layers of the Arctic Ocean. Understanding

these environmental factors may help better predict ice coverage in the region.

Approximately 100 Healy crew members and 30 scientists and engineers departed Dutch Harbor, Alaska, Sept. 14 for SODA. Once in the Arctic Circle, the team deployed an array of scientific equipment, which will monitor the region for the next year and transmit data back to scientists at the Applied Physics Laboratory.

As one of only two icebreakers in U.S. service, Healy is uniquely suited to support these types of scientific missions in the Arctic. Healy, a 420-foot icebreaker homeported in Seattle, hosts a full suite of sensors and equipment specifically designed to gather scientific data. Operating from the ship-based Science Technical Support in the Arctic laboratory (STARC), ship personnel provide technical assistance to visiting science teams to collect and gather data such as water conductivity, temperature, depth and sea floor mapping. In 2017, STARC personnel were instrumental in using side-scan sonar to locate the sunken shipwreck of the 110-foot crab fishing boat Destination, which capsized and sank in the Bering Sea, claiming the lives of all six crewmen aboard.

The unique capabilities of the icebreaker, coupled with the expertise of the ship's crew members, make Healy an ideal choice for missions such as SODA.

"The Healy is the only vessel we operate as a country that can get us this far into the ice," Lee said. "If we wanted to come this far up north, we need to have an icebreaker. For the Arctic, the Healy is the only choice other than chartering a vessel from another country."

The Healy crew is also responsible for the deployment of scientific equipment and for overseeing the safety of the visiting science team – from ensuring no one falls overboard



to standing polar bear watch while scientists are on the ice. During the SODA mission, the crew deployed navigation moorings, weather buoys, ice-tethered profilers and autonomous underwater vehicles known as Seaglidors, and the crew's hard work has not gone unnoticed by Lee or his team.

"Our experience on this cruise has been exceptional," said Lee. "We've received fantastic support – not just from a technical standpoint, but people were enthusiastic to get this done. You can tell the crew is focused on helping, rather than just doing their job. They make things efficient, get things done."

With less ice in the Arctic each year, the human footprint in the region is increasing. Whether it's tourism, commercial fishing, global shipping or a hunt for natural resources, knowing how Arctic ice forms and recedes gives an edge up to anyone planning to work in the region, which is why the Office of Naval Research has taken notice.

SODA is one of several multiyear studies to determine how to best proceed in the region. Knowing how and when conditions in the Arctic are favorable for transit allows the Department of Defense to plan and prepare for this increased human activity. Knowledge of the changing Arctic environment will ultimately improve our ability to better forecast weather and sea conditions, making it safer for future operations.

This knowledge also allows the U.S. Coast Guard, which leads the Joint Force in the Arctic, to support their full suite of missions in the Polar Regions, including responding to threats, facilitating emerging commercial activities and protecting sovereign rights in the Exclusive Economic Zone and on the Extended Continental Shelf.

Missions such as SODA underscore how important icebreakers are to the national Arctic strategy; that value, however, is threatened by an aging icebreaker fleet.

Presently, the U.S. Coast Guard maintains two icebreakers – Healy, which is a medium icebreaker, and Coast Guard Cutter Polar Star, which is a heavy icebreaker. Protecting national interests in the polar regions is essential to ensure the Coast Guard's national defense strategy and search and rescue capabilities are ready for action, but in order to do so, the icebreaker fleet needs to be modernized.

The 42-year-old Polar Star is showing its age. Reserved for Operation Deep Freeze (ODF) each year, Polar Star spends the winter breaking ice near Antarctica in order to refuel and resupply McMurdo Station. When the mission is complete, Polar Star returns to dry dock in order to complete critical maintenance and prepare it for the next ODF mission. Once out of dry dock, it's back to Antarctica, and the cycle repeats itself.

If something were to happen to Healy in the Arctic or to Polar Star near Antarctica, such as getting stuck in the ice, the U.S. Coast Guard is left without a self-rescue capability, which is why recapitalization of the Polar Security Cutter fleet is so imperative. It's an initiative that has the attention of the service's top brass.

"As we move out on recapitalizing our polar icebreaker fleet, I am focused on a 6-3-1 approach," said Adm. Karl Schultz, commandant of the U.S. Coast Guard. "We plan to build six icebreakers for the high-latitudes, at least three of which will be heavy, but we can't be in the Arctic the way America needs us unless we build one now."

By contrast, Russia currently operates 41 icebreakers – several of which are nuclear powered. In order to remain ready, responsive and relevant, recapitalization of the U.S. Coast Guard's icebreaker fleet is essential if the nation is to be a global leader in the Arctic. Without assets such as the Healy, research projects such as SODA would not be possible, and since SODA may guide the future of the U.S.

armed forces and prepare the Coast Guard and DoD to better serve American interests in the region, investment in the icebreaker fleet is imperative. The 6-3-1 approach underscores the importance of protecting U.S. interests in the Arctic, but the U.S. Coast Guard will continue to lag behind countries such as Russia until that first one is built.

The Healy crew returned to Dutch Harbor Oct. 18 and will depart for mission 1803 Oct. 25. The crew is scheduled to return to their homeport in Seattle Nov. 30.

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## **Polar Star Returns Home After Six Months in Dry Dock**

SEATTLE – The Coast Guard cutter Polar Star arrived home Oct. 17 following a six-month maintenance period at Mare Island Dry Dock in Vallejo, California, the Coast Guard Pacific Area said in a release.

The 42-year-old icebreaker received extensive repairs and upgrades to engineering and electronic systems while completing the dry dock availability at Mare Island for the second time in as many years.

“We successfully accomplished an annual dry dock availability valued at over \$7.6 million,” stated Lt. Cmdr. Chris Pelar, Polar Star’s engineering officer. “More than 50 work items were completed while in dry dock. We will complete remaining maintenance requirements in Seattle before departing for our upcoming Antarctic deployment.”

Polar Star received extensive overhauls to equipment, most notably in auxiliary systems, generator upgrades and replacing

propellers in preparation of supporting Operation Deep Freeze (ODF) 2019, the U.S. military's contribution to the National Science Foundation managed U.S. Antarctic Program.

Polar Star, the nation's only operational heavy icebreaker, deploys annually to Antarctica in support of ODF. The 399-foot, 13,000-ton cutter and crew transit through the Ross Sea and forcibly break through ice up to 21-feet thick clearing a path through frozen waters for supply ships to reach Antarctica's logistics hub, McMurdo Station, Scott-Amundsen South Pole Station and other international bases. The critical supply deliveries allow the stations to stay operational year-round, including during the dark and tumultuous winter.

The Coast Guard has been the sole provider of the nation's polar icebreaking capability since 1965 and is essential to ensuring national presence and access to the Polar regions.

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## **Coast Guard Offloads Cocaine, Marijuana Seized in the Caribbean Basin**

MIAMI – The crew of the Coast Guard Cutter Bernard C. Webber offloaded approximately 3,516 pounds of cocaine and 50 pounds of marijuana worth an estimated wholesale value of over \$47 million seized in international waters off the Caribbean Basin from late September to early October, Oct. 16 at Coast Guard Base Miami Beach.

The drugs were seized during the interdictions of three suspected smuggling vessels off the coasts of the Dominican Republic, Haiti and Aruba by the Coast Guard Cutters Donald

Horsley, Vigilant and Charles Sexton.

■ Sexton was responsible for one case Oct. 10, seizing an estimated 2700 pounds of cocaine.

■ Donald Horsley was responsible for one case Oct. 4, seizing an estimated 816 pounds of cocaine.

■ Vigilant was responsible for one case Sept. 30, seizing an estimated 50 pounds of marijuana.

"The contraband landed by the Bernard C. Webber crew is a testament to the professional expertise and dedication of U.S. law enforcement agencies and international partners working together to combat the flow of illicit drugs through the Caribbean Region and into the United States," said Lt. Cmdr. Jeremy Montes, duty enforcement officer at 7th Coast Guard District. "These partnerships are imperative in the identification, intercept, and seizure vessels engaged in illicit trafficking and without the hard work from U.S. and international agencies, these illicit drugs would negatively impact the prosperity and security of the Caribbean Region."

Numerous U.S. agencies from the Departments of Defense, Justice and Homeland Security cooperated in the effort to combat transnational organized crime. The Coast Guard, Navy, Customs and Border Protection, FBI, Drug Enforcement Administration, and Immigration and Customs Enforcement along with allied and international partner agencies play a role in counterdrug operations. The fight against transnational organized crime networks in the Caribbean Basin requires unity of effort in all phases from detection, monitoring, and interdictions, to criminal prosecutions by U.S. Attorneys in districts across the nation.

The Coast Guard increased U.S. and allied presence in the Eastern Pacific Ocean and Caribbean Basin, which are known drug transit zones off of Central and South America, as part of its Western Hemisphere Strategy. During at-sea

interdictions in international waters, a suspect vessel is initially detected and monitored by allied, military or law enforcement personnel coordinated by Joint Interagency Task Force-South based in Key West, Florida. The law enforcement phase of counter-smuggling operations in the Caribbean Basin is conducted under the authority of the Coast Guard 7th District, headquartered in Miami, Florida. The interdictions, including the actual boarding, are led and conducted by members of the U.S. Coast Guard.

Charles Sexton is a 154-foot fast-response cutter homeported in Key West, Florida. Bernard C. Webber is a 154-foot fast-response cutter homeported in Miami. Donald Horsley is a 154-foot fast-response cutter homeported in San Juan, Puerto Rico. Vigilant is a 210-foot medium-endurance cutter homeported in Port Canaveral, Florida.

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## **Coast Guard, Caribbean Border Interagency Group Seize \$30 Million in Cocaine off Puerto Rico**

SAN JUAN, Puerto Rico – Coast Guard and Caribbean Border Interagency Group (CBIG) law enforcement authorities seized 2,324 pounds of cocaine, worth an estimated \$30 million, following the interdiction of a go-fast vessel off Luquillo, Puerto Rico, Oct. 13 the 7th Coast Guard District said in an Oct. 16 release.

This interdiction is the result of ongoing multi-agency law enforcement efforts in support of Operation Caribbean Guard

and the Caribbean Border Interagency Group.

"This successful interdiction is a testament to the crew's vigilance, dedication to the mission, and quick action, and I couldn't be prouder," said Lt. Katherine Ustler, Coast Guard Cutter Donald Horsley commanding officer. "Their efforts, along with support from our partner agencies, directly prevented over a ton of cocaine from reaching the streets of Puerto Rico."

While on a routine patrol of the area, the crew of the Donald Horsley detected a suspicious go-fast vessel at 1:16 a.m. Oct. 13 transiting without navigational lights and three people onboard, approximately nine nautical miles off the coast of Luquillo.

Coast Guard watchstanders in Sector San Juan alerted CBIG partner agencies of the developing situation, while the Donald Horsley remained in hot pursuit of the go-fast with the assistance of unit's Over-the-Horizon IV cutter boat.

Upon detecting the Coast Guard's presence, the crew of the go-fast proceeded to attempt to flee the area at high speed with Donald Horsley's cutter boat remaining in hot pursuit. During the pursuit, the Donald Horsley crew observed the suspected smugglers jettison numerous bales of their cargo overboard. Shortly thereafter, the go-fast made landfall near La Pared Beach in Luquillo, where the smugglers fled the area and abandoned the go-fast with the remaining cargo onboard.

Following the pursuit, Donald Horsley combined efforts with responding U.S. Customs and Border Protection Caribbean Air and Marine Branch and Puerto Rico Police Joint Forces of Rapid Action marine units, as well as, Immigration and Customs Enforcement's (ICE) Homeland Security Investigations (HSI) land teams, which located and recovered 47 bales from the water and the abandoned go-fast. A Coast Guard MH-65 Dolphin helicopter and a Coast Guard Auxiliary fixed-wing aircraft

also assisted in the search for the jettisoned cargo. The recovered cargo tested positive for cocaine.

The seized contraband is in the custody of ICE-HSI, which is leading the investigation into this case.

Operation Caribbean Guard is a Department of Homeland Security multi-agency law enforcement operation to support ongoing efforts in Puerto Rico and the U.S. Virgin Islands executed under the San Juan Regional Coordinating Mechanism/CBIG.

CBIG unifies efforts between U.S. Customs and Border Protection, the U.S. Coast Guard, U.S. Immigration and Customs Enforcement, the United States Attorney's Office for the District of Puerto Rico, and Puerto Rico Police Joint Forces of Rapid Action, in their common goal of securing the borders of Puerto Rico and the U.S. Virgin Islands against illegal migrant and drug smuggling.

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

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## **Legare Returns to Virginia After Rescue Missions Off the East Coast**

PORTSMOUTH, Va. – The crew of Coast Guard Cutter Legare returned home to Coast Guard Base Portsmouth Oct. 15 following a 12-week patrol in the North Atlantic, providing search-and-rescue capability and living marine resource protection, the 5th Coast Guard District said in a release.

In more than 12,000 miles of patrolling, the crew supported



five search-and-rescue missions, including a disabled and adrift 438-foot liquid asphalt tanker that suffered a catastrophic engine room fire approximately 50 miles off Nantucket. The response to these missions resulted in 40 lives saved and assisted.

They also towed a disabled fishing vessel through dense fog over 75 nautical miles and completed over 90 boardings, enforcing federal fishing regulations in America's exclusive economic zone.

"I could not be prouder of this crew and their incredible accomplishments during these days we've been away. I know it is not without sacrifice and certainly the families back home take on a lot of that burden, but rest assured, your sailor is doing their duty and doing it well," said Cmdr. Blake Stockwell, Legare's commanding officer. "The successes from this patrol highlight and remind me why I love going to sea, the sailors that bring the ship to life and serve with devotion and honor the country we love."

Legare is a multimission 270-foot medium-endurance cutter. Missions include search and rescue, maritime law enforcement, marine environmental protection, homeland security, and national defense operations.