

Coast Guard Offloads \$5.2 Million in Seized Cocaine in San Juan, Puerto Rico



The crew of Coast Guard Cutter Joseph Tezanos offloaded 250 kilograms in seized cocaine estimated at \$5.2 million at Coast Guard Base San Juan July 5. The contraband was seized following the interdiction of a drug smuggling vessel by the

Coast Guard Cutter Joseph Doyle June 30, south of Cabo Rojo, Puerto Rico. *U.S. COAST GUARD*

SAN JUAN, Puerto Rico – The crew of the Coast Guard Cutter Joseph Tezanos offloaded 551 pounds of seized cocaine Tuesday in San Juan, Puerto Rico, the Coast Guard 7th District said July 5.

Three men, one Venezuelan and two Dominican Republic nationals, apprehended in this case are facing federal prosecution in Puerto Rico.

The interdiction is the result of multi-agency efforts in support of the Caribbean Corridor Strike Force. The seized cocaine has an estimated wholesale value of approximately \$5.2 million.

During the morning of June 30, the crew of a Customs and Border Protection Caribbean Air and Marine Multi-Role Enforcement Aircraft detected a “yola” type vessel navigating towards Cabo Rojo, Puerto Rico. Coast Guard watchstanders in Sector San Juan diverted the cutter Joseph Doyle that arrived on scene and stopped the suspect vessel.

The Coast Guard crew apprehended the three men and embarked eight bales from the suspect vessel that tested positive for cocaine. The seized contraband was later transferred to the Coast Guard Cutter Joseph Tezanos for delivery to San Juan, Puerto Rico.

“This successful interdiction is due to the strong collaboration between the Coast Guard and our fellow federal law enforcement partners,” said Capt. José E. Díaz, Coast Guard Sector San Juan commander. “We will continue to do our utmost to stop drug smuggling vessels at sea and protect the nation’s southernmost maritime border from illicit trafficking.”

The apprehended smugglers face federal prosecution in Puerto Rico. The charges carry a minimum sentence of 10 years

imprisonment and a maximum sentence of imprisonment for life.

Boeing, ESG, Lufthansa Technik Expand Partnership to Support German P-8A Poseidon Fleet



From left to right: Michael Haidinger, president, Boeing Germany, Central & Eastern Europe, Benelux & Nordics; Alan Carson, business director, Aerospace Campaigns, ESG; Björn Malmus, Head of Programme, P-8A Poseidon, German Procurement Agency for the Bundeswehr, BAAINBw; Indra Duivenvoorde, senior director, Boeing Government Services, Europe & Israel; Michael Hostetter, vice president, Boeing Defense & Space, Germany; Michael von Puttkamer, vice president, Special Aircraft Services, Lufthansa Technik. *BOEING*

BERLIN – Boeing, ESG Elektroniksystem- und Logistik-GmbH and Lufthansa Technik have signed a three-party agreement that

reinforces joint efforts to support Germany's new P-8A Poseidon fleet, Boeing announced July 5. With the new agreement, Boeing, ESG and Lufthansa Technik will be the team responsible for executing the P-8A sustainment program in Germany.

"We are expanding our partnership with ESG and Lufthansa Technik in the form of a three-party agreement that will allow us to best support our German customer and the operational needs of the German navy," said Indra Duivenvoorde, senior director, Boeing Government Services Europe & Israel. "This partnership demonstrates our commitment to directly supporting our customer locally with German industry primes."

The new agreement builds on two separate memoranda of understanding signed separately with ESG and Lufthansa Technik in 2021 and now involves all three parties, outlining additional detail regarding each company's role in the German P-8A program.

"This agreement underlines our joint performance promise and our commitment to provide the Bundeswehr with urgently needed capabilities," said Christoph Otten, CEO of ESG. "At the same time, we see this as a special obligation to proactively contribute our capabilities and competencies to the program as a long-standing technology and innovation partner of the German armed forces and the Naval Aviation Command, particularly in the areas of systems integration, aviation certification or secure communication."

With the formalization of this new industry partnership, Boeing, ESG and Lufthansa Technik will provide support to the German customer in all areas of aircraft sustainment and training that will bring the highest operational availability to the German Navy's P-8A fleet.

First deliveries to Germany are slated to take place in 2024 and Boeing estimates that the P-8A program will employ up to

250 people in Germany.

NAVCENT to Reward Individuals for Tips on Illegal Maritime Activity



An MH-60R Seahawk from Helicopter Maritime Strike Squadron 35, Detachment 1, provides aerial support to an interdiction team from guided-missile destroyer USS Momsen (DDG 92) approaching a fishing vessel May 16. The vessel was seized while transiting international waters in the Gulf of Oman. *U.S. NAVY / Mass Communication Specialist 3rd Class Lily Gebauer*

BAHRAIN – U.S. Naval Forces Central Command announced July 5 it will begin rewarding individuals for voluntarily providing information that leads to the detection of illegal maritime

activity and seizure of illicit cargo in waters across the Middle East.

NAVCENT is establishing a program for the first time to reward individuals who voluntarily report information that meets specific criteria under the Department of Defense Rewards Program.

“Launching this program represents another example of our commitment to this region and its security,” said Vice Adm. Brad Cooper, commander of NAVCENT, U.S. 5th Fleet and Combined Maritime Forces. “This also enhances our vigilance and supports counterterrorism efforts, which are essential to safeguarding the free flow of commerce.”

NAVCENT could potentially reward a maximum \$100,000 payout for information or nonlethal assistance that supports counterterrorism operations or leads U.S. naval forces to successfully seize illicit cargo such as illegal weapons or narcotics. Rewards can also be non-monetary and include items like boats, vehicles, food or equipment.

U.S. citizens are not eligible for rewards under the program.

Last year, illicit cargo seizures in the Middle East skyrocketed after U.S. and multinational forces increased patrols in the Gulf of Oman and Arabian Sea.

U.S. 5th Fleet warships seized nearly 9,000 illicit weapons, three times the amount seized in 2020. Additionally, the U.S.-led Combined Maritime Forces seized illegal drugs worth \$500 million in street value, a higher amount than the previous four years combined.

The U.S. 5th Fleet area of operations encompasses about 2.5 million square miles of water area and includes the Arabian Gulf, Gulf of Oman, Red Sea and parts of the Indian Ocean. The region is comprised of 21 countries and includes three critical choke points at the Strait of Hormuz, the Suez Canal

and the Strait of Bab al-Mandeb at the southern tip of Yemen.

Tips can be reported by calling +973 3914-5845. The phone line is staffed by personnel with regional language expertise. Individuals with information can also report online by going to <https://dodrewardsprogram.net>.

For additional information on how to report a tip or reward eligibility criteria, go to NAVCENT's website at <https://www.cusnc.navy.mil/DoD-RP/>.

Cutter Northland Returns Home after 76-day Eastern Pacific Counter-Narcotics Patrol



Cmdr. Patricia Bennett, the commanding officer of the Coast Guard Cutter Northland, welcomes the president of the Governing Council of the Galapagos Province aboard Northland, May 10. Northland arrived in the Galapagos for the first time in the cutter's 38-year history and became only the second Coast Guard ship to anchor in the waters of the Galapagos Islands in over a decade. *U.S. COAST GUARD / Seaman Rachelle Amezcua-Gonzales*

PORTSMOUTH, Va. – The Coast Guard Cutter Northland (WMEC 904) returned to homeport July 3 following a 76-day patrol in the Eastern Pacific Ocean in support of the 11th Coast Guard District, the Coast Guard 5th District said July 5.

Throughout the deployment, the ship patrolled the waters of the Eastern Pacific Ocean in search of vessels suspected of smuggling illicit narcotics across international boundaries. In addition to the cutter's permanently assigned crewmembers, Northland was augmented by an aviation detachment from Coast Guard Helicopter Interdiction Tactical Squadron and a Coast Guard Tactical Law Enforcement Detachment. A true force multiplier, Northland's HITRON detachment operated an MH-65E Dolphin helicopter, capable of conducting overhead reconnaissance and employing aerial use of force by precision marksmen upon narcotics smuggling vessels. As law enforcement and interdiction specialists, the TACLET personnel augmented the ship's pursuit teams, and provided specialized training to crewmembers to better prepare the cutter for interdiction and boarding operations.

While on patrol, Northland interdicted a low-profile vessel and one go-fast panga-style vessel suspected of trafficking illicit narcotics. The interdictions resulted in 6,223 pounds of suspected cocaine seized and 761 pounds of suspected marijuana seized with an estimated street value of nearly \$83 million and the detention of six individuals suspected of the illegal transport of narcotics. On June 30, the cutter offloaded the seized narcotics at Coast Guard Base Miami.

In addition to maintaining a sentinel presence in the Eastern Pacific Ocean, the Northland conducted an Exercise Contingent to Operations with Ecuadorian Naval and Coast Guard personnel in San Cristobal, Galapagos, Ecuador. Northland arrived in the Galapagos for the first time in the cutter's 38-year history on May 10, and became only the second Coast Guard ship to anchor in the pristine waters of the Galapagos Islands in over a decade. The exercise served as a critical step toward strengthening United States-Ecuador strategic relations in the region and was attended by the U.S. consul general to Ecuador and the president of the Governing Council of the Galapagos Province. Joint training operations between Northland and Ecuadorian Naval and Coast Guard personnel included a joint patrol with the LAE Isla San Cristobal (LG-30); small boat tactics and training; tours of Northland and the Isla San Cristobal; a joint leadership luncheon; and a discussion on tactics and procedures for combatting illegal narcotics smuggling and illegal, unreported, and unregulated fishing in the Galapagos region. Following the exercise's official events, Northland crewmembers had the opportunity to explore the island of San Cristobal and enjoy Ecuador's sights, snorkeling and cuisine.

Following Northland's northbound transit through the Panama Canal, the ship rescued six stranded Cuban nationals from a deserted island in Cay Sal Bank, Bahamas. The rescue was carried out while Northland conducted migrant interdiction operations in support of the Seventh Coast Guard District.

"This deployment was a success thanks to the efforts of our crew and our HITRON and TACLET detachments, who we were thrilled to have aboard with us. Between crossing the Equator, visiting the Galapagos Islands and deterring the illicit activity of transnational criminal organizations, our crew is returning home with both once-in-a-lifetime sea stories and a validated sense of accomplishment," said Cmdr. Patricia M. Bennett, Northland's commanding officer. "As my last patrol in

command of this ship, I am extremely proud of the adaptability, ingenuity and determination demonstrated by this remarkable crew on a daily basis.”

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

Bertholf's Patrol Results in Penalties Against Chinese Taipei-Flagged Vessels



U.S. Coast Guard Cutter Bertholf, homeported in Alameda, California, operates in the Bering Sea, Aug. 24, 2021. *U.S.*

COAST GUARD

JUNEAU, Alaska – A North Pacific Guard illegal, unreported and unregulated fisheries patrol in 2021 by the crew of the Coast Guard Cutter Bertholf recently resulted in The Fisheries Agency of Taiwan issuing penalties against five Chinese Taipei-flagged vessels, the Coast Guard 17th District said July 5.

The Fisheries Agency of Taiwan announced May 24 that a fine of approximately \$203,190 was imposed against the operator of a fishing vessel, and the operator's license was suspended for one month. The agency imposed a fine of approximately \$40,600 against the captain of that vessel, revoked their fishing vessel crew identification, and suspended their certificate of fishing vessel officer for one month. The vessel was listed as a high-risk fishing vessel and is subject to special management measures.

The agency imposed fines of approximately \$1,693 against the vessel operators and \$338 against the captains of three other fishing vessels, who were fined for illegal retention of salmon. The agency fined a fifth vessel for improper vessel identification markings.

The Bertholf crew conducted its North Pacific Guard patrol in late 2021 to support the Western and Central Pacific Fisheries Commission and North Pacific Fisheries Commission. Also aboard and participating were two officers from Canada's Department of Fisheries and Oceans and one officer from the National Oceanic and Atmospheric Administration Fisheries Office of Law Enforcement.

During the patrol, the crew boarded 15 fishing vessels and identified 32 potential violations of conservation and management measures under the WCPFC and NPFC. These potential violations were then investigated by Fisheries Agency of Taiwan in accordance with their own domestic laws and regulations. More information about the Bertholf's patrol is

available [here](#).

“The success of Bertholf’s patrol highlights the value of our ongoing international partnerships in protecting food and economic security of coastal states across the globe,” said Vice Adm. Michael F. McAllister, Coast Guard Pacific Area commander. “The penalties imposed by the Fisheries Agency of Taiwan exemplify the collaborative approach and role of law enforcement in protecting the global food chain.”

Operation North Pacific Guard is an annual multi-mission effort between the Coast Guard, National Oceanic and Atmospheric Administration, five Pacific Rim countries and three regional fisheries management organizations to include the WCPFC, NPFC, and the North Pacific Anadromous Fishing Commission. The goal is for each nation to work collaboratively to detect and intercept illicit fishing activity.

MQ-25 Team Completes First Lab Integration Event



An MQ-25 unmanned aircraft on the flight deck of USS George H.W. Bush (CVN-77) for the Unmanned Carrier Aviation Demonstration in December 2021. *BOEING*

PATUXENT RIVER, Md. – The Navy’s Unmanned Carrier Aviation program office (PMA-268) conducted its first lab integration event June 28-30 at Patuxent River to demonstrate how the MQ-25’s ground control station will command the unmanned aircraft in the carrier environment, Naval Air Systems Command said June 30.

The government team and its two prime industry partners led the effort at the program’s System Test and Integration Lab, where Lockheed Martin’s GCS controlled Boeing’s hardware-in-the-loop air vehicle for the first time. The Hardware-in-the-loop uses aircraft hardware and software to provide a realistic surrogate for the air vehicle.

“This achievement is the result of weeks of preparation and dedication by highly skilled teams,” said T.J. Maday, MQ-25 labs and integration manager. “Bringing multiple systems together is never easy, but the joint government-industry team, coming together, understanding problems and finding

solutions made this event successful. We learned how the system works as a whole and that early learning and discovery is key to keep the program moving forward.”

Maday said the team set a goal to send a basic command between the ground control station and the hardware-in-the-loop system. To meet that objective, Boeing and Lockheed Martin needed to deliver functional software for the government to exercise the GCS, the hardware system and the network components allowing connectivity between the systems.

“The team met the initial goal ahead of schedule and used the remaining time to exercise more functionality, like sending taxi commands,” Maday said. “They also simulated a lost link that verified the proper GCS display indicators, which is a critical function to ensure network connectivity between development environments.”

This fall the team plans to simulate a complete flight using the hardware-in-the-loop air vehicle and will also demonstrate switching connections “links” to the aircraft as well as adding other aircraft hardware and software into the mix.

“It’s great to see the combined team working side-by-side, learning and ultimately demonstrating success,” said Capt. Sam Messer, PMA-268 program manager. “This is how we get to IOC [initial operational capability] – we integrate, test, and learn early and at pace.”

The MD-5 GCS is part of the Unmanned Carrier Aviation Mission Control System, the system-of-systems required for MQ-25A command and control. UMCS also includes carrier and shore site infrastructure modifications, Navy produced ancillary equipment, and integration with command, control, communications, computers and intelligence systems.

MQ-25 will be the world’s first operational carrier-based unmanned aircraft to provide an aerial refueling capability to the fleet.

The Navy Reserve is Looking for a Few Good Ideas



Sometimes the difference between a good idea and a great one is somebody to listen to it.

And that's what the Navy Reserve has done to help generate great ideas to help the fleet, reserve force and Sailors everywhere.

Chief of Navy Reserve and Commander, Navy Reserve Force, Vice Adm. John B. Mustin, introduced i3 Waypoints as a way to fast-track transformative ideas from across the Navy directly to the highest levels of the Navy Reserve, without filters or bureaucratic barriers.

"Sailors and civilians on the front lines of challenges and roadblocks in their daily lives are invaluable sources of ideas for change," Mustin said. "i3 Waypoints is an approach to inventing: innovate something entirely new; improve on something already established; or integrate several ideas, products or processes rendering the former completely obsolete."

According to Capt. Colette Murphy, the CNR public affairs officer, "Waypoints challenged the entire U.S. Navy – from Selected Reserve, Training and Administration of the Reserve, Individual Ready Reserve, Active Duty and civilians, in all

ranks, rates and grades – to propose new or better ways for the Navy Reserve to operate.”

Murphy said 107 i3 Waypoints ideas were submitted in just over five weeks. These submissions were then reviewed by a team led by Rear Adm. John A. Schommer, commander, Navy Reserve Forces Command. Five finalists were selected and presented their ideas on June 28 before a panel hosted by Vice Adm. Mustin, along with retired Vice Adm. “Woody” Lewis, Bruce Mosler, chairman of Global Brokerage & the Veterans Initiative Program at Cushman & Wakefield, the 2021 Reserve Sailor of the Year Chief Yeoman (select) Jasmyn Phinizy, and Navy Reserve Force Master Chief Tracy L. Hunt.

Murphy said there were five finalist entries who appeared before the panel. One winner was selected, but more than one idea may be implemented.

The winners will be announced July 11, along with a special video presentation on military media platforms.

Coast Guard Awards Contract for Stage 2 of the Offshore Patrol Cutter Acquisition



An artist's rendering of the Offshore Patrol Cutter. *EASTERN SHIPBUILDING GROUP*

WASHINGTON — The Coast Guard awarded a fixed-price incentive contract to Austal USA of Mobile, Alabama, to produce up to 11 offshore patrol cutters, Coast Guard Headquarters said June 30.

The initial award is valued at \$208.26 million and supports detail design and long lead-time material for the fifth OPC, with options for production of up to 11 OPCs in total. The contract has a potential value of up to \$3.33 billion if all options are exercised.

In 2019, the Coast Guard revised the OPC acquisition strategy to mitigate emergent cost and schedule risk by establishing a new, full and open competition for OPCs five and through 15, designated as Stage 2 of the overall program. Informed by industry feedback, the Coast Guard released a request for proposals Jan. 29, 2021, for OPC Stage 2 detail design and production.

The Coast Guard's requirements for OPC Stage 2 detail design and production were developed to maintain commonality with earlier OPCs in critical areas such as the hull and propulsion

systems, but provide flexibility to propose and implement new design elements that benefit lifecycle cost, production and operational efficiency and performance.

“The offshore patrol cutter is absolutely vital to Coast Guard mission excellence as we recapitalize our legacy medium endurance cutters, some of which are more than 50 years old,” said Adm. Linda Fagan, commandant of the Coast Guard. “The OPCs are the ships our crews need to protect our national security, maritime safety and economic prosperity. I look forward to the new cutters joining our fleet.”

The 25-ship OPC program of record complements the capabilities of the service’s national security cutters, fast response cutters and polar security cutters as an essential element of the Department of Homeland Security’s layered maritime security strategy. The OPC will meet the service’s long-term need for cutters capable of deploying independently or as part of task groups and is essential to stopping smugglers at sea, interdicting undocumented non-citizens, rescuing mariners, enforcing fisheries laws, responding to disasters and protecting ports.

Cutter Reliance Returns from a 71-Day Caribbean Sea Patrol



A response boat crew member steers toward the Coast Guard Cutter Reliance during a 52-day patrol in the Atlantic Ocean, Jan. 13, 2021. *U.S. COAST GUARD*

PENSACOLA, Fla. – The crew of USCGC Reliance (WMEC 615) returned to homeport in Pensacola June 30, after a 71-day Caribbean Sea patrol, the Coast Guard 8th District said in a release.

The Reliance crew supported the U.S. Coast Guard 7th District and Joint Interagency Task Force-South throughout their patrol, aiding in missions to interdict the flow of illegal drugs and prevent migrant trafficking throughout the maritime approaches to the United States and Caribbean partners.

Reliance interdicted multiple unseaworthy vessels trafficking migrants off the coast of Haiti, and ultimately provided safe and humanitarian care for 170 people.

Additionally, the cutter's crew worked with, and provided technical assistance to, the Haitian Coast Guard during their seizure of a suspected migrant vessel in the Canal de la

Tortue.

Reliance's crew further assisted Haitian partners by towing a seized vessel safely to port after it experienced propulsion issues.

In a separate case, Reliance worked with international and domestic partners while attached to Joint Interagency Task Force-South to interdict a "go-fast" smuggling vessel that was transporting approximately 631 kilograms of suspected illicit drugs with an estimated street value of \$26 million.

The 71-day patrol was also critical in the crew's efforts to conduct shipboard training, qualifications, and operational readiness.

Reliance is a 210-foot medium-endurance cutter homeported in Pensacola with a crew of 77. The cutter's primary missions are counter-drug operations, migrant interdiction, enforcing federal fishery laws, and search and rescue in support of U.S. Coast Guard operations throughout the Western Hemisphere.

Department of the Navy Hosts Climate Tabletop Exercise

WASHINGTON, D.C. – The Department of the Navy hosted a first-of-its-kind Climate Tabletop Exercise at Marine Barracks Washington to examine the impacts that climate change has on mission, readiness and warfighting capacity, the service said in a release.

The DoN convened role players from the Department of Defense, federal agencies, Congress, think tanks, non-governmental

organizations and the private sector to test how critical elements of the recently released DoN strategy Climate Action 2030 comes into practice.

“As the secretary of the Navy, the commandant of the Marine Corps and the chief of naval operations have said, we are looking at the impacts of climate change because it makes us better warfighters,” said Meredith Berger, assistant secretary of the Navy for Energy, Installations, and Environment. “The Navy and Marine Corps must address climate change in our readiness and operations in order to maintain every advantage to fight and win.”

Climate Action 2030 focuses the Department of the Navy on building a climate-ready force by building climate resilience and reducing the climate threat. These factors drove the design and execution of the scenario, which was created and facilitated by war game experts at the Marine Corps Warfighting Lab.

Set in October 2030, the scenario focused on a Navy Amphibious Ready Group and an embarked Marine Expeditionary Group preparing for an amphibious exercise with a partner nation in the Western Indo-Pacific area of responsibility. A typhoon impacts the exercise, and quickly creates cascading effects on operations. The storm came on the heels of other destructive storms which made the land and local population less resilient and more susceptible to stronger damage from ensuing mudslides, electric grid, and other key infrastructure disruptions.

Facilitators briefed players, assigned duties and challenged them to work through some of the tough questions that the Navy and Marine Corps are facing every day. Players were broken into three interrelated groups: operational forces, installations and facilities, and higher headquarters. Each table featured a Navy flag officer and Marine Corps general officer as senior mentors.

Key takeaways from the exercise were the importance of incorporating climate predictions and considerations into planning and resourcing. The group talked about the importance of logistics, both as a warfighting enabler, resilience vulnerability, and an area where the department can make strides to become more energy efficient and therefore a more capable fighting force. Additionally, the group discussed identifying single points of failure which may be undermined climate impacts and the need for redundancy as well as efficiency. The importance of collaborative planning in order to develop resilient partnerships in the face of a dynamic and evolving climate environment were also discussed.

“In order to strengthen and maintain our maritime dominance, we need to strengthen and maintain our maritime partnerships,” Berger said. “Partnership is a key driver of success and diversity of perspective is the enabler. Today we had the chance to work with a variety of partners to gain their perspectives and share ours so that we can better tackle the climate crisis together.”

The DoN released the Climate Action 2030 strategy on May 24, building on a decades-long foundation of climate action and setting the department on a course to meet national and global targets to reduce the threat of climate change. The department’s Climate Action 2030 strategy document is available for download [here](#).