

# Coast Guard Offloads \$7.4 Million in Seized Cocaine, Transfers Custody of 9 Smugglers to DEA in San Juan, Puerto Rico



From U.S. Coast Guard 7<sup>th</sup> District, June 7, 2024

SAN JUAN, Puerto Rico – The crew of Coast Guard Cutter Charles David Jr. offloaded and transferred custody of 245 kilograms of cocaine and nine suspected smugglers to Drug Enforcement Administration authorities at Coast Guard Base San Juan, Puerto Rico, Friday.

The seized contraband is estimated to have a wholesale value of \$7.4 million dollars, while the interdiction and seizure is the result of multi-agency efforts involving Coast Guard's Western Hemisphere Strategy, the Caribbean Corridor Strike Force Initiative and Operation Unified Resolve.

The Drug Enforcement Administration is leading the investigation in this case.

In the early morning hours of June 3, 2023, the crew of the Coast Guard Cutter Heriberto Hernández located a suspect vessel, approximately 75 nautical miles south of St. Croix, U.S. Virgin Islands. As cutter Heriberto Hernández approached, the crew observed the occupants of the suspect vessel jettison multiple packages overboard. The crew of cutter Heriberto Hernández successfully stopped the suspect vessel that had nine men onboard, who claimed to be Venezuelan nationals. The cutter crew also recovered multiple packages of the jettisoned cargo and seized a total of 10 bales and two additional bags, with individual packages, which tested positive for cocaine.

The crew of cutter Heriberto Hernández embarked the nine detainees and seized contraband that were later transferred to cutter Charles David Jr. for final transport to San Juan, Puerto Rico.

"We appreciate the efforts of Cutter Heriberto Hernández's crew as well as the work and collaboration of all other Coast Guard personnel, units and partner agencies involved in this case," said Lt. Cmdr. Edward Kunigonis, Sector San Juan chief of enforcement. "The daily work and collaboration with our federal, local and regional partners is critical to achieving successful outcomes like in this case to help safeguard the Caribbean region from this threat."

"Today's successful interdiction and seizure underscore the relentless commitment and collaboration of our federal, local, and regional partners in combating drug trafficking in the

Caribbean,” said DEA Special Agent in Charge Denise Foster. “The efforts of the Coast Guard and all agencies involved in this operation are vital to our mission of safeguarding our communities from the scourge of narcotics. The DEA will continue to lead the investigation to ensure that those responsible for these crimes are brought to justice.”

The Coast Guard’s efforts under Operation Unified Resolve contribute to the interagency results being achieved daily under Operation Caribbean Guard, which coordinates efforts between the Coast Guard, DHS, and Commonwealth and Territorial law enforcement partners, who are working diligently to deter, detect and disrupt illicit maritime trafficking to Puerto Rico and the U.S. Virgin Islands.

The Caribbean Corridor Strike Force is an initiative of the U.S. Attorney’s Office created to disrupt and dismantle major drug trafficking organizations operating in the Caribbean. CCSF is part of the High Intensity Drug Trafficking Area (HIDTA) and Organized Crime Drug Enforcement Task Force (OCDETF) that investigates South American-based drug trafficking organizations responsible for the movement of multi-kilogram quantities of narcotics using the Caribbean as a transshipment point for further distribution to the United States. The initiative is composed of HSI, the U.S. Attorney for the District of Puerto Rico, the Drug Enforcement Administration, the FBI, the Coast Guard, CBP and Puerto Rico Police Department’s Joint Forces for Rapid Action.

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**June 9 U.S. Central Command**

# Update

From U.S. Central Command, June 9, 2024

TAMPA, Fla. – In the past 24 hours, Iranian-backed Houthis launched two anti-ship ballistic missiles (ASBM) from Houthi controlled areas of Yemen into the Gulf of Aden. One ASBM struck M/V Tavvishi, a Liberian-flagged, Swiss owned and operated container ship. M/V Tavvishi reported damage but has continued underway. The second ASBM was successfully destroyed by a coalition ship. There were no injuries reported by U.S., coalition, or merchant vessels.

Separately, Iranian-backed Houthis launched one ASBM and one anti-ship cruise missile (ASCM) into the Gulf of Aden. Both missiles struck M/V Norderney, an Antigua and Barbados flagged, German owned and operated cargo ship. M/V Norderney reported damage but has continued underway. There were no injuries reported by U.S., coalition, or merchant vessels.

Additionally, U.S. Central Command (USCENTCOM) forces successfully destroyed one uncrewed aerial system (UAS) over the Gulf of Aden. Later, USCENTCOM forces successfully destroyed two Houthi land attack cruise missiles (LACM) and one missile launcher in Houthi-controlled areas of Yemen.

It was determined these systems presented an imminent threat to U.S., coalition forces, and merchant vessels in the region. This action was taken to protect freedom of navigation and make international waters safer and more secure for U.S., coalition, and merchant vessels.

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# USS Mason Enters the Mediterranean Sea After Seven Months in the Red Sea



The guided-missile destroyer USS Mason (DDG 87) sails in the Gulf of Aden Nov. 25, 2023. (U.S. Navy Photo by MC3 Samantha Alaman)

By U.S. Naval Forces Europe and Africa / U.S. Sixth Fleet Public Affairs, June 8, 2024

MEDITERRANEAN SEA – Arleigh Burke-class guided-missile destroyer USS Mason (DDG 87) transited the Suez Canal and entered the Mediterranean Sea, June 7, 2024.

Mason entered the U.S. 5th Fleet area of operations on Nov. 4, 2023 for a routine deployment as part of the Dwight D. Eisenhower Carrier Strike Group (IKECSG). While operating in the Red Sea, Mason supported maritime security and stability in the Middle East, providing assurance to maritime traffic by

detering threats to the international rules based order and freedom of navigation.

“Mason and the crew demonstrated a remarkable level of operational support in the Red Sea over the past 7 months and I am extremely proud of all their accomplishments,” said Cmdr. Justin B. Smith, commanding officer of Mason. “I am eager for the next chapter of 6th Fleet operations as we continue to demonstrate our proficiency and mission support.”

Mason is deployed as a part of the Dwight D. Eisenhower (IKE) Carrier Strike Group (CSG). IKECSG is operating in the U.S. 5th and 6th Fleet areas of operations to deepen strategic relationships with allies and partners, and to support maritime security and stability.

The strike group is commanded by CSG-2 and comprised of flagship Dwight D. Eisenhower, Carrier Air Wing (CVW) 3 with its nine squadrons, USS Philippine Sea (CG 58), and Destroyer Squadron (DESRON) 22 with its guided missile destroyers.

For more than 80 years, U.S. Naval Forces Europe-U.S. Naval Forces Africa (NAVEUR-NAVAF) has forged strategic relationships with our Allies and partners, leveraging a foundation of shared values to preserve security and stability.

Headquartered in Naples, Italy, NAVEUR-NAVAF operates U.S. naval forces in the U.S. European Command (USEUCOM) and U.S. Africa Command (USAFRICOM) areas of responsibility. U.S. 6th Fleet is permanently assigned to NAVEUR-NAVAF, and employs maritime forces through the full spectrum of joint and naval operations.

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# NOAA's Hahn Selected for Third Star, Deputy Under Secretary for Operations

From NOAA Public Affairs, June 7, 2024

NOAA Commissioned Officer Corps Rear Admiral Nancy A. Hann has been selected for promotion to the rank of vice admiral and will serve as NOAA's deputy under secretary for operations, beginning August 2024. Since 2021, Hann has served as director of the [NOAA Corps](#) and [NOAA Office of Marine and Aviation Operations](#) (OMAO).

In her new role as deputy under secretary for operations, Hann will be responsible for the day-to-day management of the agency's national and international operations for oceanic and atmospheric services, research and coastal and marine stewardship.

"Vice Adm. (select) Hann is an experienced and well-respected leader with an impressive resume of accomplishments," said NOAA Administrator Rick Spinrad, Ph.D. "I look forward to working with her as a key member of my management team to further advance NOAA's mission."

Hann will succeed [Benjamin Friedman, who has held the role for over eight years](#) – the longest span of any NOAA deputy under secretary for operations. Later this year, Friedman will retire from the federal workforce after 30 years of service, of which 14 years were served within NOAA. After retiring, he will assume the role as chief operating officer for the SUNY Research Foundation.

"Ben is a strong leader and a compassionate civil servant with decades of public service," Spinrad added. "I will miss his thoughtful counsel and insight, and wish him all the best in

this new endeavor.”

“I am honored to have the opportunity to serve as NOAA’s next deputy under secretary for operations and lead this team of accomplished and dedicated scientists,” said Vice Adm. Hann. “I would like to thank my predecessor Benjamin Friedman for his service and look forward to working with him as I fully transition into my new position.”

Throughout her 25-year career as a NOAA Corps officer, Hann has served aboard NOAA aircraft as both a pilot and flight meteorologist, and has supported a variety of scientific missions and multiple uncrewed aircraft as a pilot and project manager. She has also served aboard NOAA Ships Miller Freeman and Townsend Cromwell in support of fisheries surveys and oceanographic research in the Pacific.

Hann has also previously served as executive officer at the NOAA Marine Operations Center-Atlantic, associate director at the NOAA Atlantic Oceanographic and Meteorological Laboratory and NOAA liaison to the U.S. Pacific Command.

Hann holds a master’s degree in public administration from the John F. Kennedy School of Government at Harvard University, a master’s degree in aeronautical science and space studies from Embry-Riddle Aeronautical University and a bachelor’s degree in marine science and biology from the University of San Diego. She has received numerous awards, including the NOAA Corps Meritorious Service Medal and multiple Department of Commerce medals.

Rear Admiral Chad Cary has been nominated to succeed Hann as the next director of the NOAA Corps and OMAO, pending U.S. Senate confirmation.

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# Navy to Christen Future USNS Cherokee Nation



From U.S. Navy Office of Information, 07 June 2024

The Navy will christen the Navajo-class towing, salvage, and rescue ship, the future USNS Cherokee Nation (T-ATS 7), during a 10 a.m. CDT ceremony Saturday, June 8, in Houma, Louisiana.

The Honorable Chuck Hoskin, Jr., Principal Chief of the Cherokee Nation, will deliver the principal address. Remarks will also be provided by the Honorable Franklin Parker, Assistant Secretary of the Navy for Manpower and Reserve Affairs; Vice Adm. Scott Gray, commander, Navy Installation Command; and Mr. Ben Bordelon, President and Chief Executive Officer, Bollinger Shipyards. In a time-honored Navy tradition, the ship's sponsor, the Honorable Victoria Vazquez, Deputy Speaker of the Cherokee Nation Tribal Council, will christen the ship by breaking a bottle of sparkling wine across the bow.

The future USNS Cherokee Nation is the second ship in its class and will be operated by the Navy's Military Sealift Command. The vessels will replace the existing Powhatan-class

T-ATF fleet ocean tugs and Safeguard-class T-ARS rescue and salvage ships in service with the U.S. Military Sealift Command.

The Navajo-class is a new series of towing, salvage, diving, and rescue ships (T-ATS) being constructed for the U.S. Navy. The Navajo-class is a multi-mission common hull platform that will be deployed to support a range of missions such as towing, rescue, salvage, diving, humanitarian assistance, oil spill response and wide-area search and surveillance operations.

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## **USS Normandy Attends 80th D-Day Remembrance**



USS Normandy (CG 60) (U.S. Navy Photo by MC1 Ryan Seelbach)

By U.S. Naval Forces Europe and Africa/ U.S. Sixth Fleet  
Public Affairs

June 5, 2024

CHERBOURG, France – Sailors assigned to the Ticonderoga-class guided-missile cruiser USS Normandy (CG 60) arrived in Cherbourg, France June 3, 2024, to commemorate their namesake’s region while paying tribute to the 80th year of D-Day.

During the visit, USS Normandy will participate in a remembrance event that marks the 80th anniversary of the Allied invasion of France, scheduled for June 6, 2024, which marked the turn in America’s campaign during World War II. Leadership will also participate in a reception attended by The 76th Secretary of the Navy, The Honorable Carlos Del Toro, Admiral Stuart B. Munsch, Commander, U.S. Naval Forces Europe-

Africa (NAVEUR-NAVAF) and Allied Joint Forces Command (JFC) Naples, and Admiral Nicolas Vaujour, 63rd Chief of Staff of the French Navy.

“It is an honor to be a part of this historic milestone and pay tribute to the men and women who paid the ultimate price in the name of freedom,” said Capt. Errol Robinson, Commanding Officer of USS Normandy. “Representing not only these Sailors, but the countless other French, American, and Allied heroes who gave their lives on these hallowed grounds is a moment in time that will never be forgotten.”

USS Normandy is named after the French region of Normandy, the site of the D-Day landings on June 6, 1944 that shifted the tide of WWII in favor of the allies. In the months that followed D-Day, American, French resistance, and Allied forces fought to drive Nazi occupiers from the region and establish a strong base for the final push to liberate France.

USS Normandy is independently deployed to enhance integration for future operations and demonstrate the U.S. Navy’s commitment to a peaceful, stable and conflict-free Atlantic region.

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Headquartered in Naples, Italy, NAVEUR-NAVAF operates U.S. naval forces in the U.S. European Command (USEUCOM) and U.S. Africa Command (USAFRICOM) areas of responsibility. U.S. Sixth Fleet is permanently assigned to NAVEUR-NAVAF, and employs maritime forces through the full spectrum of joint and naval operations.

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# **Naval Beach Group Amphibious Forces Commemorate D-Day's 80th Anniversary**





NAVAL BASE CORONADO (Jun. 6, 2024) – A flowered wreath honors those lost during the D-Day in Normandy landings of June 6, 1944. The wreath was placed in the surf zone during a commemoration ceremony observing the 80th anniversary of the D-Day landings, on the shore of Naval Base Coronado Jun. 6, 2024. Naval Beach Group One hosted the ceremony, which was attended by Sailors from Beachmaster Unit 1, Assault Craft Units 1 and 5, and Amphibious Seabee Battalion 1. (U.S. Navy photo by MCC Mark D. Faram)

[By Chief Petty Officer Mark Faram](#)

06 June 2024

CORONADO, California – Eighty years ago today, June 6, 1944, 132,500 Allied forces stormed ashore on France's Normandy coast to begin the final liberation of Europe from Nazi rule.

It was the biggest amphibious operation the world has ever seen. Nearly 12,000 Allied aircraft and 7,000 ships landed 132,000 troops on the beaches or by parachute behind German lines.

By the end of the day, a tenuous foothold in Hitler's "Fortress Europe" had been won at a cost of more than 4,500 Allied soldiers killed and another 5,500 wounded or missing.

It was an operation that could have gone either way. That day in Normandy, the fate of the war hung in the balance for both the Allies and the Axis powers.

"Victory is not assured, but it can be achieved," Capt. Tim Steigelman, deputy commodore of Naval Beach Group 1 (NBG 1), told a gathering of West Coast Navy amphibious units in a ceremony on the beach near Naval Amphibious Base Coronado.

"The Allied armies' foothold was tenuous," he said. "We might have been thrown back into the sea. The Allied advance might have stalled out in the hedgerows or later that winter at the

Bulge. But the advance continued, and allied forces prevailed.”

The perceived outcome was in doubt for much of the day. Preparing for any contingency, the Supreme Allied Commander Gen. Dwight D. Eisenhower prepared two messages for release to the troops and the public that day. One would trumpet success, and in the other, he took responsibility for defeat.

In many cases, Steigelman said, what could go wrong did go wrong.

“When the allied troops hit the beaches with codenames like Utah, Omaha, and Juno, they faced fierce resistance,” he said. “Much else went wrong; not all amphibious landings occurred at the right locations; paratroopers got separated in their jumps. And yet the allied armies kept coming and kept coming. Eisenhower would not publish his scribbled message of failure.”

Present on the Strand Beach were nearly 200 Sailors from all units under the San Diego-based Naval Beach Group (NBG) 1. Those include Beachmasters Unit 1 (BMU) 1, Assault Craft Units (ACU) 1 and 5, and Amphibious Construction Battalion (ACB)1. All are current Navy units whose jobs or unit lineage can be traced back to World War II and in some cases, the Normandy landings on D-Day.

New modern amphibious technology and technique was highlighted on the beach with arrival of two Landing Craft, Air Cushioned (LCAC) craft from ACU-5 which disembarked two Marine Corps Light Armored Vehicles (LAV-25).

These are the Sailors and units that would be called should the Nation need to assault an enemy beach again.

Also present were midshipmen from around the nation learning

about the Navy, which they will soon join as ensigns.

The Sailor's role in the fight for Normandy started early before sunrise as they prepared to bring the attacking force ashore. Amphibious operations are a team sport. But it's the Army who must win the fight ashore.

It's the Navy's role to get them there and keep them supplied with reinforcements and supplies to sustain the fight. In the aftermath of the battle and for many years this role became little more than a footnote in history. Movies like 1998's "Saving Private Ryan" helped bring the Navy's story back to light.

Most soldiers coming ashore that day arrived on the beach in an LCVP, a Navy abbreviation for "Landing Craft, Vehicle, and Personnel." These boats were also known to the Sailors and Soldiers alike as "Higgins Boats."

The name is a nod to Andrew Jackson Higgins, the New Orleans entrepreneur who invented the craft and others like it and supplied them to U.S. and Allied navies by the thousands.

According to General Dwight D. Eisenhower, who was in overall command of the Normandy Landings, Higgins was "the man who won the war for us," historian and author Steven Ambrose wrote in his book D-Day – June 6, 1944: The Climactic Battle of World War II.

"If Higgins had not designed and built those LCVPs, we never could have landed on an open beach," Eisenhower said. "The whole strategy of the war would have been different."

Some of the youngest Sailors in the Navy were driving those boats. If not for the grit and determination of these boat coxswains, there might not have been the resounding victory that came with the arrival of the Allies on European soil.

"[The Navy coxswains], as much as anybody, won that lengthy battle for the storm-stricken Normandy beaches of Omaha," wrote Lt. Cmdr. Max Miller in his 1944 book *The Far Shore* which describes in detail U.S. Navy's role in Normandy both on June 6th and in the days after.

The book's title words – the "Far Shore," was the Navy's official word for where the invasion would take place. Miller's account, written shortly after the battle for the beaches brings their role to light in a way rarely described elsewhere.

Miller called these Sailors "small-boat boys." It is the legacy of these Sailors that now falls to the men and women of the Navy's Beachmaster, assault craft and amphibious Seabee units for whom this kind of work is done by today. Back in the day, these units were all male, but in today's Navy, women fill this role, too.

"He is of high-school age perhaps, or just about to become a college freshman," Miller wrote in his description of these coxswains.

"His craft would vary from [landing craft] to anything small which could be beached quickly, then backed away again before the [German 88mm artillery] would get adjusted on him," Miller wrote. "The usual time required for the adjustment of these guns was four minutes. This means that the small-boat boy would try to accomplish each beach assignment within three minutes."

Miller wrote that there wasn't time to check their watches. This battle timing was instinct, born of trial and error and many trips from ship to shore. Many of those who didn't meet that timeline paid the ultimate price. Others lost their lives to mines and other obstacles.

During the opening days of the battle for Normandy, his boat became his home, battered by the sea and “grimy inside and out” with sand and grease and “with a hull bearing the bumps of many batterings (sic) and with some bullet holes,” Miller wrote.

His existence was that of constant motion from ships to the shoreline, which Miller described as the life of a “water gypsy,” who often never returned to the ship that launched them at 6:30 a.m. on June 6.

To sleep, he said, these amphibious Sailors would “hot rack” in stretchers used for evacuating the wounded and the dead. They became experts at scrounging food and candy. Sometimes, they’d even manage a shower or a hot meal from the ships they’d visit after depositing the wounded and before being reloaded for another trip to the beach.

Their role and that of Sailors throughout the D-Day armada was crucial to the battle’s successful outcome that day. Many more served on the destroyers who brought fire support to the soldiers on the beaches or scoured the beaches as Naval Combat Demolition Units (NDCU) in the dark hours before the landing, clearing mines and obstacles in the way of the landing force.

In the days following the landings, Rear Adm. Alan G. Kirk, commander of U.S. Naval Forces off Omaha and Utah beaches reflected on the Navy’s participation, saying, “Our greatest asset was the resourcefulness of the American Sailor.” That phrase has often been used as a reason for Navy successes in war and peace in the years since. If needed, that asymmetrical advantage could loom large again in future operations.

“Looking at you all here today, I am heartened,” Steigelman said. “You are training, you will continue to train...you may be called upon sooner than you think.”

“With great sacrifice and some good fortune, 80 years ago today, D-Day at Normandy was a painful, hard-fought success for America and her allies – keep your chin up, keep working every day – when the nation calls, we must be ready again.”

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## **Two Marine Generals Nominated for Third Star**

From the U.S. Department of Defense, June 6, 2024

Secretary of Defense Lloyd J. Austin III announced today that the president has made the following nominations:

Marine Corps Maj. Gen. Melvin G. Carter for appointment to the grade of lieutenant general, with assignment as deputy commandant for Information, Headquarters, U.S. Marine Corps, Washington, D.C. Carter is currently serving as the deputy director of Cybersecurity for Combat Support, National Security Agency, Fort Meade, Maryland.

Marine Corps Maj. Gen. Benjamin T. Watson for appointment to the grade of lieutenant general, with assignment as commanding general, Training and Education Command, Quantico, Virginia. Watson is currently serving as the commanding general, 1st Marine Division, San Diego, California.

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# June 6 Red Sea Update

From U.S. Central Command, June 6, 2024

TAMPA, Fla. – In the past 24 hours, U.S. Central Command (USCENTCOM) forces successfully destroyed eight Houthi uncrewed aerial systems (UAS) launched from Houthi-controlled areas of Yemen over the Red Sea. Additionally, USCENTCOM forces successfully destroyed two Houthi uncrewed surface vessels (USV) in the Red Sea.

Separately, a coalition ship successfully engaged one UAS launched from a Houthi controlled area of Yemen over the Red Sea.

Also, Iranian-backed Houthis launched one anti-ship ballistic missile (ASBM) from a Houthi controlled area of Yemen over the Red Sea.

There were no injuries or damage reported by U.S., coalition, or commercial ships.

It was determined these systems presented an imminent threat to U.S., coalition forces, and merchant vessels in the region. This action was taken to protect freedom of navigation and make international waters safer and more secure for U.S., coalition, and merchant vessels.

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## USCGC Calhoun Returns Home Following First Deployment



From U.S. Coast Guard Atlantic Area, June 6, 2024

NORTH CHARLESTON, S.C. – The crew of the U.S. Coast Guard Cutter Calhoun (WMSL 759) returned to their homeport in North Charleston, Monday, after completing the cutter’s first deployment.

Calhoun’s crew steamed over 3,500 nautical miles during a five-week deployment within the Coast Guard’s First and Fifth districts area of responsibility. Calhoun’s crew worked to enforce living marine resources regulations and maritime safety missions along the Eastern Seaboard. In support of operations Atlantic Venture and Ocean Hunter, Calhoun conducted 10 commercial vessel safety boardings, issued four violations, and patrolled the nation’s maritime boundary line to support the sustainability of the marine ecosystem and safety of life at sea.

“The crew was brilliant at the basics with the landing, launching helicopters, gathering intelligence, and sending out our boats with boarding teams to protect, defend, and save,” said Capt. Timothy Sommella, Calhoun’s commanding officer. “Our mission excellence at home leads to our credibility

abroad as we support a rules-based, international order to combat illegal, unreported, and unregulated fishing.”

During this deployment, Calhoun participated in this year’s Fleet Week in New York alongside U.S. and German naval vessels. Fleet Week is a time-honored tradition which allows the Coast Guard to demonstrate the nation’s sea power and interoperability with allies and partners. The crew of Calhoun participated in a variety of external events, hosted over 4,000 tours, showcased the Coast Guard missions, and supported on-going recruitment efforts.

“There is not a better feeling than returning to homeport after a highly successful patrol,” said Senior Chief Petty Officer Aaron DeLuca, Calhoun’s command senior enlisted leader. “We accomplished so much in such a short deployment period. This crew was able to test and operate all our installed systems and equipment, complete certifications for our flight deck operations, and had the opportunity to partake in dozens of community outreach and public relations events. These opportunities to make lasting memories and sea stories with shipmates help entice our members to continue to serve onboard Coast Guard cutters.”

This was Calhoun’s first operational deployment and maiden voyage following its commissioning ceremony in North Charleston on April 20. Calhoun now joins other Charleston-based national security cutters in the fleet, including, Hamilton, James and Stone, securing the Western Hemisphere against emerging threats to the environment and food sources while safeguarding the maritime transportation system and global supply chain.

Calhoun, manned by 130 men and women, is the newest 418-foot, Legend-class cutter to join active service in the Coast Guard. The Legend-class cutter program leads the Coast Guard’s ongoing surface fleet recapitalization, and when combined with the future offshore patrol cutters, will comprise the Coast

Guard's offshore response capability for decades to come. The cutter's primary missions are counter drug operations, migrant interdiction, living marine resources, defense readiness, and command and control in support of U.S. Coast Guard operations throughout the world and at home.

Calhoun's namesake comes from the first Master Chief Petty Officer of the Coast Guard, Charles L. Calhoun. Calhoun led a distinguished career, serving in the U.S. Navy during World War II prior to enlisting in the Coast Guard in 1946. Calhoun's Coast Guard career was marked by over 170 months of sea service, including service in Vietnam during the Vietnam War. Calhoun became the first Master Chief Petty Officer of the Coast Guard on Aug. 27, 1969, and was a champion for the service's enlisted personnel and is responsible for bridging the gap between the command and enlisted workforce.

For information on how to join the U.S. Coast Guard, visit [GoCoastGuard.com](https://www.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](#).