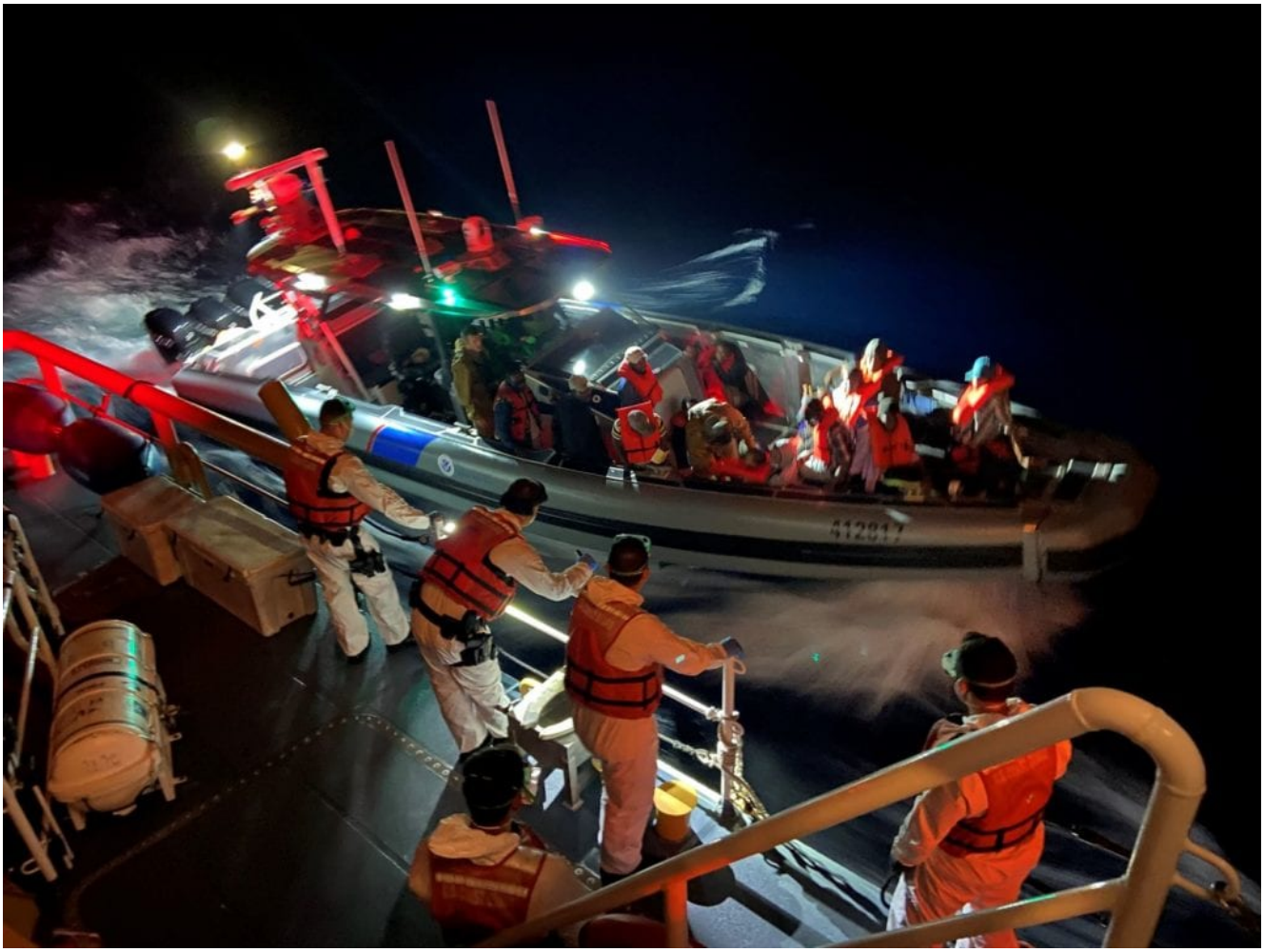
Coast Guard Repatriates 72 Migrants from 2 Interdictions to Haiti



The Coast Guard Cutter Charles Sexton's crew repatriated 72 Haitian migrants to Haiti on April 27. *U.S. COAST GUARD*

MIAMI — The Coast Guard Cutter Charles Sexton's crew repatriated 72 Haitian migrants to Haiti, April 27, the Coast Guard 7th District said in a release.

In the first interdiction, Coast Guard Sector Miami watchstanders received a MAYDAY call April 17 and launched multiple surface asset crews and an Air Station Miami HC-144 Ocean Sentry airplane crew to the scene to assist. The Coast Guard Cutter Robert Yered crew arrived on scene and interdicted migrants from an overloaded 42-foot pleasure craft

approximately 15 miles west of the Bahamas.

In the second interdiction, Sector Miami watchstanders received a report from U.S. Customs and Border Protection of an overloaded 25-foot pleasure craft, April 24, approximately 10 miles east of Lake Worth. The Coast Guard Cutter Manatee crew and CBP surface asset crews arrived on scene and interdicted the migrants.

“It is extremely dangerous to take to the sea on an overloaded, homemade or makeshift vessel,” said Lt. Mark Tatara, commanding officer of the Cutter Charles Sexton. “Those who embark on these vessels are risking their lives and it is our duty to protect the safety of life at sea. People should not take to the sea in an attempt to migrate to the United States.”

Since Oct. 1, 2020, Coast Guard crews have interdicted 262 Haitians compared to:

445 Haitian migrants in Fiscal Year 2016

443 Haitian migrants in Fiscal Year 2017

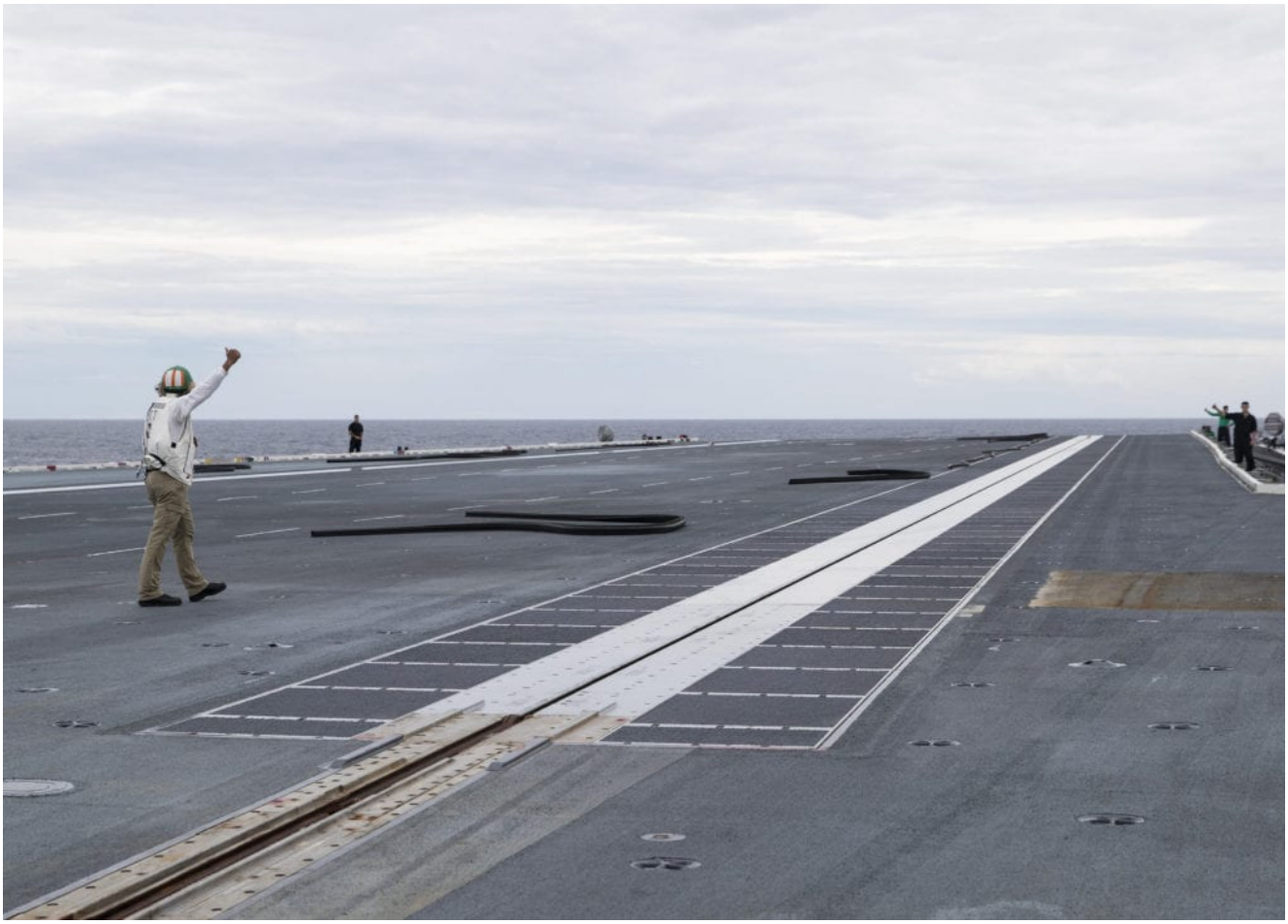
792 Haitian migrants in Fiscal Year 2018

895 Haitian migrants in Fiscal Year 2019

418 Haitian migrants in Fiscal Year 2020.

Once aboard a Coast Guard cutter, all migrants receive food, water, shelter and basic medical attention. Throughout the interdiction, Coast Guard crew members were equipped with personal protective equipment to minimize potential exposure to any possible case of COVID-19. There were no migrants in these cases reported to have any COVID-19 related symptoms.

EMALS, AAG Hit 8,000 Aircraft Recoveries, Launches on Ford



Chief Aviation Boatswain's Mate (Equipment) Louis Mountain Jr., assigned to USS Gerald R. Ford's (CVN 78) air department, signals the electromagnetic aircraft launch system (EMALS) to launch during no load testing on the ship's flight deck. *U.S. NAVY / Mass Communication Specialist 3rd Class Zachary Melvin*

PATUXENT RIVER, Md. – The Advanced Arresting Gear (AAG) and Electromagnetic Aircraft Launch System (EMALS) achieved 8,000 aircraft recoveries and launches aboard USS Gerald R. Ford (CVN 78) on April 19, during the final independent steaming event of her 18-month Post Delivery Test & Trials (PDT&T) period, the Naval Air Systems Command said in an April 26 release.

Capt. Kenneth Sterbenz, Aircraft Launch and Recovery Equipment (ALRE) program manager (PMA-251) for EMALS and AAG, said ALRE finished PDT&T strong, and they are ready for the next step, as Ford prepares for Full Ship Shock Trials, which is scheduled to begin summer 2021.

“ALRE’s support of EMALS and AAG was admirable throughout the rigorous testing of PDT&T operations,” said Sterbenz. “On the way to reaching 8,000 launches and recoveries, we saw many Ford crew trained, learned a great deal about the systems, and laid invaluable groundwork for future Ford-class ships.”

As CVN 78 moved through PDT&T, ALRE had the opportunity to directly support the fleet, as 351 Naval aviators were qualified using EMALS and AAG throughout 2020 and 2021. Time and training also enabled a great increase in the efficiency of flight operations. More than 7,000 of Ford’s total launches and recoveries were completed in the last 18 months.

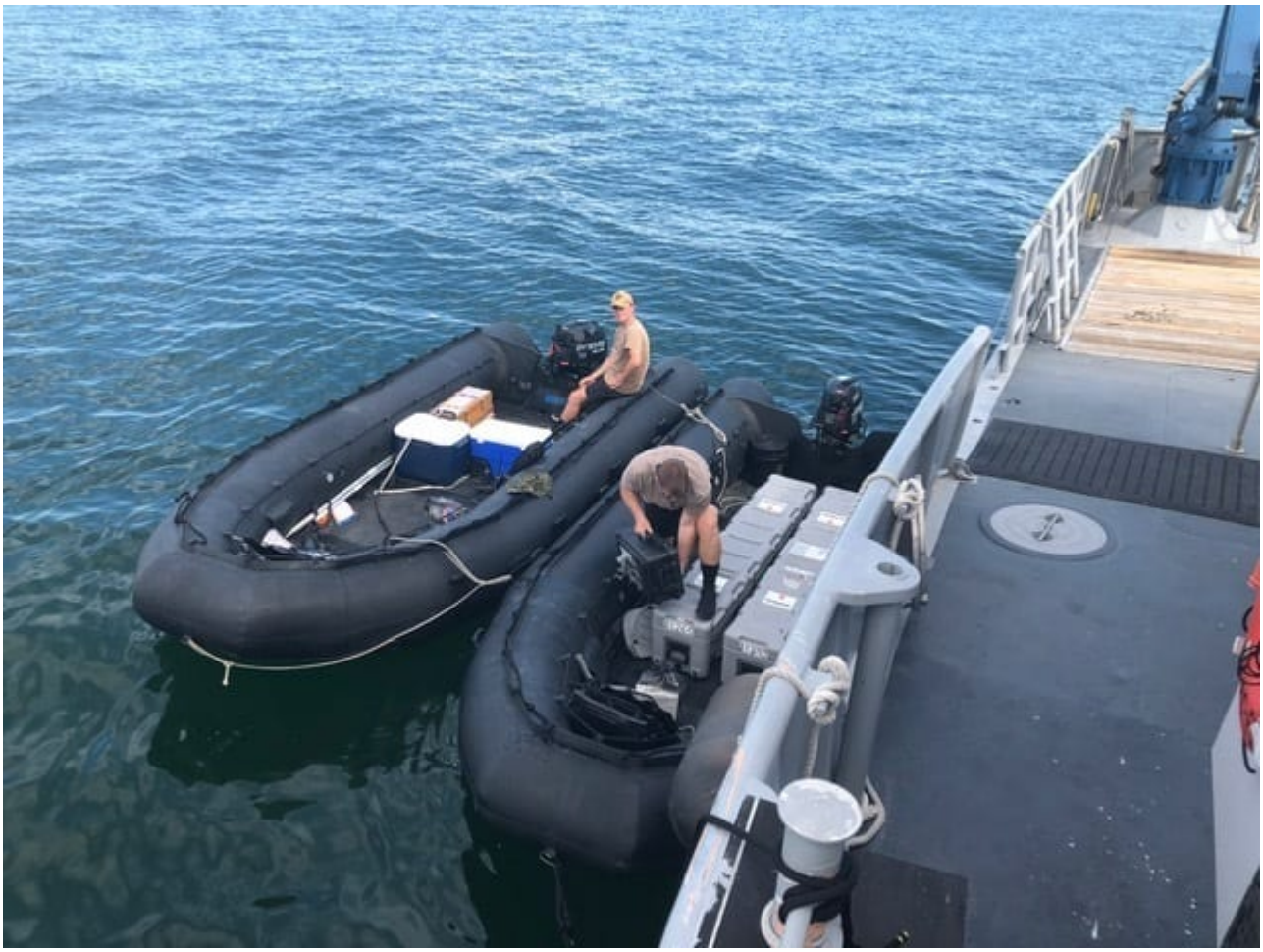
Cmdr. Lindsey Buzzell, PMA-251 Deputy Program Manager for Ford CVNs, said ALRE’s accomplishments are the product of years of dedication, expertise, and professionalism.

“PDT&T proved extremely valuable for ALRE, as it allowed for extensive test and evaluation, and the opportunity to expose useful learning opportunities,” said Buzzell. “As we move forward, we’ll continue building on our experience, increase confidence in EMALS and AAG, and do our part to support the warfighter by preparing the systems for whatever Ford’s future deployments bring to the table.”

The Navy’s newest aircraft launch and recovery technology, the Electromagnetic Aircraft Launch System and Advanced Arresting Gear System, were designed for use aboard Ford-class aircraft carriers, beginning with USS Gerald R. Ford (CVN 78). Land-based test sites, located at Joint Base McGuire-Dix-Lakehurst, N.J., enable test, troubleshooting and Sailor training.

Developed by prime contractor General Atomics, EMALS and AAG provide significant advancements to the Navy's Ford-class aircraft carriers. EMALS and AAG require a smaller footprint in the ship, less maintenance, and less manpower than comparable steam catapults and arresting gear aboard Nimitz-class carriers.

Rite-Solutions Awarded $23.5 Million NUWC IT Services Contract



AG3 Brandon Vanbuytene and AG1 Jason Quinn with Naval Oceanography Mine Warfare Center prepare unmanned underwater

vehicles for deployment from two combat rubber raiding crafts in the Gulf of Mexico on Aug. 7, 2018, during the Gulf Coast portion of Naval Undersea Warfare Center's (NUWC) Advanced Naval Technology Exercise. *NAVAL OCEANOGRAPHY / Kaley Turfitt*

MIDDLETOWN, R.I. – Rite-Solutions was recently awarded a $23.5-million, five-year IT services contract by the Naval Undersea Warfare Center (NUWC), the company said in an April 28 release. The company will support NUWC's Activity Chief Information Officer Information Technology Division, which is responsible for managing and maintaining the Naval Undersea Warfare Center Division, Newport's (NUWCDIVNPT's) voice and data computer networks, including network backbone architecture for services such as email, web-based applications, database applications, file storage, and printing.

The NUWCDIVNPT data network, which includes 6,500 Research, Development, Test & Evaluation IT assets, provides the command with robust, secure, and fault-tolerant internal network services. It also supports external network connectivity to over 4,000 seats via multiple networks, including the Defense Research and Engineering Network (DREN) and Secure DREN.

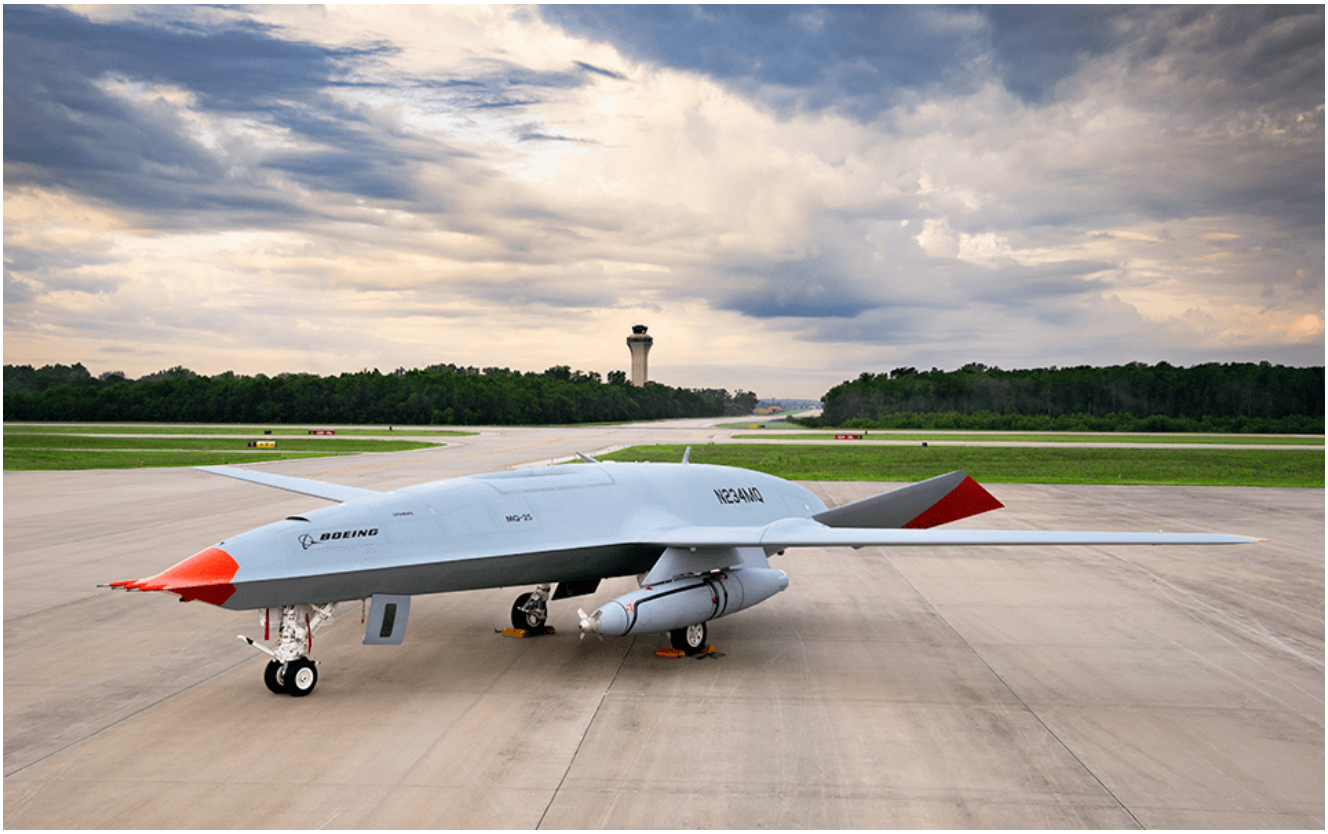
The NUWCDIVNPT telephone network provides desktop telephone services to over 5,000 locations through the division's internal Public Branch Exchange. The Information Technology Division is also responsible for operating media center services, such as the Integrated Display Center and video teleconferencing facilities, which provides state-of-the-art video, data, and worldwide telecommunication services over unclassified and classified IP networks, and/or ISDN.

"We are thrilled that NUWC chose to renew the contract with us," says Dennis McLaughlin, CEO and President at Rite-Solutions. "While we are rapidly expanding into new technologies that give the Navy an information advantage, IT services and security remain a critical component of what we offer."

“Cybersecurity touches every part of this contract,” adds Rocky Reeves, Rite-Solutions senior vice president and director of IT Services. “Our network, telephone, and audio-visual engineers supporting this contract must meet strict DoD Cybersecurity Workforce requirements.” Security certifications include Security+ce, CompTIA Advanced Security Practitioner, and Certified Information Systems Security Professional. Operating system certifications include Cisco Certified Network Architects, Cisco Certified Network Professionals, and Red Hat LINUX.

In addition to NUWCDIVNPT’s Enterprise Infrastructure located in Newport, Rhode Island, remote detachment support is also required for voice, video, and data networks located in West Palm Beach, Florida; Andros Island, Bahamas; Seneca Lake, New Tork; Fishers Island, New York; Dodge Pond, Connecticut; Kings Bay, Georgia; Fort Story, Virginia; and Norfolk, Virginia.

Gilday: Unmanned Systems, Hypersonic and Laser Weapons Will Maximize Navy’s Range and Security in the Pacific



The MQ-25A Stingray unmanned aerial refueling vehicle, along with other unmanned aircraft, surface and under-sea vessels, will help maximize the U.S. Navy's future range across the Pacific Ocean, according to Adm. Mike Gilday, the chief of naval operations. The Navy plans to procure 72 Stingrays from Boeing and Gilday directed the establishment of Unmanned Carrier-Launched Multi-Role Squadron 10 (VUQ-10) on Oct. 1, 2021. *BOEING*

ARLINGTON, Va. — Unmanned aircraft, surface and under-sea vessels will help maximize the U.S. Navy's future range across the Pacific Ocean, while ships and submarines armed with hypersonic or directed energy weapons could protect them in contested areas, the chief of naval operations says.

"Our biggest R&D effort is in hypersonics," Adm. Mike Gilday told a live streamed question and answer session April 27 at the Center for Strategic and Budgetary Assessments, a Washington think tank. Hypersonic weaponry is planned for delivery in 2025. "First on surface ships and then on Block 5 submarines," Gilday said. "We want to bring that kind of capability forward, using distributed maritime operations to come at an adversary in a variety of different vectors and

make it very difficult for him to target us."

Gilday said he sees unmanned systems as a path to affordability and lethality despite expected leaner defense budgets in coming years. "Probably by the mid-to-late 2030s, we think up to a third of the fleet could be unmanned, if everything goes right," Gilday explained. "And for the air wing of the future, we think about the same, initially about 40%, potentially going to 60% unmanned" teamed with fourth- and fifth-generation fighters in contested areas," he added.

The MQ-25A Stingray carrier-based unmanned aircraft system should reach initial operational capability around 2025, Gilday said. Once it's integrated into the carrier wing, the Boeing-built Stingray will enhance aircraft carrier reach as a sea-based, aerial refueling drone, that can also provide persistent intelligence, surveillance and reconnaissance around the carrier strike group.

On March 16, the Navy and Marine Corps released the Unmanned Campaign framework, (https://seapowermagazine.org/navy-marine-corps-release-unmanned-campaign-plan/) which presents their strategy for making unmanned systems a trusted and integral part of warfighting. The Navy is conducting collaborative experimentation and rigorous testing of unmanned systems "to get to a point, in probably five to seven years, where we're much more confident about two real big pieces: reliability and trust," Gilday said.

He added that trust is all about command and control. Reliability, is key in terms of operations. "With respect to the surface fleet, we really want a platform that's going to run, run, run, run and not break down on us," Gilday said, noting the Freedom-class littoral combat ships have 7,000 sensors in their engineering plant. "We can't have that kind of complexity on a platform that's eventually going to be unmanned. It's got to be very reliable."

Unmanned platforms, both on and under the sea, are also going to play a major role in distributed maritime operations in the future, although they have not yet been classified as part of the battle force. “They’re separate and distinct from the 355” ship Navy mandated by Congress, Gilday said.

While the Navy’s strategy calls for highly mobile and distributed maritime operations in the Pacific, in an age of ubiquitous satellite imagery, “it’s going to be difficult to hide,” Gilday said, adding “Directed energy, with respect to the future survivability of the fleet, is really important.”

Noting that Navy ships from Ford-class aircraft carriers to Zumwalt-class destroyers generate excess electrical power, Gilday said, “If we could get that same capability on an unmanned vessel,” armed with a directed energy weapon, it could provide a surface fleet with a “high degree of defense-in-depth coverage against an incoming threat.”

ONR Global Launches Second Round of ‘Global-X’ Challenge Focused on Polar Science

Office of Naval Research Global graphic.

LONDON, U.K. – The Office of Naval Research (ONR) Global, in its sustained mission to become the partner of choice for the worldwide international Science and Technology (S&T) community, will launch the second round of Global-X, a nine-month international science challenge worth up to $500,000, to encourage groundbreaking research from all around the world, the office said in an April 26 release.

The decision comes after a successful 2020 inaugural Global-X Challenge that selected four winning teams with members from Australia, Denmark, Spain, Switzerland, the United Kingdom and

the United States. These teams are now preparing for innovative concept demonstrations later this year.

The purpose of the Global-X Challenge is to discover, disrupt, and ultimately provide a catalyst through basic and applied research for later development and delivery of revolutionary capabilities to the U.S. Navy and Marine Corps, the commercial marketplace, and the public.

ONR Global is interested in receiving white papers and proposals on the following challenge topics:

- Alternate Navigation at High Latitude
- High Latitude High Bandwidth Communications
- Persistent Polar Perception

Researchers from academia and industry may participate. ONR Global expects, but does not require, that multi-national teams will consist of at least two research entities outside of the U.S., whether from academia, industry and/or the broad research community. Researchers from U.S. research entities may also participate, but are not required.

“We expect a new round of revolutionary ideas from the brightest international researchers. Alongside an evaluation panel of experts from participant nations of the International Cooperative Engagement Program for Polar Research (ICE-PPR), we are interested in finding promising concepts that achieve innovative capability advances with both military and commercial value, specifically focused in polar science,” said ONR Global Executive Officer Capt. Matt Farr.

Live Webinar launch

The Global-X Challenge will officially launch during a kick-off webinar set for April 29 at 7 a.m. Eastern Daylight Time (EDT). Interested applicants can register for and view the webinar at the following link: https://goto.webcasts.com/starthere.jsp?ei=1456602&tp_key=b2ae

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Applicants can also ask questions during the webinar, which will be recorded and posted to a public Global-X website for subsequent review. Furthermore, more information on the challenge statements, important dates, official guidelines and Frequently Asked Questions (FAQ) can be found on the Global-X website: https://www.onr.navy.mil/Global-X

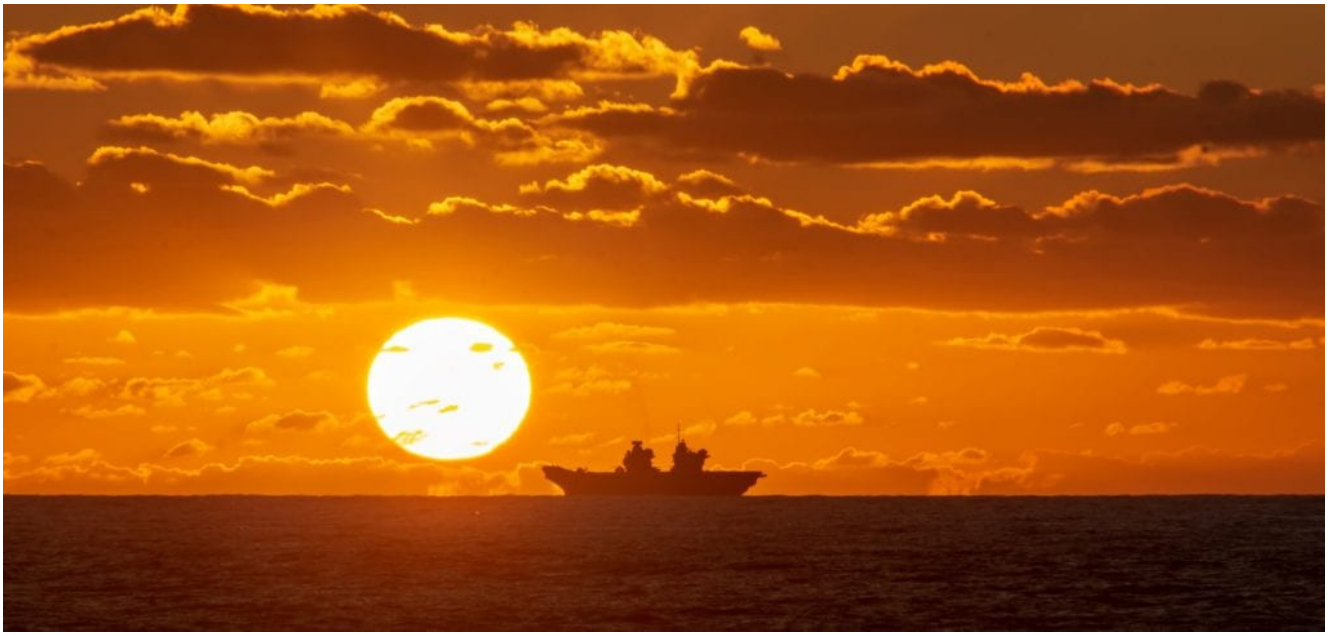
“We want to build on our previous success and attract the best polar research-focused scientists worldwide. We live in an era where this specific scientific discipline is key for our fleet, and trying to find the best collaborative solutions will help solve present and future U.S. Navy and Marine Corps technology needs,” said ONR Global Technical Director Dr. Rhett Jefferies.

Significant Dates and Times

- White Paper Submission Date: May 28, 2021, by 11:59 p.m. EDT
- Notification of White Paper Valuation: June 11, 2021, by 5 p.m. EDT
- Full Proposal Submission: July 9, 2021, by 11:59 p.m. EDT
- Notification of Selection: Full Proposals: July 30, 2021, by 5 p.m. EDT
- Grant Awards: Sept. 24, 2021, by 5 p.m. EDT

Defence Ministry Unveils Plan

for Maiden Deployment of Queen Elizabeth Carrier



Royal navy aircraft carrier HMS Queen Elizabeth (R08) transits the Atlantic Ocean in 2019. *HNLMS De Ruyter*

LONDON — The U.K. Ministry of Defence (MoD) has made public details of the first deployment for its new aircraft carrier, scheduled to begin next month, according to an April 27 MoD announcement.

The carrier strike group, led by HMS Queen Elizabeth, will sail for the Indo-Pacific in May in the largest concentration of British air and maritime power in years, the ministry said on Monday.

The strike group will include the Daring-class destroyers, Defender and Diamond; Norfolk-class frigates, Kent and Richmond; an Astute-class attack submarine; and the support ships Fort Victoria and Tidespring.

In addition, the Dutch frigate Evertsen and U.S. destroyer The Sullivans will accompany the carrier group.

For her maiden deployment, the Queen Elizabeth will carry eight Royal Air Force F-35B Lightning II fighters and a

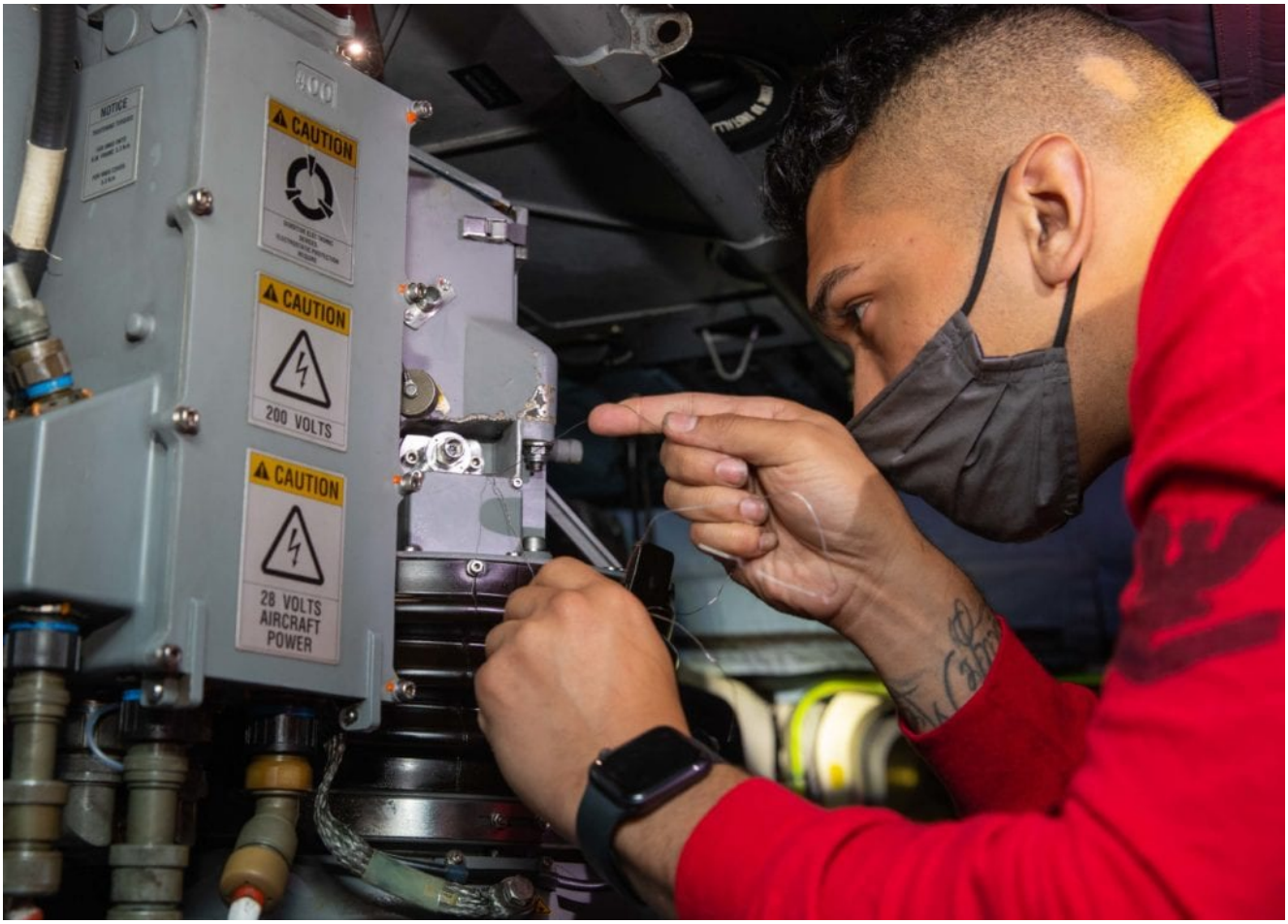
squadron of 10 U.S. Marine Corps F-35Bs; four AW159 Wildcat maritime attack helicopters; seven Merlin Mk 2 anti-submarine; and three Merlin Mk 4 commando helicopters.

A company of Royal Marine Commandos will also participate in the mission.

The carrier strike group is scheduled to visit more than 40 countries and conduct more than 70 engagements, including dual carrier operations with French aircraft carrier Charles de Gaulle in the Mediterranean, the defense ministry said.

Engagements are scheduled with India, Japan, Singapore and South Korea. The strike group will also take part in Exercise Bersama Lima to mark the 50th anniversary of the five-powers agreement with Malaysia, Singapore, Australia and New Zealand.

Thales Selected by Lockheed Martin to deliver ALFS to the U.S., Indian, Greek and Danish Navies



Aviation Ordnanceman 3rd Class Christian Guillen, from Dallas, assigned to Gerald R. Ford's (CVN 78) air department, performs maintenance on an airborne low frequency sonar, April 15, 2021. *U.S. NAVY / Mass Communication Specialist 3rd Class Robert Stamer*

ARLINGTON, Va. – Thales has signed a contract with Lockheed Martin as a tier-one supplier for the delivery of up to 55 airborne anti-submarine warfare sonars, Thales said in an April 27 release. The ALFS (Airborne Low-Frequency Sonar) dipping sonars will be installed on the MH-60R platform for the U.S. Navy and three additional navies. Delivery of the first 42 systems will occur over the next five years with the delivery of 13 optional systems to occur in year six.

Thales has delivered more than 300 ALFS sonars to the U.S. Navy since the early 2000s and this new contract with Lockheed Martin will continue to support the Navy's readiness strategy. The navies of India, Denmark and Greece will receive their first deliveries of the ALFS sonar system through direct U.S. Foreign Military Sales of the MH-60R platform.

To maintain control over their maritime space and protect security interests around the world, naval forces need reliable, high-performing systems to operate with optimum effect on missions including anti-submarine warfare, maritime search and rescue, defense of maritime approaches and fleet protection for naval forces on deployment.

Offering unparalleled protection to maritime convoys, the ALFS anti-submarine warfare system is capable of detecting, classifying, prosecuting, harassing or attacking submarines, making Thales the benchmark for the world's major navies. In addition to the U.S. Navy, the other navies that have chosen Thales dipping sonar solutions include the navies of Australia, France, Norway, the Philippines, Poland, South Korea, Sweden, the United Arab Emirates, and the United Kingdom.

As a low-frequency active sonar, ALFS is designed for the initial detection and tracking of opposing submarines. It offers a long detection range with a wide coverage rate and low false alarm level, both in deep and coastal waters. It can be used autonomously to clear a particular area or as a complementary anti-submarine warfare asset to sonars on-board surface vessels for target location and attack.

"Earning the trust of the U.S. Navy, its allies and partners around the globe is a source of pride for our team," said Alexis Morel, vice president for Underwater systems, Thales. "This contract enhances our position as a strategic supplier to Lockheed Martin and further consolidates the Group's world leadership position in anti-submarine warfare systems. We will continue to improve the performance and competitiveness of our airborne sonars to meet the new anti-submarine warfare operational challenges of our customers."

IRGCN Interaction with U.S. Naval Vessels in the North Arabian Gulf

Three Iranian Islamic Revolutionary Guard Corps Navy (IRGCN) fast inshore attack craft (FIAC) approach the U.S. Coast Guard patrol boat USCGC Baranof (WPB 1318) and patrol coastal ship USS Firebolt (PC 10), while the U.S. vessels were conducting routine maritime security patrols in the international waters of the North Arabian Gulf, April 26. Firebolt is assigned to U.S. Naval Forces Central Command's Task Force (TF) 55 and Baranof is assigned to Patrol Forces Southwest Asia (PATFORSWA), the largest U.S. Coast Guard unit outside the United States, and operates under TF 55. *U.S. NAVY*

BAHRAIN – At approximately 8 p.m. on April 26, three Iranian Islamic Revolutionary Guard Corps Navy (IRGCN) fast inshore attack craft (FIAC) failed to exercise due regard for the safety of other vessels as required under international law as

they came into close proximity to U.S. naval vessels in international waters of the north Arabian Gulf, the U.S. 5th Fleet said in an April 27 release.

The IRGCN armed speed boats rapidly approached U.S. Navy patrol coastal ship USS Firebolt (PC 10) and U.S. Coast Guard patrol boat USCGC Baranoff (WPB 1318) to an unnecessarily close range with unknown intent, including a closest point of approach (CPA) of 68 yards to both U.S. ships.

Firebolt and Baranoff were conducting routine maritime security operations in international waters during the time of the incident.

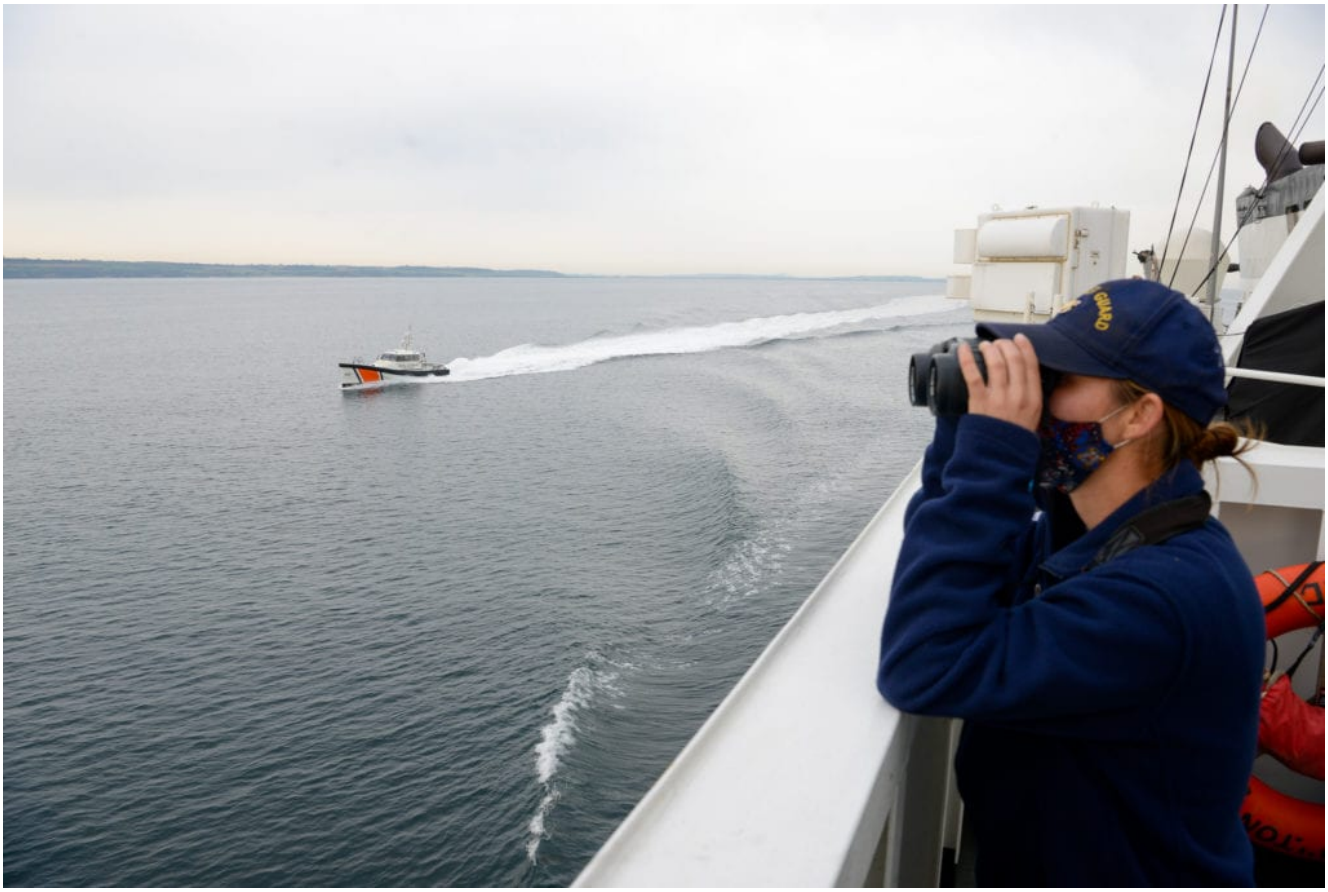
The U.S. crews issued multiple warnings via bridge-to-bridge radio and loud-hailer devices, but the IRGCN vessels continued their close-range maneuvers. The crew of Firebolt then fired warning shots, and the IRGCN vessels moved away to a safe distance from the U.S. vessels.

Throughout the interaction, U.S. forces proactively communicated with the IRGCN vessels and executed pre-planned responses to reduce the risk of miscalculation, avoid a collision, and to de-escalate the situation.

The IRGCN’s actions increased the risk of miscalculation and/or collision, were not in accordance with the internationally recognized Convention on the International Regulations for Preventing Collisions at Sea (COLREGS) “rules of the road” or internationally recognized maritime customs. In addition, the IRGCN actions were not in accordance with the obligation under international law to act with due regard for the safety of other vessels in the area.

U.S. naval forces continue to remain vigilant and are trained to act in a professional manner, while commanding officers retain the inherent right to act in self-defense.

U.S. Coast Guard Cutter Enters Black Sea



Seaman Cheyenne Solis Headlam looks out from the bridge wing of USCGC Hamilton (WMSL 753) while the Turkish coast guard escorts Hamilton in the Mediterranean Sea, April 27, 2021. U.S. Coast Guard Cutter Hamilton is on a routine deployment in the U.S. 6th Fleet area of operations in support of U.S. national interests and security in Europe and Africa. *U.S. COAST GUARD photo by Petty Officer 3rd Class Sydney Phoenix*

BLACK SEA — The Legend-class national security cutter USCGC Hamilton (WMSL 753) transited into the Black Sea to support NATO Allies and partners, April 27, 2021, the U.S. U.S. Naval Forces Europe and Africa/U.S. 6th Fleet Public Affairs said in an April 27 release.

Hamilton is the first U.S. Coast Guard cutter to visit the

Black Sea since 2008. The last U.S. Coast Guard cutter to visit the Black Sea, USCGC Dallas (WHEC 716), sailed to the Black Sea twice, in 2008 and 1995.

The Ticonderoga-class guided-missile cruiser USS Monterey (CG 61) and Arleigh Burke-class guided-missile destroyer USS Thomas Hudner (DDG 116) conducted Black Sea operations on a routine patrol to maintain maritime security alongside other NATO Allies and partners in March 2021.

This patrol comes after Hamilton conducted logistics visits to Naples, Italy, and Rota, Spain. The U.S. Coast Guard is conducting a routine deployment in U.S. 6th Fleet, working alongside allies, building maritime domain awareness and sharing best practices with partner nation navies and coast guards.

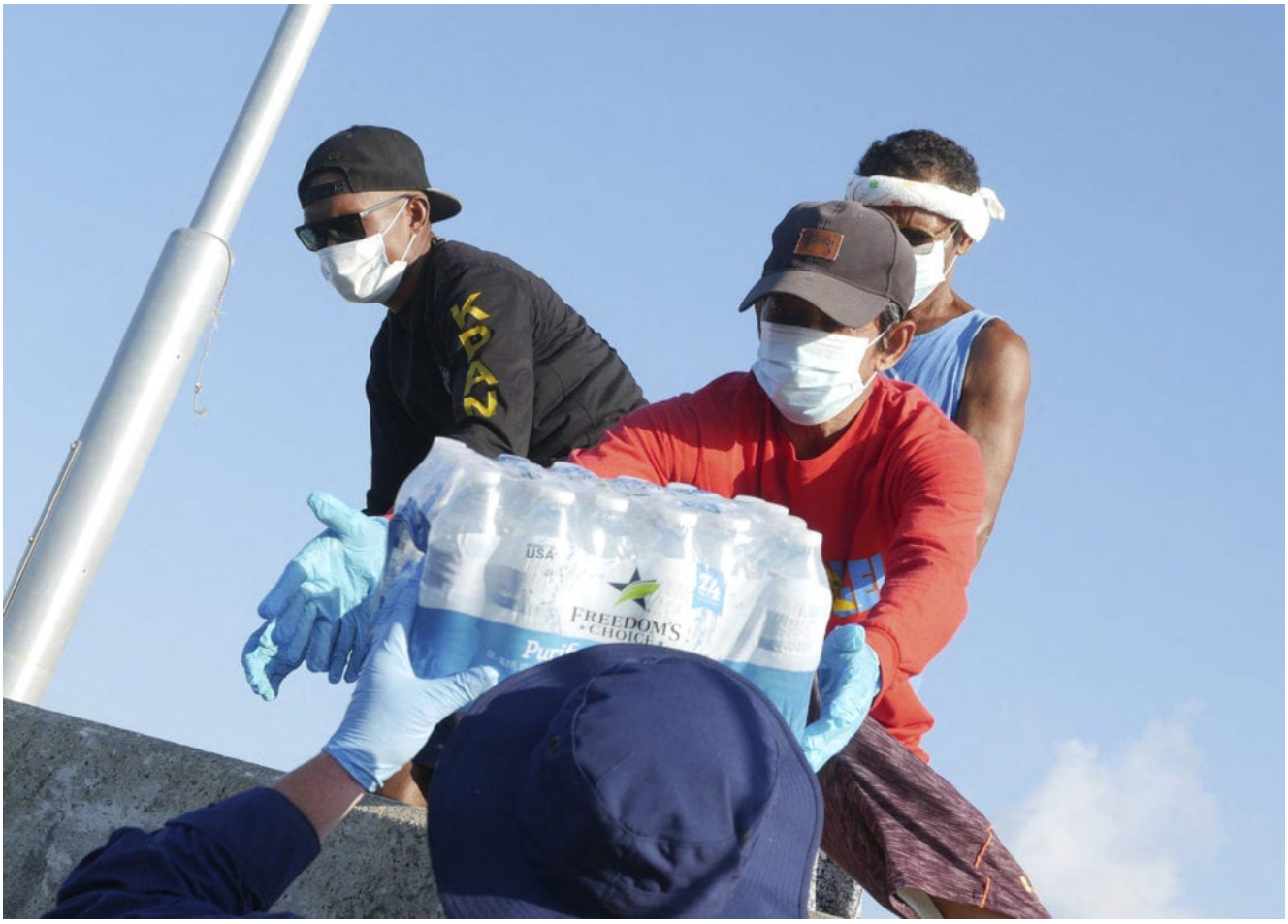
The U.S. Navy and U.S. Coast Guard operate forward, from the littoral to the open ocean, ensuring stability and open sea lanes across all maritime domains. U.S 6th Fleet routinely conducts operations in the Black Sea.

Hamilton is the fourth national security cutter and is the fifth named for the father of the U.S. Coast Guard — Alexander Hamilton, the first secretary of the Treasury and advocate for creating the U.S. Revenue Cutter Service.

The U.S. Coast Guard remains operational during COVID-19, following all COVID-19 safety precautions and regulations.

Coast Guard Cutter Delivers

Emergency Supplies to Palau following Typhoon Surigae



The crew of the Coast Guard Cutter Myrtle Hazard (WPC 1139) deliver emergency supplies to the island of Kayangel, Palau, following Typhoon Surigae, April 24, 2021.The supplies included water and food for the people of Kayangel. *U.S. COAST GUARD photo courtesy of Petty Officer 3rd Class Philip Groff*

SANTA RITA, Guam – The crew of the Coast Guard Cutter Myrtle Hazard (WPC 1139) delivered emergency supplies including water and food to the island of Kayangel, April 24, the Coast Guard 14th District said in an April 26 release.

The mission was in response to a national emergency declared by President Surangel Whipps Jr. of Palau after Typhoon Surigae devastated the region last week.

"Today, our crew had a unique opportunity to conduct one of the most satisfying missions the United States Coast Guard is

known for, humanitarian aid," said Petty Officer 2nd Class Andrew Johnson, a coxswain aboard the Myrtle Hazard. "We were extremely excited to be able to offer help, which for a small island such as Kayangel makes a major impact. I am proud I was able to be a part of it."

Last week the slow-moving typhoon made landfall in Palau bringing significant rainfall and heavy winds. The storm caused flooding and resulted in damage to homes and properties throughout the islands.

On April 18, the president of Palau declared a national emergency and made an official request to the United States embassy for assistance. Capt. Christopher Chase, commander, Coast Guard Sector Guam and Ambassador John Hennessey-Niland, U.S. Embassy Koror, spoke by phone and determined what supplies were needed and the best method to deliver them.

At the time, the Myrtle Hazard's crew was conducting an illegal, unreported and unregulated fisheries patrol north of Guam and was recalled back to homeport for the humanitarian mission.

On Guam, supplies were being donated and collected by a number of different organizations including the Chief Petty Officers Association Marianas Chapter, the U.S Naval Base Chapel, the Orotte Commissary, the Ngaraad Club of Guam, the Kayangel Club of Guam and the Guam Paluan community.

The cutter then departed Guam for the 800 nautical mile transit to Palau with the supplies.

Upon arriving in Palau the crew worked closely with the government and the U.S. embassy to coordinate a safe, contactless transfer of the supplies to Kayangel and to ensure the safety of both the people of Palau and the cutters crew while conserving the nation's vital medical supplies.

"It's a rewarding mission to deliver aid whenever required,"

said Lt. Tony Seleznick, the Myrtle Hazard’s commanding officer. “This operation exemplified the great partnership between the U.S. and the Republic of Palau. The crew of Myrtle Hazard performed excellently and highlighted why the U.S. Coast Guard is the world’s best Coast Guard.”