

Commandant Names Future Polar Security Cutter 'Polar Sentinel'



The Coast Guard Cutter Polar Star (WAGB 10) transits in the Chukchi Sea, Dec. 19, 2020. The first future polar security cutter will be named Polar Sentinel. *U.S. COAST GUARD / Lt. Jared Payne*

ARLINGTON, Va. – The commandant of the Coast Guard used the occasion of his annual “State of the Coast Guard” address to announce the name of the first future polar security cutter.

“Today, I am excited to name the first polar security cutter; that name will be Polar Sentinel,” said Commandant Adm. Karl Schultz, speaking Feb. 24 before an audience at Coast Guard Air Station Clearwater in Florida.

The name is in keeping with the Coast Guard’s earlier class of polar icebreakers, one of which – the Polar Star – is the only operational heavy icebreaker in the U.S. military services and is badly in need of replacement. The first PSC is expected to

be delivered by Halter Marine in 2025. Halter Marine also is under contract for a second PSC.

“Detailed work remains underway in preparation for construction of our first polar security cutter,” Schultz said. “That will be a state-of-the-art ship requiring exacting designs, complex steel work and systems integration. ... When our fleet of polar security cutters becomes operational, the work of these uniquely capable assets will be essential to protecting our economic, our environmental and our national security interests in what we call the high latitude regions.”

The commandant said the Our Coast Guard “is amidst [its] largest shipbuilding effort since the Second World War as we build the fleet that will serve the nation for decades to come.”

He said the the 10th national security cutter to be named for the first master chief petty officer of the Coast Guard, the Charles Calhoun, will be christened in June.

He also noted the first offshore patrol cutter, the Argus, is more than 60% complete and the second OPC, the Chase, is “well on its way.”

Shultz said the Coast Guard anticipates “awarding the largest acquisition contract in the history of our service for the next 11 offshore patrol cutter hulls” this spring.

The newly competed OPC contract award follows the earlier OPC contract award to Eastern Shipbuilding Group for the first nine OPCs. The Coast Guard plans to procure a total of 25 OPCs, which will replace 28 medium-endurance cutters, some of which are more than 50 years old.

“That legacy fleet [of medium-endurance cutters] loses nearly 500 patrol days on an annual basis due to unplanned maintenance and repairs,” the admiral said, noting that if all

those days were lost from counter-narcotics patrols, it would result in 44,000 pounds of illegal drugs that could have been interdicted from reaching the United States.

Shultz also said the service is making progress on the acquisition of 30 waterways commerce cutters, noting that “these new tenders will have greater endurance, speed and deck-load capacity to efficiently maintain 28,000 aids to navigation, marking over 12,000 miles of navigable inland waterways. These aids to navigation are a critical component of our marine transportation system, upon which cargoes and commodities comprising 25% of our nation’s gross domestic product move annually.

“For the first time in history, our inland fleet will be able to accommodate mixed-gender crews, providing all enlisted members of our service these unique afloat experiences,” he said.