

Coast Guard Cutter Kimball Returns to Honolulu After 120-Day Arctic Patrol



A Landing Signals Officer aboard USCGC Kimball (WMSL 756) directs a Cold Bay-based MH-60 helicopter during helicopter in-flight refueling operations in the Bering Sea, Oct. 31, 2025. The hook-up crew stood by to attach the fuel hose, a capability that allows the aircraft to remain airborne during refueling to support a sustained operational tempo and mission readiness. (U.S. Coast Guard photo by Petty Officer 2nd Class Peter Holtzhausen)

[Release From U.S. Coast Guard Oceania District](#)

HONOLULU – The crew of the Coast Guard Cutter Kimball (WMSL 756) returned to Honolulu, Jan. 1, after a 120-day, 16,500-nautical-mile deployment to the Bering Sea and Gulf of Alaska reinforcing maritime safety, security, and national sovereignty in the region.

As the Arctic region continues to become more accessible and consequential, the demand for U.S. Coast Guard statutory

mission services, leadership, and presence continues to grow. Kimball's crew exemplified these efforts.

Throughout the deployment, Kimball's crew conducted law enforcement operations, provided critical emergency response, and participated in joint exercises with the Department of War, showcasing the versatility and capability of the national security cutter platform.

Kimball's law enforcement teams conducted 13 inspections of fishing vessels and conducted joint boardings with the National Oceanic and Atmospheric Administration Office of Law Enforcement. Three citations were issued for violations that included two cases of illegally retained catches.

The crew also conducted extensive training with MH-60 helicopters from Air Station Kodiak to enhance proficiency between cutters and air crews. In addition, Kimball tested the new Vertical Takeoff and Landing Battery (V-BAT) unmanned aerial system while patrolling the Bering Sea, conducting several operations to evaluate and enhance the cutter's surveillance capabilities.

Following the aftermath of Typhoon Halong, Kimball's crew [provided critical support to the area](#) by positioning as a ready fueling platform for responding air assets. The crew also served as the on-scene coordinator and rendered assistance to a disabled and adrift bulk carrier that lost propulsion near a heavily trafficked pass through the Aleutian Islands.

Kimball participated in two joint operations with United States Alaskan Command under [Operation TUNDRA MERLIN](#). These activities involved Kimball and multiple U.S. Air Force aircraft in simulated joint maritime strikes, providing valuable insight into the national security cutter's capabilities and demonstrates integration of Department of Homeland Security and Department of War assets

in support of homeland defense.

“I am immensely proud of this crew for standing the watch over one of the harshest maritime operational areas in the world,” said Capt. Craig Allen, Kimball’s commanding officer. “This crew demonstrated remarkable skill, tenacity, and teamwork across a wide spectrum of Coast Guard missions. Their professionalism made a direct positive impact to the safety and security of the Alaskan community.”

While on patrol, Kimball’s crew crossed the Arctic Circle, earning the designation as “Blue Nose Polar Bears.” The crew also engaged with the Dutch Harbor, Alaska, community by volunteering for a beach clean-up and hosting a holiday-themed tour of the cutter for nearly 250 local residents.

Commissioned in 2019, Kimball is one of two 418-foot, Legend-class national security cutters homeported in Honolulu. The cutter’s primary missions are counter-drug operations and defense readiness. The namesake of U.S. Coast Guard Cutter Kimball is Sumner Increase Kimball, the organizer of the United States Life-Saving Service and its general superintendent from 1878–1915.

Bollinger Shipyards Signs Contract to Build Four U.S. Coast Guard Arctic Security Cutters



Construction of ASCs at Bollinger's Gulf Coast shipbuilding facilities promotes the rapid onshoring of icebreaking technology and swift deployment of these new critical vessels to the fleet.

[Release From Bollinger Shipyards](#)

LOCKPORT, La. – (December 29, 2025) – Bollinger Shipyards (“Bollinger”) today announced it has signed a contract with the U.S. Coast Guard for the construction of four Arctic Security Cutters (ASCs), a new class of medium polar icebreakers that will expand America’s operational presence in the Arctic.

The contract formalizes Bollinger’s leading role in the historic U.S.–Finland collaboration announced earlier this fall by the White House. Bollinger will construct ASCs based on the Multi-Purpose Icebreaker design by Seaspan Shipyards of Vancouver, Canada, developed with Aker Arctic Technology Inc of Helsinki, Finland. To support the objectives of the White House, Bollinger has worked in close partnership with Rauma

Marine Construction Oy, a Finnish shipyard, to ensure that the US receives these icebreaking capabilities as rapidly as possible.

Work on the four Bollinger-built ASCs will be based at its shipyard in Houma, Louisiana. Construction of the ASCs will be supported by the company's workforce at multiple facilities across America's Gulf Coast to meet the aggressive schedule set forth by President Trump.

"The Arctic Security Cutter is one of the most consequential and time-sensitive shipbuilding programs in U.S. Coast Guard history, and today's contract award is a clear vote of confidence in the men and women of Bollinger," said Ben Bordelon, President and CEO of Bollinger Shipyards. "The program will be Bollinger's fifth class of cutters built for the Coast Guard, building on our current Sentinel and Polar Security Cutter programs and more than 40 years of experience in delivering over 187 cutters for the service. With clear direction from President Trump and an aggressive delivery timeline, our mission is straightforward: leverage the full strength of our shipbuilding facilities across the Gulf Coast, along with our proven partners, to deliver these cutters on schedule and mission ready on day one."

"By centering ASC construction in Houma, Louisiana, while drawing on our broader footprint, we gain the flexibility and capacity to move fast without compromising safety or quality," Bordelon added. "These ships will operate in some of the harshest conditions on Earth. Our responsibility is to deliver a stable, reliable platform that Coast Guard crews can trust from their first mission underway and for decades to come."

The contract for four Bollinger-built ASCs is part of a broader program that will ultimately field up to eleven Arctic Security Cutters under the trilateral ICE Pact framework. Together with the ongoing Polar Security Cutter program, ASC will provide the Coast Guard with a modern, layered

icebreaking fleet capable of enforcing U.S. sovereignty, protecting American interests against global threats and enabling year-round operations as commercial activity and strategic competition accelerate in the Arctic.

About the Arctic Security Cutter Program

The Arctic Security Cutter is a new class of medium polar icebreakers designed to conduct missions of the U.S. Coast Guard in the world's most challenging maritime environments. The ASC will be capable of breaking thick sea ice, sailing thousands of nautical miles without resupply and remaining on-station for extended periods. Along with the future Polar Security Cutter class, ASCs will provide the Coast Guard with the endurance and capability needed to protect U.S. interests in the rapidly evolving Arctic domain.

U.S. Coast Guard to Return Station Pascagoula to Full Operations

[Release From U.S. Coast Guard Headquarters](#)

WASHINGTON – The U.S. Coast Guard announced Tuesday it will return Station Pascagoula in Pascagoula, Mississippi to full response operations.

In conjunction with assignment year 2026, Station Pascagoula will go from scheduled mission operations to full response operations.

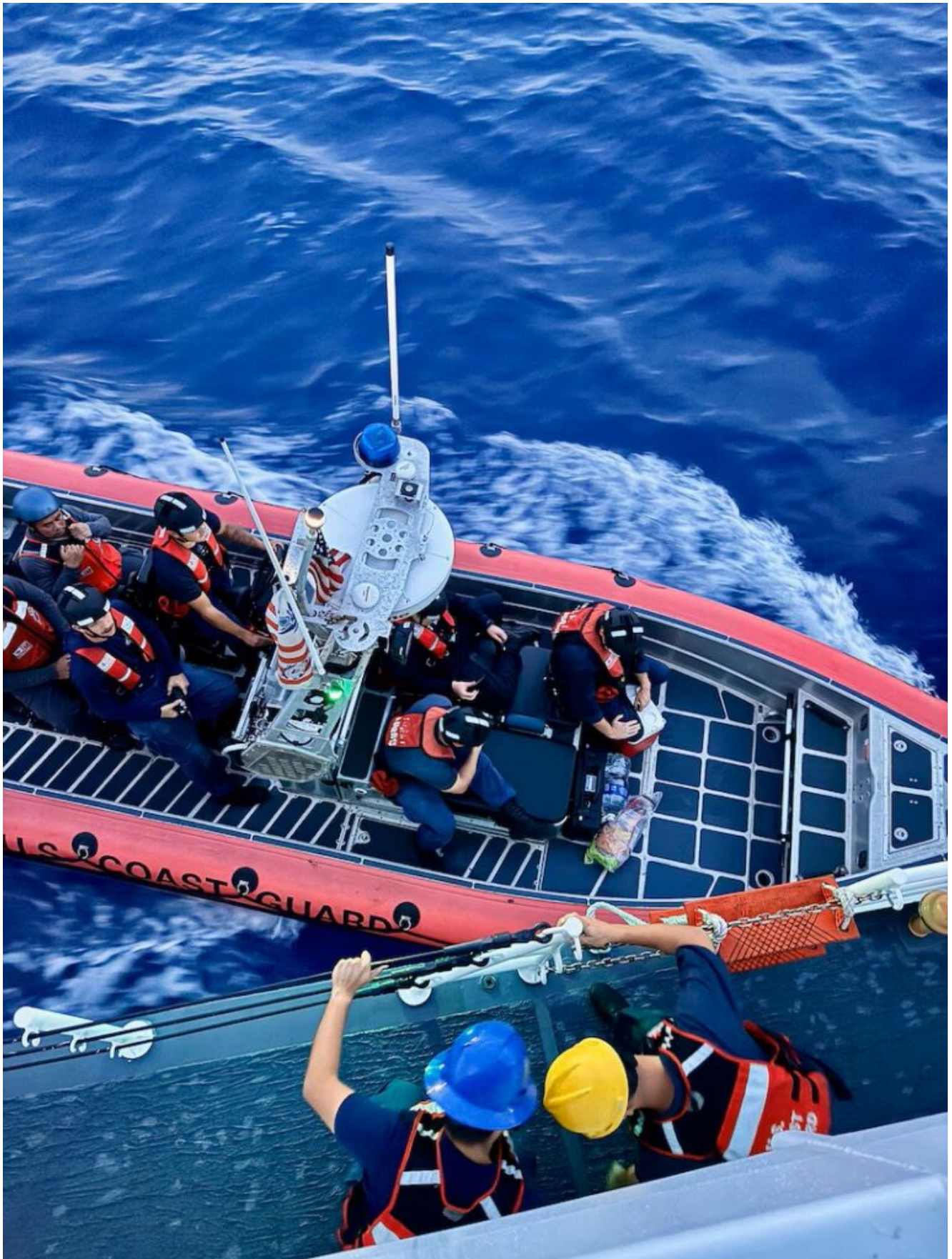
“After temporarily reducing capabilities at Station Pascagoula in 2023 due to severe workforce shortages, I am pleased to

announce the Coast Guard will fully restore the unit's operational capabilities and readiness in 2026," said Adm. Kevin E. Lunday, acting commandant. "Our strong recruiting performance has made this possible. Station Pascagoula is vital to securing our southern maritime border and supporting the Port of Pascagoula's \$18 billion economic impact. This action directly supports our nation's security and economic prosperity."

The return of Coast Guard Station Pascagoula to full response operations represents a local application of the national strategy in achieving operational control of the border and facilitating commerce. Strategically positioned on the Gulf Coast, the station directly contributes to controlling the southern maritime border by conducting operations to deter and interdict illegal migration and illicit trafficking. Simultaneously, it facilitates commerce vital to economic security by controlling and securing the Port of Pascagoula against both physical and cyber threats, supporting the goal of U.S. maritime dominance. Underpinning these dedicated missions is the station's sustained readiness, embodying the Coast Guard's "Semper Paratus" principle to successfully respond to any crisis or contingency with little warning, from search and rescue emergencies to natural disasters.

USCGC Myrtle Hazard Returns After Operation Blue Pacific Patrol to Combat Illegal

Fishing



The USCGC Myrtle Hazard (WPC 1139) crew conducts bilateral

maritime law enforcement boardings with members of the National Police in the Federated States of Micronesia's exclusive economic zone on Nov. 22, 2025. The crew returned home Dec. 14, 2025, after completing a successful expeditionary patrol under Operation Blue Pacific, deepening partnerships with Pacific nations and bolstering maritime security in the region. *Photo credit: U.S. Coast Guard*
From U.S. Coast Guard Forces Micronesia, Dec. 19 2025

SANTA RITA, Guam – The USCGC Myrtle Hazard (WPC 1139) crew returned home Sunday after completing a successful expeditionary patrol under Operation Blue Pacific, deepening partnerships with Pacific nations and bolstering maritime security in the region.

The Sentinel-class fast response cutter crew operated for over 500 hours, patrolling 5,380 nautical miles from Nov. 17 to Dec. 14, with 15 days dedicated to providing a persistent presence in the exclusive economic zones of the Federated States of Micronesia and the Republic of Palau, as well as on the high seas.

Crew members worked closely with partners from FSM and Palau. They enacted the bilateral maritime law enforcement agreements with Pacific partners and embarked law enforcement officers from these nations' maritime police forces to conduct interoperable patrols. This hands-on cooperation enabled the joint teams to conduct six bilateral boardings and inspections of fishing vessels in the FSM EEZ. On the high seas, the cutter's crew inspected one vessel under the authority of the Western and Central Pacific Fisheries Commission.

These efforts helped combat illegal fishing and other illicit maritime activities. They also enhanced maritime domain awareness, supported the safe flow of commerce, and promoted good maritime governance.

Myrtle Hazard's team stepped in to provide critical presence in Palau's waters during a five-day patrol. This coverage

supported Palauan authorities while their Guardian-class patrol boat underwent scheduled maintenance. The patrol went beyond simple transit. It focused on building maritime security, engaging directly with Pacific partners, and enforcing international maritime law through shared operations.

“The relationships we build with our Pacific partners are at the heart of this mission,” said Lt. Emma Saunders, commanding officer of Myrtle Hazard. “Executing bilateral maritime law enforcement operations with our partners allows us to work side by side with the common goals of deterring illicit maritime activities, protecting our oceans, and supporting the communities that rely on their natural resources.”

These actions advanced U.S. Coast Guard priorities, enabling border security, protecting lawful commerce and trade, and staying ready for contingencies. A persistent, low-visibility presence fosters trust and strengthens ties within the Pacific community through shared law-enforcement-led and community-engagement efforts.

To build goodwill, the crew organized five community events in Pohnpei and Kosrae, FSM. These included a volleyball game with locals, swimming lessons for children, and tours of the cutter.

“The community events in Pohnpei and Kosrae were some of our favorite parts of the patrol,” said Saunders. “We have some pretty good athletes on the crew, and sharing the court with the all-stars from the local village teams made for an unforgettable volleyball match full of laughs and friendly competition. The swimming lessons for local youth and cutter tours for veterans and their families were a hit all around. It’s moments like these that really help build lasting relationships.” Crew members further maintained readiness through training, earning new qualifications and currency, and completing 10 drills covering navigation, engineering, damage

control, and medical response. During the patrol, Myrtle Hazard crossed the equator. The crew celebrated with traditional ceremonies, including a line-crossing event, a Cutterman ceremony recognizing a member serving more than five years at sea, and a promotion to lieutenant junior grade.

About Operation Blue Pacific Operation Blue Pacific is the U.S. Coast Guard's strategic, multi-mission campaign to foster security, safety, sovereignty, and economic prosperity across Oceania and the Pacific Islands, working collaboratively with island nations to combat illegal fishing, narcotics, support search and rescue, and build strong mutual maritime governance through ship patrols, training, and shared operations, enhancing regional stability and the U.S.'s role as a trusted partner.

About USCGC Myrtle Hazard The Myrtle Hazard is the 39th 154-foot Sentinel-class FRC, named in honor of the first enlisted woman in the U.S. Coast Guard who served as an electrician and radio operator. It is one of three cutters currently based in Guam, a cornerstone for the U.S. Coast Guard's ongoing commitment to the U.S. and the people of Oceania.

Coast Guard Cutter Active Returns Following Counterdrug Patrol, \$41.3M Cocaine Seized



Thirty-three bales of contraband sit on the USCGC Active's (WMEC 618) flight deck from an interdiction of a suspected drug smuggling vessel while patrolling the Eastern Pacific Ocean, Nov. 25, 2025. Active's crew seized more than 3,300 pounds of cocaine and detained three suspected drug smugglers during the operation. *Photo credit: U.S. Coast Guard*

From U.S. Coast Guard Oceania District, Dec. 22, 2025

PORT ANGELES, Wash. – The U.S. Coast Guard Cutter Active (WMEC 618) returned to its home port of Port Angeles Sunday, concluding a 60-day counternarcotics deployment to the Eastern Pacific Ocean in support of Operation Pacific Viper.

The Active's crew of 75 Coast Guard men and women patrolled 10,000 nautical miles and interdicted two suspected drug-smuggling vessels, seizing more than 6,000 pounds of cocaine with an estimated street value of \$41.3 million.

In a 72-hour period, the Active's crew interdicted two "go-fast" vessels, designed to evade detection, while patrolling international waters in the eastern Pacific Ocean.

On Nov. 25, with assistance from the U.S. Coast Guard Cutter James (WMSL 754), the Active's pursuit team traveled more than 60 nautical miles aboard a small boat to intercept a 30-foot go-fast vessel, seizing more than 3,300 pounds of cocaine and detaining three suspected smugglers. On Nov. 28, the Active's crew, working with U.S. Coast Guard Cutter Escanaba (WMEC 907), intercepted a 40-foot go-fast vessel, seizing more than 2,400 pounds of cocaine and detaining three suspected smugglers.

The seized narcotics were [offloaded in San Diego](#), and the suspects were turned over to federal law enforcement agents.

The Coast Guard is the lead federal agency for maritime law enforcement, including drug interdiction on the high seas.

These interdictions were part of Operation Pacific Viper, a Coast Guard surge operation targeting transnational criminal organizations and disrupting the flow of illegal narcotics into the United States. These operations are critical to protecting U.S. communities from the harmful effects of cocaine and synthetic drugs, such as fentanyl.

"I am incredibly proud of this crew," said Cmdr. Earl Potter, commanding officer of the Cutter Active. "Their determination, resilience, and professionalism enable us to complete these dynamic and dangerous missions at sea. The conditions are challenging, the hours are long, and the demands are high, but this team consistently maintains focus and executes with distinction. The crew's commitment to protecting our nation and keeping drugs off our streets defines the Active's legacy, and I know there is no finer crew than the one serving aboard Active."

The U.S. Coast Guard's narcotics interdiction efforts target transnational criminal organizations that are funded by drug trafficking. Deployments like the Active's disrupt supply networks in Central and South America. The Active's success

demonstrates the impact a single Coast Guard unit can have when working with interagency and foreign partners. Sustained resources for patrolling these smuggling transit zones are crucial to maritime security and effectively extend U.S. border security far beyond our coastlines.

The Active, nicknamed “Lil Tough Guy,” supports the Coast Guard’s law enforcement, living marine resource protection, and search and rescue missions. Commissioned in 1966, it is one of two medium endurance cutters homeported on the West Coast and is the oldest major cutter in the Pacific Area.

U.S. Coast Guard Barque Eagle Announces 2026 Sail Schedule for Nation’s 250th Anniversary



U.S. Coast Guard Barque Eagle (WIX 327), arrives in New York City, August 15, 2019. Eagle is a tall ship used as a training platform for future Coast Guard Academy officers as well as vessel for establishing and maintaining domestic and international relationships. (U.S. Air Force photo by Staff Sgt. Cory D. Payne)

PORTSMOUTH, Va. – U.S. Coast Guard Barque Eagle (WIX 327) announced its 2026 schedule of port calls Friday.

The selected port calls include the five [Sail250](#) ports of New Orleans, Norfolk, Baltimore, New York City, and Boston. Sail250, a global gathering of tall ships and military ships to celebrate the 250th anniversary of the founding of the United States. It will offer crews, cadets and visitors from all over the world an unforgettable experience and a world-class maritime celebration.

“It is an immense honor for the Coast Guard Barque Eagle and crew to participate in the Sail250 festivities and celebrate the 250th anniversary of our nation,” said Capt. Kristopher Ensley, commanding officer of Eagle. “This voyage not only serves as a vital training experience for the next generation

of Coast Guard officers but also allows us to share America's proud maritime heritage with the public. We are thrilled to visit these historic ports and sail alongside magnificent vessels from around the world."

The summer schedule includes the following dates and locations:

May 8 – 11: TBD

May 23 – 25: Pensacola, Florida

May 28 – June 1: New Orleans, Louisiana

June 11 – 14: Charleston, South Carolina

June 19 – 22: Norfolk, Virginia

June 25 – 28: Baltimore, Maryland

July 4 – 8: New York, City, New York

July 11 – 14: Boston, Massachusetts

July 24 – 27: Portland, Maine

July 31 – August 3: Newport, Rhode Island

August 7 – 10: Greenport, New York

August 14: New London, Connecticut

For the first time since 1976, Eagle and its sister ships, Gorch Fock (Germany), Sagres (Portugal) and Mircea (Romania), will be competing for the Five Sisters Trophy. The sail race will be between New York City and Boston starting July 9 off the coast of New York.

Public tour schedules for the Eagle at each port will be announced closer to the event dates.

Coast Guard Cutter Active Crew Offloads \$203M in Cocaine in San Diego



Crew members of the U.S. Coast Guard Cutter Active (WMEC 618) stand at parade rest on the flight deck of the cutter in San Diego, Dec. 15, 2025. The Active's crew offloaded drugs interdicted in the Eastern Pacific Ocean during counter-narcotic patrols, seizing 27,551 pounds of cocaine worth \$203.9 million in value. (U.S. Coast Guard photo by Petty Officer 3rd Class Chris Sappey)

From U.S. Coast Guard Southwest District Public Affairs, Dec. 15, 2025

SAN DIEGO – The crew of USCGC Active (WMEC 618) offloaded approximately 27,551 pounds of cocaine, with an estimated value of \$203.9 million, in San Diego, Monday.

This offload resulted from three separate interdictions of suspected drug-smuggling vessels in international waters off the coasts of Mexico, Central America, and South America. Two of the three interdictions were conducted by Active crew members and one by the U.S. Coast Guard Cutter Munro crew members.

“I could not be prouder of this crew,” said Cmdr. Earl Potter, commanding officer of the Coast Guard Cutter Active. “Their determination, resilience, and professionalism make it possible to complete these dynamic and dangerous missions at sea. The conditions are tough, hours are long, and demands are high, but this team always maintains focus. The crew’s commitment to protecting our nation and keeping drugs off our streets is what defines the Active’s legacy.”

The interdictions were conducted as part of Operation Pacific Viper, a Coast Guard surge effort aimed at disrupting transnational criminal organizations and reducing the flow of illegal narcotics into the United States. These operations play a key role in protecting U.S. communities from the effects of cocaine and synthetic drugs, such as fentanyl.

“The Coast Guard is escalating the fight against narco-terrorism and trans-national criminal organizations flooding our nation with deadly drugs,” said Rear Adm. Jeffrey Novak, deputy commander, Coast Guard Pacific Area and commander, Coast Guard Southwest District. “By continuing to surge resources to the Eastern Pacific Ocean in coordination with international and interagency partners and allies, our maritime fighting force is making historic strides toward dismantling the smuggling networks that threaten the safety and security of the American people.”

Active is a 210-foot medium-endurance cutter homeported in Port Angeles, Washington. Equipped with two small boats, the cutter supports missions across the Eastern Pacific, including search and rescue, counter-narcotics operations, living marine

resources, and homeland defense.

Coast Guard Cutter Harriet Lane Returns Home Following 81-day Patrol in Oceania



The medium endurance cutter USCGC Harriet Lane (WMEC 903) transits offshore Rabaul, Papua New Guinea, Oct. 26, 2025. Commissioned in 1984, the Harriet Lane is a 270-foot cutter homeported in Honolulu to support Coast Guard missions in the Pacific region. (U.S. Coast Guard Photo by Petty Officer 3rd Class Austin Wiley)

[Release From U.S. Coast Guard Oceania District External Affairs, Dec. 12, 2025](#)

Download video [here](#) and [here](#).

HONOLULU – The crew of USCGC Harriet Lane (WMEC 903) returned to Honolulu Saturday following an 81-day patrol in support of Coast Guard Oceania District’s Operation Blue Pacific.

The Harriet Lane crew departed Joint Base Pearl Harbor-Hickam in September to conduct joint operations and territorial integrity missions across Oceania. Patrolling more than 16,000 nautical miles throughout Oceania to include the Republic of the Marshall Islands, Papua New Guinea, Vanuatu, Tonga, and American Samoa, the cutter’s crew worked alongside interagency and Pacific Island partners to deter transnational criminal organization activities, facilitate the flow of commerce, and protect critical ocean resources.

“This patrol was a resounding success for the crew of Harriet Lane and reinforced the Coast Guard’s commitment as a trusted partner across Oceania,” said Cmdr. Justin Matejka, commanding officer, Harriet Lane. “It was a pleasure to partner with the many professional officers from multiple Pacific Island Countries to combat illegal, unreported, and unregulated fishing and transnational criminal organization activity. I am proud of the crew’s incredible commitment to operational success and look forward to being a part of Harriet Lane’s growing impact across the region.”

The Harriet Lane crew exercised partnerships with the Marshall Islands, Papua New Guinea, Vanuatu, and Tonga through bilateral maritime law enforcement agreements, professional exchanges, and domestic federal maritime law enforcement operations. In total, the Harriet Lane crew and Pacific Island enforcement officers conducted 31 boardings of fishing vessels, resulting in 20 potential violations.

The crew conducted 15 additional high seas boarding and inspections on commercial fishing vessels, resulting in 2 potential violations of conservation and management measures

under the Western and Central Fisheries Commission.

Enhancing diplomatic relationships within the Pacific Quadrilateral Defence Coordinating Group, the Harriet Lane crew also integrated Royal New Zealand Navy sea riders for a portion of the patrol.

Harriet Lane's visit to Tonga included strategic discussions with Defense and Foreign Minister, Crown Prince Tupouto'a 'Ulukalala, focusing on enhancing bilateral cooperation to address maritime security threats and counter illegal, unreported, and unregulated fishing activity in the region.

Commissioned in 1984, Harriet Lane is a 270-foot medium endurance cutter homeported in Honolulu to support Coast Guard missions in the Pacific region. The service's medium endurance cutter fleet supports a variety of Coast Guard missions including search and rescue, law enforcement, maritime defense, and protection of the marine environment.

AeroVironment Awarded \$4.8M Contract for U.S. Coast Guard ROVs



[Release From AeroVironment](#)

POTTSTOWN, Pa. – December 11, 2025 – AeroVironment, Inc. (“AV”) (NASDAQ: AVAV), a leading provider of underwater robotic systems, today announced it has been awarded a \$4.8 million United States Coast Guard contract through its wholly owned subsidiary, [VideoRay](#), to deliver Mission Specialist Defender remotely operated vehicles (ROVs) as part of the Service’s Force Design 2028 modernization initiative.

The Defender will enhance the Coast Guard’s maritime response capabilities by enabling rapid underwater inspections, pier inspections, hull assessments, subsurface infrastructure surveys, disaster response and search and rescue operations in challenging environments—reducing diver risk while increasing mission safety, operational efficiency, and fleet readiness.

“The selection of the Mission Specialist Defender reinforces our ability to deliver proven technology to address the most demanding defense and security missions,” said Chris Gibson, Chief Executive Officer at VideoRay. “Customers have come to depend on VideoRay when failure is not an option. As AV’s maritime pillar, we’re proud to contribute to the organization’s all-domain uncrewed systems strategy to ensure the safety and security of our forces.”

As part of [Force Design 2028](#), the Coast Guard established the

Robotics and Autonomous Systems (RAS) Program Executive Office to rapidly integrate unmanned and robotic technologies across all missions, including investments in robotics and autonomous systems designed to build a more agile, technology-enabled, and globally ready force for the evolving maritime domain.

AV's \$4.8 million award—the largest award of the \$11 million executed in fiscal year 2025 for rapid autonomous fleet upgrades—will strengthen Coast Guard operations with proven, advanced maritime robotics. The selection of the Mission Specialist Defender builds on the company's expanding track record with U.S. and allied defense customers, including the Navy's Maritime Expeditionary Standoff Response (MESR) program.

“These unmanned systems provide increased domain awareness, mitigating risk and enhancing mission success as the Coast Guard continues to operate in hazardous environments,” said Anthony Antognoli, the Coast Guard's first RAS program executive officer, in a [separate release](#) issued by the U.S. Coast Guard in September 2025. “The Coast Guard's mission demands agility, awareness and adaptability. Robotics and autonomous systems deliver all three, enabling us to respond faster, operate smarter and extend our reach where it matters most. We are not waiting for the future to arrive. We are delivering it to the fleet today.”

Built on a modular, open-architecture design, the Mission Specialist Defender allows operators to easily integrate advanced sensors, manipulators, and specialized payloads. This flexibility ensures adaptability to evolving mission requirements, while field-swappable modules enable on-site maintenance and repairs—minimizing downtime and maintaining operational tempo.

Details regarding the Mission Specialist Defender can be found at: <https://videoray.com/products/mission-specialist-defender>

Coast Guard Cutter James Conducts Counter-Drug Patrol in Eastern Pacific Ocean



From U.S. Coast Guard Southeast District, Dec. 12, 2025

NORTH CHARLESTON, S.C. – The crew of the U.S. Coast Guard Cutter James (WMSL 754) returned to their home port in Charleston, Wednesday, following a 92-day deployment conducting counter-narcotics operations in the Eastern Pacific Ocean in support of [Operation Pacific Viper](#).

During the patrol, the James crew interdicted over 46,500

pounds of narcotics valued at nearly \$350 million. The James crew conducted nine interdictions and detained 33 suspected drug traffickers. The patrol focused on disrupting illegal narcotics smuggling in collaboration with international partners.

The James crew worked alongside international partners including Costa Rica, Ecuador, Mexico, and Colombia. The collaboration included multiple partner nation transfers.

To support maritime governance and strengthen international relations, the James crew transferred 22 detainees pier side in Manta, Ecuador, prior to a visit from Department of Homeland Security Secretary Kristi Noem.

The James crew worked with the Costa Rican coast guard and national police to transfer two Colombian detainees and offload approximately 9,500 pounds of cocaine in Golfito, Costa Rica. During the visit, James hosted Costa Rican Minister of Security Mario Zamora Cordero.

"I am exceptionally thankful and proud of this crew's dedication," said Capt. Thomas Rodzewicz, commanding officer of the James. "Time away from family and missed holidays is never a small sacrifice, but the crew's time and commitment to combatting narco-terrorism and protecting our nation from illicit drugs crossing our borders are highlighted by the success of this patrol."

The James crew offloaded more than 26,000 pounds of cocaine and 500 pounds of marijuana in Port Everglades, Florida, Monday, before heading home.

Since 2017, Coast Guard Cutter James crewmembers have interdicted 104 shipments totaling 285,140 pounds of cocaine worth \$2.11 billion wholesale and 34,539 pounds of marijuana worth \$27.8 million wholesale.

James is one of four 418-foot Legend-class national security

cutters homeported in Charleston under U.S. Coast Guard Atlantic Area Command. The cutter's primary missions are counter-drug operations and defense readiness.

Detecting and interdicting narco-terrorism on the high seas involves significant interagency and international coordination. U.S. Southern Command's Joint Interagency Task Force-South, based in Key West, Florida, detects and monitors both aerial and maritime transit of illegal drugs. Once interdiction becomes imminent, the law enforcement phase of the operation begins, and control of the operation shifts to the U.S. Coast Guard throughout the interdiction and apprehension. Interdictions in the Eastern Pacific Ocean are performed by members of the U.S. Coast Guard under the authority and control of the Coast Guard's Southwest District, headquartered in Alameda, California.

The Coast Guard is the United States' lead federal agency for maritime drug interdiction.