

USCG Asset Guide

A Desktop Reference Guide to the USCG for the Utility Radio Hobbyist

Last Updated: 30 June 2020

Send updates to: mdmonitor1@verizon.net



USCG Sector/Station List

Sector Boston

- Station Merrimack River, MA
- Station Gloucester, MA
- Station Boston, MA
- Station Point Allerton, MA
- Station Scituate, MA
- Light Station Boston, MA

Sector Southeastern New England

- Station Provincetown, MA
- Station Chatham, MA
- Station Cape Cod Canal, MA
- Station Woods Hole, MA
- Station Brant Point, MA
- Station Menemsha, MA
- Station Castle Hill, RI
- Station Point Judith, RI
- MSFO Cape Cod
- MSFO New Bedford
- ANT Bristol
- ANT Woods Hole

Sector Long Island Sound

- ANT Long Island Sound
- MSD Coram
- Station Eaton's Neck
- Station New Haven, CT
- Station New London, CT
- ANT Moriches
- Station Fire Island, NY
- Station Jones Beach, NY
- Station Montauk, NY

Sector New York, NY

- ANT Saugerties
- ANT New York
- Station New York, NY
- Station Sandy Hook, NJ
- Station Shinnecock, NY

District 5:

CGAS Atlantic City

CGAS Elizabeth City

Sector Maryland-National Capital Region

- Station Annapolis, MD
- Station St. Inigoes, MD
- Station Crisfield, MD
- Station Curtis Bay, MD
- Station Washington, DC
- Station Oxford, MD
- Station Stillpond, MD
- Station IMARV Taylor's Island

Sector Delaware Bay

- Station Philadelphia, PA
- SARDET Salem, NJ
- Station Atlantic City, NJ
- Station Barnegat Inlet, NJ
- Station Beach Haven, NJ (seasonal)
- Station Cape May, NJ
- Station/SARDET Fortescue, NJ (seasonal)
- Station Great Egg, NJ (seasonal)
- Station Manasquan, NJ
- SARDET Roosevelt Island, NJ (seasonal)
- Station Sharks River, NJ (seasonal)

Station Townsend Inlet, NJ (seasonal)

Sector Hampton Roads

Station Little Creek, VA
Station Cape Charles, VA
Station Portsmouth, VA
Station Milford Haven, VA
Station Chincoteague, VA
Station Wachapreague, VA
Station Indian River Inlet, DE
Station Ocean City, MD

Sector North Carolina

MSU Wilmington, NC
Station Fort Macon, NC
Station Wrightsville Beach, NC
Station Emerald Isle, NC
Station Hobucken, NC
Station Oak Island, NC
Station Ocracoke, NC (Seasonal)
Station Oregon Inlet, NC
Station Hatteras Inlet, NC
Station Elizabeth City, NC

District 7:

CGAS Miami
CGAS Savannah
AIRFAC Charleston
CGAS Clearwater
CGAS Key West
MFPU Kings Bay, GA

Sector Charleston

Station Charleston, SC
Station Georgetown, SC
Station Tybee Island, GA
Station Brunswick, GA
MSU Savannah, GA

Sector Miami

Station Miami Beach, FL
Station Fort Lauderdale, FL
Station Lake Worth Inlet, FL
Station Fort Pierce, FL

Sector St. Petersburg

Station Yankeetown, FL
Station Sand Key, FL
Station St. Petersburg, FL
Station Cortez, FL
Station Fort Myers Beach, FL

Sector Key West

Station Key West, FL
Station Marathon, FL
Station Islamadora, FL

Sector Jacksonville

Station Mayport, FL
Station Port Canaveral, FL
MSD Canaveral
Station Ponce de Leon Inlet, FL

Sector San Juan

CGAS Borinquen
Station San Juan, PR

District 8:

CGAS New Orleans
ATC Mobile
Gulf Coast Primary Crew Assembly Facility, Pascagoula, MS

Sector Corpus Christi
CGAS Corpus Christi
Station South Padre Island, TX
Station Port Aransas, TX
Station Port O'Connor, TX

Sector Houston-Galveston, TX
CGAS Houston
Station Freeport (Surfside, TX)
Station Sabine, TX
MSU Lake Charles, LA
MSU Port Arthur, TX
Station Galveston, TX
Station Houston, TX
Station Lake Charles, LA

Sector Mobile, AL
Station Dauphin Island (Mobile, AL)
Station Pascagoula, MS
Station Destin, FL
Station Panama City, FL
Station Pensacola, FL

Sector New Orleans, LA
Station New Orleans, LA
Station Grand Isle, LA
Station Venice, LA
Station Gulfport, MS
MSU Baton Rouge, LA
MSU Houma, LA
MSU Morgan City, LA

Sector Ohio Valley (Louisville, KY)
SSD Chattanooga, TN
SSD Hickman, KY
SSD Owensboro, KY
SSD Paris Landing, TN
SSD Sewickly, PA
MSU Huntington, WV
MSD Cincinnati, OH
MSU Paducah, KY
MSD Nashville, TN
MSU Pittsburgh, PA

Sector Upper Mississippi River (Keokuk, IA)
Sector Lower Mississippi River (Memphis, TN)
MSD Greenville
MSD Fort Smith
MSD Vicksburg

District 9:

CGAS Detroit
CGAS Traverse City
Sector Buffalo
Station Alex Bay
Station Sackets Harbor, NY
Station Oswego, NY
Station Sodus Point
Station Rochester, NY
Station Niagara, NY
Station Buffalo, NY
Station Erie, PA
Station Ashtabula

Station Fairport
MSU Cleveland, OH

Sector Detroit

Station Tawas, MI
Station Saginaw River, MI
Station Harbor Beach, MI
Station Port Huron, MI
Station St. Clair Shores, MI
Station Belle Isle, MI
Station Toledo, OH
Station Marblehead, OH
Station Lorain, OH
Station Cleveland Harbor, OH
MSU Toledo, OH

Sector Lake Michigan

Station Sturgeon Bay
Station Green Bay
Station Two Rivers
Station Sheboygan
Station Milwaukee
Station Kenosha
Station Wilmette Harbor
Station Calumet Harbor
MSU Chicago

Sector Field Office Grand Haven

Station Frankfort
Station Manistee
Station Ludington
Station Muskegon
Station Grand Haven
Station Holland
Station St. Joseph
Station Michigan City

Sector Sault Ste Marie

Station Charlevoix, MI
Station Alpena, MI
Station Bayfield, WI
Station Duluth, MN
Station Marquette, MI
Station Portage, MI
Station St Ignace, MI
MSU Duluth, MI
ISD Sault Ste Marie, MI

PACAREA

Maintenance and Logistics Command Pacific (MLCP)
ISC Alameda
Training Center Petaluma, CA
Pacific Area Training Team

District 11:

CGAS San Francisco
CGAS Sacramento
FOB NB Ventura County, Point Mugu, CA
Station Lake Tahoe
MCC Novato, CA
ESD Novato, CA
Sector Los Angeles-Long Beach
Station Los Angeles, CA
Station Morro Bay, CA

Station Channel Islands Harbor, CA
Sector San Diego
CGAS San Diego
Station San Diego, CA
Sector San Francisco
Station San Francisco, CA
Station Golden Gate, CA
Station Monterey, CA
Station Rio Vista, CA
Station Bodega Bay, CA
Station Vallejo, CA
CGAS Humboldt Bay
Station Humboldt Bay, CA
Station Noyo River, CA

District 13:

MFPU Bangor, WA
Sector Puget Sound
Station Seattle, WA
CGAS Port Angeles
Station Port Angeles, WA
Station Neah Bay, WA
Station Quillayute River, WA
Station Bellingham, WA
Sector Columbia River
CGAS Astoria
Station Portland, OR
Station Tillamook Bay
Station Cape Disappointment
Station Grays Harbor
Group North Bend
CGAS North Bend
Station Depoe Bay
Station Coos Bay
Station Umpqua River
Station Yaquina Bay
Station Coquille River
Station Chetco River
Station Siuslaw River

District 14:

CGAS Barbers Point
Sector Honolulu
Base Sand Island, HI
ISC Sand Island
Station Maui
Sector Guam

District 17:

CGAS Kodiak
FOL Utqiagvik, AK
FOL Kotzebue, AK
CGAS Sitka
AIRFAC Cordova, AK
COMMDDET Kodiak, AK
AIRFAC St. Paul Island, AK - MH-60 forward deployment site
Sector Juneau
Station Juneau, AK
Station Ketchikan, AK

Sector Anchorage
MSU Valdez, AK
Station Valdez, AK

MSST 91101 -- Seattle
MSST 91102 -- Chesapeake, Va.
MSST 91103 -- Los Angeles/Long Beach
MSST 91104 -- Houston/Galveston
MSST 91105 -- San Francisco
MSST 91106 -- Ft. Wadsworth, NY
MSST 91107 -- Honolulu, HI
MSST 91108 -- St. Marys, Ga.
MSST 91109 -- San Diego, CA
MSST 91110 -- Boston, MA
MSST 91111 -- Anchorage
MSST 91112 -- New Orleans
MSST 91114 - Miami
National Strike Force
Maritime Security Response Team

Coast Guard is Overhauling White, Red and Black Hull Fleets

BY **EDWARD H. LUNDQUIST** - JANUARY 21, 2020



Coast Guard Cutter Midgett (WMSL 757), right, meets Coast Guard Cutter Kimball (WMSL 756) off Diamond Head Aug. 16, 2019 while a C-130 Hercules aircraft from Air Station Barbers Point flies between them.

The Coast Guard cutter fleet has served with distinction, but it is old and in need of recapitalization. Fortunately, new ships are on the way. The good news is that today there are

cutters in the water, being built, or planned to replace the aging “white hull” high endurance and medium endurance cutters and patrol boat fleets; “red hull” icebreakers; and “black hull” buoy and inland waterway tenders.

The legacy multi-mission “white hull” cutters are grouped by size, with high-endurance cutters (WHECs) being the largest, followed by medium endurance cutters (WMECs), and finally patrol boats (WPBs). The older ships are increasingly more expensive to operate and maintain, and they are also no longer optimal for mission sets that have become more complex.

In rebuilding the fleet, the WHECs are being replaced by the National Security Cutter (NSC), which are designated as “maritime security cutter large” or WMSLs. The WMECs are being replaced by the Offshore Patrol Cutter (OPC), which carry the “maritime security cutter medium” or WMSM designation. The patrol boats are being replaced with the Fast Response Cutter (FRC).

MISSIONS OF NSCS, OPCS, AND FRCS

NSCs, OPCs, and FRCs, like the cutters they are intended to replace, are to be multi-mission ships to perform search and rescue (SAR); drug interdiction; migrant interdiction; ports, waterways, and coastal security (PWCS); protection of living marine resources; other/general law enforcement; and defense readiness operations. If needed, they can also support other Coast Guard operations such as aids to navigation (ATON) support or pollution response.

The first NSC, USCGC *Bertholf* (WMSL 750), was commissioned in August of 2008. At 4,500 tons and 418-feet in length, it is larger and more capable than its predecessor, the 378-foot, Hamilton-class WHEC.

While the original program of record (POR) was to build eight NSCs, the program has been supported by Congress, and funding has been authorized for up to 11. All of the NSCs are built at Huntington Ingalls Industries’ Ingalls Shipbuilding of Pascagoula, Mississippi. The seventh and eighth NSCs, *Kimball* and *Midgett*, respectively, were commissioned into service in a joint ceremony at their homeport of Honolulu in 2019. The ninth NSC, *Stone*, will be christened in a ceremony at Ingalls Shipbuilding in early 2020.



In his State of the Coast Guard Address, Commandant of the Coast Guard Adm. Karl Schultz called the NSCs “the flagships of our cutter fleet.”

Compared to legacy cutters, the NSCs benefit from improved sea-keeping, greater endurance and range, and higher sustained transit speeds to get to the operating area faster. The NSC has better facilities for boats and aircraft as well. The stern launch capability can safely launch and recover small boats from astern while underway. The hangar, flight deck and aviation facilities can accommodate the MH-65 helicopters and unmanned aircraft such as ScanEagle.

Schultz said the NSCs have game-changing capabilities, with an unmanned aerial system, airborne use-of-force helicopters, and over-the-horizon boats.

Recent NSC deployments have benefited from the surveillance capabilities of the ScanEagle unmanned aircraft. Schultz said the Coast Guard is procuring the systems so that eventually all of the NSCs will carry ScanEagle.

Newer cutters are needed because threats have evolved. The sophistication of trans-national organized crime, drug smuggling, human trafficking and illegal fishing is much greater today than when the older WHEC and WMEC cutters entered service.

The NSC, OPC and FRC all have greater range and endurance than the cutters they are replacing. The NSCs have improved range and endurance, as their deployments attest.

USCGC *Bertholf* deployed to the Western Pacific in 2019 to enforce U.N. sanctions against North Korea, and operate with the U.S. Seventh Fleet and partner nations. Last year,

USCGC *Stratton* (WMSL 752) deployed for 104 days operating from the Bering Sea to the coast of Colombia in South America, and in 2019 deployed to the Western Pacific.

WMEC / OPC

The Coast Guard's OPC program of record calls for procuring 25 OPCs as replacements for the service's 29 medium-endurance cutters. The 360-foot OPCs will be larger and more capable than the WMECs they will replace.

The OPCs are being called the Heritage class, and are named for cutters that played an exceptional role in Coast Guard history. The lead ship will be named USCGC *Argus*.

"This next generation surface capability, beginning with the *Argus*, is already under construction. The OPC program of record is set to deliver 25 hulls and that fleet will eventually comprise over 70 percent of our offshore presence," said Schultz in his 2019 "State of the Coast Guard Address" at Sector Los Angeles-Long Beach in March.

Schultz said the first two OPCs will be homeported in San Pedro, California, followed by the next two at Kodiak, Alaska. He also said the new OPCs "will be exponentially more capable and accommodating to our mixed gender crews."

"Looking forward, the performance capabilities and expected capacity of our future Offshore Patrol Cutter (OPC) fleet will provide the tools to more effectively enforce federal laws, secure our maritime borders, disrupt TCOs, and respond to 21st century threats," said Schultz during congressional testimony in April 2019. "In concert with the extended range and capability of the NSC and the enhanced coastal patrol capability of the Fast Response Cutter (FRC), our planned program of record for 25 OPCs will be the backbone of the Coast Guard's strategy to project and maintain offshore presence."

The OPC detail design and construction (DD&C) contract was awarded to Eastern Shipbuilding Group (ESG) of Panama City, Florida, on Sept. 15, 2016, which covered the detail design and production of up to nine OPCs. However, ESG and the Panama City region suffered significant storm damage from the devastating category 5 Hurricane Michael in October of 2018. As a result, the contract was adjusted to support continued production of *Argus* and provide options for ESG to build up to three more OPCs.

The Coast Guard announced on Oct. 11 that the service is looking at conducting a follow-on competition for the remaining OPC program of record, and asked for comments from industry.

"The RFI is one of several industry engagement activities the program will do to gain fresh insight into the current state of the shipbuilding industrial base and inform the Coast Guard's way forward on follow-on production of OPCs," said Brian Olexy, a Coast Guard Acquisition Directorate spokesman.



The newly commissioned Coast Guard Fast Response Cutter Angela McShan (WPC-1135) underway near Miami, Florida, Sept. 20, 2019.

FAST RESPONSE CUTTER

The Coast Guard's FRC program has been moving along smartly. In addition to the qualitative improvement over the 110-foot Island class patrol boats (WPB), the new 154-foot FRCs have been joining the fleet in numbers.

The Sentinel (WPC) class patrol boats are named for enlisted leaders, trailblazers, and heroes of the Coast Guard and its predecessor services of the U.S. Revenue Cutter Service, U.S. Life-Saving Service, and U.S. Lighthouse Service.

The Coast Guard is replacing the 49 Island-class 110-foot patrol boats serving in U.S. waters with 58 FRCs, and Island-class cutters are being taken out of service as new FRCs are commissioned. There are currently six Island-class patrol boats based in Bahrain as part of Patrol Forces Southwest Asia (PATFORSWA), and the goal is to replace them with FRCs as well.

The FRCs carry a stern-launched 26-foot Over-the-Horizon Interceptor (OTH IV) instead of the WPB's 17-foot RHIB (ridged hull inflatable boat). The OTH IV is also used on the WMEC, NSC and

OPC, and has better endurance and seakeeping, as well as improved radar and communications, compared to the RHIB, which had to be within the line of sight of the 110.

The FRC has the same statutory missions as the 110s – to conduct multi-day patrols throughout the nation’s 200-mile exclusive economic zone (EEZ), and beyond. But the similarity ends there. The FRC is 40 percent longer and twice as heavy, with greater endurance for longer patrols, and is more heavily armed so as to be more persuasive when called upon.

The lead ship in the Sentinel-class, USCGC *Bernard C. Webber*, was delivered in 2012. “The Coast Guard is on track to take delivery of five FRCs, cutters 38 through 42, in 2020, in line with our acquisition schedule and strategy,” said Olexy. There are 56 FRCs under contract as of November 2019.

The first FRCs were assigned to District 7 homeports of Miami and Key West in Florida, and San Juan, Puerto Rico. The idea was that each of those ports would have dedicated support teams to sustain and maintain the ships with the required expertise, experience and economies of scale. A cutter returning from a patrol would find a knowledgeable team waiting for them to deal with casualties, repairs, and scheduled maintenance. Since then, FRCs have been assigned at various homeports from the continental U.S. to Alaska and Hawaii.

The FRC is built upon a “parent-craft” design, based on the Stan 4708 patrol vessel by Damen Group of the Netherlands.

The FRC’s range and endurance have opened up new operational opportunities.

In 2019, Honolulu-based Fast Response Cutter USCGC *Joseph Gerczak* (WPC 1126), accompanied by ocean going buoy tender USCGC *Walnut* (WLB 205) conducted a successful deployment to Samoa and the U.S. territory of American Samoa, where they conducted operations to counter illegal fishing and strengthen relations with allies and partner nations.

The *Joseph Gerczak* crew conducted joint boardings in the U.S. EEZ around American Samoa with U.S. National Oceanic and Atmospheric Administration enforcement officers and the American Samoa Marine Police. Later, the *Joseph Gerczak* joined up with *Walnut* in Apia, Samoa to participate in community relations events on behalf of the U.S. Embassy. The *Joseph Gerczak* also assisted local responders with search and rescue efforts.

FRCs feature advanced systems as well as over-the-horizon response boat deployment capability and improved habitability for the crew.

The ships can accommodate a crew of 24, can reach speeds of 28 knots with a range of 2,500 nautical miles, and patrol up to five days.



The Coast Guard Cutter *Polar Star* backs and rams through dense ice off the Antarctic coast, Jan. 15, 2017. The *Polar Star* and its crew work to establish a resupply channel through Antarctic ice to enable ships to reach the National Science Foundation's McMurdo Station every year. *Polar Star* is the nation's only heavy icebreaker, and is 43 years old.

POLAR SECURITY CUTTER

Coast Guard icebreakers constitute the “red hull” fleet. Currently the Coast Guard operates the heavy icebreaker USCGC *Polar Star* (WAGB 10), and medium icebreaker USCGC *Healy* (WAGB 20).

Schultz has stated that along with the Offshore Patrol Cutter, the Polar Security Cutter (PSC) is the service's top acquisition priority. “PSCs will provide the nation with assured surface access to the polar regions for decades to come.”

Speaking at the American Society of Naval Engineers' Arctic Day symposium, Vice Commandant Adm. Charles Ray said the Coast Guard needs at least three heavy icebreakers to provide the ability to operate anywhere, anytime.

The PSC program is aimed at recapitalizing the nation's polar icebreaking fleet with at least three new heavy polar icebreakers. The Coast Guard-Navy Integrated Program Office (IPO) for the PSC program awarded a \$745.9 million fixed-price, incentive-firm contract for the detail, design and construction of the first PSC to VT Halter Marine of Pascagoula, Mississippi, on April 23, 2019.

Construction of the first PSC is scheduled to begin in 2021 and be delivered in 2024, with incentives for achieving an earlier delivery date.

“The IPO structure combines a wide range of acquisition and operational expertise in one office, enabling the Coast Guard to conduct an accelerated acquisition of a complex vessel, the PSC, in a prudent manner,” said Capt. Tim Connors, the PSC acquisition program manager.

In July 2019, the IPO was recognized by the Department of Homeland Security as the Major Acquisition Program of the Year. The program received the award in recognition of its programmatic excellence and success in fiscal year 2018 in applying resources and innovative processes to deliver the planned capabilities on an accelerated schedule while reducing the estimated cost of the lead vessel by \$300 million. Also, in September 2019, the PSC project resident office (PRO), staffed by Coast Guard and Navy personnel, moved from its temporary location at Coast Guard headquarters to its permanent facilities at VT Halter Marine in Pascagoula, Mississippi.

In addition to the ocean-going icebreakers, the Coast Guard also has a red hull on the Great Lakes, the USCGC *Mackinaw* (WLBB 30), commissioned in 2006.

WATERWAYS COMMERCE CUTTER (WCC)

The Coast Guard’s “black hull” fleet of inland tenders is also in desperate need of replacement.

According to the Coast Guard’s “Maritime Commerce Strategic Outlook,” the service has a vital role in ensuring the safe, secure and efficient operation of America’s 12,000-mile Marine Transportation System (MTS) of rivers, canals, and intracoastal waterways, and has three main lines of effort: “facilitating lawful trade and travel on secure waterways; modernizing aids to navigation and mariner information systems; and transforming workforce capacity and partnerships ...”

That mission is supported by the 35-ship inland tender fleet and its associated barges, which is responsible for maintaining approximately 28,200 navigation aids throughout the inland waterways, and consists of three classes – inland buoy tenders (WLI); river buoy tenders (WLR); and inland construction tenders (WLIC) – in nine different subclasses from 65 to 160 feet in length, and when they are attached with their respective work barges can reach up to 190 feet. They maintain the “aids to navigation” (ATON) system that helps prevent accidents such as collisions, allisions, and groundings. They support the mission between the larger seagoing and coastal buoy tenders and the Coast Guard sector aids to navigation teams and their small boats located throughout country.

The current fleet is located in 22 states, spanning a wide range of weather conditions in strong river and tidal currents, and must operate in areas affected by ice, debris, and shoaling. They conduct their missions along the Columbia and Snake Rivers; the Atlantic and Gulf Intracoastal Waterways; the Atchafalaya, Arkansas, Illinois, Mississippi, Missouri, Ohio, Ouachita, Red, and White Rivers, as well as in Alaska and Michigan.

The inland fleet comprises three basic types. The WLRs service short-range ATON on the western rivers; they set, relocate and recover buoys to mark the navigable channel in the rivers as the water level changes and also establish and maintain fixed aids, lights, and day beacons in their area of responsibility. The WLICs primarily maintain the Intracoastal Waterway marking system along the Atlantic and Gulf coasts as well as major shipping channels in harbors such as Houston, New Orleans, Mobile, Charleston, and Miami, where they construct and maintain steel or wood single- and multi-pile structures and navigational ranges. The small WLIs work the Snake and Columbia Rivers; up in the Wrangell Narrows of Alaska; at Sault Ste. Marie in the Great Lakes; in areas prone to shoaling along the North Carolina coast; and in shallower areas that larger buoy tenders can't access.

As important as these ships are, they are old – with an average age of 55 years – and urgently need to be replaced. The job isn't getting easier. Traffic has increased; commercial tug and barge units have gotten bigger, and more traffic is being conducted at night, so those lighted navigational aids are even more important.

The Coast Guard's answer is the WCC Program, which will provide new vessels capable of buoy tending, pile driving and extraction, tower construction, and generally supporting maintenance of waterways ATON.



Crew members aboard the Coast Guard Cutter Elderberry, a 65-foot inland buoy tender homeported in Petersburg, Alaska, prepare buoys to be set in the Gastineau Channel.

The Coast Guard's Acquisition Directorate is currently examining alternative solutions that will address both obsolescence and modern commercial technology available to meet the inland maritime mission capability requirement. Based on market research, design analysis and trade studies, the WCC program plans to acquire three ship variants, one per mission set. All WCCs will be monohull vessels (self-propelled ships) instead of tug and barge configurations. The new river buoy and inland construction tender configurations will be identical except for their hull lengths, working deck layouts, and deck equipment, including cranes. The program will acquire new inland buoy tenders simultaneously under a different contract.

The program released draft specifications for the river buoy and inland construction tenders in October 2019 and top-level requirements for the inland buoy tenders in November 2019.

While the specifications and total number of cutters to acquire have yet to be finalized, Aileen Sedmak, WCC program manager, said, "We do have an idea of what that capability needs to have, such as better connectivity over the entire area of responsibility; having mixed-gender crews; modern technology and habitability standards; and adequate speed and maneuverability to operate in strong currents, getting in and out of difficult-to-reach areas."

Sedmak said the WCC Program is working under an "accelerated program schedule" to reach initial operational capability by 2025 and full operational capability by 2030.

USCG SURFACE ASSETS

Heritage-class Offshore Patrol Cutter/Maritime Security Cutter Medium

Length: 360 feet
Displacement: 3,200 Tons
Speed: 22 kts
Range: 10,200 nautical miles
Propulsion: 2 Diesels
Endurance: 60 Days
Aircraft: 1 H-65
Boats: 3 OTH
Crew: 16 Officers, 75 Enlisted
Armament: 57mm gun, MK15 CIWS, SLQ-32, SRBOC/NULKA
Number planned: 25

OPC will feature increased range and endurance (60 day patrol cycles); more powerful weapons; larger flight decks; chem-bio & radiological environmental hazard detection and defense; and improved C4ISR equipment. The cutters will be equipped with air and surface search radars and target classification sensors. The cutters' mission influence will be extended by aircraft and a new generation of cutter boats.

The WMSM cutters will have stern ramp to accommodate small boat launch and recovery in higher sea states than conventional davit systems aboard legacy cutters. The new generation of cutter boats, including the Long Range Interceptor and Short Range Prosecutor, improve a cutter crew's over-the-horizon and local force protection capabilities.

The Heritage-class cutters will perform various Coast Guard missions which include but are not limited to PWCS (Ports, Waterways, and Coastal Security), Defense Operations, Maritime Law Enforcement (Drug/migrant interdiction and other Law Enforcement), Search and Rescue, Marine Safety, and environment protection. For Defense Operations the WMSM will meet a range of roles from Theater Security Cooperation to deploying with an Expeditionary Strike Group (ESG) or supporting a combatant commander in various ways. The cutters will also support Arctic operations

WMSM 915	Argus	to be delivered in 2020
WMSM 916	Chase	
WMSM 917	Ingham	
WMSM 918	Rush	
WMSM 919	Pickering	
WMSM 920	Icarus	
WMSM 921	Active	
WMSM 922	Diligence	
WMSM 923	Alert	
WMSM 924	Vigilant	
WMSM 925	Reliance	

Legends Class National Security Cutter (NSC/WMSL)

Length: 418 feet
Speed: 28 kts
Displacement: 4,300 tons
Range: 12,000 nautical miles
Propulsion: CODAG (Combined Diesel and Gas) 1 Gas Turbine, 2 Diesels/Bow Thruster

Endurance: 60 Days

Aircraft: (2) H-60/H-65 helicopters or (4) VUAV unmanned aircraft

Boats: (2) Long Range Interceptors operating up to 200 miles away from NSC and (1) Short Range Prosecutor

Crew (max): 18 Officers, 106 Enlisted

Armament: 57mm gun and MK 160 Gun Fire Control System, Close-In Weapons System with a SLQ-32 Electronic Warfare System, cruise-missile defenses with countermeasures consisting of SRBOC/NULKA chaff and rapid decoy launcher and Specific Emitter Identification (SEI) Sensor System that identifies other boats by their unique noise and radio waves. Will also include CBR defense capabilities. Four .50 cal machine guns also.

Cost per unit: \$355 million

Planned Quantity: 6-8 cutters

Hull	Name	INT. C/S	Homeport	Remarks
WMSL 750	Bertholf	NBCQ	Alameda, CA	
WMSL 751	Waesche	NBGN	Alameda, CA	
WMSL 752	Stratton	NHTC	Alameda, CA	
WMSL 753	Hamilton	NMAG	Charleston, SC	
WMSL 754	James	NJAM	Charleston, SC	
WMSL 755	Munro	NMUN	Alameda, CA	
WMSL 756	Kimball	NKIM	Honolulu, HI	
WMSL 757	Midgett	NMID	Honolulu, HI	
WMSL 758	Stone		Launched Oct 2019	
WMSL 759	Calhoun		Keel laid Nov 2019	
WMSL 760			On order	
WMSL 761			On order	

The NSC was designed to be the flagship of the fleet – capable of meeting all maritime security mission needs. The NSC contributes to Intelligence Collection/Information Sharing through a sophisticated S/SCIF, SEI sensors and increased data exchange bandwidth. The NSC's DoD interoperability capabilities are enhanced with DHS and local responder interoperable radio communications. The NSC flight deck accommodates all variants of DHS and DoD HH-60 helicopters to provide enhanced interoperability with interagency and inter-service counter-terrorism teams. The NSC will now be fully integrated with the National Distress Response Modernization Program, known as RESCUE 21, which will provide the port commanders with real-time tracking of the NSC and seamless Common Operational Picture/MDA data sharing, including the Automated Identification System (AIS). The NSC Anti-Terrorism/Force Protection suite will include underwater sonar that will allow the cutter to scan ports, approaches, facilities and high-value assets for underwater, mine like devices and detect swimmers. The cutter's small arms mounts will be remote operated and fully integrated with the cutter's radar and infrared sensors such that the cutter and high-value assets under its protection can be protected from a USS COLE-like incident. The Maritime Security Capabilities allow cutter's weapons and command and control suite to be upgraded and hardened to better survive potential terrorist incidents and process increased data flow. This will include SRBOC/NULKA missile defense system with CIWS, SLQ-32, and a medium caliber deck gun (57MM) that will provide the ability to stop rogue merchant vessels far from shore. An integrated CBRNE Detection and Defense capability allows the NSC to remain on scene and operate in Weapons of Mass Destruction (WMD) scenarios.

Sentinel Class Fast Response Cutter

Length: 153 feet

Displacement: 353 tons

Speed: 28 kts

Propulsion: 2 diesels

Endurance: 5 days

Aircraft: None

Boats: 1 SRP

Crew: 2 Officers, 20 Enlisted

Armament: 1-25mm remote chain gun, 4-.50 cal machine guns

Planned Quantity: 58 cutters

Remarks: Replacement for the 110-foot patrol boats. Damen 4708 design built by Bollinger Shipyards.

The Coast Guard awarded a contract option for approximately \$141 million to Bollinger Shipyards of Lockport, La., on December 15, 2009 to begin production on three Sentinel-class Fast Response Cutters (FRC).

The current Sentinel contract is worth up to \$1.5 billion if all options for 34 cutters are exercised. The Coast Guard plans to build 58 Sentinel-class Fast Response Cutters.

Hull	Name	INT. C/S	Homeport	Remarks
WPC 1101	Bernard C. Webber	NPEG	Miami, FL	
WPC 1102	Richard Etheridge	NJFB	Miami, FL	
WPC 1103	William Flores	NILB	Miami, FL	
WPC 1104	Robert Yered	NAGP	Miami, FL	
WPC 1105	Margaret Norvell	NFPE	Miami, FL	
WPC 1106	Paul Clark	NAAD	Miami, FL	
WPC 1107	Charles David	NAKJ	Key West, FL	
WPC 1108	Charles Sexton	NDRA	Key West, FL	
WPC 1109	Kathleen Moore	NDVB	Key West, FL	
WPC 1110	Raymond Evans	NEJA	Key West, FL	
WPC 1111	William Trump	NECW	Key West, FL	
WPC 1112	Isaac Mayo	NEAP	Key West, FL	
WPC 1113	Richard Dixon	NDOA	San Juan, PR	
WPC 1114	Heriberto Hernandez	NDOB	San Juan, PR	
WPC 1115	Joseph Napier	NDOC	San Juan, PR	
WPC 1116	Winslow Griesser	NDOD	San Juan, PR	
WPC 1117	Donald Horsley	NDOE	San Juan, PR	
WPC 1118	Joseph Tezanos	NDOF	San Juan, PR	
WPC 1119	Rollin Fritch	NDOG	Cape May, NJ	
WPC 1120	Lawrence Lawson	NDOH	Cape May, NJ	
WPC 1121	John McCormick	NDOI	Ketchikan, Alaska	
WPC 1122	Bailey Barco	NBAB	Ketchikan, Alaska	
WPC 1123	Benjamin Dailey	NDOJ	Pascagoula, MS	
WPC 1124	Oliver Berry	NOBY	Honolulu, HI	
WPC 1125	Jacob Poroo	NJPO	Pascagoula, MS	
WPC 1126	Joseph Gerczak	NJOG	Honolulu, HI	
WPC 1127	Richard Snyder	NRIS	Atlantic Beach NC	
WPC 1128	Nathan Bruckenthal	NNBR	Atlantic Beach NC	
WPC 1129	Forrest Rednour	NFRE	San Pedro CA	
WPC 1130	Robert Ward	NRTW	San Pedro CA	
WPC 1131	Terrell Horne III	NTHE	San Pedro CA	
WPC 1132	Benjamin Bottoms	NBNB	San Pedro CA	
WPC 1133	Joseph Doyle	NJDE	San Juan PR	
WPC 1134	William C. Hart	NWMH	Honolulu HI	
WPC 1135	Angela McShan	NAMN	Cape May NJ	
WPC 1136	Daniel Tarr	NDTR	Galveston TX	
WPC 1137	Edgar Culbertson		Galveston TX	
WPC 1138	Harold Miller		Galveston TX	
WPC 1139	Myrtle Hazard			
WPC 1140	Oliver Henry			
WPC 1141	Charles Moulthrop			
WPC 1142	Robert Goldman			
WPC 1143	Frederick Hatch			
WPC 1144	Glenn Harris			
WPC 1145	Emlen Tunnell			
WPC 1146	John Scheuerman			
WPC 1147	Clarence Sutphin			
WPC 1148	Pablo Valent			
WPC 1149	Douglas Denman			
WPC 1150	William Chadwick			
WPC 1151	Warren Devampert			
WPC 1152	Maurice Jester			
WPC 1153	John Patterson			
WPC 1154	William Sparling			

Hamilton Class High-Endurance Cutter

Length: 378 feet

Speed: 29 kts
 Displacement: 3,300 tons
 Range: 9,000 nautical miles
 Propulsion: CODAG (Combined Diesel and Gas) 2 Gas Turbines, 2 Diesels
 Aircraft: 1 MH-65 helicopter
 Crew: 167
 Years Built: 1967-1972

Armament: 76mm gun, 1 20mm Phalanx CIWS, cruise-missile defenses with countermeasures consisting of 2 SRBOC chaff and rapid decoy launchers. Two .50 caliber machine guns, 2 25mm Bushmaster guns.

Remarks: Large frigate-like patrol ships, intended for open-ocean, long-range operations. Equipped with SIPRNET. The 378-foot cutters typically operate 185 days away from home port per year.

Hull	Name	INT. C/S	Homeport	Remarks
WHEC 717	Mellon	NMEL	Seattle, WA	
WHEC 720	Sherman	NMMJ	Honolulu, HI	Decommissioned March 29, 2018
WHEC 724	Douglas Munro	NGDF	Kodiak, AK	
WHEC 726	John Midgett	NHWR	Seattle WA	

Famous Class Medium-Endurance Cutter

Length: 270 feet
 Speed: 19 kts
 Displacement: 1,800 tons
 Range: 12,000 nautical miles
 Propulsion: 2 Diesels
 Aircraft: 1 MH-65 helicopter
 Crew: 100
 Years Built: 1983-1991

Armament: 76mm gun, cruise-missile defenses with countermeasures consisting of 2 SRBOC chaff and rapid decoy launchers and SLQ-32 EW system. Two .50 caliber machine guns.

Remarks: Multipurpose cutters designed for general patrol duties; fitted with a telescoping helicopter hangar. Designed for 14-day patrols, they are commonly forced to carry out 90-day patrols in the Caribbean. Equipped with ALE & SIPRNET.

Hull	Name	INT. C/S	Homeport	Remarks
WMEC 901	Bear	NRKN	Portsmouth, VA	
WMEC 902	Tampa	NIKL	Portsmouth, VA	
WMEC 903	Harriet Lane	NHNC	Portsmouth, VA	
WMEC 904	Northland	NLGF	Portsmouth, VA	
WMEC 905	Spencer	NWHE	Boston, MA	
WMEC 906	Seneca	NFMK	Boston, MA	
WMEC 907	Eschanaba	NNAS	Boston, MA	
WMEC 908	Tahoma	NCBE	Kittery, ME	
WMEC 909	Campbell	NRDC	Kittery, ME	
WMEC 910	Thetis	NYWL	Key West, FL	
WMEC 911	Forward	NICB	Portsmouth, VA	
WMEC 912	Legare	NRPM	Portsmouth, VA	
WMEC 913	Mohawk	NRUF	Key West, FL	

Reliance Class Medium-Endurance Cutter

Length: 210 feet
 Speed: 18 kts
 Displacement: 1,020 tons
 Range: 12,000 nautical miles
 Propulsion: 2 Diesels
 Aircraft: 1 MH-65 helicopter
 Crew: 75
 Years Built: 1964-1969

Armament: 1 25mm gun, two .50 caliber machine guns.
 Remarks: Equipped with SIPRNET.

Hull	Name	INT. C/S	Homeport	Remarks
WMEC 615	Reliance	NJPJ	Kittery, ME	
WMEC 616	Diligence	NMUD	Pensacola FL	
WMEC 617	Vigilant	NHIC	Cape Canaveral, FL	
WMEC 618	Active	NRTF	Port Angeles, WA	
WMEC 619	Confidence	NHKW	Cape Canaveral, FL	
WMEC 620	Resolute	NRLT	St. Petersburg, FL	
WMEC 621	Valiant	NVAI	NS Mayport, FL	
WMEC 623	Steadfast	NSTF	Astoria, OR	
WMEC 624	Dauntless	NDTS	Galveston, TX	
WMEC 625	Venturous	NVES	St. Petersburg, FL	
WMEC 626	Dependable	NOWK	Little Creek, VA	
WMEC 627	Vigorous	NQSP	Little Creek, VA	
WMEC 629	Decisive	NUHC	Pascagoula, MS	
WMEC 630	Alert	NZVE	Astoria, OR	

Alex Haley Class Large Patrol Cutter

Length: 282 feet
 Speed: 18 kts
 Displacement: 3,000 tons
 Range: 12,000 nautical miles
 Propulsion: 4 Diesels
 Aircraft: 1 MH-65/MH-60 helicopter
 Crew: 99
 Built: 1971

Armament: 2 25mm guns, two .50 caliber machine guns.
 Remarks: Former USN salvage tug transferred to USCG and converted to operate in Alaskan waters as a patrol and rescue ship. The conversion included addition of a helicopter deck aft. The ship retains a heavy towing capability, but most salvage gear was removed. A helo hangar has now been added.

Hull	Name	INT. C/S	Homeport	Remarks
WMEC 39	Alex Haley	NZPO	Kodiak, AK	

110 Foot Island Class Patrol Boat

Length: 110 feet
 Speed: 29 kts
 Displacement: 154 tons
 Range: 1,900 nautical miles
 Propulsion: 2 Diesels
 Aircraft: none
 Crew: 16
 Built: 1986-1992

Armament: 1 25mm Bushmaster gun, two .50 cal machine guns
 Remarks: General-purpose patrol boats, suited mainly for SAR and law enforcement. They were constructed in three batches, with various improvements and changes. Although intended for 10-14 day local patrols, they are making Caribbean patrols of up to 60 days. Planned for a service life of only 15 years. Conversion of 110 foot boats to 123 feet was stopped at 8 hulls.

The 110' cutters have received Mission Effectiveness Program (MEP) updates which will add 15 years to their life. All the 110' MEP cutters receive hull renewal plus electronics upgrades, renewed electric cabling, new ship surface diesel generator and switchboard replacement, the FM-200 fire suppression installation, gyrocompass & autopilot installation, and the main diesel engine control replacement.

Hull	Name	INT. C/S	Homeport	Remarks
WPB 1304	Mau	NBEI	Miami Beach, FL	Deployed to CENTCOM
WPB 1307	Ocracoke	NGBL	South Portland, ME	MEP modified
WPB 1309	Aquidneck	NBTC	Atlantic Beach, NC	Deployed to CENTCOM
WPB 1310	Mustang	NJSH	Seward, AK	
WPB 1311	Naushon	NEWR	Ketchikan, AK	MEP modified
WPB 1312	Sanibel	NDCK	Woods Hole, MA	MEP modified
WPB 1313	Edisto	NLKY	San Diego, CA	Decommissioned April 2018
WPB 1318	Baranof	NCUI	Miami Beach, FL	Deployed to CENTCOM
WPB 1319	Chandeleur	NFFS	Valdez, AK	
WPB 1322	Cuttyhunk	NEDI	Port Angeles, WA	MEP modified
WPB 1324	Key Largo	NGEI	Gloucester, MA	
WPB 1326	Monomoy	NKEC	Woods Hole, MA	Deployed to CENTCOM
WPB 1327	Orcas	NTBZ	Coos Bay, OR	
WPB 1329	Sitkinak	NBNW	Bayonne, NJ	MEP modified
WPB 1330	Tybee	NERH	Woods Hole, MA	MEP modified
WPB 1331	Washington	NVMJ	Apra Harbor, Guam	Decommissioned Dec 2019
WPB 1332	Wrangell	NFWC	South Portland, ME	Deployed to CENTCOM
WPB 1333	Adak	NZRW	Sandy Hook, NJ	Deployed to CENTCOM
WPB 1334	Liberty	NJHT	Auke Bay, AK	
WPB 1335	Anacapa	NEXY	Petersburg, AK	MEP modified
WPB 1336	Kiska	NUSF	Apra Harbor, Guam	
WPB 1337	Assateague	NDRV	Apra Harbor, Guam	
WPB 1349	Galveston Island	NRLP	Honolulu, HI	

87 Foot Marine Protector Class Patrol Boat

Length: 87 feet

Speed: 25 kts

Displacement: 91 tons

Range: 900 nautical miles

Propulsion: 2 Diesels

Aircraft: none

Crew: 10

Built: 1998-2005

Armament: Two .50 cal machine guns

Remarks: The 87' Coastal Patrol Boat has several enhancements over the 82s, including improved mission sea keeping abilities (up to sea state 5) and significantly upgraded habitability. It also employs an innovative stern launch and recovery system using an Aluminum hulled inboard diesel powered water jet small boat. The vastly larger pilot house is equipped with an integrated bridge system including an electronic chart display system (ECDIS) which interfaces with the CG's new surface search radar. SWIII computers along with a fiber optic network will also be installed, allowing the crew to access the vessel's CD-ROM tech pubs and drawings.

Hull	Name	INT. C/S	Homeport	Remarks
WPB 87301	Barracuda	NIUD	Eureka, CA	
WPB 87302	Hammerhead	NHAM	Woods Hole, MA	
WPB 87303	Mako	NYVC	Cape May, NJ	
WPB 87304	Marlin	NJZP	Ft. Meyers, FL	
WPB 87305	Stingray	NBRG	Mobile, AL	
WPB 87306	Dorado	NJEC	Crescent City, CA	
WPB 87307	Osprey	NBRF	Port Townsend, WA	
WPB 87308	Chinook	NZPU	Tybee Island, GA	
WPB 87309	Albacore	NZRG	Little Creek, VA	
WPB 87310	Tarpon	NTWX	St. Petersburg, FL	
WPB 87311	Cobia	NTXJ	Woods Hole MA	
WPB 87312	Hawksbill	NTXR	Monterey, CA	
WPB 87313	Cormorant	NTMF	NS Mayport FL	
WPB 87314	Finback	NTMR	Cape May, NJ	
WPB 87315	Amberjack	NTMV	Port Isabel, TX	

WPB 87316	Kittiwake	NTNL	Nawiliwili, HI	
WPB 87317	Blackfin	NTQA	Santa Barbara, CA	
WPB 87318	Bluefin	NRKI	Ft. Pierce, FL	
WPB 87319	Yellowfin	NRKG	Charleston, SC	
WPB 87320	Manta	NRKD	Freeport, TX	
WPB 87321	Coho	NARU	Panama City, FL	
WPB 87322	Kingfisher	NPAL	Mayport, FL	
WPB 87323	Seahawk	NZTM	Carrabelle, FL	
WPB 87324	Steelhead	NITU	Port Aransas, TX	
WPB 87325	Beluga	NZSR	Little Creek, VA	
WPB 87326	Blacktip	NMHU	Oxnard, CA	
WPB 87327	Pelican	NFSH	Abbeville, LA	
WPB 87328	Ridley	NRDD	NS Mayport FL . Jan '20	
WPB 87329	Cochito	NDCV	Little Creek, VA	
WPB 87330	Man-O-War	NJQA	Galveston, TX	
WPB 87331	Moray	NJPZ	Port Canaveral FL	
WPB 87332	Razorbill	NJSJ	Portsmouth VA	
WPB 87333	Adelie	NTRK	Port Angeles, WA	
WPB 87334	Gannet	NUGW	Fort Lauderdale, FL	
WPB 87335	Narwhal	NTHA	Corona Del Mar, CA	
WPB 87336	Sturgeon	NTGT	Grand Isle, LA	
WPB 87337	Sockeye	NAVC	Bodega Bay, CA	
WPB 87338	Ibis	NWBC	Cape May, NJ	
WPB 87339	Pompano	NVIP	Gulfport, MS	
WPB 87340	Halibut	NNGH	Marina Del Rey, CA	
WPB 87341	Bonito	NNGB	Pensacola, FL	
WPB 87342	Shrike	NPBG	Sandy Hook NJ	
WPB 87343	Tern	NEOT	San Francisco, CA	
WPB 87344	Heron	NEPM	Sabine, TX	
WPB 87345	Wahoo	NEOB	Port Angeles, WA	
WPB 87346	Flying Fish	NAXN	Boston, MA	
WPB 87347	Haddock	NAXP	San Diego, CA	
WPB 87348	Brant	NAYS	Gulfport MS	
WPB 87349	Shearwater	NAYT	Portsmouth, VA	
WPB 87350	Petrel	NAYU	San Diego, CA	
WPB 87352	Sea Lion	NSDA	Bellingham WA	
WPB 87353	Skipjack	NFOY	Galveston, TX	
WPB 87354	Dolphin	NAYL	Miami, FL	
WPB 87355	Hawk	NAWH	St. Petersburg, FL	
WPB 87356	Sailfish	NCNF	New Orleans LA	
WPB 87357	Sawfish	NBCU	Key West, FL	
WPB 87358	Swordfish	NMXB	Port Angeles, WA	
WPB 87359	Tiger Shark	NDOS	Galveston TX	
WPB 87360	Blue Shark	NLEX	Everett, WA	
WPB 87361	Sea Horse	NEMY	Portsmouth, VA	
WPB 87362	Sea Otter	NJOM	San Diego, CA	
WPB 87363	Manatee	NDHH	Ingleside, TX	
WPB 87364	Ahi	NBDE	Honolulu, HI	
WPB 87365	Pike	NTMB	San Francisco, CA	
WPB 87366	Terrapin	NUOA	Bellingham, WA	
WPB 87367	Sea Dragon	NNGC	Kings Bay, GA	Assigned to MFPU Kings Bay
WPB 87368	Sea Devil	NSDD	Bangor, WA	
WPB 87369	Crocodile	NCFA	Cape May NJ	
WPB 87370	Diamondback	NWGD	Miami, FL	
WPB 87371	Reef Shark	NTBD	San Juan, PR	
WPB 87372	Alligator	NYNA	St. Petersburg, FL	
WPB 87373	Sea Dog	NOUA	Kings Bay, GA	Assigned to MFPU Kings Bay
WPB 87374	Sea Fox	NOBO	Bangor, WA	Assigned to MFPU Bangor, WA

Healy Class Icebreaker

 Length: 420 feet
 Speed: 17 kts
 Displacement: 16,400 tons
 Range: 16,000 nautical miles
 Propulsion: 4 Diesels
 Aircraft: 2 MH-65s
 Crew: 75
 Built: 1999

Hull	Name	INT. C/S	Homeport	Remarks
WAGB 20	Healy	NEPP	Seattle, WA	

Polar Class Icebreaker

 Length: 399 feet
 Speed: 20 kts
 Displacement: 16,400 tons
 Range: 28,000 nautical miles
 Propulsion: 3 Gas Turbines, 6 Diesels
 Aircraft: 2 MH-65s
 Crew: 134
 Built: 1976
 Armament: none

Remarks: These cutters, specifically designed for open-water icebreaking have reinforced hulls, special icebreaking bows, and a system that allows rapid shifting of ballast to increase the effectiveness of their icebreaking. They serve in Arctic/Antarctic serving science and research as well as providing supplies to remote stations. Both Polar Class icebreakers are under the control of Pacific Area, Ice Operations Section.

In the fiscal year 2019 budget, Congress appropriated \$655 million to begin construction of a new polar security cutter this year, with another \$20 million appropriated for long-lead-time materials to build a second.

The Coast Guard and U.S. Navy, working through an integrated program office, [awarded VT Halter Marine Inc.](#), a fixed price incentive contract in April for the detail design and construction of the Coast Guard's lead polar security cutter, including options for the construction of two additional PSCs.

Hull	Name	INT. C/S	Homeport	Remarks
WAGB 10	Polar Star	NBTM	Seattle, WA	Upgrade completed in 2018
WAGB 11	Polar Sea	NRUO	Seattle, WA	Mothballed

Great Lakes Class Icebreaker

 Length: 240 feet
 Speed: 15 kts
 Displacement: 3,500 tons
 Range: 4,000 nautical miles
 Propulsion: 3 Diesels, Bow Thruster
 Aircraft: none
 Crew: 50
 Built: 2005
 Armament: none

Remarks: A new icebreaker to replace the current Mackinaw. A dual icebreaker/buoy tender combination.

Hull	Name	INT. C/S	Homeport	Remarks
------	------	----------	----------	---------

Juniper Class Seagoing Buoy Tender

Length: 225 feet

Speed: 15 kts

Displacement: 2,000 tons

Range: 6,000 nautical miles

Propulsion: 2 Diesels

Crew: 40

Built: 1996-2004

Armament: Two .50 cal machine guns

Remarks: These are large, highly capable, multirole ships. There is a 15-ton hydraulic crane forward and there is a built-in oil spill recovery system. 45 day endurance. Capable of operations in 8-foot seas. Freshwater icebreaking capability. The 225' WLB is equipped with a single controllable pitch propeller, bow and stern thrusters which give the cutter the maneuverability it needs to tend buoys offshore and in restricted waters. Some are ALE equipped.

Hull	Name	INT. C/S	Homeport	Remarks
WLB 201	Juniper	NDJV	Newport, RI	. To Honolulu Jan '20.
WLB 202	Willow	NIIW	Charleston, SC	Dec '19 Curtis Bay
WLB 203	Kukui	NKJU	Sitka AK	
WLB 204	Elm	NRPK	Astoria OR	
WLB 205	Walnut	NZNE	Honolulu, HI	. To Curtis Bay Jan '20 for midlife overhaul
WLB 206	Spar	NJAR	Kodiak, AK	
WLB 207	Maple	NWBE	CG Yard Curtis Bay MD	-undergoing upgrades
WLB 208	Aspen	NTUG	San Francisco, CA	
WLB 209	Sycamore	NTGG	Cordova, AK	
WLB 210	Cypress	NCPI	Mobile, AL	
WLB 211	Oak	NAXQ	Newport, RI	
WLB 212	Hickory	NAZJ	Homer, AK	
WLB 213	Fir	NAYV	Astoria, OR	
WLB 214	Hollyhock	NHHF	Port Huron, MI	
WLB 215	Sequoia	NBHF	Apra Harbor, Guam	
WLB 216	Alder	NGML	Duluth, MI	

Keeper Class Coastal Buoy Tender

Length: 175 feet

Speed: 12 kts

Displacement: 840 tons

Range: 2,000 nautical miles

Propulsion: 2 Diesels, 2 Z-Drives

Crew: 24

Built: 1996-2000

Remarks: Scaled-down version of the Juniper class with a 10 ton hydraulic crane forward; freshwater icebreaking capability, and oil spill recovery system. They are the first Coast Guard cutters equipped with Z-Drive propulsion units instead of the standard propeller and rudder configuration. They are designed to independently rotate 360 degrees. Combined with a thruster in the bow, they give the Keeper -class cutters unmatched maneuverability.

Hull	Name	INT. C/S	Homeport	Remarks
WLM 551	Ida Lewis	NISS	Newport, RI	
WLM 552	Katherine Walker	NKFW	Bayonne, NJ	
WLM 553	Abbie Burgess	NVAF	Rockland, ME	
WLM 554	Marcus Hanna	NMGH	South Portland, ME	
WLM 555	James Rankin	NUVD	Baltimore, MD	
WLM 556	Joshua Appleby	NJTH	St. Petersburg, FL	
WLM 557	Frank Drew	NKDL	Portsmouth, VA	

WLM 558	Anthony Petit	NERW	Ketchikan, AK
WLM 559	Barbara Mabrity	NERA	Mobile, AL
WLM 560	William Tate	NNIA	Philadelphia, PA
WLM 561	Harry Claiborne	NNIC	Galveston, TX
WLM 562	Maria Bray	NTUU	NS Mayport, FL
WLM 563	Henry Blake	NTVT	Seattle, WA
WLM 564	George Cobb	NTVY	San Pedro, CA

100 Foot Inland Buoy Tender

Length: 100 feet
 Speed: 10 kts
 Displacement: 226 tons
 Range: 2,700 nautical miles
 Propulsion: 2 Diesels
 Crew: 15
 Built: 1945, 1964

Hull	Name	INT. C/S	Homeport	Remarks
WLI 313	Bluebell	NODD	Portland, OR	
WLI 642	Buckthorn	NADT	Sault St. Marie, MI	

65 Foot Inland Buoy Tender

Length: 65 feet
 Speed: 10 kts
 Displacement: 70 tons
 Range: 1,300 nautical miles
 Propulsion: 2 Diesels
 Crew: 8
 Built: 1946-1954

Hull	Name	INT. C/S	Homeport	Remarks
WLI 65400	Bayberry	NAAR	Portsmouth, VA	Mothballed 12-6-05
WLI 65401	Elderberry	NAAT	Petersburg, AK	
WLI 65604	Tackle		Rockland ME	CG District 1

160 Foot Inland Construction Tender

Length: 160 feet
 Speed: 11 kts
 Displacement: 460 tons
 Range: 5,350 nautical miles
 Propulsion: 2 Diesels
 Crew: 14
 Built: 1976-1977

Remarks: Large, modern inland construction tenders. Self-contained ships, not requiring a separate work barge; they have a large crane on a long working deck.

Hull	Name	INT. C/S	Homeport	Remarks
WLIC 800	Pamlico	NAYE	New Orleans, LA	
WLIC 801	Hudson	NCWX	Miami, FL	
WLIC 802	Kennebec	NRDJ	Portsmouth, VA	
WLIC 803	Saginaw	NJOY	Mobile, AL	

100 Foot Inland Construction Tender

Length: 100 feet
Speed: 10 kts
Displacement: 218 tons
Range: 2,700 nautical miles
Propulsion: 2 Diesels
Crew: 14
Built: 1944
Remarks: Smilax pushes a 70' construction barge.

Hull	Name	INT. C/S	Homeport	Remarks
WLIC 315	Smilax	NRYN	Atlantic Beach, NC	

75 Foot Inland Construction Tender

Length: 75 feet
Speed: 9 kts
Displacement: 140 tons
Range: 2,500 nautical miles
Propulsion: 2 Diesels
Crew: 13
Built: 1962-1966
Remarks: The 75' WLICs push 68' and 84' construction barges. The barges are equipped with cranes and other ATON equipment to drive piles and work the smaller sized buoys.

Hull	Name	INT. C/S	Homeport	Remarks
WLIC 75301	Anvil	NAAG	Charleston, SC	
WLIC 75302	Hammer	NNWM	Mayport, FL	
WLIC 75303	Sledge	NAAE	Baltimore, MD	
WLIC 75304	Mallet	NJEB	Corpus Christi, TX	
WLIC 75305	Vise	NVGM	St. Petersburg, FL	
WLIC 75306	Clamp	NSDL	Galveston, TX	
WLIC 75309	Hatchet	NXLA	Galveston, TX	
WLIC 75310	Axe	NPJW	Mobile, AL	

65 Foot River Buoy Tender

Length: 65 feet
Speed: 10 kts
Displacement: 146 tons
Range: 3,500 nautical miles
Propulsion: 2 Diesels
Crew: 12
Built: 1960-1962
Remarks: Tug-type tenders for the western rivers; each pushes a buoy barge.

Hull	Name	INT. C/S	Homeport	Remarks
WLR 65501	Ouachita	NACE	Chattanooga, TN	
WLR 65502	Cimarron	NACH	Paris Landing, TN	
WLR 65503	Obion	NADE	Owensboro, KY	
WLR 65504	Scioto	NADS	Keokuk, IA	
WLR 65505	Osage	NADC	Sewickley, PA	
WLR 65506	Sangamon	NADR	Peoria, IL	

75 Foot River Buoy Tender

Length: 75 feet

Speed: 10 kts

Displacement: 150 tons

Range: 3,100 nautical miles

Propulsion: 2 Diesels

Crew: 19

Built: 1964-1970

Remarks: Tug-type tenders for the western rivers; each pushes a 90 foot barge.

Hull	Name	INT. C/S	Homeport	Remarks
WLR 75307	Wedge	NAEQ	Demopolis, AL	
WLR 75401	Gasconade	NSAU	Omaha, NE	
WLR 75402	Muskingum	NBLF	Sallisaw, OK	
WLR 75403	Wyaconda	NAGA	Dubuque, IA	
WLR 75404	Chippewa	NCHP	Paris Landing, TN	
WLR 75405	Cheyenne	NAGF	St. Louis, MO	
WLR 75406	Kickapoo	NAHN	Vicksburg, MS	
WLR 75407	Kanawha	NAKP	Pine Bluff, AR	
WLR 75408	Patoka	NAKC	Greenville, MS	
WLR 75409	Chena	NAMM	Hickman, KY	

Kankakee Class 75 Foot River Buoy Tender

Length: 75 feet

Speed: 12 kts

Displacement: 172 tons

Range: 3,100 nautical miles

Propulsion: 2 Diesels

Crew: 19

Built: 1990

Remarks: New tug-type tenders. Push 130 foot buoy barges.

Hull	Name	INT. C/S	Homeport	Remarks
WLR 75500	Kankakee	NAMR	Memphis, TN	
WLR 75501	Greenbrier	NAOA	Natchez, MS	

49 Foot Stern Loading Buoy Boat

Length: 49 feet

Speed: 10 kts

Displacement: 36 tons

Range: 300 miles

Propulsion: 2 Diesels

Endurance: 4 days

Crew: 4

Built: 1997-2002

Remarks: The BUSL fleet was constructed at the Coast Guard Yard in Baltimore, MD. They are designed to provide a stable, versatile platform capable of operating in ocean harbors, major lakes, or navigable rivers, and can recover short range aids to navigation items. Their A-frame crane is rated at 4,500 lbs.

Hull	Homeport	Remarks
BUSL 49401	ANT Bristol	
BUSL 49402	ANT Sledge/Baltimore	
BUSL 49403	ANT Woods Hole	

BUSL 49404	ANT Saugerties
BUSL 49405	ANT New York
BUSL 49406	ANT Moriches
BUSL 49407	ANT Cape May
BUSL 49408	ANT Charleston
BUSL 49409	ANT New York
BUSL 49410	ANT Long Island Sound
BUSL 49411	ANT Long Island Sound
BUSL 49412	ANT Grand Haven
BUSL 49413	ANT Buffalo
BUSL 49414	STA Burlington
BUSL 49415	ANT Panama City
BUSL 49416	ANT Jacksonville
BUSL 49417	ANT Boston
BUSL 49418	ANT Boston
BUSL 49419	ANT South Portland
BUSL 49420	ANT South Portland
BUSL 49421	ANT Southwest Harbor
BUSL 49422	ANT Saginaw River
BUSL 49423	ANT Duluth
BUSL 49424	ANT Detroit
BUSL 49425	ANT Crisfield
BUSL 49426	ANT Corpus Christi
BUSL 49427	ANT Bristol
BUSL 49428	ANT Baltimore

55 Foot Aid-to-Navigation Boat

Length: 55 feet
Speed: 21.5 kts
Displacement: 34 tons
Range: 175 miles
Propulsion: 2 Diesels
Endurance: 4-5 days
Crew: 4
Built: 1977-1988

Remarks: The 55-foot boats service small buoys and service fixed structures. They have a lifting capacity of 2,000/3,000 lbs. and a cargo capacity of 8,000 lbs. The boats are designed for live-aboard and have small repair shops for repairing ATONS while underway.

Hull	Homeport	Remarks

ANB 55101		
ANB 55102		
ANB 55103	Galveston, TX	
ANB 55104		
ANB 55105		
ANB 55106		
ANB 55107	ANT Seattle, WA	
ANB 55108	ANT New Orleans, LA	
ANB 55109	ANT Fort Macon, NC	
ANB 55110	Sabine Pass, TX	
ANB 55111		
ANB 55112		
ANB 55113		
ANB 55114		
ANB 55115	ANT Philadelphia, PA	
ANB 55116		
ANB 55117		
ANB 55118		
ANB 55119		

ANB 55120
ANB 55121 ANT Baltimore
ANB 55122

Bay Class Icebreaking Tug

Length: 140 feet
Speed: 14 kts
Displacement: 690 tons
Range: 1,500 nautical miles
Propulsion: 2 Diesels
Aircraft: none
Crew: 17
Built: 1979-1988

Armament: 2 machine guns
Remarks: The 140-foot Bay-class Cutters are state of the art icebreakers used primarily for domestic ice breaking duties. They are named after American Bays and are stationed mainly in Northeast U.S. and Great Lakes. WTGBs use a low-pressure-air hull lubrication or bubbler system that forces air and water between the hull and ice. This system improves icebreaking capabilities by reducing resistance against the hull, reducing horsepower requirements. ALE equipped.

Hull	Name	INT. C/S	Homeport
WTGB 101	Katamai Bay	NRLX	Sault St. Marie, MI
WTGB 102	Bristol Bay	NRLY	Detroit, MI
WTGB 103	Mobile Bay	NRUR	Sturgeon Bay, WI
WTGB 104	Biscayne Bay	NRUS	St. Ignace, MI
WTGB 105	Neah Bay	NRUU	Cleveland, MI
WTGB 106	Morro Bay	NMHK	New London, CT
WTGB 107	Penobscot Bay	NIGY	Bayonne, NJ
WTGB 108	Thunder Bay	NNTB	Rockland, ME
WTGB 109	Sturegon Bay	NSXB	Bayonne, NJ

65 Foot Harbor Tugs

Length: 65 feet
Speed: 10 kts
Displacement: 72 tons
Range: 2,700 nautical miles
Propulsion: 1 Diesel
Crew: 6
Built: 1961-1967

Remarks: They are employed only on the east coast, from Maine to Virginia.

Hull	Name	INT. C/S	Homeport	Remarks
WYTL 65601	Capstan	NAQB	Philadelphia, PA	
WYTL 65602	Chock	NASB	Curtis Bay, MD	
WYTL 65604	Tackle	NASM	Rockland, ME	
WYTL 65607	Bridle	NATC	Southwest Harbor, ME	
WYTL 65608	Pendant	NATN	Boston, MA	
WYTL 65609	Shackle	NAYP	South Portland, ME	
WYTL 65610	Hawser	NAYC	Bayonne, NJ	
WYTL 65611	Line	NAOF	Bayonne, NJ	
WYTL 65612	Wire	NDSB	Saugerties, NY	
WYTL 65614	Bollard	NNGP	New Haven, CT	
WYTL 65615	Cleat	NDLA	Philadelphia, PA	

Eagle Training Barque

Length: 295 feet
Speed: 10-18 kts
Displacement: 1,816 tons
Range: 5,450 nautical miles
Propulsion: 1 Diesel
Crew: 50 + 150
Built: 1936
Remarks: Coast Guard Academy training ship

Hull	Name	INT. C/S	Homeport	Remarks
WIX 327	Eagle	NRCB	New London, CT	Temporarily homeported at Curtis Bay Baltimore while undergoing a Service Life Extension Project and will return to New London in July 2019. Jan '20 back in Curtis Bay.

Long Range Interceptor - II

Length: 35 feet
Speed: 40 kts
Range: 240NM
Planned Quantity: 10
Capacity: 15 persons

The new 35-foot Long Ranger Interceptors (LRI-II) are being introduced for the National Security Cutters.

Over the Horizon - IV

Length: 26 feet
Speed: 40 kts
Range: 200NM
Planned Quantity: 101

The OTH-IV boat provides the capability to deploy armed boarding teams within 20 miles of the parent cutter at speeds of 40 knots. They are carried on National Security Cutters and Fast Response Cutters.

47-foot Motor Lifeboat

Length: 47 feet
Remarks: The 47' motor lifeboat is designed as a first response rescue resource in high seas, surf & heavy weather environments. They are built to withstand the most severe conditions at sea and are capable of effecting a rescue at sea even under the most difficult circumstances. They are self-bailing, self-righting, almost unsinkable, and have a long cruising radius for their size. If overturned, the vessel will return to an upright position in 30 seconds or less. It is the replacement for the aging 44' MLB fleet.

The total, to be delivered over 5 years, will be 200.

45-foot Response Boat-Medium

Length: 45 feet
Speed: 42.5 kts
Range: 250 NM
Remarks: To replace the 41-foot boats in service. 180 to 250 boats planned between 2008 and 2018. Built by Marinette Marine.

44-foot Response Boat-Medium

Length: 44 feet
Engines: Dual inboard jets

Remarks: ArchAngel model SAFE Boat.

Hull	Homeport	Remarks
44301	Chatham, MA	

42-foot Response Boat-Medium

Length: 42 feet
Engines: Dual inboard jets
Remarks: ArchAngel model SAFE Boat.

Hull	Homeport	Remarks
42001	Chatham, MA	
42002	Chatham, MA	

41-foot Utility Boat

The 41' UTB is the general workhorse at multi-mission units. It is designed to operate under moderate weather and sea conditions where its speed and maneuverability make it an ideal platform for a variety of missions.

There are presently 172 operational boats.

Hull	Homeport	Remarks
41304	Atlantic City, NJ	
41320	Boston, MA	
41330	Curtis Bay, MD	
41359	Curtis Bay, MD	
41361	Charleston, SC	
41372	Charleston, SC	
41395	Castle Hill, RI	
41398	Point Allerton	
41428	Tybee Island, GA	
41452	Curtis Bay, MD	
41453	Curtis Bay, MD	
41454	Curtis Bay, MD	
41492	Point Allerton	

33-foot Full Cabin SAFE Response Boat

Engines: Three outboards

Hull	Homeport	Remarks
33107	South Padre Island, TX	
33109	Miami, FL	
33118	San Diego, CA	
331255		

27-foot Full Cabin SAFE Boat

Engines: Two outboards

Defender Class Response Boat-Small

Length: 25 feet

Engines: Two 225 HP Four-stroke Gas Honda engines

Max Speed: 45+ knot

Cruising range of 50NM at 35 knots

Minimum crew of 2

Max seas of 6 ft.

Survivable in up to 10 ft. seas

Armament: Small Arms

Remarks: Developed in a direct response to the need for additional Homeland Security assets in the wake of the September 11th terrorist attacks, the Defender Class boats were procured under an emergency acquisition authority. With a contract for up to 700 standard response boats, the Defender Class acquisition is one of the largest boat buys of its type in the world. The 100 boat Defender A Class (RB-HS) fleet began arriving at units in May 2002 and continued through August 2003. After several configuration changes, most notably a longer cabin and shock mitigating rear seats, the Defender B Class (RB-S) boats were born. This fleet was first delivered to the field in Oct 2003, and there are currently 357 RB-S boats in operation.

The 457 Defender Class boats currently in operation are assigned to the Coast Guards Maritime Safety and Security Teams (MSST), Maritime Security Response Team (MSRT), Marine Safety Units (MSU), and Small Boat Stations throughout the Coast Guard. With an overall length of 25 feet, two 225 horsepower outboard engines, unique turning radius, and gun mounts boat forward and aft, the Defender Class boats are the ultimate waterborne assets for conducting fast and high speed maneuvering tactics in a small deployable package. This is evidenced in the fact that several Defender Class boats are already in operation by other Homeland Security Department agencies as well as foreign military services for their homeland security missions.

Response Boat-Small II

Length: 29 feet

Max Speed: 45+ knot

Cruising range of 150NM at 35 knots

Minimum crew of 2

Armament: Small Arms

The RB-S II, designed with an increased emphasis on function and crew comfort, will gradually replace the Defender-class RB-S as the older assets reach the end of their service life.

The Coast Guard awarded a delivery order valued at approximately \$13 million Sept. 26, 2011 to Metal Shark Aluminum Boats for the production of 38 RB-S II. The contract allows for the procurement of up to 500 boats. Up to 470 boats will be delivered to shore units throughout the Coast Guard to perform port and waterway security, search and rescue, drug and migrant interdiction, environmental and other law enforcement missions. Up to 20 boats may be ordered by Customs and Border Protection and up to ten by the U.S. Navy.

Another 48 boats were ordered in August 2015 bringing the number up to 207.

23-foot Center Console Response Boat-Small

23 foot center console SAFE Boat.

Remarks: With a low center of gravity and very little windage the center consoles allow for a wide verity of missions to be easily completed.

23-foot T-top Response Boat-Small

23 foot SAFE Boat.

Guardian Class Transportable Port Security Boats

Length: 24' 7"

Beam: 8' 0"

Draft: 39"
Engines: Twin outboards

NOTE: USCG Cutters assigned to inland waterways are not assigned international callsigns.
International callsigns double as ALE addresses for cutters equipped with ALE.

The Long Blue Line: PATFORSWA – largest Coast Guard unit outside the US

Posted by Jasmine Mieszala, Friday, September 14, 2018

Written by William H. Thiesen, Ph.D.
Coast Guard Atlantic Area Historian



North Arabian Gulf – Coast Guardsmen onboard the U.S. Coast Guard Boutwell chat on the flight deck following refueling operations at sunset March 23, 2003. The Boutwell, homeported in Alameda, Ca., was in the Gulf in support of Operation Iraqi Freedom.

Naval operations supporting Operation Iraqi Freedom (OIF) began with the U.S. Navy in the summer of 2002. The Navy drew on its plans for combat operations in Iraq, and in September 2002, U.S. Naval Forces Central Command (NAVCENT) requested U.S. Coast Guard support for combat operations.

Preparations for Coast Guard deployment moved quickly. In October, the service's Atlantic Area Command (LANTAREA), headquartered in Portsmouth, Virginia, created a deployable detachment to oversee personnel, supply and maintenance needs for patrol boat operations in the Arabian Gulf. It designated this shore detachment Patrol Forces, Southwest Asia (PATFORSWA). LANTAREA assigned Lt. Cmdr. John McKinley as officer-in-charge for PATFORSWA, and based on their maintenance records, selected the four 110-foot "Island"- Class patrol boats (WPB) Adak, Aquidneck, Baranof and Wrangell.



A Coast Guard LEDET performing boarding operations in the Northern Arabian Gulf. (U.S. Coast Guard photo)

To prepare PATFORSWA members for deployment, LANTAREA built the PATFORSWA staff around a core group of the seventeen-member crew from the 110-foot cutter Sapelo. LANTAREA drew from over 20 subsidiary commands to assemble a PATFORSWA staff numbering more than 50 members. This shore-side support staff would also include engineers from the Mobile Support Unit (MSU), a reserve unit organized to support the patrol boats.

By November, McKinley led an advance team to the Arabian Gulf to determine the support facilities available in the host country. The Navy's forces were located at the port city of Manama, Bahrain, mainly at Naval Support Activity (NSA) Bahrain, requiring PATFORSWA staff to locate their base of operations in that area. NSA Bahrain held a variety of Navy posts necessary to PATFORSWA operations, including NAVCENT, the U.S. Fifth Fleet, and Destroyer Squadron 50 (DESRON 50), the operational command for Coast Guard cutter forces.

In early 2003, an advance team arrived in Bahrain to set-up PATFORSWA. On January 15, McKinley touched down while executive officer, Lt. Greg Magee and rest of the staff members arrived within a week. McKinley met with the staff of Task Force 55 and DESRON 50 with which the cutters would operate. PATFORSWA's command staff arranged for housing, transportation, communications, computer connectivity, workspace and all other support functions. They would face plenty of challenges with summertime temperatures averaging well over 100 degrees Fahrenheit and periodic sandstorms that deposited brown grit on all exposed surfaces.



110-foot patrol boat Adak interdicts a local dhow in the Northern Arabian Gulf. (U.S. Coast Guard photo)

To support operations, the PATFORSWA staff arranged housing and a base of operations. The advance team leased a compound that had housed a Coast Guard Port Security Unit a year earlier. The support crew also modified the compound to house all of its personnel in case of heightened security requirements. PATFORSWA members also equipped the compound with berthing, a lounge area, parking for its trailers, offices for each department, sand bags for force protection and camouflage netting to provide shade from the sun. Equipment housed on base included eight MSU trailers, small arms, a portable armory, a spare cutter engine and chemical, biological and radiation (CBR) detection and decontamination equipment.

PATFORSWA's WPBs would dock at a pier located at the Mina Salman port facility, a 10-minute drive from the compound.

By the end of February 2003, most PATFORSWA staff members participating in OIF had arrived in Bahrain. The main body touched down on February 26, including four WPB crews; four Law Enforcement Detachment (LEDET) members assigned to each cutter; and the main contingent of support staff for PATFORSWA's Bahrain base. The MSU Baltimore members also arrived after shipping their support trailers full of parts, tools and equipment.

As PATFORSWA stood up operations, the detachment's mission conformed to realities on the ground. The crew from Sapelo, originally intended to serve as a relief for individuals on board deployed cutters, were not needed in that role. McKinley became a fulltime liaison officer to DESRON 50 and Magee became assistant operations officer for DESRON 50 in addition to their duties as PATFORSWA's commander and executive officer. The Navy tasked PATFORSWA with supporting two Navy 170-foot Cyclone-Class patrol craft due to their similarity to Coast Guard patrol boats. In addition, PATFORSWA began 24-hour force protection at its compound. U.S. naval forces could only occupy a 400-meter stretch of their pier's 900-meter length, so vessel shifting also became a regular task for the WPB crews.

After the patrol boats arrived, the work tempo accelerated. The 110s appeared in Bahrain having ridden Motor Vessel Industrial Challenger for about 35 days from Portsmouth, Virginia. On Mar. 5, a heavy-lift crane off-loaded the cutters taking only six hours to set them in the water. The cutter crews conducted sea trials for two days, stowed stores aboard the patrol boats on Mar. 8. On Mar. 9, Adak and Aquidneck deployed to the Northern Arabian Gulf followed by Baranof and Wrangell on Mar. 12. On Mar. 19, OIF combat operations commenced and PATFORSWA's cutters served as the coalition's workhorses in boarding, escort and force protection duties. PATFORSWA's units proved so successful that WPBs Monomoy and Maui joined the flotilla in May 2004 bringing the number of 110s in the Arabian Gulf to six.



Night-time force protection duty at the PATFORSWA compound. (U.S. Coast Guard photo)

PATFORSWA is the Coast Guard's largest unit outside the United States comprising six WPB crews, a relief crew for key personnel, and shore-side support units. In 2010, a 12-member Maritime Engagement Team (MET) joined PATFORSWA. It conducts law enforcement training for vessel and shore-side personnel associated with partner nations in the region and coalition-nation vessels. PATFORSWA also supports the advanced interdiction team, a 12-person detachment comprised of Coast Guard Maritime Security Response Team (MSRT) personnel. In addition, PATFORSWA operates a forward base at the Kuwait Naval Base, providing support and assistance when cutters arrive there.

Today, PATFORSWA supports Operation Enduring Freedom and Inherent Resolve, provides maritime humanitarian presence on the seas, supports the Navy's Fifth Fleet, and forms strong ties with partner nations throughout the Arabian Gulf region.

Maritime Safety and Security Teams (MSST) & Maritime Security Response Team (MSRT)

MSSTs were created under the Maritime Transportation Security Act (MTSA) 2002, in direct response to the terrorist attacks on Sept. 11, 2001, and are a part of the Department of Homeland Security's layered strategy directed at protecting our seaports and waterways. MSSTs Provide waterborne and a modest level of shoreside antiterrorism force protection for strategic shipping, high interest vessels and critical infrastructure. MSSTs are a quick response force capable of rapid, nationwide deployment via air, ground or sea transportation in response to changing threat conditions and evolving Maritime Homeland Security (MHS) mission requirements. Multi-mission capability facilitates augmentation for other selected Coast Guard missions.

MSST personnel receive training in Advanced Tactical Boat Operations and Anti-terrorism/ Force protection at the Special Missions Training Center located at Camp Lejeune , N.C.

Modeled after the Port Security Unit (PSU) and Law Enforcement Detachment (LEDET) programs, MSSTs provide a complementary non-redundant capability designed to close critical security gaps in our nation's strategic seaports. MSSTs are staffed to support continuous law enforcement operations both ashore and afloat. In addition, MSSTs:

- Jointly staffed to maximize effectiveness executing Port, Waterways, and Coastal Security (PWCS) operations (enforce security zones, port state control boardings, protection of military outloads and major marine events, augment shoreside security at waterfront facilities, detect WMD weapons/agents, and participate in port level antiterrorism exercises).
- Provide enhanced port safety and security and law enforcement capabilities to the economic or military significant port where they are based.
- Deploy in support of National Special Security Events (NSSEs) requiring Coast Guard presence, such as OpSail, Olympics, Republican & Democratic National Conventions, major disasters or storm recovery operations.
- Prototype/employ specialized capabilities to enhance mission performance (K-9 program, radiation detectors, dive program, vertical insertion, running gear entangling systems, less –than-lethal weapons, etc.).
- Deploy on board cutters and other naval vessels for port safety and security, drug law enforcement, migrant interdiction or other maritime homeland security mission requirements.
- Support Naval Coastal Warfare requirements during Homeland Defense (HLD) and in accordance with long standing agreements with DOD and the Combatant Commanders (protect strategic shipping, major naval combatants and critical infrastructure at home and abroad)

Capabilities

Maritime interdiction and law enforcement
Anti-terrorism/Force Protection
CBRN-E Detection
Vertical Insertion (commonly referred to as Fast Roping)
Search and Rescue (limited)
Port Protection/Anti-sabotage
Underwater Port Security
Canine Handling Teams (Explosives Detection)
Tactical Boat Operations NCW boat tactics
Non Permissive Compliant Boarding capability

MSSTs

MSST 91101 -- Seattle (Established 2002)
MSST 91102 -- Chesapeake, Va. (Established 2002). Renamed a MSRT in 2006
MSST 91103 -- Los Angeles/Long Beach (Established 2002)
MSST 91104 -- Houston/Galveston (Established 2002)
MSST 91105 -- San Francisco (Established 2003)
MSST 91106 -- Ft. Wadsworth, NY (Established 2003)

MSST 91107 -- Honolulu, HI (Established 2005)
MSST 91108 -- St. Marys, Ga. (Established 2003)
MSST 91109 -- San Diego, CA (Established 2005)
MSST 91110 -- Boston, MA (Established 2003)
MSST 91111 -- Anchorage (Established 2004)
MSST 91112 -- New Orleans (Established 2004)
MSST 91114 -- Miami, FL (Established 2005)

Personnel & Equipment

Each MSST has 75 active duty personnel. Each team has six SAFE boats, three physical security teams, and two canine teams.

A MSRT is an enhanced MSST with pretty much double the capabilities of a MSST.

Port Security Units

Coast Guard Port Security Units (PSUs) are Coast Guard units staffed primarily with selected reservists. They provide waterborne and limited land-based protection for shipping and critical port facilities both INCONUS and in theater.

PSUs can deploy within 24 hours and establish operations within 96 hours after initial call-up. Each PSU has transportable boats equipped with dual outboard motors, and support equipment to ensure mobility and sustainability for up to 30 days. Every PSU is staffed by a combination of reserve and active duty personnel. PSUs require specialized training not available elsewhere in the Coast Guard. Coast Guard Reservists assigned to Port Security Units must complete a 2 week Basic Skills Course at the PSU Training Detachment in Camp LeJeune, NC.

In addition to their most recent support of homeland security operations around the country, PSUs were deployed to the Persian Gulf during Operation Desert Storm in 1990. They also served in Haiti during Operation Uphold Democracy in 1994. In December 2000, PSU 309 from Port Clinton, OH was deployed to the Middle East to provide vital force protection for the Navy assets following the attack on the USS Cole.

PSU 301 Cape Cod Canal
PSU 305 Fort Eustis, VA
PSU 307 St. Petersburg, FL
PSU 308 Gulfport, MS
PSU 309 Port Clinton, Ohio
PSU 311 Long Beach, CA
PSU 312 San Francisco, CA
PSU 313 Everett, WA

Maritime Force Protection Units

MFPUs provide enhanced security for U.S. Navy ballistic missile submarines within the units' homeport transit areas. These submarines generally operate on the surface with other vessel traffic when entering or departing ship channels leading to their homeport, and the MFPU will provide additional security measures while operating under these conditions.

MFPUs are single mission units that have broad law enforcement authority, including the authority to establish, patrol, and enforce exclusionary zones, naval vessel protective zones, restricted navigation areas, and security zones supporting naval operations.

MFPUs

MFPU Kings Bay, GA
MFPU Bangor, WA

MFPUs consist of an 87 foot cutter, small boats, and about 200 personnel.

National Strike Force

The National Strike Force's (NSF) mission is to provide highly trained, experienced personnel and specialized equipment to Coast Guard and other federal agencies to facilitate preparedness and response to oil and hazardous substance pollution incidents in order to protect public health and the environment. The NSF's area of responsibility covers all Coast Guard Districts and Federal Response Regions.

The National Strike Force totals over 200 active duty, civilian, reserve, and auxiliary personnel and includes the National Strike Force Coordination Center (NSFCC); the Atlantic Strike Team; the Gulf Strike Team; the Pacific Strike Team; and the Public Information Assist Team (PIAT) located at the NSFCC.

sUAS Program

The Coast Guard is procuring small unmanned aircraft system (sUAS) capability as a cost-effective approach to meeting the national security cutters' (NSC) operational need for a persistent airborne surveillance capability. A UAS consists of an unmanned aircraft, its mission payloads, launch and recovery equipment, ground support equipment, and data and control links. The Coast Guard is interested in UAS that can remain on station for extended periods, expand maritime domain awareness and disseminate actionable intelligence on maritime hazards and threats. The service has focused its UAS acquisition efforts on evaluating technologically mature systems, seeking commonality with Homeland Security and Defense department programs, and applying other agencies' UAS experience. The contract award for procurement of sUAS capability on three NSCs and options to outfit the rest of the NSC fleet in future years was awarded June 6, 2018, to Insitu. Coast Guard Cutter Munro is scheduled to be outfitted and operational in fall 2019 and Kimball in spring 2020. To minimize risk in the nonmajor acquisition program, the Coast Guard obtained sUAS capability on one NSC – Coast Guard Cutter Stratton – during the Analyze/Select phase of the acquisition via a pre-existing multiple award contract executed by the Naval Air Systems Command. The patrol data was used to refine the concept of operations and requirements for installing and integrating across the NSC class. The Coast Guard has employed the system on Stratton for four assessment patrols, the last concluding in fall 2018. Since deploying on Stratton from December 2016 to October 2018, the ScanEagle sUAS has supported 222 days in operational areas with more than 928 flight hours flown. The Scan Eagle has 24 interdictions, assisted in two disruptions, has had six uncued intercepts and assisted in the recovery of 18,102 kilograms of contraband. During the recent Living Marine Resources deployment to the North Pacific, the ScanEagle provided over watch assistance on eight boardings.

PACAREA TCC-3

The Transportable Communications Center (TCC) is a deployable communications command center. The TCC supports a wide scope of missions including law enforcement, search and rescue, and contingency communications to those area affected by natural disaster or other phenomena.

The TCC is equipped with: Three HF transceivers capable of 125-400 watts; Two VHF-FM Marine transceivers; Two UHF transceivers and five programmable police band transceivers in the 400-800 MHz range. The TCC is equipped with a LST-5D providing a dual port TDM circuit over which one sat voice and one sat data circuit operate.

The TCC is equipped with a KWR-46 and a EPSBRT receiver/demultiplexer enabling operators to monitor the HMCG broadcast and receive Over The Air Receipts of keymat when deployed. The TCC is also equipped with phone patch capability in both clear and encrypted modes.

Lastly, operators may monitor the marine weather fax via the TCC's weather fax receiver.

There are 3 free standing HF antennas and 2 police and fire band antennas. The crew consists of a TCC Leading Petty Officer and 3-5 crew members. The TCC is deployable by ground or HC-130.

When the TCC is jointly deployed with the National Strike Force Mobile Incident CP the combined unit is known as the Mobile Incident Command Center.

CONTINGENCY COMMS TEAM

(Source file)

A team consisting of an OSC, OS1, IT1, MK1 & two ET2's that deploy w/mobile communications trailers or Transportable Communications Centrals (TCC's).

There are two TCC's: TMACC & TMMIC – BOTH are LANTAREA assets maintained and operated by the Contingency Comms Team based out of southern Chesapeake VA close to the VA/NC border.

TMACC = Transportable Multi-Agency Communications Central

TMMIC = Transportable Multi-Mission Communications Central

The TMACC & TMMIC provide comms support when temporary communications facilities are required. They deploy on short notice in support of but not limited to: Natural Disasters (Hurricane relief, etc.), Homeland Security OPS, SAR, law enforcement, & COTP OPS.

The Contingency Team remains in B-6 status 24x7/365 for mission readiness. The TCC's are coupled with rugged F-750 tow vehicles and are also C-130 deployable to ensure rapid deployment in response to a variety of mission demands.

What is the Contingency Comms Team?

Commissioned in 1992, TMACC was developed to support joint and multi-agency operations. The TMACC is the larger of the two TCC's. The TMACC is equipped with a broad range of communication and command and control systems that allow for interoperability between Coast Guard, DOD, Customs, DEA, local and state authorities. (Can accommodate 2-3 personnel comfortably, normally manned by 2 personnel.)

Commissioned in 1995, TMMIC was primarily developed to support Coast Guard missions, but can also work with other agencies. TMMIC is the smaller of the two TCC's. (Can accommodate 1 person comfortably, normally manned by 1 person, 2 person max.)

Capabilities

Both units provide capabilities to operate and monitor all Coast Guard frequencies; clear, protected, and secure.

Both units provide multiple record messaging circuits.

Both units can provide Internet, Intranet and limited SIPRNET Access. (dial-up)

TMACC has some additional communication and system capabilities (i.e., ICE Imagery, Officer in Tactical Command Information Exchange Subsystem (OTCIXS), and Customs Over The Horizon Enforcement Net (COTHEN).

Both units can provide interoperability with other Federal, State, and Local frequencies.

Both units provide capabilities to operate and monitor all Coast Guard frequencies; clear, protected, and secure.

Circuit/Capability - Equipment - Classification - Purpose

- VHF/FM 138-174MHZ - Voice - Range: 0 to 50 miles - Motorola Spectra Radio - 3 shared with VHF/AM - Clear/DES

Standard Coast Guard VHF radio capable of protected communications up to SBU (e.g., Channel 16, 22A, 23, 83, LANT LE.).

- VHF/AM 115-152MHZ - Voice - Range: 0 to 50 miles - Motorola Spectra Radio - 3 shared with VHF/FM - Clear/DES

Standard Coast Guard VHF-AM aircraft radio (air-to-ground) capable of protected communications up to SBU. Contingency personnel will program these radios with frequencies provided by the requesting unit.

- UHF/FM 403-512MHZ - Voice - Range: Ground – 15 to 100 miles; Aircraft 15 to 300+ miles - Motorola Spectra Radio - 2 ea - Clear/DES

Standard Coast Guard aircraft radio capable of protected communications.

- HF 1.6-30MHZ SSB - Primary Voice - Range: 0 to 400+ miles - Micom-2R Transceiver - 1 ea - Clear/Secure

Standard Coast Guard HF radio capable of secure communications up to Secret. Can be used for HF messaging or any other High Frequency requirement.

- MILSATCOM - DAMA Capable - LST-5D - 1 ea - Secure

Coast Guard's primary satellite voice system installed on cutters 110's and above. Circuits include HLS Net, JIATF Surface Net, and JIATF Air Net. Load up to two channels – can only monitor one at a time.

- Satellite Telephone - Portable Iridium Phone - 1 ea - Clear/Secure

Capable of communications up to Secret. Can be used separately as a hand-held radio or as a stand-alone system in the TCC. External antenna system is available. Useful when phone lines are not available.

- Commercial Satellite Voice & Data - INMARSAT Mini-M - 1 ea - Clear/Secure

Primarily used for voice. May be used for data but is very slow (2.4kbps).

- Secure Voice Telephone - STE Phone - 1 ea - Secure

Capable of voice, data up to classification of SECRET. Dedicated landline desired but may be used in conjunction w/Mini-M.

- UHF/FM-AM 225-400MHZ – Voice - Range: Ground – 15 to 100 miles; Aircraft 15 to 300+ miles - URC-200/500 - 1 ea - Clear/Secure

Standard Coast Guard Aircraft radio.

BOTH CAN INTEROPERATE WITH FEDERAL/STATE/LOCAL FREQUENCIES

- UHF/AM 800MHZ - Public Safety Band - Range: 0 to 100 miles - Motorola Spectra - 1 ea - Clear

Interoperable radio capable of communications with the local Police, Fire Departments, and various other Law Enforcement agencies.

Must be programmed onsite to allow for interoperability.

- Cross-band patching - ACU-1000 coupled w/ Motorola Spectra - 1 ea - Clear/DES

Enables different radios/frequencies to be patched together. Used to establish interoperable radio communications with local Police Departments, Fire Departments, and other Law Enforcement agencies.

BOTH PROVIDE MULTIPLE RECORD MESSAGING CIRCUITS

- HF 1.6-30MHZ - High Frequency Data Exchange (HFDX) - Range: 0 to 400+ miles - MICOM-2R Transceiver - 1 ea - Secure

For sending/receiving both classified and unclassified message traffic via the HFDX messaging system. Same system used on the cutter fleet (e.g., 210's/110's.)

- Satellite Data Exchange (SDX) - Mini-M Satellite Telephone - 1 ea - Secure

Dial up system for sending/receiving both classified and unclassified message traffic (210's & PATFORSWA).

- Fleet Satellite Broadcast - KWR-46 - 1 ea - Secure

Receive only message traffic through Navy broadcast circuit up to Top Secret and capable of receiving Over-The-Air-Transfer (OTAT) of cryptographic material.

BOTH CAN PROVIDE INTERNET/INTRANET AND LIMITED SIPRNET ACCESS

- Internet and CGDN+ - TACHYON Satellite - 1 ea - Clear

Provides unclassified Internet/Intranet connectivity comparable to cable modem. Currently supports one terminal.

- SIPRNET/SIPRNET Chat - Secure Messaging Workstation (SMW) - 1 ea - Secure

Dial up through modem bank. Extremely limited at 33.3kbps. Primarily used for sending and receiving classified and unclassified record message traffic. Allows SIPRNET connection via classified laptop computer.

TMACC UNIQUE CAPABILITIES

- ICE Imagery - Requires use of MILSATCOM - 1 ea - Secure

Provides chat feature and ability to transfer pictures from CASPER equipped C-130s. Uses MILSATCOM CASPER Net. Streaming video is not available due to limited bandwidth.

- OTCIXS - Requires use of MILSATCOM - 1 ea - Secure

Officer in Tactical Command Information Exchange Subsystem: allows for the transfer of messages, chat, vessel movements with chart displays and areas.

- Customs Over The Horizon Enforcement Net (COTHEN) - 1 ea - Clear/Secure

High Frequency Automatic Link Establishment (HF/ALE) Network used by CG & Customs aircraft. Primarily used for air guards for C-130's, Jay-hawk, Falcons, and C-130's

BOTH MISC

Each unit is provided with a GPS receiver to establish position and assist with satellite antenna alignment and a digital voice logger capable of recording both data and voice circuits.

Each unit may be deployed with a Deployable Rapid Assembly Shelter (DRASH) that is capable of acting as a command and control center for a small staff. Also included with the DRASH tents, are portable air conditioning units that are available upon request.

Please note that the TMACC and TMMIC are self-supporting through the use of two diesel generators that provide power to all onboard systems (including air conditioning) in the event that shore power is not available on site. Within the trailers, the TMACC can comfortably accommodate two watch standers and one individual typically mans the TMMIC during operations.

Enhanced Mobile Incident Command Posts (eMICP)

(Source file: <http://www.uscg.mil/hq/g-o/g-opr/On%20Scene/OSsummer2007.pdf>)

The enhanced Mobile Incident Command Post (eMICP) is a trailer outfitted with temporary office and conference room facilities. The eMICP can be deployed alone or interfaced with the MCV to augment organic C4&IT capabilities. The eMICP provides a platform to conduct Coast Guard Command and Control, act as an incident command post, and support staff working an event. The eMICP is a conference room on wheels with a built in communications package to equip the conference room with Type I classified and Type III SBU (sensitive but unclassified) voice and data. The eMICP provides various communications systems along with twelve (12) work stations and a conference room table.

A tractor and a commercially licensed driver-team will tow the eMICP to any Continental United States (CONUS) location.

The first eMICP was delivered in November 2007.

Mobile Communications Vehicles (MCV)

(Source file: <http://www.uscg.mil/hq/g-o/g-opr/On%20Scene/OSsummer2007.pdf>)

The Mobile Communications Vehicle (MCV) can be deployed independently to provide robust communications to an established command center, or to an ad hoc environment such as a hotel room. It is designed to interface with a command center or eMICP to enhance classified and unclassified voice, and radio (HF, UHF, VHF) communications as well as provide voice and data interoperability with Coast Guard units, state, local, and federal interagency partners. The vehicle was

designed to be C130J transportable to both CONUS and Outside the Continental United States (OCONUS) locations.

The first MCV is expected to be delivered in summer 2008.

Portable Computer Store (PCS)

(Source file: <http://www.uscg.mil/hq/g-o/g-opr/On%20Scene/OSsummer2007.pdf>)

The Portable Computer Store (PCS) is a contingency cache of six kits totaling 30 Standard Workstation III (SWIII) laptops and six routers which can be used to augment resources at a unit for surge operations, or establish a limited Local Area Network (LAN) in a temporary command and control facility. As a deployable kit, each PCS provides the critical equipment necessary for users to access vital business and operational tools. Each PCS kit contains a 16-port Voice Protocol Network capable router, five SWIII laptop computers, and necessary power supplies. Users may directly connect the laptops to existing Coast Guard Data Network plus (CGDN+) connections in Coast Guard facilities, or access CGDN+ through the internet using remote access services. The router enables up to 15 machines to share a single data connection for access to the Internet or CGDN+. Each user must have a remote access token to facilitate CGDN+ access when not directly connected to a CGDN+.

Portable SIPRNet (PS)

(Source file: <http://www.uscg.mil/hq/g-o/g-opr/On%20Scene/OSsummer2007.pdf>)

The Portable SIPRNet (PS) provides secure communications up to the level of SECRET. The portable SIPRNet asset consists of standard approved image laptops, a satellite terminal and network equipment necessary to provide connections to SIPRNet at remote locations. It is housed in flyaway cases that can be transported by two personnel as carryon baggage on commercial aircraft. PS can be deployed independently or as a module that plugs into the eMICP and MCV.

Telecommunications & Information Systems Command (TISCOM)

TISCOM is a part of the C4IT Service Center and serves as the Coast Guard's Center of Excellence (COE) for enterprise information technology infrastructure. As such TISCOM develops, deploys, secures and supports the Coast Guard's IT Infrastructure for both the SBU and SECRET enterprises. Solutions are divided into three areas:

- 1) Enterprise Networks
(including: CGOne (including R21), SIPRNET, Local Area Networks, Cutter connectivity).
- 2) Information Systems
Enterprise Servers/Services (including: Domain Controllers, Exchange, DHCP, SMS/WSUS, Goodlink) End User devices
(including: standard workstation, smart phones, and laptops)
- 3) Organizational Messaging

Operations Systems Center

The Operations Systems Center (OSC) is a government-owned, contractor-operated unit with the primary function of providing full life-cycle support for operationally-focused Coast Guard Automated Information Systems. These systems support the Coast Guard's five strategic missions: Protection of Natural Resources, National Defense, Maritime Safety, Mobility, and Security.

At the OSC's establishment in 1991, 45 full-time staff members supported five mission-critical information systems. Today, there are over 340 full-time staff members operating, maintaining, developing, and/or providing user support for over 35 enterprise-wide information systems. Team OSC, comprised of Active Duty Military, Federal Civilian, Contractors, and Reservists, provides technical support to Coast Guard Program Managers concerning these systems, to ensure proper system operation, analyze needs, and recommend configuration changes.

Rescue 21 Program

Source: Coast Guard Fact Sheet

The U.S. Coast Guard is replacing its outdated communications system in a project titled Rescue 21.

The Coast Guard's current backbone communications network is the National Distress and Response System (NDRS). Established more than 30 years ago, this VHF-FM-based radio communication system has a range of up to 20 nautical miles along most of the U.S. shoreline.

While this system has served the Coast Guard well over the years, it consists of out-of-date and non-standard equipment with many limitations. These include:

- Imprecise direction finding capability.
- Numerous geographic coverage gaps.
- Lack of interoperability — for example, with other emergency response services.
- Single-channel radio operation, which prohibits the ability to receive radio calls when the system is previously engaged in a transmission.

To address the limitations of the current communications system, the Coast Guard has implemented Rescue 21.

Rescue 21 will replace a wide range of aging, obsolete VHF-FM radio communications equipment and will revolutionize how the Coast Guard communicates and carries out its various missions. The system offers:

- Enhanced VHF-FM and UHF (line-of-site) coverage, for more certain reception of distress calls.
- Position localization — within 2 degrees — of VHF-FM transmissions, so rescue vessels have a dramatically smaller area to search.
- An increase in the number of voice and data channels from one to six, allowing watchstanders to conduct multiple operations. No longer will a single caller in distress — or worse, a hoax caller — prevent another caller from getting through.
- Protected communications for all Coast Guard operations.
- Position tracking of certain Coast Guard assets such as boats and cutters.
- Digital voice recording with immediate, enhanced playback, improving the chances for unclear messages to be understood.
- Improved interoperability among the Coast Guard and federal, state, and local partners, so additional resources can be added to rescue operations as needed.
- Digital selective calling (DSC), an alternate distress communication system used internationally on Channel 70. If properly registered with a Mobile Maritime Service Identity (MMSI) number and interfaced with GPS, the DSC radio signal transmits vital vessel information, position, and the nature of distress (if entered) at the push of a button.
- Provides portable, deployable towers and electronics for restoration of communications during emergencies and natural disasters.

By replacing outdated technology with a fully integrated communications system that bridges interoperability gaps, Rescue 21 boosts the ability to protect boaters and the nation's coasts. Saving lives and providing homeland security are both vital missions in the 21st century.

\$11.5 million to increase the HH-65 fleet by 7 helicopters for the National Capital Region air defense mission

\$170 million for 3 more HC-144A maritime patrol aircraft

\$57.3 million for HH-60 conversion

\$18.9 million for HC-130H sustainment

\$50.8 million for HH-65 conversion

\$24.6 million for Airborne Use of Force equipment to outfit 42 MH-65Cs and 7 MH-60Js

\$5.8 million for missionization and fleet introduction of the C-130Js. The missionization project has experienced an increase in estimated cost that exceeds 8% of the total contracted cost. Pending approval of a remediation plan to address the cost

overrun, Coast Guard does not intend to expend funds missionizing C-130J four through six.

C4ISR

The Coast Guard's command, control, communications, computers, intelligence, surveillance and reconnaissance program's products enable more effective and efficient joint-service mission execution by improving maritime domain awareness. This concept is used by the Coast Guard and the U.S. Navy in reference to the effective understanding of anything associated with the global maritime domain that could impact the security, safety, economy or environment of the United States.

Features

- For NSCs, networked communications, radio direction finding and other capabilities to integrate with Navy battle groups and the broader U.S. government intelligence community
- For NSCs, HC-144As and HC-130Js, an advanced C4ISR suite that includes a common baseline across assets and transitions to an open architecture system of Coast Guard-controlled components with government software data rights
- The OPC's C4ISR suite will be derived from the baseline used for NSC and other new platforms
- For in-service cutters, installation of commercial satellite communications and AIS
- For 378-foot and 270-foot cutters, Seawatch C2 system

\$89.6 million for C4ISR

\$2.5 million for 12 HF transmitters

\$3.6 million for planning and design of an expansion to the Coast Guard Operations System Center.

\$80.3 million for the Rescue 21 communications upgrade program

\$12 million for Nationwide Automatic Identification System

SURFACE

\$165.7 million for the National Security Cutter (NSC) for NSC #3 and #4

\$11.5 million for Coast Guard to pilot an intensive maintenance regime for 110-foot Island Class patrol boats in District Seven. The additional funding provided will allow eight 110-foot patrol boats home-ported in Miami, Key West and St. Petersburg, Florida to operate an additional 3,200 hours per year.

\$45 million for the response boat medium (RB-M) to support the acquisition of 14 additional RB-Ms.

USCGRU-USSOUTHCOM, Miami, Florida
Coast Guard International Ice Patrol
U.S. Coast Guard Activities Europe
ISC Portsmouth

Patrol Forces Southwest Asia

Patrol Forces Southwest Asia or **PATFORSWA** is a [United States Coast Guard](#) command based in [Manama, Bahrain](#). PATFORSWA was created in November 2002 as a contingency operation to support the [U.S. Navy](#) with patrol boats. The command's mission is to train, equip, deploy and support maritime forces conducting operations in support of [Operation Iraqi Freedom](#) (OIF) and [Operation Enduring Freedom](#) (OEF) in the [Naval Forces Central Command](#)'s area of responsibility.^[1] It was commissioned as a permanent duty station in June 2004.^[2] In July 2003 PATFORSWA moved from its own compound to facilities at [Naval Support Activity Bahrain](#).^[3]

Elements^[edit]

Patrol boats^[edit]

There are six Coast Guard [110' Island class patrol boats](#) assigned to PATFORSWA:

[USCGC Adak \(WPB-1333\)](#),

[USCGC Aquidneck \(WPB-1309\)](#),

[USCGC Baranof \(WPB-1318\)](#),

[USCGC Maui \(WPB-1304\)](#),

[USCGC Monomoy \(WPB-1326\)](#),

[USCGC Wrangell \(WPB-1332\)](#).^[6]

Maritime Engagement Team (MET)^[edit]



Members of the Maritime Engagement Team demonstrate boarding techniques.

The Maritime Engagement Team (MET) is responsible for providing specialized law enforcement training to all cutters in theater and certifying their Level II Non-Compliant Boarding Teams. They also regularly augment other teams and assets in theater and perform boardings in the [Persian Gulf](#), train foreign military units throughout the region, and conduct demonstrations for visiting VIP's.^[7]

COMMCOM HF Transmitter Sites

(Public Information in FCC Docs)

COMMSTA Boston, Masppee, MA - 41° 24' 00" N 070° 18' 57" W
CAMSLANT Chesapeake, VA - 36° 33' 59" N 076° 15' 23" W
COMMSTA Miami, Miami, FL - 25° 36' 58" N 080° 23' 04" W
COMMSTA New Orleans, Belle Chasse, LA - 29° 52' 40" N 089° 54' 46" W
CAMSPAC Point Reyes, CA - 38° 06' 00" N 122° 55' 48" W
COMMSTA Honolulu, Wahiawa, HI - 21° 31' 08" N 157° 59' 28" W
COMMSTA Kodiak, Kodiak, AK - 57° 04' 26" N 152° 28' 20" W
GUAM, Finegayan, GU - 13° 53' 08" N 144° 50' 20" E

Coast Guard Terminology

AIRSTA	Coast Guard Air Station
ALC	Aviation Logistics Center, Elizabeth City, NC
AMARG	Aerospace Maintenance And Regeneration Group, Davis Monthan AFB
AMVER	Automated Mutual Assistance Vessel Rescue System
BANDIT	H-65
BLACKJACK	MH-65C on National Capital Region air defense mission
BENCHMARK	Term for reference point (used to pass position)
BOUNCER	MH-65
CAMSLANT	Communications Area Master Station Atlantic, Chesapeake, VA
CAMSPAC	Communications Area Master Station Pacific, Point Reyes, CA
CASPER	C-130 Airborne Sensory Palletized Electronic Reconnaissance equipment
CHARLIE	Copy, Clear (as in affirmative)
COMMSTA	Communications Station
CYCLOPS ##	HC-130
DELTA ##	MH-65
DEMON ##	HC-130
DMB	Datum Marker Buoy

DOLPHIN ##	H-65
DRAGON ##	H-65
ELT	Emergency Locator Transmitter
eMICP	Enhanced Mobile Incident Command Post
EPIRB	Emergency Position Indicating Radio Beacon
ESD	Electronics Support Detachment
FALCON ##	HU-25
FLIR	Forward-Looking Infra-red
FOXTROT ##	HU-25
FOXTROT MIKE	"FM" Frequency, most often VHF Marine Band
GUARDIAN ##	MH-65C
HERK ##	HC-130H
HOMEPLATE	Aircraft's home airfield
HOTEL/HIGH FOX	High Frequency Radio
IN THE BLIND	Sending message without hearing response
JAYHAWK ##	HH-60J
JULIET ##	HH-60J
JUGGLER	USCG Auxiliary unit
KILO ##	MH-65C
KINGBUSTERS ##	USCG small boats
LANDLINE	Standard Telephone
LIMA CHARLIE	Loud and Clear
LE PATROL	Law Enforcement Patrol
MAKO ##	MH-65
MEDEVAC	Medical Evacuation
MCV	Mobile Communications Vehicle
MSD	Marine Safety Detachment (subordinate to an MSO)
MSO	Marine Safety Office
NOVEMBER ##	HC-144A
NVG	Night Vision Goggles
OMNI ##	HC-130 on a law enforcement mission
OPBAT	Operation Bahamas, Turks and Caicos joint counterdrug operation (USCG, DEA, & CBP)
PANTHER	Joint DEA/USCG counterdrug ops center, Nassau, Bahamas
PIW	Person(s) In Water
POB	People/Persons On Board
PPR	Prior Permission Required
PS	Portable SIPRNet
RAPTOR	USCG Response Boat-Medium at Key West
RESCUE	USCG aircraft on actual SAR mission
RCC	Rescue Coordination Center
RTB	Return To Base
SABER	USCG Auxiliary Aircraft
SAR CASE	Search And Rescue Mission
SARSAT	Search And Rescue Satellite
SCN	Systems Coordination Net (HF Ship-Shore Radio)
SHARK ##	USCG Cutter
SITREP	Situation Report
SLDMB	Self-Locating Datum Marker Buoy
SOB	Souls On Board, older term for POB often used by USCG
SPARTAN ##	HC-27J
SSD	Shoreside Support Detachments
STINGRAY ##	HU-25 now also being used by MH-68As
STRIKER ##	MH-65
SWORDFISH ##	MH-60J Jayhawks and HU-25 Falcons
TCC	Transportable Communications Center
TIBURON	USCG Cutter
UNIFORM HOTEL	Ultra High Frequency Radio
VICTOR SIERRA	Sector search by single asset
ZEAL ##	USCG aircraft

Atlantic area Cutters:

- USCGC ADAK (WPB 1333)
- USCGC AQUIDNECK (WPB 1309)
- USCGC BARANOF (WPB 1318)
- USCGC BEAR (WMEC 901)
- USCGC CAMPBELL (WMEC 909)
- USCGC CONFIDENCE (WMEC 619)
- USCGC DAUNTLESS (WMEC 624)
- USCGC DECISIVE (WMEC 629)
- USCGC DEPENDABLE (WMEC 626)
- USCGC DILIGENCE (WMEC 616)
- USCGC EAGLE (WIX 327)
- USCGC ESCANABA (WMEC 907)
- USCGC FORWARD (WMEC 911)
- USCGC HAMILTON (WMSL 753)
- USCGC HARRIET LANE (WMEC 903)
- USCGC JAMES (WMSL 754)
- USCGC KINGFISHER (WPB 87322)
- USCGC LEGARE (WMEC 912)
- USCGC MOHAWK (WMEC 913)
- USCGC NORTHLAND (WMEC 904)
- USCGC RELIANCE (WMEC 615)
- USCGC RESOLUTE (WMEC 620)
- USCGC SENECA (WMEC 906)
- USCGC SPENCER (WMEC 905)
- USCGC TAHOMA (WMEC 908)
- USCGC TAMPA (WMEC 902)
- USCGC THETIS (WMEC 910)
- USCGC VALIANT (WMEC 621)
- USCGC VENTUROUS (WMEC 625)
- USCGC VIGILANT (WMEC 617)
- USCGC VIGOROUS (WMEC 627)

Pacific Area Cutters:

- USCGC ACTIVE
- USCGC ALERT
- USCGC ALEX HALEY
- USCGC BERTHOLF
- USCGC BOUTWELL
- USCGC HEALY
- USCGC MELLON
- USCGC KIMBALL
- USCGC MIDGETT
- USCGC DOUGLAS MUNRO
- USCGC MUNRO
- USCGC POLAR SEA
- USCGC POLAR STAR
- USCGC SHERMAN
- USCGC STEADFAST
- USCGC STRATTON
- USCGC WAESCHE

420' Healy class Icebreaker (WAGB)[\[edit\]](#)



[USCGC Healy \(WAGB-20\)](#)

- [USCGC Healy \(WAGB-20\)](#)

418' Legend class National Security Cutter, Large (WMSL)[\[edit\]](#)

Main article: [Legend class Cutter](#)

- [USCGC Bertholf \(WMSL-750\)](#)
- [USCGC Waesche \(WMSL-751\)](#)
- [USCGC Stratton \(WMSL-752\)](#)
- [USCGC Hamilton \(WMSL-753\)](#)
- [USCGC James \(WMSL-754\)](#)
- [USCGC Munro \(WMSL-755\)](#)
- [USCGC Kimball \(WMSL-756\)](#)
- [USCGC Midgett \(WMSL-757\)](#)

399' Polar Class Icebreaker (WAGB)[\[edit\]](#)

Main article: [USCG Polar Class Icebreaker](#)



Polar Star, a [USCG Polar Class Icebreaker](#)

- [USCGC Polar Star \(WAGB-10\)](#)
- [USCGC Polar Sea \(WAGB-11\)](#)

378' High Endurance Cutter (WHEC)[\[edit\]](#)



USCGC Hamilton (WHEC-715), a *Hamilton class cutter*

- [USCGC Hamilton \(WHEC-715\)](#)
- [USCGC Dallas \(WHEC-716\)](#)
- [USCGC Mellon \(WHEC-717\)](#)
- [USCGC Chase \(WHEC-718\)](#)
- [USCGC Boutwell \(WHEC-719\)](#)
- [USCGC Sherman \(WHEC-720\)](#)
- [USCGC Gallatin \(WHEC-721\)](#)
- [USCGC Morgenthau \(WHEC-722\)](#)
- [USCGC Rush \(WHEC-723\)](#)
- [USCGC Munro \(WHEC-724\)](#)
- [USCGC Jarvis \(WHEC-725\)](#)
- [USCGC Midgett \(WHEC-726\)](#)

338' Alamosa class Cutter (WAK)[\[edit\]](#)

- [USCGC Kukui \(WAK-186\)](#)

327' Treasury class Cutter (WPG)[\[edit\]](#)

Main article: [Treasury class cutter](#)

- [USCGC Bibb \(WPG-31\)](#)
- [USCGC Campbell \(WPG-32\)](#)
- [USCGC Duane \(WPG-33\)](#)
- [USCGC Hamilton \(WPG-34\)](#)



USCGC Ingham (WHEC-35), a *USCG Treasury Class Cutter*

- [USCGC Ingham \(WHEC-35\)](#)
- [USCGC Spencer \(WPG-36\)](#)
- [USCGC Taney \(WHEC-37\)](#)

311' Casco class Cutter (WAVP)[\[edit\]](#)

Main article: [Casco class cutter](#)

- [USCGC Casco \(WAVP-370\)](#)
- [USCGC Mataforda \(WAVP-373\)](#)
- [USCGC Humboldt \(WAVP-372\)](#)
- [USCGC Mackinac \(WAVP-371\)](#)
- [USCGC Absecon \(WAVP-374\)](#)
- [USCGC Chincoteague \(WAVP-375\)](#)
- [USCGC Coos Bay \(WAVP-376\)](#)
- [USCGC Rockaway \(WAVP-377\)](#)
- [USCGC Half Moon \(WAVP-378\)](#)
- [USCGC Unimak \(WAVP-379\)](#)
- [USCGC Yakutat \(WAVP-380\)](#)
- [USCGC Barataria \(WAVP-381\)](#)
- [USCGC Bering Strait \(WAVP-382\)](#)
- [USCGC Castle Rock \(WAVP-383\)](#), later [BRP Francisco Dagohoy \(PF-10\)](#)



[USCGC Cook Inlet \(WAVP-384\)](#)

- [USCGC Cook Inlet \(WAVP-384\)](#)
- [USCGC Dexter \(WAVP-385\)](#)
- [USCGC McCulloch \(WAVP-386\)](#)
- [USCGC Gresham \(WAVP-387\)](#)

309' Icebreaker (WAGB)[\[edit\]](#)

- [USCGC Glacier \(WAGB-4\)](#)

306' Edsall Class (WDE)[\[edit\]](#)



[USCGC Finch \(WDE-428\)](#), a former US Navy [Edsall class destroyer escort](#)

- [USCGC Newell \(WDE-322\)](#)
- [USCGC Falgout \(WDE-324\)](#)
- [USCGC Lowe \(WDE-325\)](#)
- [USCGC Finch \(WDE-328\)](#)

- [USCGC *Koiner* \(WDE-331\)](#)
- [USCGC *Forster* \(WDE-334\)](#)
- [USCGC *Ramsden* \(WDE-382\)](#)
- [USCGC *Richey* \(WDE-385\)](#)
- [USCGC *Vance* \(WDE-387\)](#)
- [USCGC *Durant* \(WDE-389\)](#)
- [USCGC *Chambers* \(WDE-391\)](#)

295' Training Barque Eagle (WIX)[\[edit\]](#)



USCGC *Eagle* under full sail in 2013 in the Caribbean Sea

- [USCGC *Eagle* \(WIX-327\)](#)

290' Medium Great Lakes Icebreaker (WAGB)[\[edit\]](#)



The [USCGC Mackinaw \(WAGB-83\)](#) on icebreaking duties in The Straits of Mackinaw

- [USCGC *Mackinaw* \(WAGB-83\)](#)

282' Medium Endurance Cutter (WMEC)[\[edit\]](#)



[USCGC *Alex Haley* \(WMEC-39\)](#)

- [USCGC *Alex Haley* \(WMEC-39\)](#)

270' Medium Endurance Cutter (WMEC)[[edit](#)]



[USCGC Thetis \(WMEC-910\)](#), a [Famous class cutter](#)

- [USCGC Bear \(WMEC-901\)](#)
- [USCGC Tampa \(WMEC-902\)](#)
- [USCGC Harriet Lane \(WMEC-903\)](#)
- [USCGC Northland \(WMEC-904\)](#)
- [USCGC Spencer \(WMEC-905\)](#)
- [USCGC Seneca \(WMEC-906\)](#)
- [USCGC Escanaba \(WMEC-907\)](#)
- [USCGC Tahoma \(WMEC-908\)](#)
- [USCGC Campbell \(WMEC-909\)](#)
- [USCGC Thetis \(WMEC-910\)](#)
- [USCGC Forward \(WMEC-911\)](#)
- [USCGC Legare \(WMEC-912\)](#)
- [USCGC Mohawk \(WMEC-913\)](#)

269' Wind class Icebreaker (WAGB)[[edit](#)]



[USCGC Edisto \(WAGB-284\)](#)

Main article: [Wind class icebreaker](#)

- [USCGC Staten Island \(WAGB-278\)](#) ex-[USS Staten Island \(AGB-5\)](#)
- [USCGC Eastwind \(WAGB-279\)](#)
- [USCGC Southwind \(WAGB-280\)](#) ex-[USS Atka \(AGB-3\)](#)
- [USCGC Westwind \(WAGB 281\)](#)
- [USCGC Northwind \(WAGB-282\)](#)
- [USCGC Burton Island \(WAGB-283\)](#) ex-[USS Burton Island \(AG-88\)](#)
- [USCGC Edisto \(WAGB-284\)](#) ex-[USS Edisto \(AGB-2\)](#)

255' Owasco class Cutter (WPG/WHEC)[[edit](#)]

Main article: [Owasco class cutter](#)



[USCGC Owasco \(WPG-39\)](#)

- [USCGC Owasco \(WHEC-39\)](#)
- [USCGC Winnebago \(WHEC-40\)](#)
- [USCGC Chautauqua \(WHEC-41\)](#)
- [USCGC Sebago \(WHEC-42\)](#)
- [USCGC Iroquois \(WHEC-43\)](#)
- [USCGC Wachusett \(WHEC-44\)](#)
- [USCGC Escanaba \(WHEC-64\)](#)
- [USCGC Winona \(WHEC-65\)](#)
- [USCGC Klamath \(WHEC-66\)](#)
- [USCGC Minnetonka \(WHEC-67\)](#)
- [USCGC Androscoggin \(WHEC-68\)](#)
- [USCGC Mendota \(WHEC-69\)](#)
- [USCGC Pontchartrain \(WHEC-70\)](#)

250' Lakes class Cutter[\[edit\]](#)

Main article: [Lake-class cutter](#)

- [USCGC Cayuga \(1932\)](#); Later-HMS *Totland* (Y88); [USCGC Mocoma \(WPG-163\)](#)
- [USCGC Champlain \(1929\)](#); Later-HMS *Sennen* (Y21); [USCGC Champlain \(WPG-319\)](#)
- [USCGC Chelan \(1928\)](#); Later-HMS *Lulworth* (Y60)
- [USCGC Itasca \(1929\)](#); Later-HMS *Gorleston* (Y92); [USCGC Itasca \(WPG-321\)](#)
- [USCGC Mendota \(1929\)](#); Later-HMS *Culver* (Y87)
- [USCGC Pontchartrain \(1928\)](#); Later-HMS *Hartland* (Y00)
- [USCGC Saranac \(1930\)](#); Later-HMS *Banff* (Y43); [USCGC Sebec \(WPG-164\)](#); [USCGC Tampa \(WPG-164\)](#)
- [USCGC Sebago \(1930\)](#); Later-HMS *Walney* (Y04)
- [USCGC Shoshone \(1931\)](#); Later-HMS *Landguard* (Y56)
- [USCGC Tahoe \(1928\)](#); Later-HMS *Fishguard* (Y59)

240' Tampa class Cutter[\[edit\]](#)

- [USCGC Haida \(WPG-45\)](#)
- [USCGC Modoc \(WPG-46\)](#)
- [USCGC Mojave \(WPG-47\)](#)
- [USCGC Tampa \(WPG-48\)](#)

240' Seagoing Buoy Tender Breaker (WLBB)[\[edit\]](#)



[USCGC Mackinaw \(WLBB-30\)](#)

- [USCGC Mackinaw \(WLBB-30\)](#)

230' Medium Endurance Cutter (WMEC)[\[edit\]](#)



[USCGC Storis \(WMEC-38\)](#)

- [USCGC Storis \(WMEC-38\)](#)

225' Juniper class USCGC Seagoing Buoy Tenders (WLB)[\[edit\]](#)



[USCGC Spar \(WLB-206\)](#), a [USCG Seagoing Buoy Tender](#)

- [USCGC Juniper \(WLB-201\)](#)
- [USCGC Willow \(WLB-202\)](#)
- [USCGC Kukui \(WLB-203\)](#)
- [USCGC Elm \(WLB-204\)](#)
- [USCGC Walnut \(WLB-205\)](#)
- [USCGC Spar \(WLB-206\)](#)
- [USCGC Maple \(WLB-207\)](#)
- [USCGC Aspen \(WLB-208\)](#)
- [USCGC Sycamore \(WLB-209\)](#)
- [USCGC Cypress \(WLB-210\)](#)
- [USCGC Oak \(WLB-211\)](#)

- [USCGC Hickory \(WLB-212\)](#)
- [USCGC Fir \(WLB-213\)](#)
- [USCGC Hollyhock \(WLB-214\)](#)
- [USCGC Sequoia \(WLB-215\)](#)
- [USCGC Alder \(WLB-216\)](#)

213' Medium Endurance Cutter (WMEC)[\[edit\]](#)

213' Diver Class Cutter (WAT)

- [USCGC Acushnet \(WMEC-167\)](#)
- [USCGC Yocona \(WMEC-168\)](#) (ex-Seize)
- [USCGC Escape \(WMEC-6\)](#)

210' Medium Endurance Cutter (WMEC)[\[edit\]](#)



[USCGC Reliance \(WMEC-615\)](#), a [Reliance class cutter](#)

- [USCGC Reliance \(WMEC-615\)](#)
- [USCGC Diligence \(WMEC-616\)](#)
- [USCGC Vigilant \(WMEC-617\)](#)
- [USCGC Active \(WMEC-618\)](#)
- [USCGC Confidence \(WMEC-619\)](#)
- [USCGC Resolute \(WMEC-620\)](#)
- [USCGC Valiant \(WMEC-621\)](#)
- [USCGC Courageous \(WMEC-622\)](#)
- [USCGC Steadfast \(WMEC-623\)](#)
- [USCGC Dauntless \(WMEC-624\)](#)
- [USCGC Venturous \(WMEC-625\)](#)
- [USCGC Dependable \(WMEC-626\)](#)
- [USCGC Vigorous \(WMEC-627\)](#)
- [USCGC Durable \(WMEC-628\)](#)
- [USCGC Decisive \(WMEC-629\)](#)
- [USCGC Alert \(WMEC-630\)](#)

205' Cherokee/Navajo class Auxiliary Tug (WAT)[\[edit\]](#)



[USCGC Tamaroa \(WMEC-166\)](#)

Main article: [Cherokee-class fleet tug](#)

- [USCGC Ute \(WMEC-76\)](#)
- [USCGC Lipan \(WMEC-85\)](#)
- [USCGC Avoyel \(WMEC-150\)](#)
- [USCGC Chilula \(WMEC-153\)](#)
- [USCGC Cherokee \(WMEC-165\)](#)
- [USCGC Tamaroa \(WMEC-166\)](#)

200' Eagle class[\[edit\]](#)

- [USCGC Earp \(ex-Eagle 22\)](#)

189' - USCG Seagoing Buoy Tenders[\[edit\]](#)

- [USCGC Magnolia \(WLB-328\)](#)
- [USCGC Ivy \(WLB-329\)](#)
- [USCGC Jonquil \(WLB-330\)](#)
- [USCGC Heather \(WLB-331\)](#)
- [USCGC Willow \(WLB-332\)](#)
- [USCGC Yamacraw \(WLB-333\)](#)

187' - Auxiliary Tug (WAT)[\[edit\]](#)

- [USCGC Redwing WAT-48](#) Former USN Lapwing Class Minesweeper^[1]

180' - USCG Seagoing Buoy Tenders[\[edit\]](#)

Main article: [USCG Seagoing Buoy Tender](#)

Class A (Cactus)[\[edit\]](#)



[USCGC Conifer \(WLB-301\)](#)

- [USCGC Balsam \(WLB-62\)](#)
- [USCGC Cactus \(WLB-270\)](#)
- [USCGC Cowslip \(WLB-277\)](#)
- [USCGC Woodbine \(WLB-289\)](#)
- [USCGC Gentian \(WLB-290\)](#)
- [USCGC Laurel \(WLB-291\)](#)
- [USCGC Clover \(WLB-292\)](#)
- [USCGC Evergreen \(WLB-295\)](#)
- [USCGC Sorrel \(WLB-296\)](#)
- [USCGC Citrus \(WLB-300\)](#)
- [USCGC Conifer \(WLB-301\)](#)
- [USCGC Madrona \(WLB-302\)](#)
- [USCGC Tupelo \(WLB-303\)](#)

Class B (Mesquite)[\[edit\]](#)



[USCGC Mesquite \(WLB-305\)](#)

- [USCGC Ironwood \(WLB-297\)](#)
- [USCGC Mesquite \(WLB-305\)](#)
- [USCGC Buttonwood \(WLB-306\)](#)
- [USCGC Planetree \(WLB-307\)](#)
- [USCGC Papaw \(WLB-308\)](#)
- [USCGC Sweetgum \(WLB-309\)](#)

Class C (Iris)[\[edit\]](#)



[USCGC Sundew \(WLB-404\)](#)

- [USCGC Basswood \(WLB-388\)](#)
- [USCGC Bittersweet \(WLB-389\)](#)
- [USCGC Blackhaw \(WLB-390\)](#)
- [USCGC Blackthorn \(WLB-391\)](#)
- [USCGC Bramble \(WLB-392\)^{\[2\]}](#)
- [USCGC Firebush \(WLB-393\)](#)

- [USCGC Hornbeam \(WLB-394\)^{\[3\]}](#)
- [USCGC Iris \(WLB-395\)](#)
- [USCGC Mallow \(WLB-396\)](#)
- [USCGC Mariposa \(WLB-397\)](#)
- [USCGC Redbud \(WLB-398\)](#)
- [USCGC Sagebrush \(WLB-399\)](#)
- [USCGC Salvia \(WLB-400\)](#)
- [USCGC Sassafras \(WLB-401\)](#)
- [USCGC Sedge \(WLB-402\)](#)
- [USCGC Spar \(WLB-403\)](#)
- [USCGC Sundew \(WLB-404\)](#)
- [USCGC Sweetbrier \(WLB-405\)](#)
- [USCGC Acacia \(WLB-406\)](#)
- [USCGC Woodrush \(WLB-407\)](#)

180' Oceanographic Vessel (WAGO)[\[edit\]](#)

- [USCGC Evergreen \(WAGO-295\)^{\[4\]}](#)

179' Patrol Coastal (WPC)[\[edit\]](#)



[USCGC Shamal \(WPC-13\)](#), a former USN [Cyclone class Patrol ship](#)

[Cyclone class Coastal Patrol Ships](#) on loan from the [United States Navy](#)

- [USCGC Tempest \(WPC-2\)](#)
- [USCGC Monsoon \(WPC-4\)](#)
- [USCGC Zephyr \(WPC-8\)](#)
- [USCGC Shamal \(WPC-13\)](#)
- [USCGC Tornado \(WPC-14\)](#)

176' Cargo Vessel (WAK)[\[edit\]](#)

- [USCGC Nettle \(WAK-169\)](#)
- [USCGC Trillium \(WAK-170\)](#)

175' Buoy Tender Hollyhock Class (WLM)[\[edit\]](#)



USCGC Walnut (WLM-252)

- [USCGC Fir \(WLM-212\)](#)
- [USCGC Walnut \(WLM-252\)](#)

175' Keeper class Coastal Buoy Tender (WLM)[\[edit\]](#)



[USCGC Joshua Appleby \(WLM-556\)](#), a 175' [USCG coastal buoy tender](#)

- [USCGC Ida Lewis \(WLM-551\)](#)
- [USCGC Katherine Walker \(WLM-552\)](#)
- [USCGC Abbie Burgess \(WLM-553\)](#)
- [USCGC Marcus Hanna \(WLM-554\)](#)
- [USCGC James Rankin \(WLM-555\)](#)
- [USCGC Joshua Appleby \(WLM-556\)](#)
- [USCGC Frank Drew \(WLM-557\)](#)
- [USCGC Anthony Petit \(WLM-558\)](#)
- [USCGC Barbara Mabrity \(WLM-559\)](#)
- [USCGC William Tate \(WLM-560\)](#)
- [USCGC Harry Claiborne \(WLM-561\)](#)
- [USCGC Maria Bray \(WLM-562\)](#)
- [USCGC Henry Blake \(WLM-563\)](#)

173' Magnolia class Bay and Sound Tender (WAGL)[\[edit\]](#)

- [USCGC Kukui \(WAGL-225\)](#)
- [USCGC Magnolia \(WAGL-231\)](#)
- [USCGC Ivy \(WAGL-\)](#)

165' Algonquin class Patrol Boat (WPG)[\[edit\]](#)



[USCGC Onondaga \(WPG-79\)](#)

Also known as 165-Foot "A" Patrol Craft

- [USCGC Algonquin \(WPG-75\)](#)

- [USCGC Comanche \(WPG-76\)](#)
- [USCGC Escanaba \(WPG-77\)](#)
- [USCGC Mohawk \(WPG-78\)](#)
- [USCGC Onondaga \(WPG-79\)](#)
- [USCGC Tahoma \(WPG-80\)](#)

165' Thetis class Patrol Boat (WPC)[\[edit\]](#)



[USCGC Ariadne \(WPC-101\)](#)

Also known as 165-Foot (B) Patrol Craft

- [USCGC Argo \(WPC-100\)](#)
- [USCGC Ariadne \(WPC-101\)](#)
- [USCGC Atalanta \(WPC-102\)](#)
- [USCGC Aurora \(WPC-103\)](#)
- [USCGC Calypso \(WPC-104\)](#)
- [USCGC Cyane \(WPC-105\)](#)
- [USCGC Daphne \(WPC-106\)](#)
- [USCGC Dione \(WPC-107\)](#)
- [USCGC Electra \(WPC-187\)](#)
- [USCGC Galatea \(WPC-108\)](#)
- [USCGC Hermes \(WPC-109\)](#)
- [USCGC Icarus \(WPC-110\)](#)
- [USCGC Nemesis \(WPC-111\)](#)
- [USCGC Nike \(WPC-112\)](#)
- [USCGC Pandora \(WPC-113\)](#)
- [USCGC Perseus \(WPC-114\)](#)
- [USCGC Thetis \(WPC-115\)](#)
- [USCGC Triton \(WPC-116\)](#)

160' Inland Construction Tender (WLIC)[\[edit\]](#)

- [USCGC Pamlico \(WLIC-800\)](#)
- [USCGC Hudson \(WLIC-801\)](#)
- [USCGC Kennebec \(WLIC-802\)](#)
- [USCGC Saginaw \(WLIC-803\)](#)

158' Auxiliary Tug (WAT)[\[edit\]](#)

- [USCGC Shawnee \(WAT-54\)^{\[5\]}](#)

157' Red class Coastal Buoy Tender (WLM)^{[[edit](#)]}

- [USCGC Red Wood \(WLM-685\)](#)
- [USCGC Red Beech \(WLM-686\)](#)
- [USCGC Red Birch \(WLM-687\)](#)
- [USCGC Red Cedar \(WLM-688\)](#)
- [USCGC Red Oak \(WLM-689\)](#)

154' Sentinel class Fast Response Cutter (WPC)^{[[edit](#)]}

Main article: [Sentinel class cutter](#)

- [USCGC Bernard C. Webber \(WPC-1101\)](#)
- [USCGC Richard Etheridge \(WPC-1102\)](#)
- [USCGC William Flores \(WPC-1103\)](#)
- [USCGC Robert Yered \(WPC-1104\)](#)
- [USCGC Margaret Norvell \(WPC-1105\)](#)
- [USCGC Paul Clark \(WPC-1106\)](#)
- [USCGC Charles David \(WPC-1107\)](#)
- [USCGC Charles W. Sexton \(WPC-1108\)](#)
- [USCGC Kathleen Moore \(WPC-1109\)](#)
- [USCGC Raymond Evans \(WPC-1110\)](#)
- [USCGC William Trump \(WPC-1111\)](#)
- [USCGC Isaac Mayo \(WPC-1112\)](#)
- [USCGC Richard Dixon \(WPC-1113\)](#)
- [USCGC Heriberto Hernandez \(WPC-1114\)](#)
- [USCGC Joseph Napier \(WPC-1115\)](#)
- [USCGC Winslow W. Griesser \(WPC-1116\)](#)
- [USCGC Donald Horsley \(WPC-1117\)](#)
- [USCGC Joseph Tezanos \(WPC-1118\)](#)
- [USCGC Rollin A. Fritch \(WPC-1119\)](#)
- [USCGC Lawrence O. Lawson \(WPC-1120\)](#)
- [USCGC John F. McCormick \(WPC-1121\)](#)
- [USCGC Bailey T. Barco \(WPC-1122\)](#)
- [USCGC Benjamin B. Dailey \(WPC-1123\)](#)
- [USCGC Oliver F. Berry \(WPC-1124\)](#)
- [USCGC Jacob L. A. Poroo \(WPC-1125\)](#)
- [USCGC Joseph Gerczak \(WPC-1126\)](#)
- [USCGC Richard Snyder \(WPC-1127\)](#)
- [USCGC Nathan Bruckenthal \(WPC-1128\)](#)
- [USCGC Forrest Rednour \(WPC-1129\)](#)
- [USCGC Robert Ward \(WPC-1130\)](#)
- [USCGC Terrell Home III \(WPC-1131\)](#)
- [USCGC Benjamin Bottoms \(WPC-1132\)](#)
- [USCGC Joseph Doyle \(WPC-1133\)](#)
- [USCGC William C. Hart \(WPC-1134\)](#)
- [USCGC Angela McShan \(WPC-1135\)](#)
- [USCGC Daniel Tarr \(WPC-1136\)](#)
- [USCGC Edgar Culbertson \(WPC-1137\)](#)
- [USCGC Harold Miller \(WPC-1138\)](#)
- [USCGC Myrtle Hazard \(WPC-1139\)](#)
- [USCGC Oliver Henry \(WPC-1140\)](#)
- [USCGC Charles Moulthrop \(WPC-1141\)](#)
- [USCGC Robert Goldman \(WPC-1142\)](#)

- [USCGC Frederick Hatch \(WPC-1143\)](#)
- [USCGC Glenn Harris \(WPC-1144\)](#)
- [USCGC Emlen Tunnell \(WPC-1145\)](#)
- [USCGC John Scheuerman \(WPC-1146\)](#)
- [USCGC Clarence Sutphin \(WPC-1147\)](#)
- [USCGC Pablo Valent \(WPC-1148\)](#)
- [USCGC Douglas Denman \(WPC-1149\)](#)
- [USCGC William Chadwick \(WPC-1150\)](#)
- [USCGC Warren Deyampert \(WPC-1151\)](#)
- [USCGC Maurice Jester \(WPC-1152\)](#)
- [USCGC John Patterson \(WPC-1153\)](#)
- [USCGC William Sparling \(WPC-1154\)](#)

143' Auxiliary Tug (WATA)[\[edit\]](#)

- [USCGC Modoc \(WATA-194\)](#) - Redesignated [USCGC Modoc \(WMEC-194\)](#)
- [USCGC Comanche \(WATA-202\)](#) - Redesignated [USCGC Comanche \(WMEC-202\)](#)

140' Bay class Icebreaking Tug (WTGB)[\[edit\]](#)



The U.S. Coast Guard Cutter Thunder Bay (WTGB-108) clears a channel for vessels to navigate the frozen Hudson River

- [USCGC Katmai Bay \(WTGB-101\)](#)
- [USCGC Bristol Bay \(WTGB-102\)](#)
- [USCGC Mobile Bay \(WTGB-103\)](#)
- [USCGC Biscayne Bay \(WTGB-104\)](#)
- [USCGC Neah Bay \(WTGB-105\)](#)
- [USCGC Morro Bay \(WTGB-106\)](#)
- [USCGC Penobscot Bay \(WTGB-107\)](#)
- [USCGC Thunder Bay \(WTGB-108\)](#)
- [USCGC Sturgeon Bay \(WTGB-109\)](#)

133' White class Coastal Buoy Tender (WAGL/WLM)[\[edit\]](#)



[USCGC White Alder \(WLM-541\)](#), a 133' [USCG coastal buoy tender](#)

- [USCGC *White Sumac* \(WLM-540\)](#)
- [USCGC *White Alder* \(WLM-541\)](#)
- [USCGC *White Bush* \(WLM-542\)](#)
- [USCGC *White Holly* \(WLM-543\)](#)
- [USCGC *White Sage* \(WLM-544\)^{\[6\]}](#)
- [USCGC *White Heath* \(WLM-545\)](#)
- [USCGC *White Lupine* \(WLM-546\)](#)
- [USCGC *White Pine* \(WLM-547\)](#)

125' Active class Patrol Boat (WSC)^[edit]

Main article: [Active class patrol boat](#)



[USCGC *Cuyahoga* \(WIX-157\)](#)

- [USCGC *Active* \(WSC-125\)](#)
- [USCGC *Agassiz* \(WSC-126\)](#)
- [USCGC *Alert* \(WSC-127\)](#)
- [USCGC *Bedloe* \(WSC-128\)](#)
- [USCGC *Bonham* \(WSC-129\)](#)
- [USCGC *Boutwell* \(WSC-130\)](#)
- [USCGC *Cahoone* \(WSC-131\)](#)
- [USCGC *Cartigan* \(WSC-132\)](#)
- [USCGC *Colfax* \(WSC-133\)](#)
- [USCGC *Crawford* \(WSC-134\)](#)
- [USCGC *Diligence* \(WSC-135\)](#)
- [USCGC *Dix* \(WSC-136\)](#)
- [USCGC *Ewing* \(WSC-137\)](#)
- [USCGC *Faunce* \(WSC-138\)](#)
- [USCGC *Frederick Lee* \(WSC-139\)](#)
- [USCGC *General Greene* \(WPC-140\)](#)
- [USCGC *Harriet Lane* \(WSC-141\)](#)
- [USCGC *Jackson* \(WSC-142\)](#)
- [USCGC *Kimball* \(WSC-143\)](#)
- [USCGC *Legare* \(WSC-144\)](#)
- [USCGC *Marion* \(WSC-145\)](#)
- [USCGC *McLane* \(WSC-146\)](#)
- [USCGC *Morris* \(WSC-147\)](#)
- [USCGC *Nemaha* \(WSC-148\)](#)
- [USCGC *Pulaski* \(WSC-149\)](#)
- [USCGC *Reliance* \(WSC-150\)](#)
- [USCGC *Rush* \(WSC-151\)](#)
- [USCGC *Tiger* \(WSC-152\)](#)
- [USCGC *Travis* \(WSC-153\)](#)
- [USCGC *Vigilant* \(WSC-154\)](#)
- [USCGC *Woodbury* \(WSC-155\)](#)

- [USCGC Yeaton \(WSC-156\)](#)
- [USCGC Cuyahoga \(WIX-157\)](#)

123' Patrol Boat (WPB)[\[edit\]](#)



[USCGC Matagorda \(WPB-1303\)](#), a 123' converted [Island Class 110-foot patrol boat](#)

Main article: [Island class patrol boat](#)

- [USCGC Manitou \(WPB-1302\)](#)
- [USCGC Matagorda \(WPB-1303\)](#)
- [USCGC Monhegan \(WPB-1305\)](#)
- [USCGC Nunivak \(WPB-1306\)](#)
- [USCGC Vashon \(WPB-1308\)](#)
- [USCGC Attu \(WPB-1317\)](#)
- [USCGC Metompkin \(WPB-1325\)](#)
- [USCGC Padre \(WPB-1328\)](#)

113' Sycamore Class (WAGL)[\[edit\]](#)



[USCGC Forsythia \(WAGL-63\)](#)

- [USCGC Dogwood \(WAGL-259\)](#)
- [USCGC Forsythia \(WAGL-63\)](#)
- [USCGC Sycamore \(WAGL-268\)](#)

110' Surface effect ship (WSES)[\[edit\]](#)

- [USCGC Dorado \(WSES-1\)](#)
- [USCGC Sea Hawk \(WSES-2\)](#)
- [USCGC Shearwater \(WSES-3\)](#)
- [USCGC Petrel \(WSES-4\)](#)

110' Island class patrol boat (WPB)[\[edit\]](#)



[USCGC Maui \(WPB-1304\)](#)



[USCGC Mustang \(WPB-1310\)](#)



[USCGC Orcas \(WPB-1327\)](#)

Main article: [Island class patrol boat](#)

- [USCGC Farallon \(WPB-1301\)](#)
- [USCGC Manitou \(WPB-1302\)](#)
- [USCGC Maui \(WPB-1304\)](#)
- [USCGC Ocracoke \(WPB-1307\)](#)
- [USCGC Aquidneck \(WPB-1309\)](#)
- [USCGC Mustang \(WPB-1310\)](#)
- [USCGC Naushon \(WPB-1311\)](#)
- [USCGC Sanibel \(WPB-1312\)](#)
- [USCGC Edisto \(WPB-1313\)](#)
- [USCGC Sapelo \(WPB-1314\)](#)
- [USCGC Martinicus \(WPB-1315\)](#)
- [USCGC Nantucket \(WPB-1316\)](#)
- [USCGC Baranof \(WPB-1318\)](#)
- [USCGC Chandeleur \(WPB-1319\)](#)
- [USCGC Chincoteague \(WPB-1320\)](#)
- [USCGC Cushing \(WPB-1321\)](#)
- [USCGC Cuttyhunk \(WPB-1322\)](#)
- [USCGC Drummond \(WPB-1323\)](#)
- [USCGC Key Largo \(WPB-1324\)](#)
- [USCGC Metompkin \(WPB-1325\)](#)

- [USCGC *Monomoy* \(WPB-1326\)](#)
- [USCGC *Orcas* \(WPB-1327\)](#)
- [USCGC *Sitkinak* \(WPB-1329\)](#)
- [USCGC *Tybee* \(WPB-1330\)](#)
- [USCGC *Washington* \(WPB-1331\)](#)
- [USCGC *Wrangell* \(WPB-1332\)](#)
- [USCGC *Adak* \(WPB-1333\)](#)
- [USCGC *Liberty* \(WPB-1334\)](#)
- [USCGC *Anacapa* \(WPB-1335\)](#)
- [USCGC *Kiska* \(WPB-1336\)](#)
- [USCGC *Assateague* \(WPB-1337\)](#)
- [USCGC *Grand Isle* \(WPB-1338\)](#)
- [USCGC *Key Biscayne* \(WPB-1339\)](#)
- [USCGC *Jefferson Island* \(WPB-1340\)](#)
- [USCGC *Kodiak Island* \(WPB-1341\)](#)
- [USCGC *Long Island* \(WPB-1342\)](#)
- [USCGC *Bainbridge Island* \(WPB-1343\)](#)
- [USCGC *Block Island* \(WPB-1344\)](#)
- [USCGC *Staten Island* \(WPB-1345\)](#)
- [USCGC *Roanoke Island* \(WPB-1346\)](#)
- [USCGC *Pea Island* \(WPB-1347\)](#)
- [USCGC *Knight Island* \(WPB-1348\)](#)
- [USCGC *Galveston Island* \(WPB-1349\)](#)
- [USCGC *Attu* \(WPB 1317\)](#) (First of the "B" Class)

110' Calumet class harbor tug (WYTM/WYT)[\[edit\]](#)

- [USCGC *Calumet* \(WYT-86\)](#)
- [USCGC *Hudson* \(WYT-87\)](#)
- [USCGC *Navesink* \(WYT-88\)](#)
- [USCGC *Tuckahoe* \(WYT-89\)](#)

110' Arundel class harbor tug (WYTM/WYT)[\[edit\]](#)

- [USCGC *Arundel* \(WYT-90\)](#)
- [USCGC *Mahoning* \(WYT-91\)](#)
- [USCGC *Naugatuck* \(WYT-92\)](#)
- [USCGC *Raritan* \(WYT-93\)](#)

110' Manitou class harbor tug (WYTM/WYT)[\[edit\]](#)

- [USCGC *Manitou* \(WYTM-60\)^{\[7\]}](#)
- [USCGC *Kaw* \(WYTM-61\)^{\[8\]}](#)

110' Apalachee class harbor tug (WYT)[\[edit\]](#)

- [USCGC *Apalachee* \(WYT-71\)](#)
- [USCGC *Yankton* \(WYT-72\)](#)
- [USCGC *Mohican* \(WYT-73\)](#)
- [USCGC *Chinook* \(WYTM-96\)](#)
- [USCGC *Ojibwa* \(WYT-97\)](#)
- [USCGC *Snohomish* \(WYT-98\)](#)

- [USCGC *Sauk* \(WYT-99\)](#)

100' Inland buoy tender (WLI)[\[edit\]](#)

- [USCGC *Bluebell* \(WLI-313\)](#)
- [USCGC *Buckthorn* \(WLI-642\)](#)

100' Inland construction tender (WLIC)[\[edit\]](#)

- [USCGC *Smilax* \(WLIC-315\)](#)

95' Cape-class cutter[\[edit\]](#)



[USCGC *Cape Hedge* \(WPB-95311\)](#)

Main article: [Cape class cutter](#)

- [USCGC *Cape Small* \(WPB-95300\)](#)
- [USCGC *Cape Coral* \(WPB-95301\)](#)
- [USCGC *Cape Higgon* \(WPB-95302\)](#)
- [USCGC *Cape Upright* \(WPB-95303\)](#)
- [USCGC *Cape Gull* \(WPB-95304\)](#)
- [USCGC *Cape Hatteras* \(WPB-95305\)](#)
- [USCGC *Cape George* \(WPB-95306\)](#)
- [USCGC *Cape Current* \(WPB-95307\)](#)
- [USCGC *Cape Strait* \(WPB-95308\)](#)
- [USCGC *Cape Carter* \(WPB-95309\)](#)
- [USCGC *Cape Wash* \(WPB-95310\)](#)
- [USCGC *Cape Hedge* \(WPB-95311\)](#)
- [USCGC *Cape Knox* \(WPB-95312\)](#)
- [USCGC *Cape Morgan* \(WPB-95313\)](#)
- [USCGC *Cape Fairweather* \(WPB-95314\)](#)
- [USCGC *La Crete a Pierrot* \(WPB-95315\)](#)
- [USCGC *Cape Fox* \(WPB-95316\)](#)
- [USCGC *Cape Jellison* \(WPB-95317\)](#)
- [USCGC *Cape Newagen* \(WPB-95318\)](#)
- [USCGC *Cape Romain* \(WPB-95319\)](#)
- [USCGC *Cape Starr* \(WPB-95320\)](#)
- [USCGC *Cape Cross* \(WPB-95321\)](#)
- [USCGC *Cape Horn* \(WPB-95322\)](#)
- [USCGC *Cape Darby* \(WPB-95323\)](#)
- [USCGC *Cape Shoalwater* \(WPB-95324\)](#)
- [USCGC *Cape Florida* \(WPB-95325\)](#)
- [USCGC *Cape Corwin* \(WPB-95326\)](#)
- [USCGC *Cape Porpoise* \(WPB-95327\)](#)

- [USCGC Cape Henlopen \(WPB-95328\)](#)
- [USCGC Cape Kiwanda \(WPB-95329\)](#)
- [USCGC Cape Falcon \(WPB-95330\)](#)
- [USCGC Cape Trinity \(WPB-95331\)](#)
- [USCGC Cape York \(WPB-95332\)](#)
- [USCGC Cape Rosier \(WPB-95333\)](#)
- [USCGC Cape Sable \(WPB-95334\)](#)
- [USCGC Cape Providence \(WPB-95335\)](#)

87' Marine Protector Class coastal patrol boat (WPB)^[edit]



[USCGC Barracuda \(WPB-87301\)](#), a [USCG Coastal Patrol Boat](#)

Main article: [Marine Protector class coastal patrol boat](#)

- [USCGC Barracuda \(WPB-87301\)](#)
- [USCGC Hammerhead \(WPB-87302\)](#)
- [USCGC Mako \(WPB-87303\)](#)
- [USCGC Marlin \(WPB-87304\)](#)
- [USCGC Stingray \(WPB-87305\)](#)
- [USCGC Dorado \(WPB-87306\)](#)
- [USCGC Osprey \(WPB-87307\)](#)
- [USCGC Chinook \(WPB-87308\)](#)
- [USCGC Albacore \(WPB-87309\)](#)
- [USCGC Tarpon \(WPB-87310\)](#)
- [USCGC Cobia \(WPB-87311\)](#)
- [USCGC Hawksbill \(WPB-87312\)](#)
- [USCGC Cormorant \(WPB-87313\)](#)
- [USCGC Finback \(WPB-87314\)](#)
- [USCGC Amberjack \(WPB-87315\)](#)
- [USCGC Kittiwake \(WPB-87316\)](#)
- [USCGC Blackfin \(WPB-87317\)](#)
- [USCGC Bluefin \(WPB-87318\)](#)
- [USCGC Yellowfin \(WPB-87319\)](#)
- [USCGC Manta \(WPB-87320\)](#)
- [USCGC Coho \(WPB-87321\)](#)
- [USCGC Kingfisher \(WPB-87322\)](#)
- [USCGC Seahawk \(WPB-87323\)](#)
- [USCGC Steelhead \(WPB-87324\)](#)
- [USCGC Beluga \(WPB-87325\)](#)
- [USCGC Blacktip \(WPB-87326\)](#)
- [USCGC Pelican \(WPB-87327\)](#)
- [USCGC Ridley \(WPB-87328\)](#)
- [USCGC Cochito \(WPB-87329\)](#)
- [USCGC Manowar \(WPB-87330\)](#)
- [USCGC Moray \(WPB-87331\)](#)

- [USCGC Razorbill \(WPB-87332\)](#)
- [USCGC Adelie \(WPB-87333\)](#)
- [USCGC Gannet \(WPB-87334\)](#)
- [USCGC Narwhal \(WPB-87335\)](#)
- [USCGC Sturgeon \(WPB-87336\)](#)
- [USCGC Sockeye \(WPB-87337\)](#)
- [USCGC Ibis \(WPB-87338\)](#)
- [USCGC Pompano \(WPB-87339\)](#)
- [USCGC Halibut \(WPB-87340\)](#)
- [USCGC Bonito \(WPB-87341\)](#)
- [USCGC Shrike \(WPB-87342\)](#)
- [USCGC Tern \(WPB-87343\)](#)
- [USCGC Heron \(WPB-87344\)](#)
- [USCGC Wahoo \(WPB-87345\)](#)
- [USCGC Flyingfish \(WPB-87346\)](#)
- [USCGC Haddock \(WPB-87347\)](#)
- [USCGC Brant \(WPB-87348\)](#)
- [USCGC Shearwater \(WPB-87349\)](#)
- [USCGC Petrel \(WPB-87350\)](#)
- [USCGC Sea Lion \(WPB-87352\)](#)
- [USCGC Skipjack \(WPB-87353\)](#)
- [USCGC Dolphin \(WPB-87354\)](#)
- [USCGC Hawk \(WPB-87355\)](#)
- [USCGC Sailfish \(WPB-87356\)](#)
- [USCGC Sawfish \(WPB-87357\)](#)
- [USCGC Swordfish \(WPB-87358\)](#)
- [USCGC Tiger Shark \(WPB-87359\)](#)
- [USCGC Blue Shark \(WPB-87360\)](#)
- [USCGC Sea Horse \(WPB-87361\)](#)
- [USCGC Sea Otter \(WPB-87362\)](#)
- [USCGC Manatee \(WPB-87363\)](#)
- [USCGC Ahi \(WPB-87364\)](#)
- [USCGC Pike \(WPB-87365\)](#)
- [USCGC Terrapin \(WPB-87366\)](#)
- [USCGC Sea Dragon \(WPB-87367\)](#)
- [USCGC Sea Devil \(WPB-87368\)](#)
- [USCGC Crocodile \(WPB-87369\)](#)
- [USCGC Diamondback \(WPB-87370\)](#)
- [USCGC Reef Shark \(WPB-87371\)](#)
- [USCGC Alligator \(WPB-87372\)](#)

82' Point class patrol boat (WPB)^[edit]



[USCGC Point Evans \(WPB-82354\)](#)

Main article: [Point class cutter](#)

- [USCGC Point Arden \(WPB-82309\)](#)
- [USCGC Point Arena \(WPB-82346\)](#)
- [USCGC Point Baker \(WPB-82342\)](#)
- [USCGC Point Banks \(WPB-82327\)](#)
- [USCGC Point Barnes \(WPB-82371\)](#)
- [USCGC Point Barrow \(WPB-82348\)](#)
- [USCGC Point Batan \(WPB-82340\)](#)
- [USCGC Point Bennett \(WPB-82351\)](#)
- [USCGC Point Bonita \(WPB-82347\)](#)
- [USCGC Point Bridge \(WPB-82338\)](#)
- [USCGC Point Brower \(WPB-82372\)](#)
- [USCGC Point Brown \(WPB-82362\)](#)
- [USCGC Point Camden \(WPB-82373\)](#)
- [USCGC Point Carrew \(WPB-82374\)](#)
- [USCGC Point Caution \(WPB-82301\)](#)
- [USCGC Point Charles \(WPB-82361\)](#)
- [USCGC Point Chico \(WPB-82339\)](#)
- [USCGC Point Clear \(WPB-82315\)](#)
- [USCGC Point Comfort \(WPB-82317\)](#)
- [USCGC Point Countess \(WPB-82335\)](#)
- [USCGC Point Cypress \(WPB-82326\)](#)
- [USCGC Point Divide \(WPB-82337\)](#)
- [USCGC Point Doran \(WPB-82375\)](#)
- [USCGC Point Dume \(WPB-82325\)](#)
- [USCGC Point Ellis \(WPB-82330\)](#)
- [USCGC Point Estero \(WPB-82344\)](#)
- [USCGC Point Evans \(WPB-82354\)](#)
- [USCGC Point Francis \(WPB-82356\)](#)
- [USCGC Point Franklin \(WPB-82350\)](#)
- [USCGC Point Gammon \(WPB-82328\)](#)
- [USCGC Point Garnet \(WPB-82310\)](#)
- [USCGC Point Glass \(WPB-82336\)](#)
- [USCGC Point Glover \(WPB-82307\)](#)
- [USCGC Point Grace \(WPB-82323\)](#)
- [USCGC Point Grey \(WPB-82324\)](#)
- [USCGC Point Hannon \(WPB-82355\)](#)
- [USCGC Point Harris \(WPB-82376\)](#)
- [USCGC Point Herron \(WPB-82318\)](#)
- [USCGC Point Heyer \(WPB-82369\)](#)
- [USCGC Point Highland \(WPB-82333\)](#)
- [USCGC Point Hobart \(WPB-82377\)](#)
- [USCGC Point Hope \(WPB-82302\)](#)
- [USCGC Point Hudson \(WPB-82322\)](#)
- [USCGC Point Huron \(WPB-82357\)](#)
- [USCGC Point Jackson \(WPB-82378\)](#)
- [USCGC Point Jefferson \(WPB-82306\)](#)
- [USCGC Point Judith \(WPB-82345\)](#)
- [USCGC Point Kennedy \(WPB-82320\)](#)
- [USCGC Point Knoll \(WPB-82367\)](#)
- [USCGC Point League \(WPB-82304\)](#)
- [USCGC Point Ledge \(WPB-82334\)](#)
- [USCGC Point Lobos \(WPB-82366\)](#)
- [USCGC Point Lomas \(WPB-82321\)](#)
- [USCGC Point Lookout \(WPB-82341\)](#)

- [USCGC Point Marone \(WPB-82331\)](#)
- [USCGC Point Martin \(WPB-82379\)](#)
- [USCGC Point Mast \(WPB-82316\)](#)
- [USCGC Point Monroe \(WPB-82353\)](#)
- [USCGC Point Nowell \(WPB-82363\)](#)
- [USCGC Point Orient \(WPB-82319\)](#)
- [USCGC Point Partridge \(WPB-82305\)](#)
- [USCGC Point Richmond \(WPB-82370\)](#)
- [USCGC Point Roberts \(WPB-82332\)](#)
- [USCGC Point Sal \(WPB-82352\)](#)
- [USCGC Point Slocum \(WPB-82313\)](#)
- [USCGC Point Spencer \(WPB-82349\)](#)
- [USCGC Point Steele \(WPB-82359\)](#) (ex-Point Buchon)
- [USCGC Point Stuart \(WPB-82358\)](#)
- [USCGC Point Swift \(WPB-82312\)](#)
- [USCGC Point Thatcher \(WPB-82314\)](#)
- [USCGC Point Turner \(WPB-82365\)](#) (ex-Point Houghton)
- [USCGC Point Verde \(WPB-82311\)](#)
- [USCGC Point Warde \(WPB-82368\)](#)
- [USCGC Point Welcome \(WPB-82329\)](#)
- [USCGC Point Wells \(WPB-82343\)](#)
- [USCGC Point White \(WPB-82308\)](#)
- [USCGC Point Whitehorn \(WPB-82364\)](#)
- [USCGC Point Winslow \(WPB-82360\)](#)
- [USCGC Point Young \(WPB-82303\)](#)

80' Inland buoy tender (WLI)[\[edit\]](#)

- [USCGC Tern \(WLI-80801\)](#)

75' Gasconade class river buoy tender (WLR)[\[edit\]](#)



[USCGC Gasconade \(WLR-75401\)](#)

- [USCGC Gasconade \(WLR-75401\)](#)
- [USCGC Muskingum \(WLR-75402\)](#)
- [USCGC Wyaconda \(WLR-75403\)](#)
- [USCGC Chippewa \(WLR-75404\)](#)
- [USCGC Cheyenne \(WLR-75405\)](#)
- [USCGC Kickapoo \(WLR-75406\)](#)
- [USCGC Kanawha \(WLR-75407\)](#)
- [USCGC Patoka \(WLR-75408\)](#)
- [USCGC Chena \(WLR-75409\)](#)

75' Kankakee class river buoy tender (WLR)[\[edit\]](#)



[USCGC Greenbrier \(WLR-75501\)](#), a diesel powered vessel built for the US Coast Guard in 1990

- [USCGC Kankakee \(WLR-75500\)](#)
- [USCGC Greenbrier \(WLR-75501\)](#)

75' Inland construction tender (WLIC)[\[edit\]](#)



The Coast Guard Cutter [USCGC Sledge \(WLIC-75303\)](#), a 75-foot construction tender homeported in Baltimore.

- [USCGC Anvil \(WLIC-75301\)](#)
- [USCGC Hammer \(WLIC-75302\)](#)
- [USCGC Sledge \(WLIC-75303\)](#)
- [USCGC Mallet \(WLIC-75304\)](#)
- [USCGC Vise \(WLIC-75305\)](#)
- [USCGC Clamp \(WLIC-75306\)](#)
- [USCGC Wedge \(WLIC-75307\)](#)
- [USCGC Spike \(WLIC-75308\)](#)
- [USCGC Hatchet \(WLIC-75309\)](#)
- [USCGC Axe \(WLIC-75310\)](#)

73' Hydrofoil (WPGH)[\[edit\]](#)

- [USCGC Flagstaff \(WPBH-1\)](#)

65' River buoy tender (WLR)[\[edit\]](#)



[USCGC Sangamon \(WLR-65506\)](#)

- [USCGC Ouachita \(WLR-65501\)](#)
- [USCGC Cimarron \(WLR-65502\)](#)
- [USCGC Obion \(WLR-65503\)](#)
- [USCGC Scioto \(WLR-65504\)](#)
- [USCGC Osage \(WLR-65505\)](#)
- [USCGC Sangamon \(WLR-65506\)](#)

65' Inland buoy tender (WLI)[\[edit\]](#)



[USCGC Chokeberry \(WLI-65304\)](#)

- [USCGC Bayberry \(WLI-65400\)](#)
- [USCGC Elderberry \(WLI-65401\)](#)
- [USCGC Blueberry \(WLI-65402\)](#)
- [USCGC Blackberry \(WLI-65303\)](#)
- [USCGC Chokeberry \(WLI-65304\)](#)
- [USCGC Loganberry \(WLI-65305\)](#)

65' Small harbor tug (WYTL)[\[edit\]](#)



[USCGC Bollard \(WYTL-65614\)](#)

- [USCGC Capstan \(WYTL-65601\)](#)
- [USCGC Chock \(WYTL-65602\)](#)
- [USCGC Swivel \(WYTL-65603\)](#)
- [USCGC Tackle \(WYTL-65604\)](#)
- [USCGC Towline \(WYTL-65605\)](#)
- [USCGC Catenary \(WYTL-65606\)](#)
- [USCGC Bridle \(WYTL-65607\)](#)
- [USCGC Pendant \(WYTL-65608\)](#)
- [USCGC Shackle \(WYTL-65609\)](#)
- [USCGC Hawser \(WYTL-65610\)](#)
- [USCGC Line \(WYTL-65611\)](#)
- [USCGC Wire \(WYTL-65612\)](#)
- [USCGC Bitt \(WYTL-65613\)](#)

- [USCGC *Bollard* \(WYTL-65614\)](#)
- [USCGC *Cleat* \(WYTL-65615\)](#)