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More Videos From NavalCoverMuseum Jump to navigation Jump to search Coast Guard DesignationDescription Boat Coast Guard DesignationDescription Boat Coast Guard DesignationDescription Boat Ferry Revenue CutterCoast Guard DesignationDescription Boat Coast Guard Designation Boat Coast Guard Design
Guard Revenue Cutter ACVCoast Guard Air Cushion Vehicle WAGCoast Guard Miscellaneous Auxiliary WAGECoast Guard Examination Vessel (?) WAGLCoast Guard Lighthouse Tender WAGOCoast Guard Oceanographic Cutter WAGRCoast Guard Radar Picket Ship
WAKCoast Guard Cargo Ship WAOCoast Guard Cargo Ship WAOCoast Guard Cargo Ship WACCoast Guard Cargo Ship WATCoast Guard Cargo Ship WATCoast Guard Cargo Ship WATCoast Guard Cargo Ship WACCoast Guard Cargo Ship WATCoast Guard Cargo Ship WATCoast Guard Cargo Ship WACCoast Guard Cargo Ship WATCoast Guard Car
WIXCoast Guard Unclassified Miscellaneous Vessel WLBCoast Guard 65ft / 100ft Inland Buoy Tender WLICCoast Guard 75ft / 100ft Inland Buoy Tender WLICCoast Guard 65ft / 100ft Inland Buoy Tender WLICCoast Guard 75ft / 100ft /
WLVCoast Guard Lightship WMECCoast Guard Medium Endurance Cutter WMEHCoast Guard 418 ft Maritime Security Cutter, Large WMSMCoast Guard 360 ft Offshore Patrol Cutter WPBCoast Guard Patrol Craft (includes CG Unnamed 74 and 83 Foot Patrol Boats)
WPBHCoast Guard Patrol Craft (Hydrofoil) WPCCoast Guard Polar Security Cutter WSCCoast Guard Patrol Craft WTGBCoast Guard Test Craft WTGBCoast Guard Polar Security Cutter WSCCoast Guard Polar Secu
Training Vessel WYPCoast Guard 100-foot Patrol Boat WYTCoast Guard 110-foot Harbor Tug WYTLCoast Guard
cutters Originally, the Coast Guard used the term cutter in its traditional sense, as a type of small sailing ship.[1] Larger cutters, over 181 feet (55 m) in length, are controlled by Area Commands, the Atlantic Area or Pacific Area. Smaller cutters come under control of district commands. Cutters usually carry a motor surf boat and/or a rigid-hulled
inflatable boat. Polar-class icebreakers (WAGB) carry an Arctic survey boat (ASB) and landing craft. Any Coast Guard operates 243 Cutters, [2] defined as any vessel more than 65 feet (20 m) long, that has a
permanently assigned crew and accommodations for the extended support of that crew.[3] Class is currently being built and some or Class is currently being built and currently being built and some or Class is currently built and some or 
 .50 caliber (12.7 mm) Browning M2 machine guns[4] Building 2, 3 total on order. The Polar Security Cutter Program is to replace the Polar-class 1 420' Various small arms Medium class icebreaker used for icebreaking and research. Entered service in 2000.[5] Legend-class 10 418' 1 × MK 110 57mm gun a
variant of the Bofors 57 mm gun and Gunfire Control System 1 × 20 mm Block 1B Baseline 2 Phalanx Close-In Weapons System 4 × crew-served M240B 7.62 mm machine guns Various small arms 10 Active; Building 1; Option for 12th.[6] Designated to replace the Hamilton-class.
Entered Service in 2008. Polar-class 1 399' Various small arms USCGC Polar Star (WAGB-10) is only active heavy icebreaker. Entered service in 1976.[7][8][9] USCGC Polar Sea (WAGB-11) is located in Seattle, Washington but is not currently in active service. USCGC Storis 1 360' None The only Anchor handling tug supply vessel icebreaker and
recently acquired in 2024.[10] Planned to be in service in 2026 and will be homeported in Juneau, Alaska but is not currently in active service. Heritage-class 0 360' 1 x MK 110 57 mm gun and Gunfire Control System 1 x BAE Systems Mk 38 Mod 3 25 mm gun with 7.62 mm co-axial gun 2 x M2 Browning .50 caliber
(12.7 mm) machine guns mounted on a MK 50 Stabilized Small Arms Mount (SSAM) 4 x crew-served M2 Browning .50 caliber (12.7 mm) machine guns Various small arms 3 under construction; 12 ordered or optioned; 25 total planned.[11] Designated to replace the Famous-class and Reliance-class. To enter service in 2025.[12] USCGC Eagle 1 295'
None USCGC Eagle (WIX-327): Eagle is home ported at the Coast Guard Academy in New London, Connecticut. It is used for training voyages for Coast Guard Academy as the Horst Wessel, and was taken by the United States as a war reparation in 1945. USCGC Alex
Haley 1 283' 2 × Mk 38 Mod 1 25 mm gun 2 × .50 caliber (12.7 mm) machine guns Various small arms Entered service in 1983. USCGC Mackinaw 1 240' 2 × crew-served
M240B 7.62 mm machine guns Various small arms Mackinaw is a 240-foot (73 m) heavy icebreaker built for operations on the North American Great Lakes and home ported at Cheboygan, Michigan. Entered Service in 2006. Juniper-class 14
210' 1 ×Mk 38 Mod 1 25 mm gun 2 × .50 caliber (12.7 mm) machine guns Various small arms Entered service in 1964. Keeper-class 14 175' None Entered service in 1976. Sentinel-class 58 154' 1 × Mk 38 Mod 2 25 mm autocannon 4 × crew-served Browning M2 machine guns 64
planned. Designated to replace Island-class. Entered service in 2012. Bay-class 9 140' 2 × M240 machine guns 10 planned. Entered service in 1979. Island-class 49 110' Mk 38 Mod 1 25 mm chain gun 2 × M2 .50-cal MG (WPB): Eight additional 110-foot patrol boats were extended to 123 feet (37 m) but structural issues developed shortly after these
conversions and the cutters were deemed unsafe to operate.[13] Entered service in 1945. 100-ft inland buoy tender 2 100' None Entered service in 1945. 100-ft inland construction tender 3 100' None Entered service in 1945. 100-ft inland construction tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 2 100' None Entered service in 1945. 100-ft inland construction tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 2 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entered service in 1945. 100-ft inland buoy tender 3 100' None Entere
GWS Carried on four Marine Protector Class Cutters. Kankakee-class 2 75' None Entered service in 1964 75-ft inland construction tender 9 75' None Entered service in 1964 65-ft small arms Entered Service in 1962 65-ft river buoy tender 2 65' None 65-ft inland buoy tender 2 65' None Entered service in 1954 65-ft small
harbor tug 11 65' None (WYTL): This is a class of eleven 65-foot tugs used by the United States Coast Guard for search and rescue, law enforcement, aids-to-navigation work and light icebreaking. Entered service in 1961. The Coast Guard operates about 1,402 boats, defined as any vessel less than 65 feet (20 meters) in length, which generally
operate near shore and on inland waterways. The most common is 25 feet (7.6 m) long, of which the Guard has more than 350.[14] The shortest is 13 feet (4.0 m). Name Image Length Notes 65-ft Aids to Navigation Boat 64' 64-ft Screening Vessel 64' 55-ft Aids to Navigation Boat 55' 52-ft Motor Lifeboat 52' The Coast Guard currently has four of the
52-foot motor life boats, a craft designed from the ground up to serve in challenging surf conditions. All four craft are currently assigned to surf stations in the Pacific Northwest. Also known as "Special Purpose Craft - Heavy Weather (SPC-HWX)" 49-ft Buoy Utility Stern Loading 49' 47-ft Motor Lifeboat 47' The Coast Guard's 47-foot primary heavy-
weather boat used for search and rescue as well as law enforcement and homeland security. [15] Response Boat - Medium (RB-M) boats that were delivered starting in 2008 to replace the 41 UTB boats. These aluminum boats are 45 feet (14 m) in length, with twin
diesel engines (total 825 hp), are self-righting, have a four crew, six passenger capacity, are equippable with two .50 caliber machine guns, have an excellent fendering system, can achieve a top speed of 42 knots (78 km/h), and are capable of towing a 100-ton vessel in eight-foot seas. The boats were built by Kvichak Marine Industries of Kent,
Washington and Marinette Marine of Manitowoc, Wisconsin. [16][17] Near-Shore Life Boat 42' 39-ft Tactical Training Boat 38' Arctic Survey Boat 38' Arctic Survey
11-meter (36-foot) high-speed launch that can be launched from the rear ramps of the National Security Cutters.[18] 33-ft Law Enforcement 33' 26-ft Trailerable Aids to Navigation Boat 29' Response boat - Small II 29' A 29-foot replacement for the Defender Class, built by Metal Shark Boats. Cutter Boat - Over the Horizon 25' Transportable port
security boat 25' 25-foot (7.6 m) boat, based on the commercial version of the 25-foot (8 m) center-console Boston Whaler, suitable for work in inland waters, easily transportable by trailer. These are primarily used by Port Security Units for force protection in naval support areas abroad, as well as, ports of embarkation/debarkation in expeditionary
areas. Most recently these boats and units were deployed to Kuwait in support of Operation Iraqi Freedom. The durability, versatility, and mobility of these boats make them ideal for this type of operation. [19] Response boat - Small 25' A high-speed boat, for a variety of missions, including search and rescue, port security and law enforcement duties
The original 25-foot boats built by SAFE Boats International (Secure All-around Flotation Equipped) of Port Orchard, Washington are being replaced by 29-foot boats built by Metal Shark Boats International (Secure All-around Flotation Equipped) of Port Orchard, Washington are being replaced by 29-foot boats built by Metal Shark Boats International (Secure All-around Flotation Equipped) of Port Orchard, Washington are being replaced by 29-foot boats built by Metal Shark Boats International (Secure All-around Flotation Equipped) of Port Orchard, Washington are being replaced by 29-foot boats built by Metal Shark Boats International (Secure All-around Flotation Equipped) of Port Orchard, Washington are being replaced by 29-foot boats built by Metal Shark Boats International (Secure All-around Flotation Equipped) of Port Orchard, Washington are being replaced by 29-foot boats built by Metal Shark Boats International (Secure All-around Flotation Equipped) of Port Orchard, Washington are being replaced by 29-foot boats built by Metal Shark Boats International (Secure All-around Flotation Equipped) of Port Orchard, Washington are being replaced by 29-foot boats built by Metal Shark Boats International (Secure All-around Flotation Equipped) of Port Orchard, Washington are being replaced by 29-foot boats built by Metal Shark Boats International (Secure All-around Flotation Equipped) of Port Orchard, Washington Equipped (Secure All-around Flotation Equipped) of Port Orchard, Washington Equipped (Secure All-around Flotation Equipped) of Port Orchard, Washington Equipped (Secure All-around Flotation Equipped) of Port Orchard, Washington Equipped (Secure All-around Flotation Equipped) of Port Orchard, Washington Equipped (Secure All-around Flotation Equipped) of Port Orchard, Washington Equipped (Secure All-around Flotation Equipped) of Port Orchard, Washington Equipped (Secure All-around Flotation Equipped) of Port Orchard, Washington Equipped (Secure All-around Flotation Equipped) of Port Orchard, Washington Equipped (Secu
 the United States Coast Guard Auxiliary. Every aircraft in the U.S. Coast Guard fleet in June 2024. From left: HC-130, C-27J, HC-144, C-37, MH-60T, MH-65 The Coast Guard operates about 210 aircraft in the U.S. Coast Guard fleet in June 2024. From left: HC-130, C-27J, HC-144, C-37, MH-60T, MH-65 The Coast Guard operates about 210 aircraft. Fixed-wing aircraft in the U.S. Coast Guard fleet in June 2024. From left: HC-130, C-27J, HC-144, C-37, MH-60T, MH-65 The Coast Guard fleet in June 2024. From left: HC-130, C-27J, HC-144, C-37, MH-60T, MH-65 The Coast Guard fleet in June 2024. From left: HC-130, C-27J, HC-144, C-37, MH-60T, MH-65 The Coast Guard fleet in June 2024. From left: HC-130, C-27J, HC-144, C-37, MH-60T, MH-65 The Coast Guard fleet in June 2024. From left: HC-130, C-27J, HC-144, C-37, MH-60T, MH-60T
HH-65 Dolphin and Sikorsky HH-60J Jayhawk) operate from Air Stations, Air Facilities, and flight-deck equipped cutters, and can rescue people or intercept smuggling vessels. Some special MH- designated helicopters are armed with guns and some are equipped with armor to protect against small arms fire. Name Image Quantity Notes HC-130
Hercules 27 C-27J Spartan 11 [22][23] Out of 14 on order. HC-144 Ocean Sentry 18 [24][25][26] C-37 2 Aircraft as a VIP transport for high-ranking Coast Guard and Homeland Security officials.[27] MH-65 Dolphin 102 To be retired. MH-60T Jayhawk 42 Fleet to expand to 127 aircraft to replace Dolphin.[28] RG-8A Condor unspecified number Boeing
 Insitu ScanEagle unspecified number [29] The Coast Guard was to purchase the Bell Eagle Eye UAV as part of the Deepwater program, but this has been cancelled.[30] The Coast Guard is currently preparing to launch a small UAS competition for the Legend-class NSC and future Heritage-class cutter.[31] In addition to regular Coast Guard aircraft,
privately owned general aviation aircraft are used by Coast Guard Auxiliarists for patrols and search-and-rescue missions. Name Image Origin Notes HMMWV United States Used primarily by Deployable Specialized Forces[32] LSSV United States (33) Sea Commander Aegis derived combat system SCCS-Lite combat data system AN/SLQ-32B(V)2
CIWS 20 mm Block 1B Baseline 2 Bofors 57 mm gun MK 110. A variant of the Bofors 57 mm gun and Gunfire Control System OTO Melara Mark 75 76 mm/62 caliber naval gun Name Image Notes Mark 36 SRBOC chaff countermeasures Nulka MK 53 Mod 10 Model Image Caliber Type Origin Details P229R-DAK .40 S&W Pistol Germany Former
 service pistol Glock 19 9mm Pistol Austria Standard service pistol. Replacing the Sig P229R-DAK [34] Colt M1911 Gold Medal Match .45 ACP Pistol United States Limited service M4 5.56×45mm NATO Assault rifle United States Utilized exclusively for Excellence in Competition (EIC) M16A2 5.56×45mm NATO Assault rifle United States Utilized exclusively for Excellence in Competition (EIC) M16A2 5.56×45mm NATO Assault rifle United States Utilized exclusively for Excellence in Competition (EIC) M16A2 5.56×45mm NATO Assault rifle United States Utilized exclusively for Excellence in Competition (EIC) M16A2 5.56×45mm NATO Assault rifle United States Utilized exclusively for Excellence in Competition (EIC) M16A2 5.56×45mm NATO Assault rifle United States Utilized exclusively for Excellence in Competition (EIC) M16A2 5.56×45mm NATO Assault rifle United States Utilized exclusively for Excellence in Competition (EIC) M16A2 5.56×45mm NATO Assault rifle United States Utilized exclusively for Excellence in Competition (EIC) M16A2 5.56×45mm NATO Assault rifle United States Utilized exclusively for Excellence in Competition (EIC) M16A2 5.56×45mm NATO Assault rifle United States Utilized exclusively for Excellence in Competition (EIC) M16A2 5.56×45mm NATO Assault rifle United States Utilized exclusively for Excellence in Competition (EIC) M16A2 5.56×45mm NATO Assault rifle United States Utilized exclusively for Excellence in Competition (EIC) M16A2 5.56×45mm NATO Assault rifle United States Utilized exclusively for Excellence in Competition (EIC) M16A2 5.56×45mm NATO Assault rifle United States Utilized exclusively for Excellence in Competition (EIC) M16A2 5.56×45mm NATO Assault rifle United States Utilized exclusively for Excellence in Competition (EIC) M16A2 5.56×45mm NATO Assault rifle United States Utilized exclusively for Excellence in Competition (EIC) M16A2 5.56×45mm NATO Assault rifle United States Utilized exclusively for Excellence in Competition (EIC) M16A2 5.56×45mm NATO Assault rifle (EIC) M16A2 5.56×45mm NATO Assault rif
Standard issue service rifle. The Deployable Operations Group also employs the Mk 18 upper receiver[35] MK18/CQBR 5.56×45mm NATO Assault rifle, Carbine United States Standard issue service carbine. The Deployable Specialized Forces also employs them M870P 12-gauge Shotgun United States Standard issue service carbine.
Deployable Specialized Forces employs them M240 7.62×51mm NATO General purpose, medium machine gun United States M240B variant is employed aboard the MH-65 Dolphin helicopters. The M240 is also used on land by Port Security Units[36] M249 5.56×45mm NATO
machine guns are used on land by Port Security Units[38] MK14 EBR 7.62×51mm NATO Designated marksman rifle, Sniper rifle United States Variant known as the M14 Tactical fitted with the Mk 14 Enhanced Battle Rifle stock, with a 22-inch barrel and a Smith Enterprise muzzle brake. Mk 11 7.62×51mm NATO Designated marksman rifle, Sniper
 rifle United States Used by the Deployable Specialized Forces [35] Barrett 50 cal/M82/M107. 50 BMG Anti materiel sniper rifle United States Used for Airborne Use of Force (AUF) missions Robar RC-50. 50 BMG Anti materiel sniper rifle United States Used for Airborne Use of Force (AUF) missions Robar RC-50 and English (AUF) missions ROBAR (AUF) miss
19 40mm Automatic grenade launcher United States Belt-fed MK3 grenade Concussion Grenade United States Used as an anti-swimmer grenade. Being phased out and being replaced by a newer Anti-Swimmer Grenade United States Used as an anti-swimmer grenade.
radios. There are eight major radio stations covering long-range transmissions and an extensive network of VHF radio stations system is the Rescue 21. Rescue 21 is an advanced maritime communication system is the Rescue 21. Rescue 21 is an advanced maritime communication system. The OMEGA navigation system and
the LORAN-C transmitters outside the USA were run until 1994 also by the United States Coast Guard, and LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C transmitters within the US were decommissioned in June 2010, which the US were decommissioned in June 2010, which the US were decommissioned in June 201
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of United States Coast Guard units working with Canadian military members has interdicted a record $1.4 billion worth of illegal narcotics over the past two months, officials said. The seizure — which is the largest of its kind in the branch's history — included 59,700 pounds of cocaine and 1,430 pounds of marijuana taken from smugglers in the
 Eastern Pacific and Caribbean oceans, USCG said. Capt. Todd Vance of the Coast Guard Cutter James said Thursday that his ship and his Canadian allies dealt a "significant blow" in the agency's fight to stop illegal drugs. "Today, the crew of James will unload 26 metric tons of cocaine and marijuana interdicted by multiple Coast Guard Units, [U.S.
Customs and Border Protection] air assets and Canadian partners with a wholesale street value of over $1.4 billion, which is the largest offload in the James' history and double what was interdicted in our Fall 2020 patrol," Vance said. The captain said his crew of 150 sailors patrol the Eastern Pacific and Caribbean seas, disrupting the flow of drugs
coming into Central America for eventual transport to the United States. The last patrol lasted about two months. The US Coast Guard and Canadian military successfully captured nearly 60,000 pounds of cocaine and more than 1,000 pounds of weed. AP Photo/Wilfredo Lee "This crew and their efforts have struck a significant blow in the fight to
combat the criminal networks who create the destabilizing influence we're all witnessing in Central America and at our nation's southern border," he said. The patrol doubled the amount of drugs seized from its previous one, Vance said. The patrol doubled the amount of drugs seized from its previous one, Vance said. The patrol doubled the amount of drugs seized from its previous one, Vance said. The patrol doubled the amount of drugs seized from its previous one, Vance said.
Steven Poulin, Atlantic Area Commander, called the seizure "historic" on Thursday, just a day after the agency's 231st birthday. "This is the largest illicit drug offload in Coast Guard historic, and it's a result of the combined efforts of our interagency partners and a dedicated international coalition," he said Thursday. Capt. Todd Vance
says the Coast Guard seized twice as much illegal drugs from their "Fall 2020 patrol." Facebook 150 US Coast Guard sailors were involved in intercepting drug smugglers in the Eastern Pacific and Caribbean seas. Facebook "Drug trafficking organizations are ruthless and highly adaptable. We will remain adaptable and we will never relent." Sailors
and staff from the Canadian Vessel HMCS Shawinigan were also present at the press conference. Maj. Gen. Paul Ormsby, Canadian Defense Attaché, spoke Thursday and thanked the American and Canadian men and women involved. Vice Adm. Steven Poulin declared the guzzling seizure of narcotics the "largest illicit drug offload in Coast Guard
history." AP Photo/Wilfredo Lee "We know that no nation can do it alone, and that we are stronger together," he said. Need a hand with your resume? Anxious about negotiating with your salary? CareerBliss has your back! We deliver practical job search and career advice you can use to zoom ahead. Page 2 Congratulations to the CareerBliss Happiest
Companies of 2025. Unlike other awards, CareerBliss honors companies that create a positive workplace. All reviews are independent, where employees rank the key attributes that contribute to happiness; we call them BlissScores. Check if your company made our list and share this with your co-workers. School Nurse Interview Questions and
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school counselor or preparing for an upcoming interview in the field... The mission of the U.S. Coast Guard is to protect the public, the environment, and U.S. economic interests — along the coast and our coastal borders, in the national security. As
one of the six branches of the Armed Forces, the U.S. Coast Guard is vital to our nation's safety and security. U.S. Coast Guard employs a topnotch civilian workforce, with more than 7,000 positions in nearly 100 locations nationwide. Search for Jobs and Internships at
USAJobs.gov. 119,606 followers 1w Edited The U.S. Coast Guard plays a crucial role in security. As cyber threats evolve, we focus on protecting critical maritime infrastructure. Coast Guard Cyber Command (CGCYBER) recently published the 2024
Cyber Trends and Insights in the Marine Environment (CTIME) Report that provides: - Thought provoking analysis and trends for the maritime cyber actors
continue to target the marine environment, CGCYBER remains strategically postured to protect maritime critical infrastructure from advanced cyber threats. Read more here: 119,606 followers 3w Unit highlight! The mighty USCGC Mackinaw (WLBB-30), the Coast Guard's 240-foot multi-purpose Great Lakes Icebreaker! During the winter months,
the Mackinaw and crew patrols the waterways of the Great Lakes, ensuring safe passage throughout the ice for vessel traffic. In addition to heavy icebreaking, the Mackinaw has state of the region's Aids to Navigation (ATON), search and trew multi-mission capabilities the rest of the year, including maintenance of the region's Aids to Navigation (ATON), search and trew multi-mission capabilities the rest of the year, including maintenance of the region's Aids to Navigation (ATON), search and trew multi-mission capabilities the rest of the year, including maintenance of the region's Aids to Navigation (ATON), search and trew multi-mission capabilities the rest of the year, including maintenance of the region's Aids to Navigation (ATON), search and trew multi-mission capabilities the rest of the year, including maintenance of the region's Aids to Navigation (ATON), search and trew multi-mission capabilities the rest of the year, including maintenance of the region's Aids to Navigation (ATON), search and trew multi-mission capabilities the rest of the year, including maintenance of the region's Aids to Navigation (ATON), search and trew multi-mission capabilities the rest of the year, including maintenance of the region's Aids to Navigation (ATON), search and the year, including maintenance of the region's Aids to Navigation (ATON), search and the year, including maintenance of the year, including
rescue (SAR), as the ability to deploy an oil skimming system to respond to oil spills and other environmental disasters. This mission ensures the safety of commerce in the nation's northern Maritime Transportation System (MTS) throughout the year. Follow U.S. Coast Guard for more content! Courtesy video by Staff Sgt. Noah Lukan U.S. Department
of Homeland Security #CGMTS2025 #USCG #GreatLakes #IceBreaking 119,606 followers 2mo The U.S. Coast Guard Cutter Polar Star (WAGB 10) and crew departed the Antarctic region Tuesday, after 65 days south of the Antarctic Circle in support of Operation Deep Freeze 2025. The crew transited nearly 16,000 miles
 since departing its Seattle homeport in November with stops in Honolulu, Sydney, and McMurdo Station. For 28 years, the U.S. Coast Guard has enabled America's enduring presence in the world's most remote and challenging environment: Antarctica. Each year, the Polar Star participates in Operation Deep Freeze, crushing a path through ice up
to 21 feet thick to allow for resupply of McMurdo Station, America's largest outpost in the Antarctic region. Polar Star was named after Polar Star for the scientific support provided by the cutter in the area during
Operation Deep Freeze 86. The Polar Star is the United States' only asset capable of providing access to both Polar Regions. The Seattle-based cutter is a 399-foot heavy polar icebreaker commissioned in 1976, weighing 13,500 tons and is 84-feet wide with a 34-foot draft. The cutter's six diesel and three gas turbine engines produce up to 75,000
horsepower. Sustained Coast Guard presence and vigilance in the Polar Regions is critical to advancing U.S. national, economic, and energy security. As the Arctic and Antarctic become more accessible, the demand for more icebreakers to secure global shipping routes, strategic presence, and research access in these regions has never been higher
 Investing in icebreakers means investing in American presence, influence, and security #USCG #EconomicStability 119,606 followers 2mo The Coast Guard remains vigilant along the Rio Grande River, conducting increased
patrols to safeguard the U.S. southern border and maritime approaches. We continue to surge resources to interdict illegal migration and drug smuggling - wherever they move. With the help of advanced technology like unmanned aerial systems and surveillance balloons, we enhance our ability to detect and prevent illegal migration and drug
 smuggling along our borders. As we continue our longstanding immigration enforcement mission, the men and women of the Coast Guard are tirelessly committed to the safety and security of our citizens. Watch the full video on our FB Channel: #Coast Guard are tirelessly committed to the safety and security of our citizens. Watch the full video on our FB Channel: #Coast Guard are tirelessly committed to the safety and security of our citizens.
the southern border, the men and women of the Coast Guard are working tirelessly to protect our nation. We are disrupting in our power to keep our citizens
and our communities safe. We are always on watch. A vigilant Coast Guard means a safer nation. 119,606 followers 2mo Coast Guard Announces Pathway to Reinstatement for Servicemembers who were discharged due to refusal to comply with the COVID-19 Vaccine Mandate --- The Coast Guard is offering servicemembers who were discharged due to refusal to comply with the COVID-19 Vaccine Mandate --- The Coast Guard is offering servicemembers and our communities safe.
19 vaccine mandate a way to rejoin the Service. Following an Executive Order from President Donald J. Trump and directive from Secretary of Homeland Security Kristi Noem, Adm. Kevin Lunday, Acting Commandant of the U.S. Coast Guard, took immediate action to inform affected personnel of their opportunity to return to service. In an official
 letter, Adm. Lunday extended an invitation to eligible servicemembers, outlining the reinstatement process and describing potential benefits, to include back pay and compensation. The letter underscores the Coast Guard's commitment to welcoming those who served and ensuring a smooth transition back into the ranks. Read more here:
 #CoastGuard #ServiceMembers #COVID19 #BackToService 119,606 followers 3mo At sea and in the air, the Coast Guard continues its longstanding mission to secure U.S. borders and maritime approaches, territorial integrity, and sovereignty. Throughout the week, the Service conducted alien expulsion flight operations between California and
 Texas. In coordination with the @Department of Homeland Security, we are surging resources from around the nation to detect, deter, and interdict aliens, drug smugglers, and individuals intent on terrorism or other hostile activity before they reach the border. Read more here: U.S. Department of Homeland Security 119,606 followers 3mo Saving
Sunbeam — a deadly human trafficking case over 100 years ago. It was early on the cold, windy morning of Wednesday, Dec. 17, 1919. The Coast Guard cutter Manning commenced a slow, measured approach to the disabled schooner Sunbeam, adrift 150 miles off the Virginia Capes. Before the cutter was in position to shoot a messenger line across
the schooner's forecastle as the lead for a heavier towing hawser, Manning's captain, Andrew Henderson noticed the wallowing schooner rolled over within minutes and disappeared beneath the surface. Flotsam, a single lifeboat with two persons aboard, and around half-a-dozen
men thrashing in the frigid waters were the only evidence that the vessel had ever been there. Read the rest of the story here: +$13K (12%) more than average Lieutenant Commander at United States Coast Guard is
$108,000 annually. United States Coast Guard pays the lieutenant Commander position at $108,000 annually. United States Coast Guard "Marine safety" redirects here. For the general concept, see Maritime safety. Marine
 safety is one of the eleven missions of the United States Coast Guard personnel inspect commercial vessels, respond to pollution, investigate marine casualties and merchant mariners. Coast Guard personnel inspect commercial vessels, respond to pollution, investigate marine casualties and merchant mariners. Coast Guard personnel inspect commercial vessels, respond to pollution, investigate marine casualties and merchant mariners.
liquid natural gas. In addition to this mission, the Coast Guard carries out investigations to determine the cause of accidents on American waters (Port State). Among the activities of the Coast Guard is inspection of commercial boats carrying passengers for hire. Vessels carrying more than six
passengers must show a Certificate of Inspection; this indicates the crews of such vessels have undergone drug testing, that the vessel's firefighting and lifesaving equipment is adequate and in good condition, and machinery, hull construction, wiring, stability, safety railings, and navigation equipment meet Federal standards.[1] The Coast Guard
performs its marine safety mission by conducting marine inspection, marine inspection, marine inspection, marine inspection, marine safety mission is the largest mission performed by Prevention Departments at Coast Guard Sectors. Coast Guard personnel that contribute to the marine safety
program at field units are eligible to earn the Marine Safety Insignia. The Coast Guard is responsible for inspection are done either under Flag
 State responsibility or Port State responsibility. The four basic categories of vessels subject to inspection are: Passenger vessels, cruise ships, excursion vessels, charter fishing boats, etc., carrying more than six passengers. [2][3] Tank vessels. This category of vessel includes tank
 ships and tank barges. Cargo vessels. This category of vessel includes container vessels, freight vessels, roll on/roll off (RO/RO), etc. Special use vessels. This category of vessel includes mobile offshore drilling units (MODU) offshore supply vessels. This category of vessel includes container vessels, roll on/roll off (RO/RO), etc. Special use vessels.
structurally sound with operable safety devices. Electrical systems inspection to ensure satisfactory and adequate means to abandon ship. Firefighting systems inspection to ensure fixed and portable devices are suitable for the intended space and type of fire
Navigation inspection to ensure adequacy and operation of navigation equipment. Pollution prevention inspection to ensure compliance with international regulations and domestic laws. Inspection to ensure adequacy and operation of security systems includes the following: Verification of security related documents and certificates such as the ship security plan, International
Ship Security Certificate and Declaration of Security Procedures are being conducted. Ensure required on board security procedures are being conducted. Ensure required on board security procedures are being conducted. Ensure required on board security procedures are being conducted.
Merchant Mariner actions to determine cause, and to prevent future occurrences under its Marine Casualty investigations. Marine casualty investigations are carried out for the following: Death of an individual. Serious injury to an individual. Material loss of
    operty. Material damage affecting the seaworthiness or efficiency of the vessel. Significant harm to the environment. Investigations are also conducted to determine if personnel actions by licensed or documented merchant mariners constitute one or more of the following: Misconduct. Negligence. Incompetence. Violation of law or regulation. Thes
investigations may result in a suspension and revocation action, which is an administrative process to determine the fitness of an individual to retain or continue to operate under the authority of his/her merchant Mariner document or license. These hearings are not criminal proceedings but rather administrative in nature. The program manages
influences, and provides access to a safe, secure, efficient and environmentally sound waterways system by providing marine event permits, bridge administration and marine transportation system services. The port safety function has a long history in the Coast Guard. It was expanded during the
20th century to include the protection of ports, harbors, vessels, and waterfront facilities against accidents, negligence, and sabotage. These responsibilities have been assigned to the COTP primarily through the Ports and Waterways Safety Act of 1972. This Act resulted from several major groundings and oil spills and provided port safety authority
for the COTP to protect the use of port transportation facilities, and to enhance efforts against the degradation of the marine environment. The port safety mission is primarily concerned with the prevention of accidental damage to ports, facilities, and ships in order to protect the environment and facilitate commerce. The major activities that support
the Port Safety mission include: Pollution prevention. Pollution prevention. Harbor patrols and surveillance. Contingency planning. Drills and exercises. Monitoring of liquid and hazardous cargo transfers. Monitoring of fuel transfers. Container inspections. Explosive cargo loading supervision. The Captain can close a port and
direct private vessels to depart or take protective measures if necessary, such as to prepare for a hurricane.[4] While port safety is concerned with deliberate acts intended to harm people or property. In the United States, the Coast Guard is
responsible for evaluating, certifying, and credentialing U.S. merchant mariners receive a Merchant Mariner Credential from the Coast Guard, and are also required to obtain a Transportation Worker Identification Credential from the Coast Guard, and are also required to obtain a Transportation Worker Identification Credential from the Coast Guard, and are also required to obtain a Transportation Worker Identification Credential from the Coast Guard, and are also required to obtain a Transportation Worker Identification Credential from the Coast Guard, and are also required to obtain a Transportation Worker Identification Credential from the Coast Guard, and are also required to obtain a Transportation Worker Identification Credential from the Coast Guard, and are also required to obtain a Transportation Worker Identification Credential from the Coast Guard, and are also required to obtain a Transportation Worker Identification Credential from the Coast Guard, and are also required to obtain a Transportation Worker Identification Credential from the Coast Guard France Identification Credential France Identific
pony swim." Norfolk Daily Times, July 25, 2007. accessed 7-25-2007 Archived September 27, 2007, at the Wayback Machine ^ "Cruise Safety Bill Passes - Aid for Victims In Sight". Feb 21, 2015. ^ "S.588 - Cruise Vessel Security and Safety Act of 2009". 2009. ^ Example: Procedures at the Port of Houston/Galveston This article incorporates public
domain material from websites or documents of the United States Coast Guard. Retrieved from "Revised 10 March 2003 Version 2.31 Compiled and Maintained by: Andrew Toppan World Navies Today Main Page: This list includes all US Coast Guard cutters and summary information for Coast Guard small craft. Ships not yet commissioned, or in
long-term overhaul/conversion, are listed in italics. Navigation and surface-search radars are not listed. All classifications throughout all navies; they may or may not correspond to "official" designations. Where two dates are given (i.e. 1965/82), the first is the date of
initial completion, and the second is the date of acquisition, conversion, or transfer, Designations given in (parentheses) are assigned but not displayed on the ship's hull. All ships over 65 feet/19.8 meters in length are classed as Cutters: their names are prefixed by USCGC, except Eagle uses the prefix USCGB for U.S. Coast Guard Bark. Ship Types
Included: High Endurance Cutters (WHEC) Medium Endurance Cutters (WHEC) Patrol Boats (WPB, PC) Icebreakers (WAGB) Training Ships (WIX) Seagoing & Coastal Buoy Tenders (WLB, WLM) Inland & River Tenders (WLB, WLIC, WLR) Tugs (WTGB, WYTL) Small Craft High Endurance Cutters (WHEC) Medium Endurance Cutters (WHEC) Patrol Boats (WPB, PC) Icebreakers (WAGB) Training Ships (WIX) Seagoing & Coastal Buoy Tenders (WLB, WLM) Inland & River Tenders (WLB, WLIC, WLR) Tugs (WTGB, WYTL) Small Craft High Endurance Cutters (WAGB) Training Ships (WIX) Seagoing & Coastal Buoy Tenders (WLB, WLM) Inland & River Tenders (WLB, WLM) Inla
Concept/Program: The Deepwater Capability Replacement Project includes planned constuction of a series of National Security Cutters as replacements for the WHECs. [Back To Top] Hamilton class large patrol cutters (12 ships) Displacements for the WHECs. [Back To Top] Hamilton class large patrol cutters (12 ships) Displacement Project includes planned constuction of a series of National Security Cutters as replacements for the WHECs. [Back To Top] Hamilton class large patrol cutters (12 ships) Displacements for the WHECs. [Back To Top] Hamilton class large patrol cutters (12 ships) Displacements for the WHECs. [Back To Top] Hamilton class large patrol cutters (12 ships) Displacements for the WHECs. [Back To Top] Hamilton class large patrol cutters (12 ships) Displacements for the WHECs. [Back To Top] Hamilton class large patrol cutters (12 ships) Displacements for the WHECs. [Back To Top] Hamilton class large patrol cutters (12 ships) Displacements for the WHECs. [Back To Top] Hamilton class large patrol cutters (12 ships) Displacements for the WHECs. [Back To Top] Hamilton class large patrol cutters (12 ships) Displacements for the WHECs. [Back To Top] Hamilton class large patrol cutters (12 ships) Displacements for the WHECs. [Back To Top] Hamilton class large patrol cutters (12 ships) Displacements for the WHECs. [Back To Top] Hamilton class large patrol cutters (12 ships) Displacements for the WHECs. [Back To Top] Hamilton class large patrol cutters (12 ships) Displacements for the WHECs. [Back To Top] Hamilton class large patrol cutters (12 ships) Displacements for the WHECs. [Back To Top] Hamilton class large patrol cutters (12 ships) Displacements for the WHECs. [Back To Top] Hamilton class large patrol cutters (12 ships) Displacements 
for cruise, 7,200 bhp; 2 FT4A gas turbines for boost, 36,000 shp, 28.4 knots Crew: 178 Radar: SPS-40E 2-D air search EW: WLR-1H(V)5, WLR-3, SRBOC decoy RL Aviation: midships helicopter Armament: 1 76mm OTO DP, 1 20mm Phalanx CIWS, 2 25mm Bushmaster low-
angle, 4 12.7mm MG Concept/Program: Large frigate-like patrol ships, intended for open-ocean, long-range operations. First large US gas turbine ships. Underwent major mid-life modernizations 1985-1992. They will receive some modest upgrades under the Deepwater program
and all will ultimately be replaced by new cutters. All but two operate in the Pacific SY, New Orleans; FRAM at Todd Pacific SY, Seattle and Bath Iron Works. Design: Frigate-like design; helicopter deck and hangar aft, originally carried a 5"/38cal gun forward. The early gas turbine engines in these ships are inefficient. Underwent
FRAM life extensions 1985-1992; work included habitability and communications improvements, all new armament, rehabilitation of helicopter facilities, new radars. All sonars and Harpoon missiles have now been removed. Number Name Year FLT Homeport Notes WHEC 715 Hamilton 1967 PAC San Diego, CA WHEC 716 Dallas 1967 ATL
Charleston, SC WHEC 717 Mellon 1967 PAC Seattle, WA WHEC 718 Charleston, SC WHEC 721 Gallatin 1968 PAC Alameda, CA WHEC 723 Rush 1969 PAC Honolulu, HI WHEC 724 Munro 1971
PAC Alameda, CA WHEC 725 Jarvis 1971 PAC Honolulu, HI WHEC 726 Midgett 1972 PAC Seattle, WA [Back To Top] Medium Endurance Cutters (Deepwater Project includes planned construction of a series of Offshore Patrol Cutters as replacement for all
existing WMECs, [Back To Top] Alex Haley (USS Edenton class) large patrol cutter Displacement: 2,929 tons full load Dimensions: 282 x 50 x 15 feet/88 x 15.25 x 4.6 meters Propulsion: 4 diesels, 2 shafts, 6,800 bhp, 16 knots Crew: 103 Aviation: aft helicopter deck with hangar, 1 HH-60J/HH-65A helicopter Armament: 2 25mm Bushmaster low-angle,
2 12.7mm MG Concept/Program: 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; some pumping and firefighting equipment was retained, and the ship retains a heavy towing capability, but most salvage gear was removed.
A helo hangar has now been added. Builders: Brooke Marine, Lowestoft, UK; conversion at USCG Yard, Curtis Bay, MD. Number Name Year FLT Homeport Notes WMEC 39 Alex Haley 1971/99 PAC Kodiak, AK [Back To Top] Bear ("Famous") class patrol cutters (13 ships) Displacement: 1,780 tons full load Dimensions: 270 x 38 x 14 feet/82.3 x 11.6 x
4.3 meters Propulsion: 2 diesels, 7,000 bhp, 2 shafts, 19 knots Crew: 100 + 16 transients EW: SLQ-32(V)2 passive intercept Aviation: midships helicopter Armament: 1 76mm OTO DP, 2 12.7mm MG Concept/Program: Multipurpose cutters designed for general patrol duties; fitted with a telescoping
helicopter hangar. The ships have not been entirely satisfactory; they are crowded, slow, and their seakeeping qualities are poor. Originally intended to accommodate a number of additional weapons systems for wartime escort service, but these plans were unrealistic. All based on the US east coast; although designed for 14-day patrols, they are
commonly forced to carry out 90-day patrols off Haiti. They will receive some modest upgrades under the Deepwater program. Builders: WMEC 901-904 by Tacoma Boatbuilding, WA; others Robert E. Derecktor, Middletown, RI. Number Name Year FLT Homeport Notes WMEC 901 Bear 1983 ATL Portsmouth, VA WMEC 902 Tampa 1984 ATL
Portsmouth, VA WMEC 903 Harriet Lane 1984 ATL Portsmouth, VA WMEC 904 Northland 1984 ATL Portsmouth, VA WMEC 905 Spencer 1986 ATL Boston, MA WMEC 905 Spencer 1986 ATL Boston, MA WMEC 907 Escanaba 1987 ATL Boston, MA WMEC 907 Escanaba 1987 ATL Boston, MA WMEC 908 Tahoma 1988 ATL New Bedford, MA
WMEC 910 Thetis 1989 ATL Key West, FL [Back To Top] Reliance class patrol cutters (14 ships) Displacement: 1,050 tons full load Dimensions: 210.5 x 34 x 10.5 feet/64 x 10.4 x 3.2 meters Propulsion: 2 diesels, 2
shafts, 5,000 bhp, 18 knots Crew: 62 Aviation: midships helicopter deck Armament: 1 25mm Bushmaster low-angle, 2 12.7mm MG Concept/Program: Patrol cutters in the worst
condition have decommissioned. The remaining ships will receive some modest upgrades under the Deepwater program. Builders: Todd SY, Houston; Christy, Sturgeon Bay; Coast Guard Yard, Curtis Bay; American SB, Lorain OH. Design: Helicopter deck aft; tall, narrow superstructure with 360 degree visibility, placed well forward. Some originally
had gas turbines for higher sprint speeds. All have undergone the Midlife Maintenance Availability life-extension overhaul. This included habitability and communications improvements, removal of the ancient 3"/50cal gun forward and addition of a 25mm gun, removal of gas turbines from ships which had them, complete redesign of the engine room
including addition of a funnel to replace stern exhausts, fitting of new firefighting, air conditioning and refrigeration equipment, etc. Number Name Year FLT Homeport Notes WMEC 615 Reliance 1964 ATL New Castle, NH WMEC 616 Diligence 1964 ATL Wilmington, NC WMEC 617 Vigilant 1964 ATL Cape Canaveral, FL WMEC 618 Active 1966 PAC
Port Angeles, WA WMEC 619 Confidence 1966 ATL Cape Canaveral, FL WMEC 621 Valiant 1968 ATL St. Petersburg, FL WMEC 623 Steadfast 1968 ATL St. Petersburg, FL WMEC 624 Dauntless 1968 ATL St. Petersburg, FL WMEC 625 Venturous 1968 ATL St. Petersburg, FL WMEC 626 Dependable 1968 ATL St. Petersburg, FL WMEC 627 Valiant 1968 ATL St. Petersburg, FL WMEC 628 Dependable 1968 ATL St. Petersburg, FL WMEC 629 Dependable 1968 ATL St. Petersburg, FL WMEC 629 Dependable 1968 ATL St. Petersburg, FL WMEC 620 Dependable 1968 ATL St. Petersburg, FL WMEC 620 Dependable 1968 ATL St. Petersburg, FL WMEC 620 Dependable 1968 ATL St. Petersburg, FL WMEC 621 Valiant 1968 ATL St. Petersburg, FL WMEC 623 Steadfast 1968 ATL St. Petersburg, FL WMEC 624 Dependable 1968 ATL St. Petersburg, FL WMEC 625 Dependable 1968 ATL St. Petersburg, FL WMEC 626 Dependable 1968 ATL St. Petersburg, FL WMEC 627 Dependable 1968 ATL St. Petersburg, FL WMEC 628 Dependable 1968 ATL St. Petersburg, FL WMEC 629 Dependable 1968 A
Portsmouth, VA WMEC 627 Vigorous 1969 ATL Cape May, NJ WMEC 629 Decisive 1969 ATL Cape May, NJ WMEC 630 Alert 1969 PAC Astoria, OR [Back To Top] Acushnet (USS Diver class) patrol cutter Displacement: 1,745 tons full load Dimensions: 213.5 x 39 x 15 feet/65 x 11.8 x 4.6 meters Propulsion: 4 diesels, 2 shafts, 3,000 bhp, 15.5 knots
Crew: 77 Armament: 3 12.7mm MG Concept/Program: Sole survivor of six USN salvage and towing gear. Builders: Basalt Rock, Napa,
CA. Number Name Year FLT Homeport Notes WMEC 167 Acushnet 1944/46 PAC Ketchikan, AK [Back To Top] Storis arctic patrol cutter Displacement: 1,925 tons full load Dimensions: 230 x 43 x 15 feet/70 x 13 x 4.6 meters Propulsion: 3 diesels, d
12.7mm MG Concept/Program: Specifically built for patrol, icebreaking and logistics in the Greenland area. Design is based on the 180 foot buoy tenders; during WWII she was heavily armed and carried a floatplane. Her armament has been drastically reduced over the years; underwent a major overhaul in 1986. Has operated in Alaskan waters since
1949. Is now the oldest cutter in service. Builders: Toledo SB, OH. Number Name Year FLT Homeport Notes WMEC 38 Storis 1942 PAC Kodiak, AK [Back To Top] Patrol Boats Fast Response Cutters (Deepwater Project) Concept/Program: The Deepwater Capability Replacement Project includes planned construction of a series of Fast Response
Cutters. These vessels will supplement the existing WPB fleet. [Back To Top] Cyclone class patrol boats (13+1 ships) Displacement: 331 tons full load (PC 2,8,13,14: 179 feet/56 meters long) Propulsion: 4 diesels, 4 shafts, 13,400 bhp, 35 knots Crew: approx. 30 Sonar: hull
mounted HF side-scan EW: APR-39(V)1 radar warning, Mk52 decoy RL Armament: 1 Stinger SAM station (6 missiles), 1 25mm Bushmaster low-angle, 2 dual 12.7mm MG, 1 single 12.7mm MG, 1 single
have been transferred to Coast Guard operational control, with Navy crews and Coast Guard boarding teams, for homeland defense missions. Although the transferred to USCG but remains laid up for lack of sufficient
crew and operating funds; she may be transferred abroad. Builders: Bollinger Machine Shop & SY, Lockport, LA. Design: Based on a British design; very lightly armed. Too cramped to accommodate additional weapons. PC 14's stern is extended to provide a boat launch/recovery ramp; PC 2, 8, and 13 have been retrofitted. PC 14 also incorporates
improved propellers and reduced radar signature. Number Name Year FLT Homeport Notes PC 2 Tempest 1993 ATL Little Creek PC 3 Hurricane 1993 PAC San Diego PC 4 Monsoon 1994 PAC San Diego PC 5 Typhoon 1994 PAC San Diego PC 5 Typhoon 1994 PAC San Diego PC 9 Typhoon 1994 PAC San Diego PC 8 Typhoon 1994 PAC San Diego PC 8 Typhoon 1994 PAC San Diego PC 9 Typhoon 1994 PAC San Diego PC 8 Typhoon 1994 PAC San Diego PC 9 Typhoon 1994 PAC San Diego PC 8 Typhoon 1994 PAC San Diego PC 9 Typhoon 1994 PAC San Diego PC 8 Typhoon 1994 PAC San Diego PC 9 Typhoon 1994 PAC San Diego PC 9
Chinook 1995 ATL Little Creek PC 10 Firebolt 1995 ATL Little Creek PC 11 Whirlwind 1995 ATL Little Creek PC 12 Thunderbolt 1995 ATL Little Creek PC 13 Shamal 1996 ATL Little Creek PC 13 Shamal 1996 ATL Little Creek PC 13 Shamal 1996 ATL Little Creek PC 14 Tornado 2000 ATL Little Creek PC 15 Ittle Creek PC 16 Shamal 1996 ATL Little Creek PC 16 Shamal 1996 ATL Little Creek PC 17 Shamal 1996 ATL Little Creek PC 18 Shamal 1996 ATL Little Creek PC 19 Shamal 1996 ATL Littl
Dimensions: 110 x 21 x 7.3 feet/33.5 x 6.4 x 2.2 meters Propulsion: 2 diesels, 2 shafts, 5,820 bhp, 29.7 knots (WPB 1338-1349: 5,460 bhp, 28 knots) Crew: 16-18 Armament: 1 25mm Bushmaster low-angle, 2 7.62mm MG Concept/Program: These are general-purpose patrol boats, suited mainly for SAR and law enforcement. They were constructed in
three batches, with various impovements 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. They will be extensively upgraded under the Deepwater program, including lengthening to 123 feet with a stern-launch small boat facility, replacement of
the superstructure, re-arrangment of internal spaces, and new electronics and communication gear; conversion of the first boats has begun. Builders: Bollinger SY, Lockport, LA. Number Name Year FLT Homeport Notes WPB 1301 Farallon 1986 ATL Miami Beach, FL WPB 1303 Matagorda 1986 ATL
Miami Beach, FL WPB 1304 Maui 1986 ATL Miami Beach, FL WPB 1305 Monhegan 1986 ATL San Juan, PR WPB 1306 Nunivak 1986 ATL San Juan, PR WPB 1307 Ocracoke 1986 ATL San Juan, PR WPB 1307 Ocracoke 1986 ATL San Juan, PR WPB 1308 Vashon 1986 ATL San Juan, PR WPB 1308 Vashon 1986 ATL San Juan, PR WPB 1308 ATL San Juan, PR WPB 1308 Vashon 1986 ATL San Juan, PR WPB 1308 ATL San Juan, PR WPB 1308 Vashon 1986 ATL San Juan, PR WPB 1308 ATL San Juan, PR WPB 
1986 PAC Ketchikan, AK WPB 1312 Sanibel 1986 ATL Woods Hole, MA WPB 1313 Edisto 1987 ATL Key West, FL WPB 1314 Sapelo 1987 ATL Key West, FL WPB 1317 Attu 1988 ATL San Juan, PR WPB 1318 Baranof 1988 ATL Miami Beach, FL WPB 1319
Chandeleur 1988 ATL Miami Beach, FL WPB 1320 Chincoteague 1988 ATL Key West, FL WPB 1321 Cushing 1988 ATL Key West, FL WPB 1322 Cuttyhunk 1988 ATL Key West, FL WPB 1323 Drummond 1988 ATL Key West, FL WPB 1326 Monomoy
1989 ATL Woods Hole, MA WPB 1327 Orcas 1989 PAC Coos Bay, OR WPB 1331 Washington 1989 PAC Honolulu, HI WPB 1332 Wrangell 1989 ATL South Portland, ME WPB 1333 Adak 1989 ATL Sandy Hook, NJ WPB 1334 Washington 1989 PAC Honolulu, HI WPB 1330 Tybee 1989 PAC San Diego, CA WPB 1331 Washington 1989 PAC Honolulu, HI WPB 1330 Tybee 1989 PAC San Diego, CA WPB 1330 Tybee 1989 PAC Honolulu, HI WPB 1330 Tybee 1989 PAC Honolulu, HI WPB 1330 Tybee 1989 PAC San Diego, CA WPB 1330 Tybee 1989 PAC Honolulu, HI WPB 1330 Tybee 1989 PAC HONOLULU Tybee 1989 PAC HO
Liberty 1989 PAC Auke Bay, AK WPB 1335 Anacapa 1990 PAC Petersburg, AK WPB 1336 Kiska 1989 PAC Hilo, HI WPB 1337 Assateague 1991 ATL South Portland, ME WPB 1341 Kodiak Island
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1991 ATL St. Petersburg, FL WPB 1342 Long Island 1991 PAC San Diego, CA WPB 1343 Bainbridge Island 1991 ATL Sandy Hook, NJ WPB 1346 Roanoke Island 1992 PAC Homer, AK WPB 1347 Pea Island 1992 ATL St. Petersburg, FL WPE
 1348 Knight Island 1991 ATL St. Petersburg, FL WPB 1349 Galveston Island 1992 PAC Apra Harbor, Guam [Back To Top] 85-foot "Guardian"-type patrol boat Displacement: 105 tons full load Dimensions: 85 x 22 x 5.3 feet/25.9 x 7 x 1.7 meters Propulsion: 2 diesels, 2 shafts, 5,470 bhp, 42 knots Crew: Armament: Concept/Program: A single
commercial-design patrol boat. Builders: Guardian Marine, Tacoma, WA. Number Name Year FLT Homeport Notes? 2002 PAC [Back To Top] Barracuda ("Marine Protector") class patrol boats (50+4+9 ships) Displacement: 91 tons full load Dimensions: 87 x 17 x 6 feet/26.5 x 5 x 1.8 meters Propulsion: 2 diesels, 2 shafts, 2,680 bhp, 25 knots Crew
10 + 1 transient Armament: 2 12.7mm MG Concept/Program: A new, smaller patrol boat meant to replace the "Point" class boats in ports which cannot accommodate "Island" class boats have been authorized, with 4 more funded
 so far. Builders: Bollinger SY, Lockport, LA. Number Name Year FLT Homeport Notes WPB 87301 Barracuda 1998 ATL Cape May, NJ WPB 87304 Marlin 1999 ATL Ft. Meyers, FL WPB 87305 Stingray 1999 ATL Mobile, AL WPB 87306 Dorado 1999 PAC
Crescent City, CA WPB 87307 Osprey 1999 ATL Tybee Island, GA WPB 87311 Cobia 1999 ATL Tybee Island, GA WPB 87313 Cormorant 1999 ATL Tybee Island, GA WPB 87311 Cobia 1999 ATL Tybee Island, GA WPB 87313 Cormorant 1999 ATL Tybee Island, GA WPB 87310 Tarpon 1999 ATL Tybee Island, GA WPB 87311 Cobia 1999 ATL Tybee Island, GA WPB 87310 Tarpon 1999 ATL Tybee Island, GA WPB 87310 Tarpon 1999 ATL Tybee Island, GA WPB 87311 Cobia 1999 ATL Tybee Island, GA WPB 87311 Cobia 1999 ATL Tybee Island, GA WPB 87310 Tarpon 1999 ATL Tybee Island, GA WPB 87311 Cobia 1999 ATL Tybee Island, GA
WPB 87314 Finback 2000 ATL Cape May, NJ WPB 87315 Amberjack 2000 ATL Freeport, TX WPB 87316 Kittiwake 2000 PAC Nawiliwili, HI WPB 87319 Yellowfin 2000 ATL Charleston, SC WPB 87320 Manta 2000 ATL Freeport, TX WPB 87321 Coho 2000 ATL Freeport, TX WPB 87318 Bluefin 2000 ATL Freeport, TX WPB 87319 Yellowfin 2000 ATL Freeport, TX WPB 87318 Bluefin 2000 ATL Freeport, TX
ATL Panama City, FL WPB 87323 Seahawk 2000 ATL Mayport, FL WPB 87323 Seahawk 2000 ATL Morgan City, LA WPB 87325 Beluga 2000 ATL Morgan City, LA WPB 87326 Blacktip 2000 ATL Morgan City, LA WPB 87326 Blacktip 2000 ATL Morgan City, LA WPB 87327 Pelican 2000 ATL Morgan City, LA WPB 87328 Ridley 2000 ATL Morgan City, LA WPB 
87329 Cochito 2001 ATL Little Creek, VA WPB 87330 Man-O-War 2001 ATL Galveston, TX WPB 87331 Moray 2001 ATL Jonesport, ME WPB 87333 Adelie 2001 ATL Fort Lauderdale, FL WPB 87333 Adelie 2001 PAC Newport Beach, CA WPB 87336 Sturgeon
2001 ATL Grand Isle, LA WPB 87337 Sockeye 2001 PAC Bodega Bay, CA WPB 87348 Obos 2001 PAC Bodega Bay, CA WPB 87349 Tern 2002 PAC San Franscisco, CA WPB 87341 Bonito 2001 ATL Cape May, NJ WPB 87342 Shrike 2002 ATL Pensacola, FL WPB 87343 Tern 2002 PAC San Franscisco, CA
WPB 87344 Heron 2002 ATL Sabine, TX WPB 87345 Wahoo 2002 ATL Cape May, NJ WPB 87346 Flying Fish 2002 ATL Newport, RI WPB 87348 Brant 2002 PAC Fort Angeles, WA WPB 87350 Petrel 2002 ATL Little Creek, VA WPB 87351 (none)
9/2003 Building WPB 87352 (none) 10/2003 Building WPB 87353 (none) Option WPB 87353 (none) Option WPB 87354 (none) Option WPB 87353 (none) Option WPB 87353 (none) Option WPB 87354 (none) Option WPB 87354 (none) Option WPB 87354 (none) Option WPB 87355 (none) Option WPB 87354 (none) Option WPB 87354 (none) Option WPB 87355 (none) Option WPB 87355 (none) Option WPB 87355 (none) Option WPB 87356 (none) Option WPB 
 (none) Option [Back To Top] Icebreakers Healy polar icebreaker Displacement: 16,400 tons full load Dimensions: 420 x 82 x 30 feet Propulsion: 4 diesels, diesel-electric, 2 shafts, 30,000 shp, 17 knots Crew: 63 + scientific crew Aviation: 4 diesels, diesel-electric, 2 shafts, 30,000 shp, 17 knots Crew: 63 + scientific crew Aviation: 4 diesels, diesel-electric, 2 shafts, 30,000 shp, 17 knots Crew: 63 + scientific crew Aviation: 4 diesels, diesel-electric, 2 shafts, 30,000 shp, 17 knots Crew: 63 + scientific crew Aviation: 4 diesels, diesel-electric, 2 shafts, 30,000 shp, 17 knots Crew: 63 + scientific crew Aviation: 4 diesels, diesel-electric, 2 shafts, 30,000 shp, 17 knots Crew: 63 + scientific crew Aviation: 4 diesels, diesel-electric, 2 shafts, 30,000 shp, 17 knots Crew: 63 + scientific crew Aviation: 4 diesels, diesel-electric, 2 shafts, 30,000 shp, 17 knots Crew: 63 + scientific crew Aviation: 4 diesels, diesel-electric, 2 shafts, 30,000 shp, 17 knots Crew: 63 + scientific crew Aviation: 4 diesels, diesel-electric, 2 shafts, 30,000 shp, 17 knots Crew: 63 + scientific crew Aviation: 4 diesels, diesel
 icebreaker procured to replace ships decommissioned in the late 1980's. Delivered 10 November 1999 and placed "In Commission, Special", but not formally commissioned until 21 August 2000. Designed to break 4.5 feet/1.37 meters of ice at 3 knots. Has extensive laboratory facilities. Builders: Avondale Industries, New Orleans. Number Name Year
 FLT Homeport Notes WAGB 20 Healy 2000 PAC Seattle, WA [Back To Top] "Polar" class polar icebreakers (2 ships) Displacement: 13,623 tons full load Dimensions: 399 x 83.5 x 33.5 feet/121.6 x 25.4 x 10.2 meters Propulsion: 6 diesels (18,000 hp) + 3 gas turbines (60,000 hp), 3 shafts, 18 knots Crew: 139 Aviation: aft helicopter deck with hangar; 2
HH-65A helicopters Concept/Program: Two large, highly capable polar icebreakers Conventional ice
Number Name Year FLT Homeport Notes WAGB 10 Polar Star 1976 PAC Seattle, WA [Back To Top] Mackinaw lakes icebreaker Displacement: 5,320 tons full load Dimensions: 290 x 75 x 19 feet/88.4 x 22.8 x 5.8 meters Propulsion: diesel-electric, 2 shafts, 10,000 shp, 18.7 knots Crew: 75 Concept/Program of the concept/Program of t
An elderly icebreaker specially built for Great Lakes service; long overdue for replacement. The design was modified from the "Wind" class to incorporate reduced draft and greater beam. Will be replaced by a new Mackinaw (below); probably will decommission after the 2004 ice season. Builders: Toledo SB, OH. Number Name Year FLT Homeport
Notes WAGB 83 Mackinaw 1944 GL Cheboygan, MI [Back To Top] Mackinaw lakes icebreaker/buoy tender Conntract Specifications Only Displacement: 3,394 tons full load Dimensions: 240 x 4.8 meters Propulsion: Diesel-electric, 2 diesels, 2 podded propulsors, 9000 hp, 15 knots Crew: 50 + 6 transients Concept/Program: A
new icebreaker to replace the elderly Mackinaw; will take the same name as her predecessor. This will be a dual-role ship, designed to serve as a buoy tenders. Builders: Marinette Marine, WI. Number Name Year FLT Homeport Notes (unknown) Mackinaw 10/2005 GL
Cheboygan, MI Building [Back To Top] Training Ships Eagle (Gorch Fock class) sail training ship Displacement: 1,816 tons full load Dimensions: 295 x 39.5 x 17 feet/89.9 x 12 x 5 meters Propulsion: Sail (3 masts; bark rig), 18 knots; 1000 hp diesel, 1 shaft, 10 knots Crew: 50 + 150 cadets and instructors Concept/Program: Former German sail training
ship taken as a prize at the end of WWII and put into USCG service in 1946 as a training ship for the Coast Guard Academy. The only US government-owned, actively sailing tall ship, and the second-oldest ship in US government-owned, actively sailing tall ship, and the second-oldest ship in US government service. Builders: Blohm & Voss, Hamburg, Germany. Number Name Year FLT Homeport Notes (WIX 327) Eagle 1936/46
ATL New London, CT [Back To Top] Gentian (Balsam class) training and support tender Displacement: 1,025 tons full load Dimensions: 180 x 37 x 13 feet/54.8 x 11.3 x 4 meters Propulsion: 2 diesels, 1 shaft, 1,200 shp, 13 knots Crew: approx. 40 Armament: 2 12.7mm MG Concept/Program: Former buoy tender now serving as the "Caribbean Support
Tender" to foster international cooperation in the region. Will have a multinational crew. Not significantly modified from the buoy tender configuration. Builders: Zenith Dredge, Duluth, MN. Number Name Year FLT Homeport Notes WIX 290 Gentian 1943/99 ATL Miami, FL [Back To Top] Seagoing & Coastal Buoy Tenders Juniper class seagoing buoy
tenders (12+4 ships) Displacement: 2000 tons full load Dimensions: 225 x 46 x 13 feet/68.6 x 14 x 3.9 meters Propulsion: 2 diesels, 1 shaft, 6,200 bhp, 15 knots Crew: 40 Armament: provision for 1 25mm Bushmaster low-angle Concept/Program: A new buoy tender design to replace the elderly Balsam class WLBs. These are large, highly capable,
multirole ships, twice the size of the ships they are replacing. The buoy deck is forward, with a 15-ton hydraulic crane; there is a built-in oil spill recovery system. 45 day endurance; can work buoys in 8-foot seas. Freshwater icebreaking capability. Builders: Marinette Marine, WI. Number Name Year FLT Homeport Notes WLB 201 Juniper 1996 ATL
 Newport, RI WLB 202 Willow 1997 ATL Newport, RI WLB 203 Kukui 1998 PAC Honolulu, HI WLB 204 Elm 1998 ATL Atlantic Beach, NC WLB 207 Maple 2001 PAC Sitka, AK WLB 208 Aspen 2001 PAC San Franscisco, CA WLB 209 Sycamore 2002 PAC Cordova, AK WLB 207 Maple 2001 PAC Sitka, AK WLB 208 Aspen 2001 PAC San Franscisco, CA WLB 209 Sycamore 2002 PAC Cordova, AK WLB 207 Maple 2001 PAC Sitka, AK WLB 208 Aspen 2001 PAC San Franscisco, CA WLB 209 Sycamore 2002 PAC Cordova, AK WLB 207 Maple 2001 PAC Sitka, AK WLB 208 Aspen 2001 PAC San Franscisco, CA WLB 209 Sycamore 2002 PAC Cordova, AK WLB 208 Aspen 2001 PAC Sitka, AK WLB 208 Aspen 2001
210 Cypress 2002 ATL Mobile, AL WLB 211 Oak 2002 ATL Miami, FL WLB 212 Hickory 2002 PAC Homer, AK WLB 213 Fir 3/2002 PAC Astoria, OR Building WLB 215 Sequoia 12/2003 GL Port Huron, MI Building WLB 216 Alder 3/2004 GL Charlevoix, MI Building [Back To Top] Balsam
class seagoing buoy tenders (5 ships) Displacement: 1,025 tons full load Dimensions: 180 x 37 x 13 feet/54.8 x 11.3 x 4 meters Propulsion: 2 diesels, 1 shaft, 1,200 shp, 13 knots Crew: 48 Armament: 2 12.7mm MG Concept/Program: Elderly WWII-era buoy tenders, now being replaced; numerous sisters have been discarded. The buoy deck is forward,
 with a 20 ton boom; a 3"/50cal gun was originally carried aft. Were armed as convoy escorts during WWII. They have cebreaking hulls, but only a few are strengthened for icebreaking hulls, but only a few are strengthened for icebreaking. Built in three series, but the differences between series have become blurred with time. All have been upgraded to one extent or another; some had a major SLEP,
other had only austere overhauls. The decommissioning schedule listed below is subject to change. Builders: Coast Guard Yard, Curtis Bay, MD; Marine Iron & SB, Duluth, MN; Zenith Dredge, Duluth, MN; Zenith Dred
Decom ??? WLB 401 Sassafras 1944 PAC Apra Harbor, Guam Decom 2003 WLB 404 Sundew 1944 GL Charlevoix, MI Decom ??? WLB 406 Acacia 1944 GL Charlevoix, MI Decom 2004 [Back To Top] Ida Lewis ("Keeper") class coastal buoy tenders (14 ships) Displacement: 840 tons full load Dimensions: 175 x 36 x 8 feet/53.3 x 11 x 2.4 meters Propulsion:
2 diesels, 2 Z-drives, 1,998 bhp, 12 knots Crew: 18 Concept/Program: New coastal buoy tenders, replacing the existing outdated vessels. Significantly larger than the vessels they will replace; nearly as large as the older WLBs. Design is a scaled-down version of the Juniper class with a 10 ton hydraulic crane forward; freshwater icebreaking capability.
and oil spill recovery system. Builders: Marinette Marine, WI. Number Name Year FLT Homeport Notes WLM 551 Ida Lewis 1996 ATL Rockland, ME WLM 553 Abbie Burgess 1997 ATL Rockland, ME WLM 554 Marcus Hanna 1997 ATL South Portland, ME WLM 555 James Rankin 1998 ATL Baltimore, and oil spill recovery system. Builders: Marinette Marine, WI. Number Name Year FLT Homeport Notes WLM 551 Ida Lewis 1996 ATL Baltimore, and oil spill recovery system. Builders: Marinette Marine, WI. Number Name Year FLT Homeport Notes WLM 551 Ida Lewis 1996 ATL Baltimore, and oil spill recovery system. Builders: Marinette Marine, WI. Number Name Year FLT Homeport Notes WLM 551 Ida Lewis 1996 ATL Baltimore, and oil spill recovery system. Builders: Marinette Marine, WI. Number Name Year FLT Homeport Notes WLM 551 Ida Lewis 1996 ATL Baltimore, and oil spill recovery system. Builders: Marinette Marine, WI. Number Name Year FLT Homeport Notes WLM 552 Ida Lewis 1996 ATL Baltimore, and oil spill recovery system. Builders: Marinette Marine, WI. Number Name Year FLT Homeport Notes WLM 553 Ida Lewis 1996 ATL Baltimore, and oil spill recovery system. Builders: Marinette Marine, WI. Number Name Year FLT Homeport Notes WLM 554 Ida Lewis 1996 ATL Baltimore, and oil spill recovery system. Builders: Marinette Mar
MD WLM 556 Joshua Appleby 1998 ATL St. Petersburg, FL WLM 557 Frank Drew 2000 ATL Portsmouth, VA WLM 560 William Tate 2000 ATL Mobile, AL WLM 561 Harry Claiborne 2000 ATL Galveston, TX WLM 562 Maria Bray 2000 ATL Mayport,
FL WLM 563 Henry Blake 2000 PAC Seattle, WA WLM 564 George Cobb 2000 PAC San Pedro, CA [Back To Top] Inland & River Tenders Pamlico class inland construction tenders (4 ships) Displacement: 416 tons Dimensions: 160 x 30 x 4 feet/48.7 x 9 x 1.2 meters Propulsion: 2 diesels, 2 shafts, 1,000 shp, 10 knots Crew: 14 Concept/Program: Large,
 relatively modern inland construction tenders. Self-contained ships, not requiring a separate work barge; they have a large crane on a long working deck. Builders: Coast Guard Yard, Curtis Bay, MD. Number Name Year FLT Homeport Notes WLIC 800 Pamlico 1976 ATL New Orleans, LA WLIC 801 Hudson 1976 ATL Miami, FL WLIC 802 Kennebec
1977 ATL Portsmouth, VA WLIC 803 Saginaw 1977 ATL Mobile, AL [Back To Top] Buckthorn inland buoy tender Displacement: 200 tons full load Dimensions: 1 toncept/Program: Single-ship class intended for Great Lakes operation; essentially a
 scaled-down WLM-type with a 5-ton boom. Capable of operating in light ice. Builders: Mobile Ship Repair, AL. Number Name Year FLT Homeport Notes WLI 642 Buckthorn 1964 GL Sault St. Marie, MI [Back To Top] Bluebell (Cosmos class) inland buoy tender Displacement: 178 tons full load Dimensions: 100 x 24 x 5 feet/30.5 x 7.4 x 1.5 meters
 5 feet/22.8 x 7.3 x 1.5 meters Propulsion: 2 diesels, 2 shafts, 1,080 bhp, 12 knots Crew: 19 Concept/Program: New tug-type tenders, replacing old vessels. Push 130 foot buoy barges. Builders: Avondale Small Boat Division, New Orleans. Number Name Year FLT Homeport Notes WLR 75500 Kankakee 1990 IR Memphis, TN WLR 75501 Greenbrier
 1990 IR Natchez, MS [Back To Top] Anvil class inland construction tenders (8 ships) Displacement: 145 tons Dimensions: 75 x 22 x 4 feet/22.9 x 6.7 x 1.2 meters) Propulsion: 2 diesels, 2 shafts, 600 bhp, 8.6 to 9.4 knots Crew: 13 Concept/Program: Typical tug-type tenders, each assigned to
push a work barge, rather than a buoy barge. Two sisters have been stricken. Builders: Gibbs SY, Jacksonville; McDermott, Morgan City, MI; Sturgeon Bay SB, WI.; Dorchester SB, NJ. Number Name Year FLT Homeport Notes WLIC 75301 Anvil 1962 ATL Charleston, SC WLIC 75302 Hammer 1962 ATL Mayport, FL WLIC 75303 Sledge 1962 ATL
 Baltimore, MD WLIC 75304 Mallet 1963 ATL Corpus Christi, TX WLIC 75305 Vise 1963 ATL St. Petersburg, FL WLIC 75306 Clamp 1964 ATL Galveston, TX WLIC 75310 Axe 1966 ATL Mobile, AL [Back To Top] Ouachita class tug-type river buoy tenders (6 ships) Displacement: 143 tons Dimensions: 65.5 x
21 x 5 feet/20 x 6.4 x 1.5 meters Propulsion: 2 diesels, 2 shafts, 600 bhp, 10.5 knots Crew: 12 Concept/Program: Tug-type tenders for the western rivers; each pushes a buoy barge. Builders: WLR 65501 Ouachita 1960 IR Chattanooga
TN WLR 65502 Cimarron 1960 IR Paris Landing, TN WLR 65503 Obion 1962 IR Owensboro, KY WLR 65504 Scioto 1962 IR Sewickley, PA WLR 65505 Osage 1962 IR Sewickley, PA WLR 65505 Osage 1962 IR Sewickley, PA WLR 65505 Osage 1962 IR Sewickley, PA WLR 65506 Sangamon 1962 IR Peoria, IL [Back To Top] Gasconade class tug-type river buoy tenders (9 ships) Displacement: 141 tons full load Dimensions: 75 x 22 x 4
feet/22.8 x 6.7 x 1.2 meters Propulsion: 2 diesels, 2 shafts, 600 bhp, 7-8 knots Crew: 19 Concept/Program: Typical tug-type tenders, designed to work with 90 foot buoy barges. Builders: St. Lousis SB&DD, MO; Maxon Construction, Tell City, IN; Halter Marine, New Orleans. Number Name Year FLT Homeport Notes WLR 75401 Gasconade 1964 IR.
Omaha, NE WLR 75402 Muskingum 1965 IR Sallisaw, OK WLR 75403 Wyaconda 1965 IR Dubuque, IA WLR 75404 Chippewa 1965 IR Paris Landing, TN WLR 75406 Kickapoo 1969 IR Vicksburg, MS WLR 75407 Kanawha 1969 IR Pine Bluff, AR WLR 75408 Patoka 1970 IR Greenville, MS WLR 75409 Chena
1970 IR Hickman, KY [Back To Top] Improved Berry class inland buoy tenders (2 ships) Displacement: 68 tons full load Dimensions: 65 x 17 x 4 feet/20 x 5 x 1.2 meters Propulsion: 2 diesels, 2 shafts, 400 bhp, 11.3 knots Crew: 8 Concept/Program: Improved versions of the previous class. Builders: Dubuque Boat & Boiler, IA. Number Name Year FLT
 Homeport Notes WLI 65400 Bayberry 1954 PAC Seattle, WA WLI 65401 Elderberry 1954 PAC Petersburg, AK [Back To Top] Blackberry inland buoy tender (1 ship) Displacement: 68 tons full load Dimensions: 65 x 17 x 4 feet/19.8 x 5 x 1.2 meters Propulsion: 1 diesel, 1 shaft, 220 bhp, 9 knots Crew: 8 Concept/Program: A small, workboat-style inland
tender. Two sisters discarded. Builders: Reliable Welding Works, Olympia, WA. Number Name Year FLT Homeport Notes WLI 65303 Blackberry 1946 ATL Long Beach, NC [Back To Top] Tugs "Bay" class icebreaking coastal tugs (9 ships) Displacement: 662 tons full load Dimensions: 140 x 37 x 12 feet/42.7 x 11.3 x 3.7 meters Propulsion: 2 diesels,
diesel-electric, 1 shaft, 2,500 shp, 14.7 knots Crew: 17 Concept/Program: Series of 9 icebreaking tugs, replaced old WYTM types. Can break 20-inch ice. Planned 10th ship not built. WTBG 102 and 103 push buoy barges. WTGB 106 has been recommissioned as a training ship and icebreaker. Builders: Tacoma Boatbuilding, WA, except WTGB 107, 109
by Bay City Marine, Tacoma, WA. Number Name Year FLT Homeport Notes WTGB 101 Katamai Bay 1979 GL Sturgeon Bay, WI WTGB 102 Bristol Bay 1979 GL Sturgeon Bay, WI WTGB 103 Mobile Bay 1979 GL Sturgeon Bay, WI WTGB 104 Biscayne Bay 1979 GL Sturgeon Bay, WI WTGB 105 Neah Bay 1979 GL Sturgeon Bay, WI WTGB 106 Morro Bay 1981 ATL
CG Academy, New London, CT WTGB 107 Penobscot Bay 1985 ATL Bayonne, NJ WTGB 108 Thunder Bay 1985 ATL Bay 1985 ATL 
10 knots Crew: 8-10 Concept/Program: A series of small harbor tugs intended for general towing, patrol and light icebreaking duties. Several sisterships discarded; all survivors re-engined 1993-1996. USCG intends to decommission these ships; the WLMs will presumably assume their icebreaking duties. Builders: Gibbs, Jacksonville; Barbour Boat
 Works, New Bern, NC; Western Boatbuilding, Tacoma, WA. Number Name Year FLT Homeport Notes WYTL 65604 Tackle 1962 ATL Pritsmouth, VA WYTL 65602 Chock 1962 ATL Pritsmouth, VA WYTL 65604 Tackle 1963 ATL Southwest Harbor, ME WYTL 65608 Pendant 1963 ATL Boston, MA WYTL 65604 Tackle 1962 ATL Pritsmouth, VA WYTL 65608 Pendant 1963 ATL Boston, MA WYTL 65604 Tackle 1962 ATL Pritsmouth, VA WYTL 65608 Pendant 1963 ATL Boston, MA WYTL 65608 Pendant 1963 ATL Boston, MA WYTL 65608 Pendant 1963 ATL Pritsmouth, VA WYTL 65608 Pendant 1963 ATL Boston, MA WYTL 65608 Pendant 1963 ATL Pritsmouth, VA WYTL 65608 Pendant 1963 ATL Pritsmouth, 
65609 Shackle 1963 ATL South Portland, ME WYTL 65610 Hawser 1963 ATL Bayonne, NJ WYTL 65611 Line 1963 ATL Bayonne, NJ WYTL 65611 Line 1963 ATL Bayonne, NJ WYTL 65612 Wire 1963 ATL South Portland, ME WYTL 65611 Line 1963 ATL Bayonne, NJ WYTL 65611 Line 1963 ATL South Portland, ME WYTL 65610 Hawser 1963 ATL South Portland, ME WYTL 65611 Line 1963 ATL South Portland Portla
boats are added, old boats are discarded, and station/unit inventories are revised. This list is based on official USCG inventories, but the in-service numbers may not be completely accurate. Armed Boats & Pursuit Boats Photo Designation Number Series No. In Service Description (photo) TPSB 25341-25383 44 25 ft. Transportable Port Security Boats
(Boston Whaler type) Motor Lifeboats Photo Designation Number Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (photo) MLB 44301 Series 95+23 47 ft. Motor Lifeboats (pho
retired) Utility/Rescue Boats Photo Designation Number Series No. In Service Description (photo) UTB 41300-41507 Series 185 41 ft. Utility Boat, Big RB-M -- -- Response Boat, Medium - UTB replacement program; under development. UTMs are prototypes for RB-M. (photo) UTM (various)
6 Utility Boat, Medium (6 unique prototypes) UTL 260503,263501 2 26 ft. Utility Boat, Light UTL 270000 Series 5 27 ft. Utility Boat, Light (Boston Whaler type) UTL 240000 Series 20 24 ft. Utility Boat, Light (Boston Whaler type) UTL 230000 Series 14 25 ft. Utility Boat, Light (Boston Whaler type) UTL 260503,263501 2 26 ft. Utility Boat, Light (Boston Whaler type) UTL 270000 Series 14 25 ft. Utility Boat, Light (Boston Whaler type) UTL 270000 Series 14 25 ft. Utility Boat, Light (Boston Whaler type) UTL 270000 Series 14 25 ft. Utility Boat, Light (Boston Whaler type) UTL 270000 Series 14 25 ft. Utility Boat, Light (Boston Whaler type) UTL 270000 Series 14 25 ft. Utility Boat, Light (Boston Whaler type) UTL 270000 Series 14 25 ft. Utility Boat, Light (Boston Whaler type) UTL 270000 Series 14 25 ft. Utility Boat, Light (Boston Whaler type) UTL 270000 Series 15 (Boston Whaler type) UTL 270000 Series 16 (Boston Whaler type) UTL 270000 Series 16 (Boston Whaler type) UTL 270000 Series 16 (Boston Whaler type) UTL 270000 Series 17 (Boston Whaler type) UTL 270000 Series 18 
 Series 27 23 ft. Utility Boat, Light (photo) UTL 220000 Series 22 22 ft. Utility Boat, Light (Boston Whaler type) UTL 170000 Series 11 21 ft. Utility Boat, Light UTL 182000,185000 Series 31 8 ft. Utility Boat, Light UTL 182000,185000 Series 31 20 ft. Utility Boat, Light UTL 182000,185000 Series 31 21 ft. Utility Boat, Light UTL 201113,202513 2 20 ft. Utility Boat, Light UTL 182000,185000 Series 31 21 ft. Utility Boat, Light UTL 210000 Series 31 21 ft. Utility Boat, Light UTL 210000 Series 31 21 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 21 ft. Utility Boat, Light UTL 210000 Series 31 21 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utility Boat, Light UTL 210000 Series 31 20 ft. Utilit
16 ft. Utility Boat, Light RIBB 280000 Series 2 28 ft. Rigid Inflatable Boat, Big RIBB 250000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 4 22 ft. Rigid Inflatable Boat, Medium (photo) RIBM 210000 Series 14 12 ft. Rigid Inflatable Boat, Medium RIBM 200000 Series 4 22 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 10 24 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 250000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25 ft. Rigid Inflatable Boat, Big RIBB 240000 Series 3 25
 Rigid Inflatable Boat, Medium RIBM 19300,19400 Series 6 19 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 170000 Series 2 14 ft. Rigid Inflatable Boat, Light (photo) PWB 327000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 14 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid Inflatable Boat, Medium RIBM 190000 Series 2 15 ft. Rigid
Series 3 32 ft. Ports & Waterways Boats (being discarded) PWB 27350 Series 4 27 ft. Ports & Waterways Boats (being discarded) FR 1706000 1 17 ft. Flood Relief Punt FR 161000,163000 Series 55 16 ft. Flood Relief
 Punt SKI 144000 Series 32 14 ft. Ice Rescue Skiff Shipboard Boats Photo Designation Number Series No. In Service Description CB-L 240100,240101 2 Cutter Boat, Large (21 ft. RHIB) CB-L 220000 Series 50+ Cutter Boat, Medium (22 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (21 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (21 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (22 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (23 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (24 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (25 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (26 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (27 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,240101 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,24010 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,24010 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,24010 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,24010 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,24010 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,24010 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,24010 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,24010 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,24010 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,24010 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,24010 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,24010 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,24010 2 Cutter Boat, Large (28 ft. RHIB) CB-L 240100,24010 2 Cutter Boat, Large (2
 RHIB) CB-M 210000 Series 31 Cutter Boat, Medium (21 ft. RHIB) CB-M 19300,19400,19500 Series 5 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 5 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 5 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 5 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 13 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 13 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 13 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Series 10 Cutter Boat, Medium (19 ft. RHIB) CB-M 190000 Serie
Medium (17 ft. RHIB) (photo) CB-S 150000 Series 21 Cutter Boat, Small (13 ft. RHIB) MSB 26500 Series 55 26 ft. Motor Surfboats (being retired) LC 366000 Series 6 36 ft. Landing Craft (carried by WAGBs) ASB 39139,39652,39653 3 39 (14 ft. RHIB) CB-S 150000 Series 21 Cutter Boat, Small (15 ft. RHIB) CB-S 150000 Series 22 Cutter Boat, Small (16 ft. RHIB) CB-S 150000 Series 25 26 ft. Motor Surfboats (being retired) LC 366000 Series 26 ft. Landing Craft (carried by WAGBs) ASB 39139,39652,39653 3 39 (15 ft. RHIB) CB-S 150000 Series 27 (15 ft. RHIB) CB-S 150000 Series 28 (15 ft. RHIB) CB-S 150000 Series 29 (15 ft. RHIB) CB-S 150000 Series 29 (15 ft. RHIB) CB-S 150000 Series 29 (15 ft. RHIB) CB-S 150000 Series 20 
ft. Arctic Survey Boats (carried by WAGBs) Aids-To-Navigation Boats Photo Designation Number Series No. In Service Description -- -- ANB/TANB Replacement Studies are underway to develop replacements for the 55 foot ANB and TANB; the miscellaenous ANBs and small buoy tenders not replaced by the 49 foot BUSLs will
 also be replaced. ANB 643501-643502 3 64 ft. Aids-to-Navigation Boats ANB 63107 1 63 ft. Aids-to-Navigation Boats ANB(X) 382001 1 38 ft. Aids-to-Navigation Boat ANB(X) 342500,344266 2 34 ft. Aids-to-Navigation Boats BU 45300 Series 2 45 ft. Buoy Boats
Navigation Boats (photo) BARGE (various) 34 Construction, Buoy Tending, and Buoy Storage Barges (various sizes & types) Service, Support, & Training Boats Photo Designation Number Series No. In Service, Support, & Training Boats Photo Designation Number Series No. In Service, Support, & Training Boats Photo Designation Number Series No. In Service, Support, & Training Boats Photo Designation Number Series No. In Service, Support, & Training Boats Photo Designation Number Series No. In Service, Support, & Training Boats Photo Designation Number Series No. In Service, Support, & Training Boats Photo Designation Number Series No. In Service, Support, & Training Boats Photo Designation Number Series No. In Service, Support, & Training Boats Photo Designation Number Series No. In Service, Support, & Training Boats Photo Designation Number Series No. In Service, Support, & Training Boats Photo Designation Number Series No. In Service, Support, & Training Boats Photo Designation Number Series No. In Service, Support, & Training Boats Photo Designation Number Series No. In Service, Support, & Training Boats Photo Designation Number Series No. In Service, Support, & Training Boats Photo Designation Number Series No. In Service, Support Number Series Number Series No. In Service, Support Number Series Number Seri
Training Craft - USCG Academy ATB 41327,41403,41405 3 41 ft. Aviation Training Boats (41 ft. UTB) SPC 266200 1 26 ft. Personnel Launch MCB 25400 Series 3 25 ft. Motor Cargo Boats (being retired) SB (various) 8 Sailboats - USCG Academy Work Punts Photo Designation Number Series No. In Service Description WP 200000 Series 17 20 ft.
Work Punts (photo) WP 180000 Series 36 18 ft. Work Punts WP 170000 Series 37 16 ft. Work Punts WP 130000 Series 37 16 ft. Work Punts WP 130000 Series 37 16 ft. Work Punts WP 140000 Series 38 17 ft. Work Punts WP 140000 Series 38 17 ft. Work Punts WP 150000 Series 38 18 ft. Work Punts WP 150000 Ser
 Series 6 10 ft. Work Punts WP (various) 5 Misc. Work Punts Note: The Coast Guard also operates the former Navy floating drydock Oak Ridge (ex-ARDM 1) at Curtis Bay, MD. [Back To Top] Back to World Navies Today - United StatesCompiled and maintained by Andrew Toppan. Copyright © 1997-2003, Andrew Toppan. All Rights Reserved.
 Reproduction, reuse, or distribution without permission is prohibited. The progress of the United States Coast Guard cutters originally, the Coast Guard cutter in its traditional sense, as a type of small sailing
 ship.[1] Larger cutters, over 181 feet (55 m) in length, are controlled by Area Commands, the Atlantic Area or Pacific Area. Smaller cutters come under control of district commands. Cutters usually carry a motor surf boat and/or a rigid-hulled inflatable boat. Polar-class icebreakers (WAGB) carry an Arctic survey boat (ASB) and landing craft. Any
Coast Guard crew with officers or petty officers assigned has law-enforcement authority (14 USC Sec. 89) and can conduct armed boardings. The Coast Guard operates 243 Cutters, [2] defined as any vessel more than 65 feet (20 m) long, that has a permanently assigned crew and accommodations for the extended support of that crew. [3] Class is
currently being built and currently being built and currently being guantity Length Armament Notes Polar-class is currently being built and not yet active Name or Class is currently being guantity Length Armament Notes Polar Security Length Armament Notes Polar Security Building 2, 3 total on order. The Polar Security Building 2, 3 total on order.
Cutter Program is to replace the Polar-class. To enter service in 2025. Healy-class 1 420' Various small arms Medium class icebreaker used for icebreaking and research. Entered service in 2000.[5] Legend-class 10 418' 1 × MK 110 57mm gun a variant of the Bofors 57 mm gun and Gunfire Control System 1 × 20 mm Block 1B Baseline 2 Phalanx
Close-In Weapons System 4 × crew-served .50 caliber (12.7 mm) Browning M2 machine guns 2 × crew-served M240B 7.62 mm machine guns Various small arms USCGC Polar Star (WAGB-10) is only
 active heavy icebreaker. Entered service in 1976.[7][8][9] USCGC Polar Sea (WAGB-11) is located in Seattle, Washington but is not currently in active service in 2024.[10] Planned to be in service in 2026 and will be homeported in Juneau, Alaska
but is not currently in active service. Heritage-class 0 360' 1 x MK 110 57 mm gun a variant of the Bofors 57 mm gun and Gunfire Control System 1 x BAE Systems Mk 38 Mod 3 25 mm gun with 7.62 mm co-axial gun 2 x M2 Browning .50 caliber (12.7 mm) machine guns mounted on a MK 50 Stabilized Small Arms Mount (SSAM) 4 x crew-served M2
Browning .50 caliber (12.7 mm) machine guns Various small arms 3 under construction; 12 ordered or optioned; 25 total planned.[11] Designated to replace the Famous-class and Reliance-class. To enter service in 2025.[12] USCGC Eagle (WIX-327): Eagle is home ported at the Coast Guard Academy in New London,
Connecticut. It is used for training voyages for Coast Guard Academy cadets and Coast Guard officer candidates. USCGC Alex Haley 1 283' 2 × Mk 38 Mod 1 25 mm gun 2 × .50 caliber (12.7 mm) machine guns Various small arms
Entered service in 1971 as USS Edenton. Famous-class 13 270' 1 × OTO Melara Mark 75 76 mm/62 caliber (12.7 mm) machine guns Various small arms Entered service in 1983. USCGC Mackinaw 1 240' 2 × crew-served M240B 7.62 mm machine guns Various small arms Entered service in 1983. USCGC Mackinaw 1 240' 2 × crew-served M240B 7.62 mm machine guns Various small arms Entered service in 1983. USCGC Mackinaw 1 240' 2 × crew-served M240B 7.62 mm machine guns Various small arms Entered service in 1983. USCGC Mackinaw 1 240' 2 × crew-served M240B 7.62 mm machine guns Various small arms Entered service in 1983. USCGC Mackinaw 1 240' 2 × crew-served M240B 7.62 mm machine guns Various small arms Entered service in 1983. USCGC Mackinaw 1 240' 2 × crew-served M240B 7.62 mm machine guns Various small arms Entered service in 1983. USCGC Mackinaw 1 240' 2 × crew-served M240B 7.62 mm machine guns Various small arms Entered service in 1983. USCGC Mackinaw 1 240' 2 × crew-served M240B 7.62 mm machine guns Various small arms Entered service in 1983. USCGC Mackinaw 1 240' 2 × crew-served M240B 7.62 mm machine guns Various small arms Entered service in 1983. USCGC Mackinaw 1 240' 2 × crew-served M240B 7.62 mm machine guns Various small arms Entered service in 1983. USCGC Mackinaw 1 240' 2 × crew-served M240B 7.62 mm machine guns Various small arms Entered service in 1983. USCGC Mackinaw 1 240' 2 × crew-served M240B 7.62 mm machine guns Various small arms Entered service in 1983. USCGC Mackinaw 1 240' 2 × crew-served M240B 7.62 mm machine guns Various small arms Entered service in 1983. USCGC Mackinaw 1 240' 2 × crew-served M240B 7.62 mm machine guns Various small arms Entered service in 1983. USCGC Mackinaw 1 240' 2 × crew-served M240B 7.62 mm machine guns Various small arms Entered service in 1983. USCGC M250B 7.62 mm machine guns Various small arms Entered served s
for operations on the North American Great Lakes and home ported at Cheboygan, Michigan. Entered service in 1996. Reliance-class 14 210' 1 × Mk 38 Mod 1 25 mm gun 2 × .50 caliber (12.7 mm) machine guns Various small arms Entered
service in 1964. Keeper-class 14 175' None Entered service in 1976. Sentinel-class 58 154' 1 × Mk 38 Mod 2 25 mm autocannon 4 × crew-served Browning M2 machine quns 64 planned. Designated to replace Island-class. Entered service in 2012. Bay-class 9 140' 2 × M240
machine guns 10 planned. Entered service in 1979. Island-class 49 110' Mk 38 Mod 1 25 mm chain gun 2 × M2 .50-cal MG (WPB): Eight additional 110-foot patrol boats were extended to 123 feet (37 m) but structural issues developed shortly after these conversions and the cutters were deemed unsafe to operate.[13] Entered service in 1985. 100-ft
inland buoy tender 2 100' None Entered service in 1945. 100-ft inland construction tender 3 100' None Entered service in 1944. Marine Protector Class Cutters. Kankakee-class 2 75' None Entered service in 1948. Sea PROTECTOR MK50 GWS Carried on four Marine Protector Class Cutters. Kankakee-class 2 75' None Entered service in 1944.
1990. Gasconade-class 9 75' Various small arms Entered Service in 1964 75-ft inland buoy tender 2 65' None Entered Service in 1964 65-ft small harbor tug 11 65' None (WYTL): This is a class of eleven 65-foot tugs used by the United States Coast
Guard for search and rescue, law enforcement, aids-to-navigation work and light icebreaking. Entered service in 1961. The Coast Guard operates about 1,402 boats, defined as any vessel less than 65 feet (20 meters) in length, which generally operate near shore and on inland waterways. The most common is 25 feet (7.6 m) long, of which the Guard
has more than 350.[14] The shortest is 13 feet (4.0 m). Name Image Length Notes 65-ft Aids to Navigation Boat 64' 55-ft Aids to Navigation Boat 55' 52-ft Motor Lifeboat 52' The Coast Guard currently has four of the 52-foot motor life boats, a craft designed from the ground up to serve in challenging surf conditions. All four
craft are currently assigned to surf stations in the Pacific Northwest. Also known as "Special Purpose Craft - Heavy Weather (SPC-HWX)" 49-ft Buoy Utility Stern Loading 49' 47-ft Motor Lifeboat 47' The Coast Guard's 47-foot primary heavy-weather (SPC-HWX)" 49-ft Buoy Utility Stern Loading 49' 47-ft Motor Lifeboat 47' The Coast Guard's 47-foot primary heavy-weather boat used for search and rescue as well as law enforcement and homeland security.[15] Response Boat
- Medium 45' The Coast Guard has signed a multi-year contract for 180 Response Boat - Medium (RB-M) boats that were delivered starting in 2008 to replace the 41' UTB boats. These aluminum boats are 45 feet (14 m) in length, with twin diesel engines (total 825 hp), are self-righting, have a four crew, six passenger capacity, are equippable with
two .50 caliber machine guns, have an excellent fendering system, can achieve a top speed of 42 knots (78 km/h), and are capable of towing a 100-ton vessel in eight-foot seas. The boats were built by Kvichak Marine Industries of Kent, Washington and Marinette Marine of Manitowoc, Wisconsin.[16][17] Near-Shore Life Boat 42' 39-ft Tactical Training
Boat 39' 38-ft Training Boat 38' Arctic Survey Boat 38' Arctic Surve
33-ft Law Enforcement 33' 26-ft Trailerable Aids to Navigation Boat 29' Response boat - Small II 29' A 29-foot replacement for the Defender Class, built by Metal Shark Boats. Cutter Boat - Over the Horizon 25' Transportable port security boat 25' 25-foot (7.6 m) boat, based on the commercial version of the 25-foot (8 m) center-console Boston
Whaler, suitable for work in inland waters, easily transportable by trailer. These are primarily used by Port Security Units for force protection in aval support areas abroad, as well as, ports of embarkation/debarkation in expeditionary areas. Most recently these boats and units were deployed to Kuwait in support of Operation Iraqi Freedom. The
durability, versatility, and mobility of these boats make them ideal for this type of operation. [19] Response boat - Small 25' A high-speed boat, for a variety of missions, including search and rescue, port security and law enforcement duties. The original 25-foot boats built by SAFE Boats International (Secure All-around Flotation Equipped) of Port
Orchard, Washington are being replaced by 29-foot boats built by Metal Shark Boats of Jeanerette, LA.[20][21] 24-ft Shallow Water 24' 24-ft Cutter Boat - Aids to Navigation - Large 23' Cutter Boat - Aids to Navigation - Medium 18'
18-ft Airboat 18' Cutter Boat - Medium 17' 16-ft Aids to Navigation Boat - Skiff 16' Cutter Boat - Small 13' USCG Auxiliary Operational Facilities: The Coast Guard Auxiliary Every aircraft in the U.S. Coast Guard fleet in June 2024. From left:
HC-130, C-27I, HC-144, C-37, MH-60T, MH-65 The Coast Guard operates about 210 aircraft, such as Lockheed HC-130 Hercules turboprops, operate from Air Stations, Air Facilities, and flight-deck
equipped cutters, and can rescue people or intercept smuggling vessels. Some special MH- designated helicopters are armed with guns and some are equipped with armor to protect against small arms fire. Name Image Quantity Notes HC-130 Hercules 27 C-27 Spartan 11 [22][23] Out of 14 on order. HC-144 Ocean Sentry 18 [24][25][26] C-37 2
Aircraft as a VIP transport for high-ranking Coast Guard and Homeland Security officials. [27] MH-65 Dolphin 102 To be retired. MH-60T Jayhawk 42 Fleet to expand to 127 aircraft to replace Dolphin. [28] RG-8A Condor unspecified number [29] The Coast Guard was to purchase the Bell Eagle Eye UAV as
part of the Deepwater program, but this has been cancelled.[30] The Coast Guard is currently preparing to launch a small UAS competition for the Legend-class NSC and future Heritage-class cutter.[31] In addition to regular Coast Guard aircraft, privately owned general aviation aircraft are used by Coast Guard Auxiliarists for patrols and search-
and-rescue missions. Name Image Origin Notes HMMWV United States Used primarily by Deployable Specialized Forces[32] LSSV United States (33) Sea Commander Aegis derived combat system L-3 C4ISR suite AN/SPS-78 surface search and navigation radar AN/SPS-50
surface search radar AN/APX-123(V)1 IFF (ship automation provided by MTU Callosum) Name Image Notes M153 CROWS II Sea PROTECTOR MK50 GWS Mk 38 25mm autocannon Mod 1, Mod 2 and Mod 3 Mk 44 30mm autocannon [1] Phalanx CIWS 20 mm Block 1B Baseline 2 Bofors 57 mm gun MK 110. A variant of the Bofors 57 mm gun and
Gunfire Control System OTO Melara Mark 75 76 mm/62 caliber naval gun Name Image Notes Mark 36 SRBOC chaff countermeasures Nulka MK 53 Mod 10 Model Image Caliber Type Origin Details P229R-DAK [34] Colt
M1911 Gold Medal Match .45 ACP Pistol United States Utilized exclusively for Excellence in Competition (EIC) M16A2 5.56×45mm NATO Assault rifle United States Standard issue service rifle. The Deployable Operations Group also employs the Mk 18 upper receiver[35]
MK18/CQBR 5.56×45mm NATO Assault rifle, Carbine United States Standard issue service carbine. The Deployable Specialized Forces also employs them M240 7.62×51mm NATO General purpose, medium machine gun
 United States M240B variant is employed aboard surface vessels while the M240H is used aboard the MH-65 Dolphin helicopters. The M240 is also used on land by Port Security Units[36] M249 5.56×45mm NATO Light machine gun United States Used on various boats and primarily by Deployable Specialized Forces M60
7.62×51mm NATO General purpose, medium machine gun United States Used on various boats such as the Defender-class boat[37] Browning M2HB .50 BMG Heavy machine gun United States Primarily mounted on seagoing vessels. Some machine gun United States Primarily mounted on seagoing vessels.
marksman rifle, Sniper rifle United States Variant known as the M14 Tactical fitted with the Mk 14 Enhanced Battle Rifle stock, with a 22-inch barrel and a Smith Enterprise muzzle brake. Mk 11 7.62×51mm NATO Designated marksman rifle, Sniper rifle United States Used by the Deployable Specialized Forces[35] Barrett 50 cal/M82/M107 .50
BMG Anti materiel sniper rifle United States Used for Airborne Use of Force (AUF) missions Robar RC-50 .50 BMG Anti materiel sniper rifle United States Belt-fed MK3 grenade Concussion Grenade
 United States Used as an anti-swimmer grenade. Being phased out and being replaced by a newer Anti-Swimmer Grenade. [40] Rescue 21 Logo. Coast Guard radio stations cover a wide geographical area using very high frequency and high frequency a
network of VHF radio stations along the nation's coastline and inland rivers. The current communication system is the Rescue 21. Rescue 21 is an advanced maritime communication system and the LORAN-C transmitters outside the USA were run until 1994 also by the United States Coast
Guard, and LORAN-C transmitters within the US were decommissioned in June 2010, with the exception of 5 CONUS LORAN-C stations that continue to be staffed due to international agreements of the United States Army Equipment of the United States Ar
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