

# VMA-223 celebrates sundown as Marine Corps' final Harrier squadron



U.S. Marine Corps Lt. Col. John B. Cumbie, left, a native of Texas and the commanding officer of Marine Attack Squadron (VMA) 223, Marine Aircraft Group 14, 2nd Marine Aircraft Wing and Cpl. Myles J. Howard a native of Georgia, a fixed-wing aircraft mechanic with VMA-223, stand at attention in front of an AV-8B Harrier II at Marine Corps Air Station Cherry Point, June 3, 2026. The “sundown” of the AV-8B Harrier II, an iconic aircraft that has supported joint and Marine Corps operations for over 40 years, also represents the dawn of a new era; it paves the way for 2nd MAW’s full transition to the F-35B and C Lightning II. VMA-223 is the U.S. Marine Corps’ last operational Harrier squadron. (U.S. Marine Corps photo by Lance Cpl. Donovan Pimentel)

From Communication Strategy and Operations Office, 2nd Marine Aircraft Wing

June 4, 2026

MARINE CORPS AIR STATION CHERRY POINT, N.C. – Marine Attack Squadron (VMA) 223, known as “the Bulldogs”, celebrated the conclusion of nearly 40 years of operational history with the AV-8B Harrier II during a public ceremony at Marine Corps Air Station Cherry Point, Wednesday. The ceremony marked an important moment in time for VMA-223 and also signaled the end of an era for Marine Corps aviation as the service continues its transition to an all-5th generation tactical aircraft fleet.

“The Bulldogs are extremely proud to conduct the final Harrier operations for the U.S. Marine Corps”, said Lt. Col. John B. Cumbie, commanding officer of VMA-223. “As a platform that has continuously forward deployed across the globe, the Harrier will be remembered for its distinguished combat legacy, legendary Vertical/Short Take Off and Landing (V/STOL) capability, and the Marines and Sailors that made the community special.”

Wednesday’s ceremony was attended by over 5,000 people. Attendees included senior Marine Corps leaders, state and local officials, active-duty service members, local community members, family and friends of VMA-223, and veterans with ties to the Harrier community. The ceremony included a five-aircraft formation flight and vertical landing that showcased the Harrier’s unique V/STOL capability.

The Harrier platform has maintained a proud and storied legacy throughout its 55 years of service with the U.S. Marine Corps. In 1971, the Marine Corps accepted the first AV-8A into its inventory. In 1985, VMA-331, stationed aboard Marine Corps Air Station Beaufort, South Carolina, became the Marine Corps’ first operational AV-8B squadron. VMA-223 began flying the AV-8B in early 1987. Since its inception with the Marine Corps, the Harrier has been instrumental in numerous combat operations, including Operations Desert Shield and Desert

Storm, Operation Allied Force, Operation Enduring Freedom, Operation Iraqi Freedom, Operation Odyssey Dawn, Operation Inherent Resolve, and operations during the Red Sea crisis. Time and again, the Harrier distinguished itself as a lethal, capable and versatile tactical air platform.

Colloquially known as a “jump jet” for its ability to take off and land within short distances, the AV-8B is a V/STOL aircraft designed to support the Marine Air Ground Task Force commander by destroying surface targets and escorting friendly aircraft. The AV-8B’s lethality and V/STOL capability made it uniquely suited for deployments in support of Marine Expeditionary Units (MEUs). VMA-223’s final detachment of Harriers to support a MEU returned to Marine Corps Air Station Cherry Point last month after supporting operations with the 22nd Marine Expeditionary Unit in the Caribbean.

In fiscal year 2028 VMA-223 is scheduled to reactivate as Marine Fighter Attack Squadron (VMFA)-223 and will begin flying the F-35B Lightning II. VMA-223 is the last Marine Corps squadron to operate the Harrier.

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**Gogo secures \$7.5 million NOAA contract, providing mission-critical communications services for ‘hurricane hunter’ aircraft**



SD Government, a Gogo company, has secured a \$7.5 million NOAA contract providing mission-critical communications services for 'hurricane hunter' aircraft including this NOAA Lockheed WP-3D Orion N43RF (Photo: NOAA)

From SD Government, June 4, 2026

BROOMFIELD, Colo. / 4 June 2026 – SD Government, a Gogo (NASDAQ: GOGO) company serving the military and government markets, announced today that it has secured a multi-year framework contract from the U.S. Department of Commerce's National Oceanic and Atmospheric Administration (NOAA). This contract supports the NOAA Aircraft Operations Center (AOC), home to the renowned Hurricane Hunter fleet, including the Lockheed Martin WP-3D aircraft known as "Kermit" and "Miss Piggy," among others. These aircraft provide essential research data, enabling effective, real-time, actionable information.

The agreement includes a total obligation of \$7.5 million for SD Government to deliver a comprehensive mission

communications solution. This includes L-Band satellite communications (SATCOM), ground infrastructure, and cybersecurity solutions via Gogo's data center in Melbourne, Florida, along with Gogo's FlightDeck Freedom cockpit datalink software suite, ensuring reliable communications and streamlined flight operations ahead of the upcoming hurricane season.

"NOAA is a trusted global leader in airborne research, offering life-saving services to the U.S. and other nations. We're proud to support the delivery of vital data from the storm's eye to decision-makers, utilizing our robust and reliable networks and infrastructure," says Ben Massey, Senior Vice President of Government Sales at Gogo.

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## **13th MEU Completes Realistic Urban Training, Boosts Deployment Readiness**



U.S. Marine assigned to Battalion Landing Team 2/4, 13th Marine Expeditionary Unit, provides security as MV-22B Ospreys prepare to land after conducting a simulated raid during Realistic Urban Training at Blythe, California, May 31, 2026. RUT is a critical pre-deployment exercise that enables the 13th MEU to integrate its command, aviation, ground and logistics combat elements, ensuring the force is prepared to respond rapidly and effectively to crises in unfamiliar, urban environments. (U.S. Marine Corps photo by Lance Cpl. Christian Cutter)

From 13th Marine Expeditionary Unit Communication Strategy and Operations

June 4, 2026

YUMA, Ariz. – The 13th Marine Expeditionary Unit (MEU) successfully concluded Realistic Urban Training (RUT), a major pre-deployment exercise held from May 26 to June 3, 2026, across various locations in the Southwest United States. This rigorous evolution featured diverse training missions designed to forge tactical cohesion across the Marine Air-Ground Task Force and maximize operational effectiveness in complex urban

environments.

Throughout the exercise, over 1,000 Marines and Sailors from the 13th MEU's Command Element, Battalion Landing Team 2/4, Marine Medium Tiltrotor Squadron 364 (Reinforced), Marine Fighter Attack Squadron 211, and Combat Logistics Battalion 13 integrated to form a cohesive MAGTF. The training took place in challenging and unfamiliar urban environments, including Glendale, Arizona, and Blythe and Glamis, California, providing realistic settings for complex, decentralized operations. While the MEU operated from Marine Corps Air Station Yuma, training also occurred at military installations across the Southwest.

"Realistic Urban Training is a critical milestone that forges the individual elements of the 13th MEU into a unified, combat-ready MAGTF," said Col. Richard Alvarez, commanding officer of the 13th MEU. "Operating in complex, austere and urban environments provides the realism necessary to develop the essential skills required for rapid crisis response around the globe. RUT has made the 13th MEU a better prepared, more lethal force."

During RUT, the 13th MEU executed several core missions essential for crisis response, including two expeditionary strikes, three amphibious raids, and two Tactical Recovery of Aircraft and Personnel (TRAP) missions. Both the Maritime Raid Force, comprised primarily of Reconnaissance Marines, and Battalion Landing Team 2/4 infantry elements conducted raids supported by the full MAGTF.

The exercise showcased the full spectrum of the MEU's aviation capabilities, employing the MV-22B Osprey, CH-53E Super Stallion, AH-1Z Viper, UH-1Y Venom, F-35B Lightning II, and KC-130J Super Hercules aircraft. These platforms supported a wide range of operations, including a forward arming and refueling point (FARP) and aviation delivered ground refueling (ADGR) that extend the reach and lethality of the MEU.

By integrating its command, air, ground, and logistics elements, the 13th MEU has demonstrated its readiness to respond swiftly and effectively to any contingency. The successful completion of RUT validates the 13th MEU as a versatile expeditionary force prepared for future operations.

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**Secretary of War Announces  
Marine nominated for  
Brigadier General**



From the Department of War, June 4, 2026

Secretary of War Pete Hegseth announced today that the president has made the following nominations:

Marine Corps Col. Frank Diorio, Jr. for appointment to the grade of brigadier general. Diorio is currently serving as programs development branch head, Programs and Resources Department, Headquarters, U.S. Marine Corps, Pentagon, Washington, D.C.

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# Task Force Ashland's Navy-Marine Corps team returns to San Diego after four months of operations in the Indo-Pacific



NAVAL BASE SAN DIEGO (Jun 1, 2026) Sailors assigned to Whidbey Island-class amphibious dock landing ship USS Ashland (LSD 48) man the rails as the ship returns to its homeport of Naval Base San Diego, June 1, 2026. USS Ashland returns to its homeport of Naval Base San Diego following operations in the U.S. 7th Fleet. (U.S. Navy photo by Mass Communication Specialist 2nd Class Aja Bleu Campbell)  
From U.S. Third Fleet, June 1, 2026

SAN DIEGO – Marines and Sailors of Task Force (TF) Ashland returned to San Diego aboard Whidbey Island-class dock landing ship USS Ashland (LSD 48), following four months of operations in the Indo-Pacific region, June 1, 2026.

TF Ashland is composed of Ashland's crew and a command element from the 15th Marine Expeditionary Unit (MEU); a ground combat element from 3rd Assault Amphibian Battalion, 1st Marine Division; and a logistics combat element from Combat Logistics Regiment 17, I Marine Logistics Group. Assault Craft Unit (ACU) 5 also deployed a detachment with two landing craft, air cushion to support amphibious operations. The task force departed San Diego aboard Ashland Jan. 24, 2026, demonstrating a flexible and scalable model of naval integration.

"I couldn't be prouder of the team's work over these past four months at sea," said U.S. Navy Cmdr. Adam Peeples, commanding officer of Ashland. "As our Sailors and Marines look back at their accomplishments, I hope they feel the same pride and satisfaction I do leading this team."

Throughout their underway, the Navy-Marine Corps team was a visible and engaged presence across the Indo-Pacific. The task force participated in a multitude of demanding exercises, including the 45th iteration of Exercise Cobra Gold in February, the largest joint military exercise in mainland Asia, and the 40th iteration of Exercise Balikatan in April, an annual exercise focused on the long-standing alliance between the Philippines and the United States. These exercises involved complex scenarios, such as combined-arms live-fire events, amphibious operations, and disaster response training, conducted alongside the Royal Thai Armed Forces, the Republic of Korea Marine Corps, and the Armed Forces of the Philippines.

"Combining the 15th MEU, ACU-5 craft team, and Sailors of Beachmasters Unit (BMU) 1, the Grizzly Gators of Ashland built

something truly greater than the sum of its parts – TF Ashland,” said Peeples. “Together, we tackled the challenges with flawless results and worked with our regional partners, building cooperation within the region and demonstrating our commitment to the most consequential theater.”

While in port at Cebu, Philippines, Ashland completed a three-week ship repair and maintenance (SRMX) exercise, as part of its scheduled port visit. SRMX is designed to rehearse coordination and execution of ship damage repair from forward locations within the Indo-Pacific region, strengthening ties with the skilled workforce within allied and partner countries.

Further showcasing its commitment to regional stability, TF Ashland participated in a multilateral exercise alongside Australian and Canadian forces, a multi-phase exercise focused on surface action group operations and interoperability with allied navies. By executing key components of distributed maritime operations, TF Ashland provided combatant commanders with a flexible force for credible deterrence and crisis response, which significantly enhanced regional capabilities and bolstered maritime security alongside our allies.

“The 15th MEU executed as TF Ashland proved that a task-organized, scalable force can deliver credible combat power while continuing to strengthen relationships with our allies,” said U.S. Marine Corps Lt. Col. Matt Bride, the commander of troops for TF Ashland and the 15th MEU executive officer. “Whether executing complex, multinational exercises or demonstrating the forward-thinking principles of distributed maritime operations, our Navy-Marine Corps team consistently met every challenge with the professionalism and effectiveness that underpins the legacy of our respective organizations.”

TF Ashland’s return marks the completion of operations that reinforced the United States’ commitment to peace through strength.

Task Force Ashland is a flexible, purpose-built force designed to integrate with allies and partners or respond to crisis, in support of a free and open Indo-Pacific.

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## Navy's CNIC Launches Wellness, Food Service Pilot Programs



Naval Construction Battalion Center Gulfport Colmer Dining Facility underwent a multi-million dollar modernization project as part of the Commander, Navy Installations Command's Shore Food Service Transformation pilot program, May 23. NCBC Gulfport was selected to implement the "campus style dining" initiative in support of the Navy's commitment to warfighter

readiness, wellness and performance through better nutrition.  
*Photo credit: U.S. Navy | Jovi Prevot*

The U.S. Navy's Commander, Navy Installations Command (CNIC) has launched two related pilot programs aimed at expanding the quality and variety of food to which Sailors have access and improving their holistic wellness.

Those pilots are the Human Performance Optimization, or HPO program, and the Shore Food Service Transformation initiative.

The HPO launched Feb. 2 at Naval Base San Diego and provides Sailors with expert-led training across all aspects of physical, nutritional and mental wellness. Instead of the gym being just a place to work out, the HPO provides a "higher-end experience," Vice Admiral Scott Gray, commander of Navy Installations Command, told reporters in an interview at the Washington Navy Yard.

Sailors at the Harborside Sports & Fitness Complex in San Diego now have access to a team of experts, including a dietician, cognitive specialist and human performance specialists to coach Sailors on proper nutrition, optimum sleep strategies, injury prevention and recovery, stress management and more.

"Everyone in that gym is going to be a fitness expert," Gray said.

So far, 13,000 people have participated in the program and the Navy is monitoring the results.

"The whole point of the initiative is to learn from it," Gray said.

### **Food Service Transformation**

The food service transformation initiative has two pilot programs of its own, one that launched May 29 at Naval Construction Battalion Center Gulfport, Mississippi, and one

launched June 3 at Naval Base Kitsap-Bangor in Washington state.

They have slightly different aims. The Gulfport pilot focuses on expanding and rotating ethnic food stations and refreshing and modernizing the interior of the galley. The Kitsap-Bangor pilot will allow Sailors to use their meal entitlements at Navy Morale, Welfare and Recreation (MWR) branded restaurants.

The galleys will continue to use “go for green” signage to help Sailors make healthy choices. Green is good, yellow means be cautious and red means food that should be an occasional treat.

“Everybody wants a burger now and then, but that shouldn’t be your only food source,” Gray said.

Galleys are also now providing healthy “grab and go” options for Sailors who might have missed galley mealtimes but still need to eat; that option should be rolled out to all installations by the end of this month, Gray said.

The Kitsap-Bangor pilot gives Sailors greater dining flexibility while still allowing them to use their meal allotments instead of paying out of pocket for meals outside of the galleys.

After spending nine months at sea eating in a ship’s galley, “the last thing they want to do is eat in another galley,” Gray said.

Galley gooks are also being trained by the Culinary Institute of America, which not only means better meals for Sailors but more skills training for the cooks.

As with the HPO, the Navy will be watching the results of the pilots. Will more Sailors eat in the galleys if they provide better options? Will they use their allotments at MWR-branded restaurants?

“We want to make our options and our expanded options attractive to our Sailors so that they use it, and that’s one of the things that we’re looking for is, as this plays out and as we roll it out, we’re looking to ensure that our utilization rate goes up and that the Sailors are taking better advantage of their entitlement, because it’s a significant portion of their compensation and when they’re not using it, they’re not helping themselves financially,” Gray said.

Eventually, CNIC plans to roll these two pilots together and offer them at all installations, although some will have more MWR-branded dining options than others and some installations may just have improved galleys.

“Ultimately, you will have expanded food options inside the galley and expanded food options outside the galley where we can provide it,” Gray said.

CNIC is assessing the first phase of rollout after the pilots, and anticipates rolling the transformation out to nine additional facilities between March and July of next year, with additional phases to follow after that.

The cost of all this is not insignificant – \$1.4 million for the San Diego HPO site alone and \$3.2 million for construction, renovation and training at the two food pilot sites – but needs to be done after years of budgetary neglect of Navy shore services, Gray said.

“We set that money aside before we started and come hell or high water we’re going to continue it and follow it through, and we will transform our food service, we will continue the expansion of Human Performance Optimization, even if I have to reshuffle things to make it happen,” Gray said. “I’m committed.”

CNIC oversees 10 Navy regions, 70 installations, and nearly 50,000 employees focused on warfighting and manning, training

and equipping shore installations.

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## Annual Anchors Aweigh Fly-In Spreads Sea Services Knowledge Across Capitol Hill



Sen. Todd Young of Indiana greets Navy League CEO Mike Stevens during the Anchors Aweigh Fly-In. *Photo credit: James Peterson* Navy League members from across the country fanned out across Capitol Hill on June 2 as part of the annual Anchors Away Fly-In, where they educated lawmakers and their staff on the importance of sea service budgets and policy.

They presented congressional representatives with data about sea service budgets and requirements, and urged predictable

spending levels, multi-year procurement programs and moving away from continuing resolutions, which have slowed down shipbuilding.

They also urged support for the Maritime Security Trust Fund, which would provide long-term mandatory funding outside of the annual appropriations cycle for merchant mariners and would help rebuild facilities and education for maritime academies.

The Navy Leaguers also urged members to cosponsor legislation including the SHIPs for America Act, the Pay Our Troops Act and the SERVE Act. Among budget issues, they urged support for a \$50 billion annual shipbuilding budget and a \$20 billion annual Coast Guard budget.

“The day was great. We saw three principals and three staffers, for a total of six, and most were friends of the Navy League,” National President Larry Salter said at a reception following the day of meetings.

Salter said his team emphasized support of the SHIPs for America Act, aimed at revitalizing the U.S. maritime industry, but most of the people they visited were supporters or even co-writers of the legislation.

“It was a friendly crew and it was great to emphasize what we are doing,” Salter said.



Navy League members fanned out across House and Senate office buildings to discuss the needs of the sea services. *Photo credit: James Peterson*

Ed Duffet of the Denver Council was on his second Fly-In visit, and this year was the sole representative of the Rocky Mountain region, doing his six meetings as a one-man band. He had high praise for the Navy League Legislative Affairs team.

“Everything’s set. They give you the briefing, they give you everything you might need to hand out to folks, they tell you tips and tricks,” he said, and members can leave knowing they made a difference.

“I’m coming back again. This was so much fun,” he said. “... This is a joy. If they had it twice a year I’d come twice a year.”

Taylor Smith came from the Portland-Blueback Council and attended nine meetings, including in-person sessions with Sen. Jeff Merkley (D-Oregon) and Rep. Cliff Bentz (R-District 2).

“Everybody was very receptive to all the information we

presented, especially regarding the SHIPs for America Act, it seems like a lot of support for that across the board,” Smith said. “It all seemed very positive overall and was a great trip.”

“It was remarkably successful,” said Randall Myers of the Mobile Council.

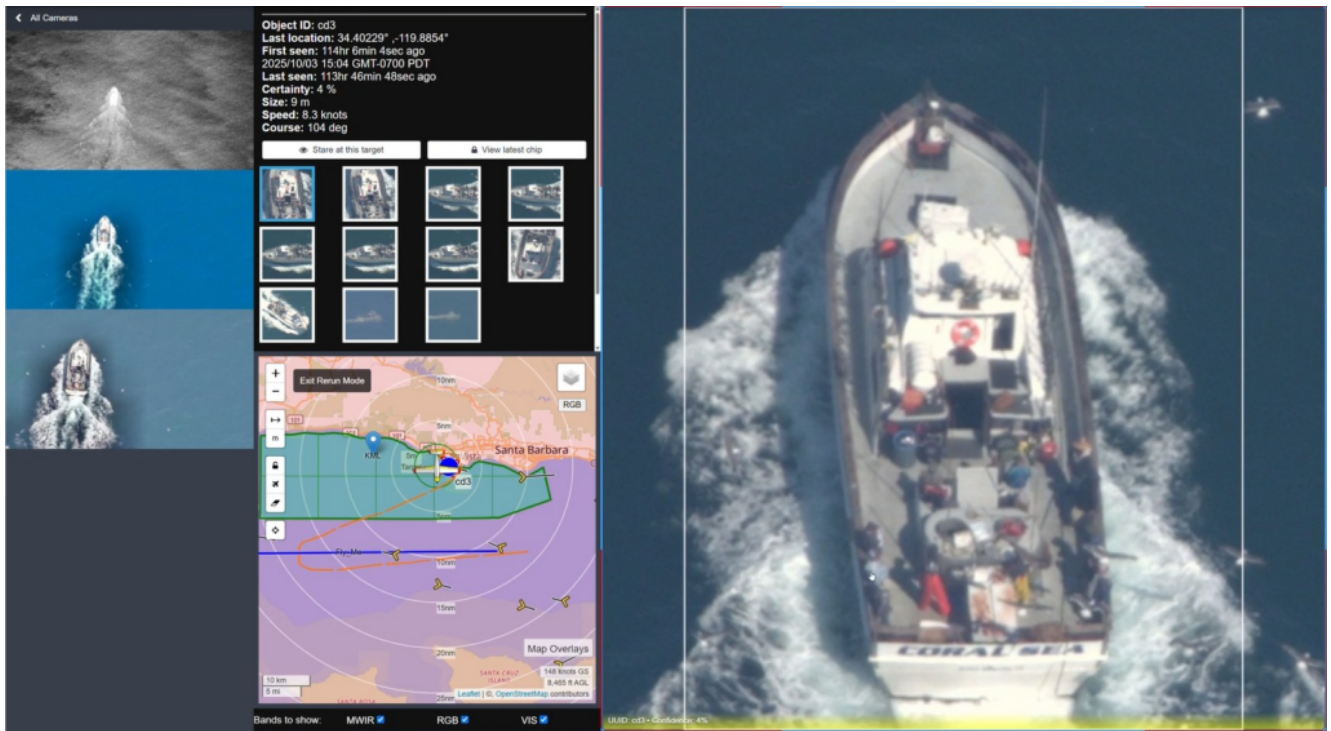
His group met with five of the seven staffs from Alabama, and “we’re all in agreement that we need a state-level maritime security board, so we’re doing some things nobody else is doing, primarily to push forward and provide the support that the U.S. group needs at the state level, so we’re kind of working from the bottom up while they’re pushing these various acts,” he said.

The Fly In is a big part of one of the Navy League’s core missions, that of advocating for the sea services, Salter said.

“The members get to meet other members, meet some of their elected officials, and they get to discuss what’s important for them and the Navy League in supporting sea services,” he said.

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**Overwatch      Imaging’s      ASO**  
**Software      Integrates      AI**  
**with Sensors**



ARLINGTON, Va. – Integration of artificial intelligence (AI) with imaging sensors relieves operator workload on some drones and Navy aircraft and enables those operators to focus on decision making rather than sifting through overwhelming amounts of data, a sensor technology expert said.

“We focus on automating the experience of using sensors – especially in the maritime environment but also overland – to make it easier and faster as well as better for crews to gain intelligence from the sensors that they use,” said Greg Davis, founder and CEO of Overwatch Imaging, an imagery intelligence technology company, in an interview with Seapower. “That process uses artificial intelligence and autonomy to reduce the workload for the crews that are using sensors and also provide those crews with a super-human vision – to see more than they can naturally see by using the power of computing and AI.”

“The Navy has this problem [in that] they collect a lot more data than they can look at,” Davis said. “Sometimes they don’t even collect data because they know they can’t look at it.”

Davis likened the task as “needing to find a needle in a

haystack.”

Over watch’s software, called Automated Sensor Operator (ASO), uses a connection to a sensor that same as the crew would.

“The crew interacts with a sensor through ethernet connections or serial connections,” Davis said. “We use that same method of connecting to the sensor. We sit between the crew member and the sensor. From that position we can take command of the sensor and accomplish the job that the sensor operator wants to accomplish and do that in an automated way that allows the crew member to focus on something else. We provide alerts when there’s something to see.”

No modifications to an aircraft’s mission computer are required, Davis said.

“We add a small edge processor, a small, ruggedized computer that basically lives between the sensor and the operator workstation,” he said. “That small computer does the AI, the sensor autonomy, right there at the edge between the sensor and the crew in a way that does not change the existing airworthiness of the kit.”

Overwatch puts the ASO software on sensors of its own designs and the ASO is “compatible with third-party sensors like sensors that are on Navy [MH-60] Seahawks or on the [P-8] Poseidon,” he said.

Overwatch Imaging, based in Hood River, Oregon, has deep roots in the autonomous systems and drone industry, Davis said. It has had an existing SBIR contract for 2 years that started with a Navy requirement for AI-enabled video processing. Overwatch is expanding its work to include a contract with another unnamed agency.

Davis noted that special operations forces, the Coast Guard, Customs and Border Protection all have “the same

characteristic of needing to search big areas to find small things. Once you find the small things, our crews are very good at responding.

The company also is working on applying its technology to radar

“We started building ASO for image-based sensors, but next up this summer for us is an ASO for other types of sensors,” Davis said. “Probably a synthetic-aperture radar will be the first extension for us beyond image-based sensors. But eventually we’ll probably make this for all of the sensors in use on naval aircraft and other kinds of sophisticated aircraft. The crew can focus on making decisions, rather than looking at a lot of raw data. Let’s use computers to look at the raw data. ... freed up that crew time to do decision making rather than staring at a [computer] screen.

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## **Navy Awards SAIC \$50.6M Torpedo Defense Services Task Order**

From SAIC, June 3, 2026

Modernizes technology and infrastructure of existing and new torpedo defense systems – including “Nixie” – to mitigate threats, enhance vessel survivability, and ensure mission success

RESTON, Va., June 03, 2026 (GLOBE NEWSWIRE) – Science Applications International Corp. (NASDAQ: [SAIC](#)) has been awarded a follow-on \$50.6 million task order from the U.S.

Navy's leader in Torpedo Defense (TD) – Naval Undersea Warfare Center (NUWC) in Newport, R.I. – to continue the company's work of providing critical torpedo defense system design, modernization, and sustainment services. This contract builds on SAIC's two decades long legacy of proven collaboration with the Navy and success in advancing technology capabilities of the most sophisticated torpedo defense systems.

SAIC will leverage its advanced digital engineering capabilities to revolutionize the Navy's TD systems by streamlining the design conceptualization, prototyping, and fabrication processes of hardware and software. This approach will integrate cutting-edge modeling simulation (SIM) and stimulation (STIM) – enabling more robust system analyses, data-driven insights, and seamless cybersecurity implementation. These advancements will ensure that upgraded TD systems achieve new levels of operational effectiveness to enhance vessel survivability and empower the Navy to maintain superior mission success in evolving maritime threat environments.

The company will support critical NUWC TD systems such as AN/SLQ-25 Torpedo Countermeasures Transmitting Set (commonly known as "Nixie"), Acoustic Device Countermeasures (ADCs), MK 58 Compact Rapid Attack Weapon (CRAW), EX 2 Torpedo Warning System, Submarine Launched Unmanned Aerial System (SLUAS), as well as emergent technologies and intelligence projects for Navy and Foreign Military Sales (FMS) that guide upgrades to the TD systems.

"SAIC's long-standing partnership with the Navy and NUWC is built on trust, technical excellence, and an unwavering commitment to the mission;" said Barbara Supplee, SAIC Executive Vice President of the Army Navy Business Group. "This award reflects the Navy's confidence in our team's continued ability to deliver the modern torpedo defense systems needed to protect our fleet and outpace emerging threats. We are proud to continue supporting NUWC Code 85 with

the engineering rigor, innovation, and agility required to ensure our warfighters remain safe, informed, and ready.”

The follow-on task order supports key NUWC Code 85 program offices such as Undersea Warfare Systems Program Office (PEO-UWS PMS415), International Fleet Support Program Office (PMS326), Office of Naval Research (ONR), and Office of Naval Intelligence (ONI), among others.

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## **USS Springfield Returns Home to Naval Base Guam**



NAVAL BASE GUAM (May 31, 2026) – Los Angeles-class fast-attack submarine USS Springfield (SSN 761) transits Apra Harbor at Naval Base Guam, returning to its homeport after completing a routine deployment in the Indo-Pacific, May 31, 2026. Assigned

to Commander, Submarine Squadron 15, based at Polaris Point, Naval Base Guam, Springfield is one of five forward-deployed fast-attack submarines. (U.S. Navy photo by Mass Communication Specialist 1st Class Bryan Mai)

From the Navy Office of Information, June 3, 2026

NAVAL BASE GUAM (May 31, 2026) – Los Angeles-class fast-attack submarine USS Springfield (SSN 761) returned to its homeport of Naval Base Guam, May 31, 2026, after completing a routine deployment in the Western Pacific.

“Springfield’s presence in theater reaffirmed its role in maintaining security and stability throughout the region,” said Capt. Neil Steinhagen, commander, Submarine Squadron 15. “Through sustained forward presence and operational readiness, Springfield embodied its motto, ‘United for Freedom,’ while promoting peace through strength in support of a free and open Indo-Pacific.”

Springfield’s deployment underscores the Navy’s commitment to maintaining a persistent, forward-deployed undersea presence ready to respond to evolving challenges across the Pacific.

“Springfield’s operations directly supported forward-deployed readiness and reinforced the Navy’s ability to operate where it matters most,” said Cmdr. Greg Storer, commanding officer of USS Springfield. “The crew performed exceptionally, remained determined through every challenge, and executed every task with professionalism and purpose. I am incredibly proud of what they accomplished and grateful for the commitment they demonstrated every day.”

During the deployment, four Springfield Sailors advanced in rank, while three officers and fifteen enlisted Sailors earned their submarine warfare insignia, commonly known as “dolphins” or “fish.” The insignia signifies qualification in submarine operations and reflects mastery of watch stations, systems, and responsibilities required to operate in the undersea

domain.

“Every day brought new challenges, and this crew met each one head-on,” said Master Chief Information Systems Technician (Communications) Chris Ries, Springfield’s chief of the boat. “They came together as one team, remained focused under pressure, and consistently looked out for one another. Their hard work, resilience, and dedication show why our Sailors are the true strength behind this submarine and our fleet.”

Commissioned on Jan. 9, 1993, the Springfield is the fourth U.S. Navy ship to bear the name, honoring the cities of Springfield, Illinois, and Springfield, Massachusetts. Assigned to Commander, Submarine Squadron 15 at Polaris Point, Naval Base Guam, the Springfield is one of five forward-deployed fast-attack submarines. Renowned for their speed, endurance, stealth, and mobility, fast-attack submarines are the backbone of the Navy’s submarine force. Regarded as apex predators of the sea, Guam’s fast-attack submarines serve at the tip of the spear, reaffirming the submarine force’s forward-deployed presence in support of a free and open Indo-Pacific.