Australian MQ-4C Triton Program on Track and Preparing Next Aircraft for Delivery

Australia’s third multi-intelligence MQ-4C Triton, also known as “AUS3,” takes to the skies for its first flight at Northrop Grumman’s Palmdale, California, facility on October 29, 2024. (Photo Credit: Northrop Grumman)
From Northrop Grumman

PALMDALE, Calif. – Feb. 6, 2025 – (PHOTO RELEASE) Northrop Grumman Corporation (NYSE: NOC) successfully completed testing of Australia’s third MQ-4C Triton at the company’s Palmdale, California, facility. The company is preparing to ferry the

aircraft to Naval Air Station in Patuxent River, Maryland, where it will join Australia’s second Triton for calibration testing before delivery of both aircraft to the Royal Australian Air Force. Robust flight testing and validation of these uncrewed high-altitude, long endurance aircraft are key milestones ahead of delivery to Australia this year. Australia’s air force is collaborating with Northrop Grumman and the U.S. Navy to field the most advanced maritime intelligence, surveillance, reconnaissance and targeting capability available today.

General Dynamics Land Systems successfully demonstrates ARV prototype to U.S. Marine Corps

U.S. Marines from various Light Armored Reconnaissance battalions perform maintenance exercises with Field Service Representatives during a demo for the Advanced Reconnaissance Vehicle on June 14, 2024, at Detroit Arsenal. (Photo by David Jordan, Program Executive Officer Land Systems.)

On track to deliver SIL2.0 and 30mm variant of Advanced Reconnaissance Vehicle

From General Dynamics Land Systems, Feb. 3, 2025

STERLING HEIGHTS, Mich. – General Dynamics Land Systems announced today that it has successfully completed further testing of its Advanced Reconnaissance Vehicle (ARV) Command, Control, Communications, Computers/Unmanned Aerial Systems (C4/UAS) variant with the U.S. Marine Corps. The ARV is designed for the Marine Corps' future Mobile Reconnaissance Battalions.

Principal test locations from March to December 2024 included the Michigan Technological University Keweenaw Research Center

(KRC) in Calumet, Mich., and the U.S. Army's Ground Vehicle Systems Center (GVSC), Detroit Arsenal in Warren, Mich.

General Dynamics Land Systems' C4/UAS ARV variant is built to serve as the Marine Corps' "quarterback" on the mobile and multi-domain battlefield. It connects to an array of onboard and off-board sensors, plus UAS and, in the future, ground and water robotic systems. The General Dynamics Land Systems design ensures growth margins and modular open architecture to rapidly incorporate new technology as it develops. In anticipation of potential future requirements, it also incorporates the company's Next Generation Electronic Architecture, enabling artificial intelligence functionality and control of robotic systems.

Marine Corps-directed and company-led tests and demonstrations in 2024 included land mobility, maintenance, logistics and training systems, as well as automotive and mission-profile performance assessments.

A focus area in 2024 involved a maintenance and logistics capability assessment by Marines using the ARV. To this end, General Dynamics Land Systems has incorporated modern digital maintenance and prognostic monitoring systems in the ARV. In addition to Marine Corps-directed testing, General Dynamics Land Systems enhanced its demonstrations by introducing its next-generation Digital Training System (DTS), which eventually will enable ARV training at the individual, crew and unit levels for tactical operations and maintenance activities.

"The testing and demonstration activities last year helped us collect additional data to ensure we can meet or exceed the Marine Corps' requirements for ARV, especially in the critical area of maintenance, logistics and training," said Richard Trotter, ARV Program Director at General Dynamics Land Systems. "We are confident we can achieve key performance requirements in these areas as we wholistically design the

strategic ARV capability and competitively position ourselves for the next phase of the program."

Testing has included Marines from across the Light Armored Reconnaissance (LAR) and maintenance communities.

"Partnering with the Marines in the ARV testing and demonstrations provides very valuable feedback," said Marc Shepard, ARV Program Manager at General Dynamics Land Systems. "Their collaborative, constructive feedback is invaluable as we aim for a transformational, 21st century solution."

"We have said this before, and it is worth repeating: The ARV is highly mobile on land and in the water, allowing Marines to sense, communicate and connect to kill webs on the future battlefield like never before," Trotter added. "Recent tests were some of the most extensive to date for us to trial our innovative technologies. We pride ourselves on delivering capabilities for today and also are thoughtful, deliberate and innovative about realizing the future vision of the Marine Corps. We look forward to continuing our long partnership with the Marines and contributing to their efforts to ensure that ARV is a transformational reconnaissance capability."

In 2025, General Dynamics Land Systems will complete manufacturing and delivery of an ARV-30mm prototype for testing and evaluation. The company also will deliver a second Systems Integration Lab (SIL) for the ARV program. The primary purpose of the SIL, designed to replicate the interior of the company's C4/UAS vehicle, is to validate the integration of the Command, Control, Communications, Computers and Intelligence (C4/I) systems and software. It is envisioned that the SIL also will serve as an immersive experience for ARV mission operators and crew to train and simulate real-world missions with full, representative vehicle functionality.

MSC chartered ship MV Ocean Giant completes cargo offload in support of Operation Deep Freeze 2025

From Sarah Cannon, Feb. 12, 2025

MCMURDO STATION, Antarctica – The Military Sealift Command chartered ship MV Ocean Giant has completed a cargo offload of supplies at McMurdo Station, Antarctica in support of the annual resupply mission Operation Deep Freeze 2025.

Ocean Giant arrived at McMurdo Station Jan. 26, delivering a floating marine causeway system along with 380 pieces of cargo, consisting of containers filled with mechanical parts, vehicles, construction materials, office supplies and electronics equipment, and mobile office units; supplies needed to sustain the next year of operations at McMurdo Station, Antarctica.

Following the offload, Ocean Giant was loaded with 360 containers of retrograde cargo for transportation off the continent. This includes trash and recyclable materials for disposal and equipment no longer required on the station.

The MSC chartered ship MV Ocean Gladiator is scheduled to arrive in McMurdo Station later this week, and will begin a cargo offload as well as retrieving the causeway.

Operation Deep Freeze is a joint service, on-going Defense Support to Civilian Authorities activity in support of the National Science Foundation (NSF), lead agency for the United States Antarctic Program. Mission support consists of active duty, Guard and Reserve personnel from the U.S. Air Force, Navy, Army, and Coast Guard as well as Department of Defense civilians and attached non-DOD civilians. ODF operates from two primary locations situated at Christchurch, New Zealand and McMurdo Station, Antarctica. An MSC-chartered cargo ship and tanker have made the challenging voyage to Antarctica every year since the station and its resupply mission were established in 1955.

L3Harris Technology Enhances US Torpedo Capability

From L3Harris, Feb. 4 2025

Improved Post-Launch Communications System (IPLCS) cleared sub-system testing to move closer to providing innovative tool to submarine fleets.

As great power competition increases and the U.S. Navy prioritizes strengthening undersea dominance, improved weapon reliability and lethality is more important than ever. L3Harris is answering the call with innovation to make the next generation of heavyweight torpedoes more effective for U.S. and allied naval forces.

The Improved Post-Launch Communications System (IPLCS) is a fiber-optic cable tether that connects the torpedo to its origin submarine, providing increased bandwidth for real-time data, a greater communications range along with better strength and reliability. The system is designed for the newest iteration of the MK-48 (Mod 8) torpedo, which will be the Navy's next generation submarine-launched weapon system with upgrades beginning in 2029.

"It's imperative we provide the U.S. Navy with technology to improve adversary targeting," said Jahmar Ignacio, Vice President and General Manager, L3Harris Strategic Missions. "This L3Harris advanced technology is key to ensuring warfighters have the right data at the right time for increased advantages over adversaries in the undersea domain."

IPLCS cleared Design Verification Testing and is now proving L3Harris' ability to manufacture the technology. Upon successful testing, L3Harris will work with Naval Sea Systems Command (NAVSEA) and Program Executive Office Undersea Warfare Systems (PEO UWS) toward system production.

Countering threats in the Indo-Pacific region is a key priority for the United States. During a visit to Guam and Hawaii earlier this year, Under Secretary of the Navy Erik Raven said U.S. prosperity is built upon free and open oceans and that the U.S. will defend American, ally and partner interests in the region.

"We are steadfast in our commitment to the security, stability and prosperity of the Indo-Pacific region," Raven said.

The U.S. Navy Science and Technology Strategy identifies Strengthening Maritime Technological Dominance as one of its three main priorities, with Undersea Systems as a focus. The L3Harris IPLCS system ties into that priority directly, giving warfighters enhanced capabilities to confront potential

adversaries.

The Royal Australian Navy (RAN) is a partner on the IPLCS program and works within the Undersea Weapons Joint Program Office (PMS 404), with the tether system set to be incorporated into RAN Colins Class submarines in addition to U.S. Navy subs.

The IPLCS system replaces legacy copper wire tethers and offers dramatically better communication ranges and thousands of times more bandwidth. Warfighters on the submarine are able to guide the torpedo, working along with automated systems built into the weapon.

The fiber-optic cable is smaller than the copper wire it is replacing, but stronger, allowing for more reliable performance in contested environments. IPLCS began as a DARPA-funded program in partnership with the University of Central Florida pursuing ultra small, very strong highly integrated optical fiber cable.

CMF’s Combined Task Force 150 Carries Out First Drug Interdiction with New Zealand In Command

Coast Guardsmen from the U.S. Coast Guard Sentinel-class fast response cutter USCGC Emlen Tunnell (WPC 1145) seize illegal narcotics from a stateless vessel in the Arabian Sea. (U.S. Coast Guard)

From U.S. 5th Fleet, Feb. 11, 2025

MANAMA, Bahrain – A U.S. Coast Guard fast-response cutter, working in direct support of New Zealand-led Combined Task Force (CTF) 150 of Combined Maritime Forces, seized nearly 2,400 kilograms of illegal drugs from a vessel in the Arabian Sea, Feb. 7.

The interdiction by the Sentinel-class fast-response cutter USCGC Emlen Tunnell (WPC-1145) represents CTF 150's first drug seizure since New Zealand assumed command Jan. 15.

The cutter's boarding team discovered and seized 2,357kg of hashish from the vessel. After weighing and documenting the haul, the crew properly disposed of the narcotics.

Commodore Rodger Ward, commander of CTF 150, said he's proud of the team effort that went into making this interdiction a reality after only a few weeks in command.

"Our command is a small cog in a system focused on interdicting illicit trafficking on the high seas," Ward said. "This is a team effort and this bust would not have been possible without the support of the 46 nations who make up the Combined Maritime Forces."

Ward noted that every bust we make reduces the flow of finances to terrorist organizations. "This is why we're here, to contribute to maritime security and protect the rules-based international order," he said.

Emlen Tunnell is forward deployed to Bahrain. The fast response cutter is part of a contingent of U.S. Coast Guard ships operating in the region under Patrol Forces Southwest Asia (PATFORSWA). PATFORSWA deploys Coast Guard personnel and ships alongside U.S. and regional naval forces throughout the Middle East.

CTF 150 is one of five task forces under Combined Maritime Forces, the world's largest international naval partnership. CTF 150's mission is to deter and disrupt the ability of non-state actors to move weapons, drugs and other illicit substances in the Indian Ocean, the Arabian Sea and the Gulf of Oman.

Combined Maritime Forces is a 46-nation naval partnership upholding the international rules-based order by promoting security and stability across 3.2 million square miles of water encompassing some of the world's most important shipping lanes.

Coast Guard National Security Cutter Returns to CA Following 130-Day Bering Sea Patrol

Coast Guard Cutter Bertholf (WMSL 750) transits through Glacier Bay, Alaska, Oct. 24, 2024. During the patrol, Bertholf's crew operated as far north as the Arctic Circle, patrolling along the maritime boundary line between the United States and Russia and supporting U.S. strategic interests in the North Pacific Ocean. (U.S. Coast Guard photo by Troy Spence.)

From U.S. Coast Guard Pacific Area, Feb. 7, 2025

ALAMEDA, Calif. – The U.S. Coast Guard Cutter Bertholf (WMSL 750) and crew returned to Alameda Friday, after completing a 130-day deployment patrolling the Bering Sea.

The Bertolf’s crew showcased how the U.S. Coast Guard is a unique instrument of national power that bridges the divide between defense, diplomacy, and law enforcement and creates opportunities to further national objectives and priorities.

During the patrol, Bertholf’s crew operated as far north as the Arctic Circle. They provided U.S. maritime presence in the region patrolling along the maritime boundary line between the United States and Russia and supported U.S. strategic interests in the North Pacific Ocean by promoting maritime governance, enforcing domestic fishery regulations, and strengthening U.S. presence along the maritime boundary line.

Bertholf conducted joint operations in the region with the Coast Guard Cutter Healy (WAGB 20) and an Air Station Kodiak MH-60 helicopter aircrew, enhancing collaboration and improving capabilities across the national security cutter and polar icebreaker mission sets.

While patrolling the region, Bertholf’s crew conducted 24 boardings of commercial fishing vessels, enforcing safety and living marine resource regulations.

The crews worked closely with National Oceanic and Atmospheric Administration law enforcement officers and Alaskan Wildlife State Troopers, notably conducting two boardings of foreign flagged tramper vessels. The Coast Guard’s efforts in ensuring safe and sustainable fishing practices are essential to the long-term health of this vital renewable resource, and the security of the United States.

Bertholf’s crew provided search and rescue (SAR) coverage of the Bering Sea showcasing the national security cutter and crew’s multi-mission agility. The crew responded to a disabled fishing vessel 80 nautical miles northeast of Dutch Harbor, Alaska. The fishing vessel Seabrooke had lost all electrical power, including navigation equipment and steering as a

significant storm was approaching their position. Bertholf arrived on scene and placed the disabled vessel in tow using a bridle that Bertholf's crew handcrafted. Bertholf was relieved of the tow by commercial salvage vessel Makushin Bay who towed the disabled vessel safely into port at Akutan, Alaska.

"This crew excelled in one of the most challenging maritime environments through the holiday season, safeguarding U.S. fishermen, engaging with local communities, and delivering comprehensive search and rescue coverage across the Bering Sea," said Capt. Billy Mees, Bertholf's commanding officer. "I hold the entire crew, along with their families, in the highest regard for the sacrifices they make to serve our country."

To maintain and enhance SAR proficiency, Bertholf's crew conducted 46 helicopter deck landings with a U.S. Coast Guard Air Station Port Angeles HH-65 helicopter aircrew while operating in the Strait of Juan de Fuca. Bertholf also conducted flight operations with Air Station Kodiak's MH-60 helicopter aircrews operating near Cold Bay, Alaska. Coordination of flight operations provided critical training opportunities for both helicopter crews and Bertholf's crew, supporting Bertholf's ability to respond to emergencies.

Bertholf crew members fostered relationships while in port Juneau and Adak, Alaska with community relations engagements. They met with city leadership and devoted several hours to cleaning out the local tsunami shelter and engaging with the local population, less than 30 of whom were currently on the island, aiding in the service's understanding of the Aleutian community and how to optimize support for remote Alaskan communities.

Bertholf began the patrol representing the Coast Guard by participating in San Francisco's 2024 Fleet Week. The crew provided ship tours to over 2,500 visitors over a three-day

period and sailed in formation during the parade of ships. The crew showcased their capabilities and commitment to the community through various public engagements including recruiting booths, Coast Guard Museum displays, and collaborations with other Coast Guard units across the Bay Area.

“We were honored to be a part of San Francisco Fleet Week – the Coast Guard is the largest branch of service in the Bay Area, and we were thrilled to interact with the community in this time-honored event.” said Mees.

Bertholf is named for Commodore Ellsworth Price Bertholf, the Coast Guard’s first commandant. Bertholf’s most notable service was his role in the famous Alaska Overland Expedition in 1897. When over 200 American whalers became trapped in ice at Point Barrow, Bertholf led the relief party traveling 1,600 miles via dogsled. Along with Lt. David Jarvis and Dr. Samuel Call, Bertholf herded almost 400 reindeer through a frozen Alaska winter to feed the starving whalers, an act that would later earn him the Congressional Gold Medal. The ship’s motto is “Legends Begin Here.”

Homeported in Alameda, Bertholf was commissioned on August 4, 2008, as the Coast Guard’s first Legend class national security cutter. National security cutters are 418-feet long, 54-feet wide, and have a 4,600 long-ton displacement. They have a top speed of 28 knots, a range of 12,000 nautical miles, and can hold a crew of up to 170. Bertholf routinely conducts operations throughout the Pacific, where the cutter’s combination of range, speed, and ability to operate in extreme-weather conditions provides the mission flexibility necessary to conduct vital strategic missions.

The U.S. Coast Guard provides service to the American people. As part of the Department of Homeland Security team, Coast Guard men and women protect our nation and are at all times a

military service—part of the joint force defending it.

USS O’Kane Returns Home after 7-Month Deployment to 5th, 7th Fleets

The Arleigh Burke-class guided-missile destroyer USS O’Kane (DDG 77), assigned to the USS Abraham Lincoln Carrier Strike Group (ABECSG), returned to their homeport, Naval Base San Diego, after a seven-month deployment to the U.S. 3rd, 7th and 5th Fleet area of operations, Feb. 7. (U.S. Navy photo by IC2 Ulrika Mendiola)

From U.S. 3rd Fleet, Feb, 10, 2025

NAVAL BASE SAN DIEGO – The Arleigh Burke-class guided-missile

destroyer USS O’Kane (DDG 77), assigned to the USS Abraham Lincoln Carrier Strike Group (ABECSG), returned to their homeport, Naval Base San Diego, after a seven-month deployment to the U.S. 3rd, 7th and 5th Fleet area of operations, Feb. 7.

O’Kane departed San Diego with the ABECSG, July 17, 2024, and remained in U.S. 5th Fleet following the departure of ABECSG who returned to their homeport in December 2024.

“I am incredibly proud of the exemplary work this team has invested in themselves and their equipment over the past few months,” said Cmdr. Rich Ray, commanding officer, O’Kane. “We are proud of the work we accomplished this deployment, and we are looking forward to continuing that success into the next challenge.”

Following the departure of the USS Abraham Lincoln (CVN 72) and the Arleigh Burke-class guided-class missile destroyers USS Frank E. Petersen, Jr. (DDG 121), USS Michael Murphy (DDG 112) and USS Spruance (DDG 111) from U.S. 5th Fleet, O’Kane and the USS Stockdale (DDG 106) remained in the U.S. Central Command (USCENTCOM) area of responsibility to support global maritime security operations.

O’Kane and Stockdale successfully escorted U.S. flagged and crewed merchant vessels in the Gulf of Aden. During the escort, the destroyers worked alongside other U.S. Central Command forces in successfully repelling multiple Iranian-backed Houthi attacks during transits of the Bab el-Mandeb strait. During the transit, the destroyers were attacked by one-way attack un-crewed Aerial systems, anti-ship ballistic missiles and anti-ship cruise missiles which were successfully engaged and defeated. The vessels were not damaged, and no personnel were hurt. The ships were well prepared, supported, and the well-trained Sailors successfully defended the ship.

Throughout deployment, O’Kane successfully completed 75 flight quarters, including 84 rotary-wing landings, 26 rotary-wing refueling evolutions, and nine vertical replenishments. In addition, O’Kane conducted 24 replenishments-at-sea, and 22 mooring evolutions.

Additionally, O’Kane visited Karachi, Pakistan to promote the diplomatic relationship between the United States and Pakistan. Following the port visit, O’Kane conducted a maritime exercise to build interoperability with the Pakistan Navy.

ABECSG initially deployed to the Indo-Pacific region to support regional security and stability, and to reassure our allies and partners of the U.S. Navy’s unwavering commitment, highlighted by the first-ever U.S.-Italy multi-large deck event with the Italian Navy’s ITS Cavour Carrier Strike Group held in the Indo-Pacific on Aug. 9, 2024.

The strike group was ordered to the USCENTCOM area of responsibility to bolster U.S. military force posture in the Middle East, deter regional escalation, degrade Houthi capabilities, defend U.S. forces, and again sailed alongside our Italian allies and other partners to promote security, stability and prosperity. Assigned destroyers of the ABECSG, to include O’Kane, were essential to providing a layer of defense to U.S. forces and ensure the safe passage of commercial vessels and partner nations transiting in international waterways like the Red Sea, Bab el-Mandeb Strait and the Gulf of Aden.

As an integral part of U.S. Pacific Fleet, Commander, U.S. 3rd Fleet operates naval forces in the Indo-Pacific and provides the realistic and relevant training to ensure the readiness necessary to execute the U.S. Navy’s timeless role across the

full spectrum of military operations. U.S. 3rd Fleet works together with our allies and partners to advance freedom of navigation, the rule of law, and other principles that underpin security for the Indo-Pacific region.

Portsmouth Naval Shipyard Successfully Undocks USS Cheyenne

The Los Angeles improved-class attack submarine USS Cheyenne (SSN 773) moves berths following an undocking evolution at Portsmouth Naval Shipyard in Kittery, Maine, Feb. 7, 2025. (U.S. Navy photo by Branden Bourque)

by Branden Bourque, Feb. 10, 2025

KITTERY, Maine – The Los Angeles improved-class attack submarine USS Cheyenne (SSN 773) was successfully undocked Feb. 6, marking a significant milestone in its service life extension program at Portsmouth Naval Shipyard.

“I couldn’t be more proud of the Cheyenne crew and the men and women of Portsmouth Naval Shipyard for all the work to achieve this significant milestone,” said Cheyenne Commanding Officer Cmdr. Kyle Calton. “Undocking is one of the most meaningful events in our overhaul period, returning Cheyenne to the water where she belongs and putting a huge gust of wind in our sails as we prepare to return to sea.”

Cheyenne has undergone major repairs, structural inspections, and replacements of mechanical and electrical systems. This extensive work, led by the project team, has enhanced the submarine’s capabilities, ensuring advanced systems are delivered to warfighters at the tip of the spear. These efforts contribute to the fleet’s operational readiness and support national defense priorities.

As Cheyenne’s undocking is a significant achievement, it’s especially noteworthy considering the ongoing construction work of the multi-mission dry dock project as part of the Navy’s Shipyard Infrastructure Optimization Program. It also underscores the innovative approach of the nation’s public shipyards to meet the chief of naval operations’ goals of restoring critical infrastructure and increasing the number of combat-ready platforms available to the fleet.

“Reaching the undocking milestone is a big win during any maintenance availability. The efforts on Cheyenne are even more impressive as the team executed their highly complex work amid an active construction zone for our multi-mission dry dock,” said shipyard commander Capt. Michael Oberdorf. “It’s like cooking Thanksgiving dinner while renovating your kitchen – it requires thoughtful planning, coordination, and superb

execution. Cheyenne’s undocking underscores our shipyard’s commitment to not only meet our current mission but ensures we can meet the future needs of America’s warfighting Navy to support and defend our nation.”

“I am incredibly proud of the men and women of Portsmouth Naval Shipyard and the crew of Cheyenne for all their hard work to complete the work necessary to undock on-time,” said Cheyenne project superintendent Jerry Legere. “They met every challenge head-on with tenacity and selflessness – they are all heroes. Through this incredible effort we have postured Cheyenne to be delivered as a fully mission capable submarine operated by a highly skilled crew ready to answer the nation’s call.”

Attack submarines are multi-mission platforms that enable five of the six core capabilities of the Navy’s maritime strategy: sea control, power projection, forward presence, maritime security, and deterrence. They are designed for excellence in anti-submarine warfare, anti-ship warfare, strike warfare, special operations, intelligence, surveillance and reconnaissance, irregular warfare, and mine warfare. Attack submarines also project power ashore through special operations forces and Tomahawk cruise missiles, playing a critical role in preventing or preparing for regional crises.

As the Navy’s leader in attack submarine maintenance and modernization, PNSY enhances critical warfighting capabilities by safely delivering first-time quality work, ensuring our undersea warf-ighters are battle-ready when called upon.

U.S. Navy Leaders Observe Joint Task Force Southern Guard Operations

GUANTANAMO BAY, Cuba (Feb. 5, 2025) U.S. Naval Forces Southern Command/U.S. 4th Fleet Commander Rear Adm. Carlos Sardiello meets with Sailors attached to Freedom-variant Littoral Combat Ship USS Saint Louis (LCS 19) aboard the ship during their support of Operation Southern Guard at Naval Station Guantanamo Bay, Cuba, Feb. 5, 2025. (U.S. Navy photo by Naval Station Guantanamo Bay Public Affairs)

From U.S. Naval Forces Southern Command, Feb. 7, 2025

NAVAL STATION GUANTANAMO BAY, Cuba – Rear Adm. Carlos Sardiello, Commander U.S. Naval Forces Southern Command/U.S. 4th Fleet, and Rear Adm. John Hewitt, Commander, Navy Region Southeast, visited Joint Task Force Southern Guard onboard Naval Station Guantanamo Bay (NSGB) Feb. 5 and 6, as the Joint

Task Force prepares to receive illegal aliens from the United States. Sardiello and Hewitt accompanied Adm. Alvin Holsey, Commander, U.S. Southern Command, during the visit.

At the direction of the President to the Department of Homeland Security (DHS) and the Department of Defense (DOD), U.S. military service members are supporting Illegal Aliens holding operations led by DHS at NGSB. U.S. Southern Command (USSOUTHCOM) has set up Joint Task Force Southern Guard at the Naval Station to execute the directive.

“The Naval Station is fully committed to ensuring we have the infrastructure and resources in place to support this vital mission,” said Capt. Michael Stephen, Commander, Naval Station Guantanamo Bay. “From the moment we received the mission, our team has worked with urgency, executing contingency plans, and rapidly strengthening our capabilities.

“The level of teamwork—both within the base and across the joint force—has been outstanding,” said Stephen “Everyone is engaged, working together seamlessly to tackle challenges and ensure we’re ready for what’s ahead. The progress we’ve made in such a short time is a testament to their dedication and professionalism,” he said.

As the United States’ oldest overseas military installation, established in 1903, Naval Station Guantanamo Bay is in the USSOUTHCOM Area of Responsibility. U.S. Naval Forces Southern Command/U.S. Fourth Fleet serves as USSOUTHCOM’s maritime component commander and therefore has responsibilities in contingency plans involving the naval station. U.S. Navy Region Southeast manages and oversees shore installation support for the naval station as it does for a total of 18 Navy bases in the Southeast region.

“We are very proud of our Sailors, Marines and civilians who have responded to this contingency plan at Naval Station Guantanamo Bay, which is a critical forward-operating base

that enables the United States to maintain a persistent presence in the Caribbean," said Rear Adm. Sardiello. "This mission exemplifies how we integrate and deploy all-domain combat power to respond to crises, maintain regional security, and protect U.S. interests."

Military service members and contractors have provided the manpower and organization to accommodate thousands' illegal aliens. Additional phases of expansion will follow to meet the President's directive to host up to 30,000 illegal aliens. This work includes the construction of large, secure tent facilities to house illegal aliens, the installation of high-security fencing and barriers to protect all personnel, and a huge increase in providing essential services, including food, medical care, and housing, to all DOD and DHS personnel. The Navy is also delivering comprehensive logistical support, ensuring the infrastructure and resources needed to sustain operations are in place.

Naval Station Guantanamo Bay ensures the freedom of action in the maritime domain and contributes to enhancing U.S. alliances and partnerships throughout the region. By executing this critical role in the enforcement of national immigration policies, the station continues to be an integral asset in supporting the defense and security objectives of the United States.

MV Ocean Giant Conducting Cargo Offload to Support

Operation Deep Freeze 2025

By Sarah Cannon, Feb. 6, 2025

MCMURDO STATION, ANTARCTICA – The Military Sealift Command chartered ship MV Ocean Giant is conducting a cargo offload of supplies at McMurdo Station, Antarctica in support of the annual resupply mission Operation Deep Freeze 2025.

Ocean Giant arrived at McMurdo Station Jan. 26 and began the assembly and offload off a floating Marine Causeway System. The causeway, made-up of 24-foot pieces, replaces the ice-pier at McMurdo Station this year. Previously, an ice pier made up of rebar and frozen seawater, has been used for cargo offloads. Due to severe damage, the ice-pier is unusable this year.

Once the causeway was assembled and moved into place, Ocean Giant was able to moor and begin the cargo operations. The ship's crew and members of Navy Cargo Handling Battalion ONE began the offload of 380 pieces of cargo, consisting of containers filled with mechanical parts, vehicles, construction materials, office supplies and electronics equipment, and mobile office units; supplies needed to sustain the next year of operations at McMurdo Station, Antarctica.

Once the offload is complete, Ocean Giant will be loaded with 360 containers of retrograde cargo for transportation off the continent. This includes trash and recyclable materials for disposal and equipment no longer required on the station. They will then depart McMurdo station, en route the United States.

Following Ocean Giant's departure, MSC chartered ship MV Ocean Gladiator will arrive at the ice-pier, and will begin a cargo offload as well as retrieving the causeway.

“Operating in the remote and challenging environment of Antarctica is unique to the ODF mission,” said Marie Morrow, MSC’s representative in Antarctica. “Everyone involved has an important role to play and it is truly a joint mission. The ship operation takes teamwork and coordination from the ship’s crew, all elements of the Joint Task Force (United States Coast Guard, Army, Navy, Air National Guard), civilian contractors, and New Zealand Defense Force integrated into cargo operations. Everyone working on ODF has been a consummate professional and are committed to the success of the mission. I feel really fortunate to be a part of this year’s team.”

Operation Deep Freeze is a joint service, on-going Defense Support to Civilian Authorities activity in support of the National Science Foundation (NSF), lead agency for the United States Antarctic Program. Mission support consists of active duty, Guard and Reserve personnel from the U.S. Air Force, Navy, Army, and Coast Guard as well as Department of Defense civilians and attached non-DOD civilians. ODF operates from two primary locations situated at Christchurch, New Zealand and McMurdo Station, Antarctica. An MSC-chartered cargo ship and tanker have made the challenging voyage to Antarctica every year since the station and its resupply mission were established in 1955.