CGC Forward interdicts suspected drug smugglers in Eastern Pacific Ocean

The U.S. Coast Guard Cutter Forward's Over-the-Horizon cutter boat approaches a Self-Propelled Semi-Submersible in the Eastern Pacific Ocean, February 24, 2026. (U.S. Coast Guard courtesy photo)

From U.S. Coast Guard Southwest District, March 11, 2026

PORTSMOUTH, Va. – Coast Guard Cutter Forward (WMEC 911) delivered a decisive blow to maritime criminal networks by intercepting a self-propelled semi-submersible (SPSS) vessel during a routine patrol on February 24 in the Eastern Pacific Ocean.

A maritime patrol aircraft detected the vessel and reported the location to Forward watchstanders. Forward's crew rapidly deployed its over-the-horizon cutter pursuit boat and an embarked MH-65 aircraft from the Helicopter Interdiction Tactical Squadron (HITRON) to intercept the suspicious vessel.

Despite repeated verbal commands issued by the boarding team, the SPSS failed to comply or stop their vessel. The boarding team successfully gained access to the vessel, secured positive control, and apprehended four suspected narco-terrorists. All personnel were safely evacuated to the cutter as the SPSS experienced flooding and subsequently sank.

SPSS vessels are commonly used by maritime criminal networks to transport large quantities of drugs in the Eastern Pacific. The Coast Guard routinely interdicts these vessels as part of ongoing counterdrug operations in the region.

“SPSS vessels are purpose-built to move large quantities of illicit, dangerous cargo,” said Cmdr. Andrew Grantham, commanding officer of the Forward. “This interdiction of an SPSS of over 70 feet, prevented a potential 17,600 lbs of cocaine—more than 6 million lethal doses—from reaching U.S. shores. Stopping this vessel demonstrates the exceptional skill and dedication of the Forward crew, the HITRON, Joint Interagency Task Force South, and Coast Guard District Southwest at imposing significant costs on transnational crime organizations.”

The Coast Guard is committed to deterring criminal activity and enhancing maritime security through disrupting illicit smuggling activity at sea before it can reach U.S. shores.

Coast Guard Cutter Forward is a 270-foot Famous-class medium-endurance cutter that conducts counterdrug, migrant interdictions and search and rescue missions throughout the Western Hemisphere. Link to provide more information on the Forward: **History**

U.S. Coast Guard Cutter Polar Star completes Operation Deep Freeze 2026 mission, departs Antarctica

USCGC Polar Star escorts the motor vessel Stena Polaris, the largest fuel tanker ever to reach McMurdo Station, through the ice-covered Ross Sea during Operation Deep Freeze 2026, Jan. 21, 2026. Pacific Air Forces operates on a 24-hour basis to provide the U.S. National Science Foundation complete joint operational and logistic support for Operation Deep Freeze. (U.S. Coast Guard photo by Ensign Madelyn Greene)
From U.S. Coast Guard Northwest District, March 11, 2026

SOUTHERN OCEAN – The U.S. Coast Guard Cutter Polar Star (WAGB 10) departed McMurdo Sound, Antarctica, on March 1, after operating for 55 days below the Antarctic Circle and traveling 14,000 miles in support of Operation Deep Freeze 2026.

The cutter marked its 50th year of commissioned service on

Jan. 17 **while breaking free a cruise ship trapped in pack ice** during a six-hour evolution. The Australian-owned cruise ship Scenic Eclipse II contacted the Polar Star for assistance after encountering denser ice than expected, roughly eight nautical miles from McMurdo Station. The Polar Star's crew conducted two close passes to break the vessel free, then escorted it approximately four nautical miles to open water.

A few days later, the Polar Star and its crew finished establishing a seven-mile channel through fast ice, **creating a navigable route for vessels to reach McMurdo Station**. Shortly after its establishment, the Polar Star escorted the 600-foot fuel tanker Stena Polaris into and out of Winter Quarter's Bay through the brash ice-filled channel to deliver more than 6 million gallons of fuel to McMurdo Station.

"I am so proud of how this crew, once again brought their best energy and worked together through every single challenge this year's mission presented," said Capt. Jeff Rasnake, commanding officer of the Polar Star. "Despite the heavy toll Operation Deep Freeze exacts on each individual, mentally and physically, our spirits remain high as we point our compass north and start our journey home."

In late January, the cutter spent five days moored at McMurdo Station, where crew members helped onload 300,000 gallons of fuel.

After departing, the Polar Star removed the 4,200-ton floating ice pier from Winter Quarters Bay into McMurdo Sound during a joint operation with the National Science Foundation. This cleared the bay for the arriving vessel Plantijngracht to conduct cargo operations via a U.S. Army Modular Causeway System. Shifting ice floes necessitated the Plantijngracht requiring an escort from the Polar Star to reach the protected waters in Winter

Quarters Bay.

After cargo operations were complete and the Plantijngracht departed, the Polar Star conducted its fifth and final escort of the season to bring the tug Rachel through lingering late-season pack ice to deliver the new NSF Discovery Pier to McMurdo Station.

“The delivery of the new NSF Discovery Pier is a landmark achievement that will significantly enhance the logistical support for the U.S. Antarctic Program for years to come,” said Cmdr. Samuel Blase, the Polar Star’s executive officer. “This multi-year effort culminated this year with the remarkable trek of the pier from Oregon to the McMurdo Sound, and teamwork between the Coast Guard, National Science Foundation, U.S. Navy Seabees, U.S. Army Corps of Engineers, the New Zealand Antarctic Program, and Tug Rachel for its installation.”

The Polar Star departed Seattle in November for its 29th deployment to Antarctica in support of Operation Deep Freeze.

Operation Deep Freeze provides logistical support for the U.S. Antarctic Program, which is managed by the National Science Foundation. The mission includes strategic and tactical airlift, airdrop, aeromedical evacuation, search and rescue, sealift, seaport access, bulk fuel supply, cargo handling, and other transportation requirements. These efforts enable continuous critical scientific research in one of the most remote regions on Earth.

The Polar Star and its crew also demonstrated its continued support to the Convention on the Conservation of Antarctic Marine Living Resources (CCAMLR) efforts by safeguarding resources and U.S. national interests through monitoring activity on the high seas in the Antarctic region.

The Polar Star is the United States’ only surface asset capable of providing year-round access to both Polar Regions.

It 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 six diesel and three gas turbine engines produce up to 75,000 horsepower.

Navy Accepts Delivery of Ship to Shore Connector, LCAC 115

By Team Ships Public Affairs, March 11, 2026

NEW ORLEANS – The U.S. Navy accepted delivery of Ship to Shore Connector (SSC), Landing Craft Air Cushion (LCAC) 115 from Textron Systems on March 10.

The delivery of LCAC 115 comes after completion of Acceptance Trials conducted by the Navy's Board of Inspection and Survey, which tested the readiness and capability of the craft to effectively meet its requirements.

With delivery complete, the craft will transition for fleet integration, crew training, and certification in preparation

for operational employment.

LCAC 115 increases the Navy’s capacity to move personnel, vehicles, and equipment across contested littoral environments, directly supporting distributed maritime operations and global crisis response.

“LCAC 115 represents the continuation of Amphibious capability being delivered to the Fleet,” said Capt. Chris Causee, program manager, Amphibious Assault and Connectors Programs, Program Executive Office (PEO) Ships. “Our focus is accelerating the transition from delivery to readiness for operational employment. Each additional connector strengthens the Navy-Marine Corps team’s ability to maneuver, sustain, and respond decisively in complex environments.”

The SSC program restores critical over the beach maneuver capability essential to amphibious operations. Textron Systems is in serial production for LCACs 116-129.

SSC retains the dimensions and well deck compatibility of the legacy LCAC while delivering capabilities with designs for improved reliability and maintainability. Fully compatible with well deck equipped amphibious ships, the craft carries a 60-to-75-ton payload and transports weapon systems, vehicles, cargo, and assault personnel across open ocean and over the beach.

As a Department of War acquisition program, PEO Ships is responsible for executing the development and procurement of destroyers, amphibious ships and craft, and auxiliary ships, including special mission ships, sealift ships, and support ships.

Statement of USS Gerald R. Ford on Shipboard Fire

By Commander U.S. Naval Forces Central Command Public Affairs | March 12, 2026

MANAMA, Bahrain – On March 12, USS Gerald R. Ford (CVN 78) experienced a fire that originated in the ship's main laundry spaces. The cause of the fire was not combat-related and is contained.

There is no damage to the ship’s propulsion plant, and the aircraft carrier remains fully operational.

Two Sailors are currently receiving medical treatment for non-life-threatening injuries and are in stable condition. Additional information will be provided when available.

The Gerald R. Ford Carrier Strike Group is currently operating in the Red Sea in support of Operation Epic Fury.

USS Mustin to forward-deploy to Japan

The Arleigh Burke-class guided-missile destroyer USS Mustin (DDG 89) transits San Diego Bay past Point Loma, Feb. 23, 2026. The ship departed Naval Base San Diego and will forward deploy to Yokosuka, Japan, as part of a scheduled rotation of forces in the Pacific. (U.S. Navy photo by Mark D. Faram)
From Courtesy Story, March 11, 2026

Arleigh Burke-class guided-missile destroyer USS Mustin (DDG 89) will forward deploy to Yokosuka, Japan, as part of a scheduled rotation of forces in the Pacific. This move will be a permanent change of station for the crew and family members.

Mustin will replace Ticonderoga-class guided-missile cruiser USS Robert Smalls (CG 62), which will depart Yokosuka and shift to San Diego.

The forward presence of Mustin supports the United States' commitment to the defense of Japan, enhances regional deterrence and ensures we maintain combat credible force ready to operate in a contested environment. Mustin will

directly support the Defense Strategic Guidance to posture the most capable units forward in the Indo-Pacific Region.

The United States values Japan’s efforts to strengthen its defense capabilities and its hospitality in hosting U.S. forces forward deployed there. The U.S.-Japan alliance is important to upholding deterrence and preserving peace in the Indo-Pacific region. These forward deployed forces, along with their counterparts in the Japan Self-Defense Forces, make up the core capabilities needed to improve coordination and upgrade the alliance for effective denial defense and joint warfighting.

The Department’s peace through strength approach is rooted in credible military power, forward-postured forces, and sustainable alliances deter aggression and preserve peace. By positioning the most capable ships forward, this posture rapidly brings our most capable ships with the greatest operational capability to bear in the event of a crisis.

Maintaining a forward deployed naval force capability with the most advanced ships supports the Department’s priority of preserving combat credible forces forward to deter aggression and ensure peace through strength in the Indo-Pacific region.

Navy Announces Commissioning of the Future USS Harvey C. Barnum Jr.

ATLANTIC OCEAN (July 15, 2025) – U.S. Marine Corps Col. (Ret) Harvey C. Barnum Jr. , a Medal of Honor recipient, poses for a photo during sea trials aboard the Arleigh Burke-class guided-missile destroyer Pre-Commissioning Unit Harvey C. Barnum Jr. (DDG 124), July 15. The ship is named in honor of Barnum, who received the Medal of Honor for valor during the Vietnam War. (U.S. Navy Photo by Neil Boorjian)
From Commander, Naval Surface Force, U.S. Pacific Fleet, 11 March 2026

The U.S. Navy will commission the future USS Harvey C. Barnum Jr. (DDG 124) on April 11, 2026, in Norfolk, Virginia.

The Arleigh Burke-class destroyer is the first ship to bear the name of Medal of Honor recipient, U.S. Marine Corps Col. Harvey Curtiss “Barney” Barnum Jr. The ship honors Barnum’s gallantry and intrepidity at the risk of his life beyond the call of duty during the Vietnam War.

On Dec. 18, 1965, then-1st Lt. Barnum assumed command of his company after the commander was mortally wounded. His actions

stabilized decimated units and ultimately led to a successful counterattack against key enemy positions. With two armed helicopters under his control, he moved fearlessly through enemy fire to lead air attacks against the enemy's well-entrenched positions while directing one platoon in a successful counterattack on the key enemy positions. Having cleared a small area, he requested and directed the landing of two transport helicopters to evacuate the deceased and wounded. He then assisted in the seizure of the battalion's objective. He is among the few living namesakes to witness the commissioning of his ship.

The sponsor of DDG 124 is Barnum's wife, Martha Hill. Since the ship's keel laying ceremony in 2021, Barnum and Hill have maintained a close relationship with the crew. In keeping with Navy tradition, she will give the order during the commissioning to "man our ship and bring her to life!" At that moment, the crew will hoist the commissioning pennant, and USS Harvey C. Barnum Jr. will become a warship and enter the fleet.

Following its commissioning, DDG 124 will be homeported at Naval Station Norfolk.

Arleigh Burke-class guided-missile destroyers are the backbone of the U.S. Navy's surface fleet. DDG 124 is a Flight IIA destroyer equipped with Aegis Baseline 9, which provides Integrated Air and Missile Defense capabilities, increased computing power, and radar upgrades that improve detection range and reaction time against modern air warfare and Ballistic Missile Defense threats. These highly capable, multi-mission ships provide a wide range of warfighting capabilities in multi-threat air, surface, and subsurface environments.

The commissioning ceremony will stream on the Defense Video Information Distribution Service (DVIDS) at www.dvidshub.net/webcast/37421. The live stream will begin at 9:50 a.m. EST, and the ceremony will begin at 10 a.m. EST on April 11.

The mission of Commander, Naval Surface Force, U.S. Pacific Fleet (CNSP) is to man, train, and equip the Surface Force to provide fleet commanders with credible naval power to control the sea and project power ashore. For more news from Commander, Naval Surface Force, U.S. Pacific Fleet, visit https://www.surfpac.navy.mil/.

Civilians Warned to Avoid Ports Used by Iranian Forces

From U.S. Central Command, March 11, 2026

TAMPA, Fla. – On March 11, U.S. Central Command (CENTCOM) is issuing a warning to civilians that the Iranian regime is using civilian ports along the Strait of Hormuz to conduct military operations that threaten international shipping.

This dangerous action risks the lives of innocent people. Civilian ports used for military purposes lose protected status and become legitimate military targets under international law.

CENTCOM urges civilians in Iran to immediately avoid all port

facilities where Iranian naval forces are operating. Iranian dockworkers, administrative personnel, and commercial vessel crews should avoid Iranian naval vessels and military equipment.

Iranian naval forces have positioned military vessels and equipment within civilian ports serving commercial maritime traffic.

Although the U.S. military also cannot guarantee civilian safety in or near facilities used by the Iranian regime for military purposes, American forces will continue taking every feasible precaution to minimize harm to civilians.

Issued Warning Message:

U.S. forces urge civilians in Iran to immediately avoid all port facilities where Iranian naval forces are operating. Iranian dockworkers, administrative personnel, and commercial vessel crews should avoid Iranian naval vessels and military equipment. The Iranian regime is using civilian ports along the Strait of Hormuz to conduct military operations that threaten international shipping. This dangerous action risks the lives of innocent people. Civilian ports used for military purposes lose protected status and become legitimate military targets under international law.

U.S. Coast Guard Authenticates Keels for First

Three Waterways Commerce Cutters

A rendering of the future U.S. Coast Guard Waterways Commerce Cutters Allen Thiele, Fred Permenter, and Samuel Wilson. The new "Chief Petty Officer Class" cutters will honor the legacy of senior enlisted leaders and strengthen the Coast Guard's inland fleet capabilities. (U.S. Coast Guard courtesy rendering Birdon Group)

From U.S. Coast Guard Headquarters

WASHINGTON – The U.S. Coast Guard authenticated the keels for future Coast Guard cutters Allen Thiele, Fred Permenter and Samuel Wilson on Friday in Bayou La Batre, Alabama.

In a special proceeding, the keels for three cutters were authenticated simultaneously, a departure from the traditional single-vessel ceremony. Keel authentication is a time-honored maritime tradition in which the ship's sponsor welds their initials onto a ceremonial plate that is permanently affixed to the cutter, signifying the foundation of the vessel.

"Today marks a monumental step forward in the modernization of

our inland fleet," said Master Chief Petty Officer of the Coast Guard Phillip Waldron. "The new fleet has been designated the 'Chief Petty Officer's Class' and the crews onboard who carry out critical missions on behalf of the Nation will honor the legacy of the senior enlisted leaders whose names they bear."

The "Chief Petty Officer Class" designation for these cutters highlights the close involvement of the chief petty officer community, many of whom were in attendance.

All three cutter sponsors attended the ceremony. They are Delia Corbley, sponsor for future cutter Allen Thiele and daughter of the cutter's namesake; Kristin Permenter Melvin, sponsor for future cutter Fred Permenter and granddaughter of the cutter's namesake; and Barbara Wilson, sponsor for future cutter Samuel Wilson and widow of the cutter's namesake.

Master Chief Petty Officer Allen Thiele, a boatswain's mate, served in the Coast Guard from 1958 to 1990 and was selected as the fifth master chief petty officer of the Coast Guard.

Chief Petty Officer Fred Permenter, a boatswain's mate, was awarded the Gold Lifesaving Medal in 1952 following the rescue of four of five crew members when St. George's Reef Light Station's motor launch capsized as it was lowered in heavy seas.

Chief Petty Officer Samuel Wilson, a boatswain's mate, was awarded the Coast Guard Medal of Extraordinary Heroism in 1979 during the rescue of 81 crew members from the Japanese Fishing Vessel Ryuyo Maru No.2 that ran aground on St. Paul Island, Alaska.

The cutters are the first three of 30 future WCCs that will replace the Coast Guard's legacy inland tender fleet, which will strengthen the Coast Guard's capabilities to facilitate commerce vital to economic prosperity, strategic mobility, and maritime dominance. The WCC fleet will will play

a critical role in controlling, securing, and defending America's ports and waterways. and maintaining the United States' 12,000-mile marine transportation system. This critical waterway network supports more than $5.4 trillion in annual economic activity and millions of American jobs.

Acquisition of the WCC fleet is supported by funding from the One Big Beautiful Bill Act – the largest single funding commitment in Coast Guard history – which included $162 million to accelerate production rates and deliver three cutters ahead of schedule. The first Waterways Commerce Cutter is expected to be completed in 2027.

Hegseth Says U.S. Attacks Intensify Under Epic Fury, While Iranian Responses Slow

March 10, 2026 | By C. Todd Lopez, DoW News

The U.S. launched strikes on Iran last week to stop the terrorist-run state from its continued and ill-advised pursuit of nuclear weapons it hopes to use to threaten the American homeland.

Nearly 11 days into Operation Epic Fury, Secretary of War Pete Hegseth says the U.S attacks continue to be strong while Iranian responses wane.

"Today will be, yet again, our most intense day of strikes inside Iran," Hegseth said during a press briefing today at the Pentagon. "The most fighters, the most bombers, the most strikes; intelligence more refined and better than ever.

So, that’s on one hand. On the other hand, the last 24 hours have seen Iran fire the lowest number of missiles they’ve been capable of firing yet.”

The secretary told journalists that much of what the Iranians are doing is lobbing missiles at their neighbors in the Middle East, making enemies of what may have once been bystanders, and launching those missiles from near their own schools and hospitals, putting innocent civilians at risk from retaliatory strikes.

“The [Iranians] are desperate and scrambling. Like the terrorist cowards they are, they fire missiles from schools and hospitals … deliberately targeting innocents … because they know their military is being systematically degraded and annihilated,” Hegseth said. “Iran’s neighbors and in some cases former allies in the [Persian] Gulf — they’ve abandoned them.”

Iranian proxy groups like Hezbollah, the Houthis and Hamas are also broken, ineffective, or on the sidelines now, Hegseth said.

“Iran stands alone, and they are badly losing,” the secretary said. “On day 10 of Operation Epic Fury, we are winning with an overwhelming and unrelenting focus on our objectives.”

The secretary said that, surprisingly, Iran’s response after the initial U.S. assault was to attack its neighbors. The result of that, he said, has not been good for Iran.

“The big mistake by the Iranian regime was to start targeting its neighbors,” Hegseth said. “I think it was a demonstration of the desperation of that regime … that they still think their pathway out is to try to alienate their Arab partners even more.”

Those neighbors, Hegseth said, have decided instead to side with the U.S.

“[They have] instead decided to come to us and have been willing to go on the offense, have been giving us access, basing and overflight in a new partnership that will continue to remake the region,” Hegseth said.

The U.S. has short-term, clearly defined goals in Iran. First, destroying Iranian missile stockpiles, missile launchers and their defense industrial base. Second, destroy the Iranian navy. And finally, permanently deny Iran the ability to have nuclear weapons.

“It’s a laser-focused maximum authority mission delivered with overwhelming and unrelenting precision,” he said.

Air Force Gen. Dan Caine, chairman of the Joint Chiefs of Staff, shared the latest tactical details of Operation Epic Fury.

“To date, [U.S. Central Command has] struck more than 5,000 targets,” Caine said. “[U.S.] Strategic Command bombers recently dropped dozens of 2,000-pound GPS penetrating weapons on deeply buried missile launchers across the southern flank.”

Also, Caine said, the U.S. struck several factories the Iranians use to make one-way attack drones.

“Alongside our regional partners along the southern flank, [we] continue to execute intercepts against one-way attack drones, using fighters and attack helicopters,” he said. “Our strikes mean we’ve made significant progress in reducing the number of missile and drone attacks out of Iran. Ballistic missile attacks continue to trend downward, 90% from where they started. And one-way attack drone [attacks] have decreased 83% since the beginning of the operation — a testament to our air defenders and our air defense systems.”

When it comes to taking out the Iranian navy, Caine said the

joint force is making “substantial progress.” So far, he said, the joint force has taken out more than 50 Iranian naval ships using artillery, fighters, bombers and sea-launched missiles.

“We struck and sank an Iranian drone carrier ship, and U.S. Centcom continues today to hunt and strike mine-laying vessels and mine storage facilities,” Caine said. “This work will continue.”

The secretary and President Donald J. Trump have said Operation Epic Fury will not be a long-term, nation-building endeavor, and the secretary reiterated that today.

“This is not [an] endless nation-building … quagmire — it’s not even close,” Hegseth said. “Our generation of soldiers will not let that happen again, and nor will this president — who very clearly ran against … never-ending, nebulously scoped missions; those days are dead. Instead, we’re winning decisively with brutal efficiency, total air dominance and an unbreakable will to accomplish the president’s objectives on our timeline.”

Navy Kicks Off Operation Ice Camp 2026 in the Arctic Ocean

ARCTIC CIRCLE – Virginia-class fast-attack submarine USS Delaware (SSN 791) emerges from the ice after performing a vertical surfacing to kick off Operaetion ICE CAMP 2026, Mar. 7. ICE CAMP Boarfish is a three-week operation designed to research, test, and evaluate operational capabilities in the Arctic region (U.S. Navy Photo by MC1 Jacob D. Bergh)
From U.S. Fleet Forces Command, March 9, 2026

BARENTS SEA – Commander, Submarine Forces officially kicked off Operation Ice Camp (ICE CAMP) Boarfish in the Arctic Ocean on March 7, 2026, after the building of the camp and the arrival of two U.S. Navy fast attack submarines, USS Delaware (SSN 791) and USS Santa Fe (SSN 763).

ICE CAMP Boarfish is a three-week operation designed to research, test, and evaluate operational capabilities in the Arctic region. In addition to U.S. Navy, U.S. Marine Corps, and Air National Guard participation, personnel from the Royal Australian Navy, Royal Canadian Navy, Royal Canadian Air Force, French Navy, Royal United Kingdom Navy, Norwegian Defence Research Institute, and the Japan Agency for

Marine-Earth Science and Technology are also taking part.

This operation, held biennially, partners with the Arctic Submarine Laboratory and was elevated from an exercise to an operation to better reflect the Navy's strategic priorities in the Arctic. ICE CAMP provides the necessary training to maintain a working knowledge of a constantly changing region.

"The Arctic is a critical region for national security and global stability. Our commitment to a sustained presence and operational readiness here is unwavering," said Vice Adm. Richard Seif, Commander, Submarine Forces. "ICE CAMP Boarfish allows us to test and refine our capabilities, deepen our interoperability with key allies, and ensure our Submarine Force can project power and defend our nation's interests in any environment, at any time. Our strength in the Arctic is a testament to the skill and resilience of our sailors and partners."

The Navy's Arctic Submarine Laboratory, a detachment of the Undersea Warfighting Development Center, is the lead organization for planning and executing the operation. ASL serves as the "Center of Excellence" for Arctic matters for the U.S. Submarine Force. The Arctic is experiencing a trend of diminishing sea ice, which increases the likelihood of maritime activity in the region, including trans-oceanic shipping and resource extraction.

The camp, named Ice Camp Boarfish, serves as a command center for conducting operations and research. Established on a drifting ice floe, the camp consists of shelters, a command center, and the necessary infrastructure to safely house and support the multi-national contingent of personnel throughout the operation.

"Leading this multinational team in such a demanding environment is a privilege," said Capt. David Nichols, Officer

in Tactical Control of this year's ICE CAMP. "The complexity of establishing a fully functional base on a moving sheet of ice cannot be overstated. The professionalism and dedication of every service member and civilian here is what makes this vital mission possible. We are focused on executing our objectives safely and effectively, further enhancing our collective readiness for Arctic operations."

The camp gets its namesake from the USSBoarfish(SS 327), aBalao-class submarine commissioned on September 23, 1944.During her service in World War II,Boarfishearned a battle star for sinking two Japanese vessels in the South China Sea.

In 1947,*Boarfish*served as the flagship for Operation Blue Nose, the first-ever exploration under the polar ice cap, where she tested new under-ice sonar technology. This historic mission demonstrated that extended under-ice navigation was practical and paved the way for future submarine operations in the Arctic.

Submarines have conducted under-ice operations in the Arctic for more than 60 years. USS Nautilus (SSN 571) made the first transit in 1958, and USS Skate (SSN 578) was the first U.S. submarine to surface through Arctic ice at the North Pole in March 1959. Since those initial voyages, the U.S. Submarine Force has completed 99 such evolutions, with ICE CAMP Boarfish being the 100th.

U.S. Submarine Forces execute the Department of the Navy's mission in and from the undersea domain. In addition to lending added capacity to naval forces, Submarine Forces are expected to leverage those special advantages that come with undersea concealment to permit operational, deterrent, and combat effects that the Navy and the Nation could not otherwise achieve.

U.S. Submarine Forces and supporting

organizations constitute the primary undersea arm of the Navy. Submarines and their crews remain the tip of the undersea spear.