Coast Guard Commissions USCGC Earl Cunningham in Kodiak, Alaska

The Coast Guard commissioned its newest cutter, Coast Guard Cutter Earl Cunningham (WPC 1159), for official entry into its service fleet during a ceremony held in Kodiak, Alaska, Aug. 11, 2025. The ceremony was presided over by Adm. Kevin Lunday, acting commandant of the Coast Guard, and members of the Cunningham family were also in attendance, including the cutter's sponsor, Penney Helmer, who is also the granddaughter of Earl Cunningham. (U.S. Coast Guard photo by PA3 Carmen Caver)

From Coast Guard Arctic District Public Affairs, Aug. 11, 2025

KODIAK, Alaska – The U.S. Coast Guard commissioned its newest cutter, Coast Guard Cutter Earl Cunningham (WPC 1159), for official entry into its service fleet during a ceremony held

in Kodiak, Monday.

The ceremony was presided over by Adm. Kevin Lunday, acting commandant of the Coast Guard. Members of the Cunningham family were also in attendance, including the cutter's sponsor, Penney Helmer, granddaughter of Earl Cunningham.

"Commissioning the USCGC Earl Cunningham strengthens our ability to control, secure, and defend Alaska's U.S. border and maritime approaches, protect resources vital to our economic prosperity, and respond to crises throughout the Aleutian Islands," said Adm. Lunday. "This crew will honor the heroic legacy and selfless devotion to duty exemplified by Petty Officer Cunningham in the years ahead."

The Earl Cunningham is the 59th Fast Response Cutter (FRC) in the service and the second of three FRCs scheduled to be homeported at Coast Guard Base Kodiak. The crew of the Cunningham primarily serves in and around the Aleutian Islands, Bering Sea, Gulf of Alaska, and North Pacific Ocean. The cutter is designed for missions such as search and rescue; fishery patrols; drug and migrant interdiction; national defense; and ports, waterways, and coastal security.

The namesake for the cutter, Petty Officer 2nd Class Earl Cunningham, enlisted in the Coast Guard in 1928 and was appointed as a surfman. On February 8, 1936, Cunningham volunteered to rescue two ice fishermen that were trapped in the water on Lake Michigan. Cunningham was able to reach them on his skiff and pulled them out of the water. However, adverse weather conditions prevented them from returning to shore.

Three days later, one of the fishermen walked 9 miles across the ice onto shore to safety. The other died trying to make it across the ice with him. Cunningham had died and was found on February 12, frozen in place, still manning the oars of the rescue skiff.

For his ultimate sacrifice, Cunningham was awarded the Gold Life Saving Metal posthumously. He was survived by his wife Helen and three sons.

Cunningham had also previously served in the Army and fought in the trenches of France during World War I, leaving the service as a corporal to eventually join the Coast Guard.

The Coast Guard has ordered a series of new FRCs to replace the 1980s-era Island-class 110-foot patrol boats. Supported by historic investments made possible through President Trump's One Big Beautiful Bill Act, the legislation provides nearly $25 billion – the largest single funding commitment in Coast Guard history – including $1 billion dollars for additional FRCs.

The FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment, and over-the-horizon cutter boat deployment, enhancing the Coast Guard's operations to control, secure, and defend the U.S. border and maritime approaches. These new assets and capabilities continue the Coast Guard's modernization through Force Design 2028, an initiative introduced by Secretary of Homeland Security Kristi Noem to transform the Coast Guard into a more agile, capable and responsive fighting force.

The commissioning ceremony is a traditional milestone in the life of a cutter that marks its entry into active service and represents the cutter's readiness to conduct Coast Guard operations.

Fairbanks Morse Defense to Supply Valves, Actuators for U.S. Coast Guard WCC Program

BELOIT, Wis. – August 12, 2025 – Fairbanks Morse Defense (FMD) has secured a contract from Birdon America to supply key fluid control components for the U.S. Coast Guard's Waterways Commerce Cutter (WCC) program. The company will deliver motor-operated valves for the first two vessels.

“Safeguarding maritime commerce extends beyond the open ocean. We must also ensure the security and reliability of our inland waterways,” said Michael Johnston, President of Components at Fairbanks Morse Defense. “This contract underscores Fairbanks Morse Defense’s enduring commitment to maritime readiness across all critical corridors that drive the nation’s economy.”

The WCC program is a major modernization effort to replace the Coast Guard’s decades-old fleet of inland buoy and construction tenders, which is approaching obsolescence. These vessels are responsible for maintaining more than 28,000 aids to navigation across 12,000 miles of inland waterways, which are critical routes for the transport of over 630 million tons of cargo annually. Beyond navigation, the cutters also support search and rescue, environmental protection, marine safety, and port security.

The new fleet will have up to 30 vessels consisting of three designs: River Buoy Tenders, Inland Construction Tenders, and Inland Buoy Tenders. The first of these new vessels, which will be constructed at Birdon’s recently acquired Bayou La Batre shipyard in Alabama, includes sixteen River Buoy Tenders and eleven Inland Construction Tenders.

Initial deliveries are expected to be operational in 2027.

Acquired by Fairbanks Morse Defense in 2021, Hunt Valve, together with its divisions, Hunt Valve Actuator, Montreal Bronze, and Pima Valve, LLC, is a trusted provider of advanced fluid power engineering solutions for U.S. and Canadian maritime defense forces. The company brings decades of expertise in delivering high-performance, severe-duty valves and engineered system solutions that meet the rigorous standards of the Navy and Coast Guard and are built to endure the world’s most demanding naval environments.

BAE Systems Awarded $181M Contract Expanding Amphibious Combat Vehicle program

From BAE Systems

August 12, 2025 – BAE Systems received a $181 million contract from the U.S. Marine Corps (USMC) to produce 31 additional Amphibious Combat Vehicles (ACVs), a part of the recently awarded full-rate production (FRP) Lot 5/6 contract. This latest award, designated as FRP 5C, brings the total number of ACV-30s ordered to 91.

The FRP 5/6 contract includes a series of options to produce up to 150 vehicles, with the USMC exercising the option for

FRP 5A and 5B in May for 60 vehicles, valued at $360 million.

BAE Systems is also currently under contract for the ACV-Personnel and ACV-Command variants. Work for the ACV-30mm will take place in York, Pennsylvania; Johnstown, Pennsylvania; and Charleston, South Carolina, through the fourth quarter of 2026.

U.S. Central Command Bids Farewell to Gen. Kurilla, Welcomes Adm. Cooper

U.S. Central Command's (USCENTCOM) Senior Enlisted Leader, Fleet Master Chief Derrick Walters passes the USCENTCOM flag

to the outgoing commander of USCENTCOM, U.S. Army Gen. Michael Erik Kurilla, during a change of command ceremony, 8 August 2025. Multiple Department of Defense officials attended the event as well as distinguished defense leaders from partner nations around the world. (U.S. Central Command Public Affairs photo by Tom Gagnier)
From U.S. Central Command, August 8, 2025

TAMPA, Fla. – U.S. Army Gen. Michael Erik Kurilla, the outgoing commander of U.S. Central Command (CENTCOM), relinquished command today to U.S. Navy Adm. Brad Cooper during a change of command ceremony held at the Tampa Convention Center. Prior to assuming command, Adm. Cooper served as deputy commander of CENTCOM.

Multiple Department of Defense officials attended the event as well as distinguished defense leaders from partner nations around the world.

Gen. Kurilla assumed command of CENTCOM in April 2022. During his time as commander, he led U.S. military efforts in the Middle East maintaining regional stability and security as well as the enduring defeat of ISIS. He led the planning and execution of over 15 major combined combat operations, including Operations Rough Rider and Midnight Hammer.

“I know that under the leadership of Adm. Brad Cooper, with the support of the Defense Department and Joint Staff, the counsel and contributions of our allies and partners, and support of our headquarters and component teams, the Soldiers, Sailors, Airmen, Marines, Coastguardsmen, and Guardians of Central Command who serve this nation on the front lines of freedom will always succeed,” said Gen. Kurilla. “It has been the honor of my life to have been their commander.”

Adm. Cooper is a 1989 graduate of the U.S Naval Academy and holds a master’s degree in strategic intelligence from the National Intelligence University. As the commander of CENTCOM, Adm. Cooper will have oversight of all U.S. military missions

throughout the 21-country area of responsibility which includes the Middle East and Central Asia.

“U.S. Central Command and the entire joint force have performed exceptionally well under the leadership of Gen. Kurilla, helping to bolster partnerships, increase lethality of U.S. forces, and defend Americans and civilians abroad,” said Adm. Cooper. “I am deeply grateful for the opportunity to lead America’s sons and daughters as we support the important mission of enhancing regional security and stability in the Central Command region.”

NAVSEA Leaders Discuss Advanced Technology Needs

WASHINGTON, DC (August 7, 2025) – Mr. Matt Sermon, Direct Reporting Program Manager, Maritime Industrial Base (MIB), participated in the Strategic Panel at the Maritime Innovation Forum: Advanced Manufacturing: Innovation for Maritime Readiness, that was held at the Capital Turnaround. (U.S. Navy photo by Laura Lakeway)
By NAVSEA Office of Corporate Communications, Aug. 7, 2025

WASHINGTON – Today, Naval Sea Systems Command (NAVSEA) leaders joined more than 360 industry representatives at the Maritime Innovation Forum to discuss the adoption of advanced technologies to improve shipbuilding and repair performance.

The Maritime Innovation Forum 2025 is a national initiative that showcases transformative technologies aligned with the U.S. Navy's Advanced Manufacturing Strategy.

The forum included a keynote address from Vice Chief of Naval Operations, Admiral Jim Kilby as well as a panel discussion with senior leaders discussing the need to scale innovation. Tom Perotti, executive director and deputy chief engineer of NAVSEA engineering directorate, explained the importance of aligning advanced manufacturing solutions with authorities like Other Transactions (OTs) to quickly address capability gaps and readiness.

"To meet the speed and scale the Fleet demands, we must make advanced manufacturing a foundational capability across the entire shipbuilding enterprise," said Perotti. "Through innovative tools and systems, scalable solutions and authorities like OTs, we are working to solve problems faster while building a more innovative and agile Navy."

Matt Sermon, direct report program manager for the Maritime Industrial Base, echoed this forward-looking approach by highlighting recent successes with additive manufacturing.

"We've seen in just a few years that additive manufacturing

can supply select parts for our ships now," Sermon said. "What we want to see in a few more years are entire shipyards, workforce and supply chains integrated by advanced manufacturing processes, technologies and of course, AI."

Throughout the forum, NAVSEA leaders discussed case studies where OT authorities have been successfully leveraged. Since 2020, NAVSEA has awarded more than 600 OT agreements to expedite needed ship construction, maintenance and modernization solutions. NAVSEA's OT successes shared at the forum included the following:

- LM2500 Gas Turbine Navy Common Core Controller (GTNC3): With over 300 LM2500 engines powering the surface Fleet, GTNC3 standardizes the control system across platforms. Developed under the Maritime Sustainment Technology and Innovation Consortium (MSTIC) OT, GTNC3 addresses longstanding variability in control architecture and strengthens long-term sustainment.

- Strike Up/Down System (SUDS): This innovation supports rearming the MK41 Vertical Launch System at sea. SUDS was developed under the DoD Ordnance Technology Consortium OT and aims to reduce the need for ships to return to the port for rearming and preserve combat readiness.

- High-Density Ribbon Fiber Optic Cable and Shipboard Tooling: This initiative increases fiber density by 12-fold, while maintaining compliance. Developed under the National Shipbuilding Research Program OT with contributions from Ingalls Shipbuilding, Newport News Shipbuilding and others, it enhances shipboard data transfer while simplifying installation.

These projects exemplify how OT agreements fill critical technical gaps across NAVSEA’s acquisition portfolio, delivering faster, more affordable and flexible solutions to the Fleet.

During the afternoon of the forum, there were presentations about innovative technologies in the areas of additive manufacturing and 3D printing, robotics and automation, coatings and surfaces, as well as next-generation digital tools, materials and processes. These presentations showcased high-impact technology that aligns with the Navy’s modernization goals and industrial expansion priorities.

Through these collaborative efforts, the Maritime Innovation Forum illustrated how technological innovation, alternative agreements and partnerships are directly strengthening the Navy’s maritime readiness and industrial base.

In closing remarks, Rear Adm. Pete Small, NAVSEA’s chief engineer and Warfare Centers commander, reiterated the importance of collaboration and emphasized NAVSEA’s commitment to scaling innovation that delivers results.

“This forum is a testament to what we can achieve when we come together to collaborate on innovative, scalable and real-world solutions to today’s most pressing shipbuilding and sustainment challenges,” said Small. “The demand is here, and NAVSEA is driving it forward with the help of partnerships, innovative technology and advanced manufacturing.”

Coast Guard Commissions

Icebreaker Storis in Juneau

The Coast Guard Cutter Storis in Juneau for its commissioning as the nation's newest Arctic icebreaker. *Photo credit: Craig S. Neus*

JUNEAU, ALASKA– On Saturday, Aug. 10, U.S. Senator Dan Sullivan (R-Alaska) and Admiral Kevin Lunday, acting commandant of the U.S. Coast Guard, participated in the commissioning ceremony of the United States Coast Guard Cutter Storis (WAGB 21) in Juneau.

Storis, the renamed and reconditioned former commercial icebreaker Aiviq, is the country's first new icebreaker in a quarter century. Sullivan has championed the effort to build new American icebreakers and to procure commercially available icebreakers, and to homeport them in Alaska in order to close

the icebreaker gap in the Arctic.

News reporters on the bow-mounted helicopter pad aboard USCGC Storis. *Photo credit: Craig S. Neus*

“Storis adds vital capability to the U.S. polar icebreaker fleet at a critical time, when our adversaries are expanding their activities in and near U.S. waters, and the challenges and threats we face as a nation are growing more complex every day,” Lunday said at the ceremony.

“With the arrival of the Storis to its new homeport in Juneau, we mark not just the commissioning of a vessel, but a strategic milestone in America’s Arctic future,”Sullivan said.“This ship is an investment in real capability, real people, and a real presence in the region that defines the next chapter of global security, commerce, and energy. The homeporting of the Storis right here in Juneau sends a clear and deliberate message: The United States is an Arctic nation, Alaska is an Arctic state, and the United States Coast Guard

is a capable and growing Arctic force.”

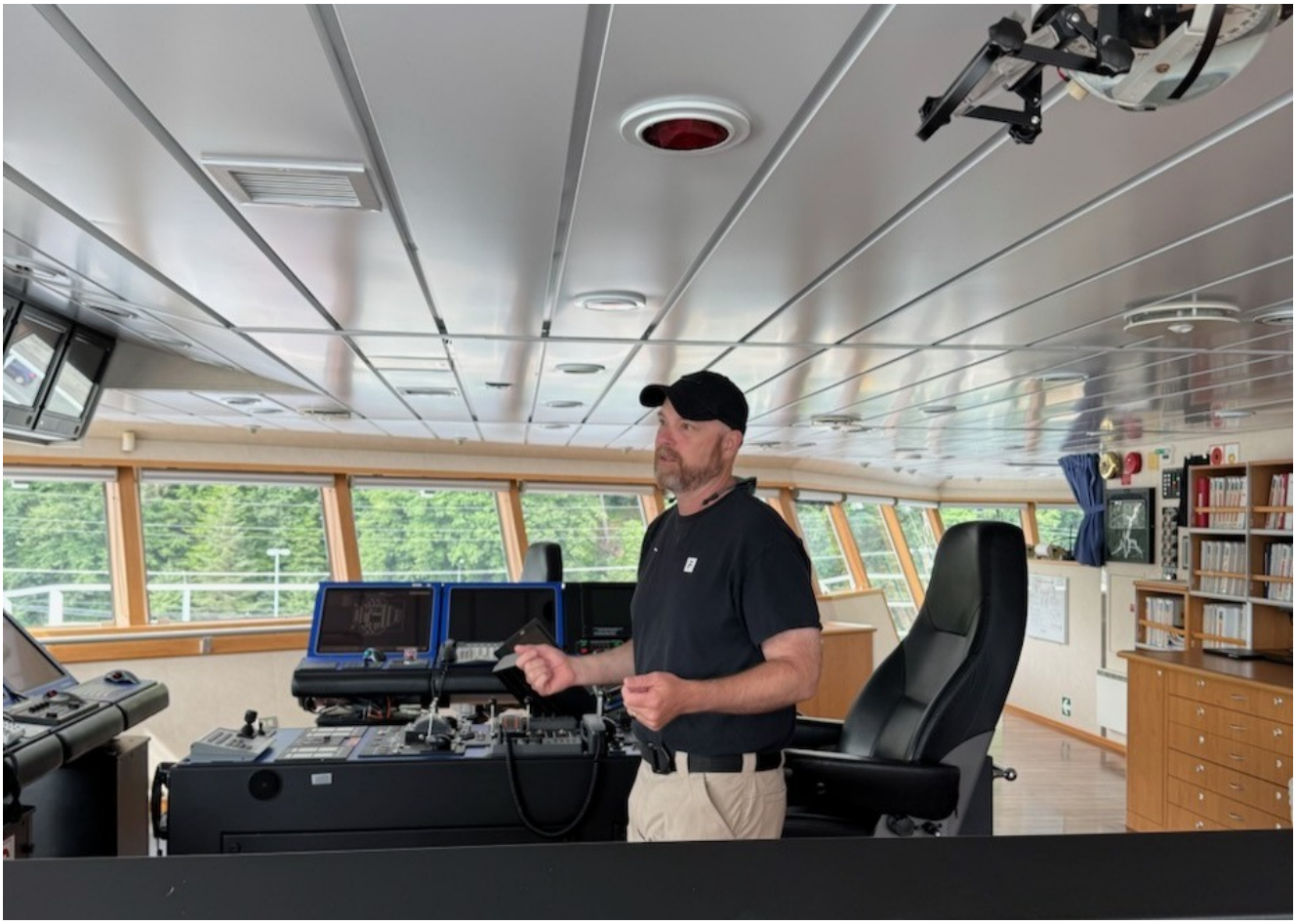
Members of the public and press visit Storis the weekend of its commissioning. *Photo credit: Craig S. Neus.*

The recent One Big Beautiful Bill, signed into law July 4, included $300 million to support the shoreside infrastructure needed for Storis’ homeporting. Until that is complete, Storis will be temporarily berthed in Seattle, Washington, with the Coast Guard’s two other polar icebreakers.

“The United States is an Arctic nation, and it is so because of the great state of Alaska,” Lunday said.

The United States’ only operational heavy icebreaker, the 1970s-era Polar Star, is undergoing repairs in California and the Coast Guard’s medium icebreaker Healey is returning to homeport for repairs after an engine fire. Meanwhile, Sullivan said, Russia has 55 icebreakers and is building more and by

2025, China, which has no sovereignty over any Arctic waters, is set to surpass the United States' icebreaker fleet.



A view of the Storis' bridge. The ship is crewed with a hybrid crew consisting of military cuttermen and civilian mariners. *Photo credit: Craig S. Neus*

"If we're not ready to lead in the Arctic, others will, and they'll be happy to do it for us," Sullivan said. "That's why the Storis is so important."

Lunday said the recent funding bill also funds the beginning of a new generation of icebreakers for the service.

"This is a remarkable moment because it doesn't happen very often, but it's going to be happening a lot more," Lunday said of the commissioning.

U.S. Coast Guard Responds to Increased Chinese Research Vessel Activity in U.S. Arctic

The Zhong Shan Da Xue Ji Di, a Liberian Flagged Research Vessel, owned and operated by the Chinese University Sun Yat-Sen, as detected by a Coast Guard C-130 Hercules aircraft from Air Station Kodiak. (U.S. Coast Guard courtesy photo)

Release From U.S. Coast Guard Arctic District

JUNEAU, Alaska – The U.S. Coast Guard detected and responded to two Chinese research vessels operating in the U.S. Arctic and is currently monitoring a total of five similar vessels in or near the U.S Arctic.

On August 5, a C-130J Hercules fixed wing aircraft from Air Station Kodiak responded to the Chinese research vessels *Ji Di* and the *Zhong Shan Da Xue Ji Di*. Both vessels were transiting northeast in the Bering Sea.

On August 6, the crew of U.S. Coast Guard Cutter Waesche (WMSL 751) again responded to the *Zhong Shan Da Xue Ji Di* as it was transiting north in the Chukchi Sea above the Arctic Circle, after passing through the Bering Strait.

The C-130 and USCGC Waesche were patrolling under Operation Frontier Sentinel, an operation that responds to adversaries operating in and around Alaskan and U.S. Arctic waters. The U.S. Coast Guard's responses are intended to counter malign activities, defend sovereign interests, and promote maritime conduct consistent with international law and norms.

In July, Coast Guard Arctic District deployed a C-130J Hercules fixed wing aircraft from Air Station Kodiak to query the *Xue Long 2*, another Chinese research vessel, approximately 290 NM north of Utqiagvik, Alaska.

The presence of these vessels is consistent with a three-year trend of increased activity from Chinese research vessels operating in the U.S. Arctic. Last year, three Chinese research vessels conducted research operations north of the Bering Strait.

The Coast Guard Arctic District works in conjunction with international partners, U.S. Northern Command, and Alaskan Command to constantly monitor the activity of foreign vessels operating near U.S. sovereign waters and the extended outer continental shelf to ensure homeland security, homeland defense, and compliance with U.S. and international law.

The Coast Guard is America's only surface presence in the Arctic – a growing zone of strategic global competition. A robust national fleet of icebreakers, made possible by historic investment in the Coast Guard, will secure U.S. access, security, and leadership in the Arctic.

On Sunday, the Coast Guard will commission the Coast Guard Cutter Storis, the newest icebreaker in the fleet, at a ceremony in Juneau.

USS Savannah Returns to Homeport After 12-Month Deployment

Families welcome the Independence-variant littoral combat ship USS Savannah (LCS 28) as it returns to Naval Base San Diego, Aug. 7, 2025. The Savannah returns to its homeport of San Diego following a 12-month rotational deployment to the U.S. 3rd and 7th Fleets. (U.S. Navy photo by Mass Communication Specialist 2nd Class Kassandra Alanis)

From Lt.Cmdr. Ryan Martinez-Slattery

SAN DIEGO – The Independence-variant littoral combat ship USS Savannah (LCS 28) arrived at its San Diego homeport Aug. 7, following a 12-month rotational deployment throughout the U.S. 3rd and 7th Fleet areas of operation. The Savannah operates

with a dual-crew, allowing the hull to stay in theater for longer durations.

“I’m honored to welcome home the crew of the Savannah after a long and challenging deployment,” said Capt. Jose Roman, commodore, Littoral Combat Ship Squadron 1. “This warship showed strength in presence in strategically vital waterways and worked closely with our allies and partners across the Indo-Pacific. I know the families here today are just as proud of their Sailors as I am.”

While on its maiden deployment, the Savannah conducted several multilateral exercises and port visits across the Indo-Pacific, including Cambodia, Singapore, Brunei, Palau, the Republic of the Philippines, and the Republic of the Marshall Islands, enhancing regional maritime cooperation and interoperability.

In October 2024, the Savannah sailed in coordination with Royal New Zealand Air Force (RNZAF) and Royal Australian Air Force (RAAF) P-8 maritime patrol aircraft in the South China Sea. The New Zealand-led multilateral patrol exercise fostered tactical proficiency and reinforced air-maritime integration with key regional partners.

Also in October, during a scheduled port visit to Muara, Brunei, the Savannah welcomed officers from the Royal Brunei Navy (RBN), and the Savannah’s Sailors participated in a sports day with their Bruneian counterparts, strengthening ties and fostering goodwill between navies.

“I’m incredibly proud of this crew, not only for their operational expertise over many months in a challenging environment, but for the leadership and commitment they displayed in working with our partner nations,” said Cmdr. Robert Schmidt, commanding officer of the Savannah. “These partnerships are vitally important to regional security, and

this crew represented the best ideals of the U.S. Navy.”

In December 2024, during a port visit in Sihanoukville, Cambodia, the Savannah hosted Commander, U.S. Indo-Pacific Command Adm. Samuel Paparo and a delegation from the Royal Cambodian Navy for a tour of the ship and embarked MH-60R Seahawk helicopter. Discussions highlighted the strategic utility of the littoral combat ship and its contributions to maritime security in the region. The Savannah was the first U.S. Navy ship in eight years to conduct a port visit in Cambodia.

The port visit included the Savannah Sailors serving the community at a local food pantry and soup kitchen and participating in a friendly volleyball match with Cambodian naval personnel, reinforcing partnership and professional rapport.

“It was a great experience interacting with their sailors and realizing how much we had in common,” said Electronics Technician 3rd Class Giovanni Pennisi.

In May, the Savannah participated in Exercise Balikatan 2025, the 40th iteration of the premier annual defense exercise held between the Republic of the Philippines and the United States. The Savannah’s crew led five days of live-fire exercises; tactical maneuvering drills; search and rescue; casualty evacuation; and Visit, Board, Search and Seizure (VBSS) scenarios alongside the Philippine Navy, Philippine Coast Guard, Philippine Air Force, and the Japan Maritime Self-Defense Force.

The Savannah’s deployment exemplifies the Navy’s commitment to integrated deterrence, regional maritime security, and enduring alliances and partnerships throughout the Indo-Pacific.

Littoral combat ships are fast, optimally manned, mission-tailored surface combatants that operate in near-shore and open-ocean environments, winning against 21st-century threats. LCS integrate with joint, combined, manned and unmanned teams to support forward-presence, maritime security, sea control, and deterrence missions around the globe.

USNS Comfort Arrives at Final CP25 Mission Stop in Trinidad

PORT OF SPAIN, Trinidad (August 5, 2025) The Mercy-class hospital ship USNS Comfort (T-AH 20) arrives in Port of Spain, Trinidad during Continuing Promise 2025, August 5, 2025. (U.S. Navy photo by MC2 Rylin Paul)

By USNAVSOUTH/4TH FLEET PUBLIC AFFAIRS

PORT OF SPAIN, Trinidad – The Mercy-class hospital ship USNS Comfort (T-AH 20) arrived in Port of Spain, Trinidad, August 5, 2025, for the final mission stop of Continuing Promise 2025 (CP25). The Comfort team will work alongside Trinbagonian medical professionals to provide medical care, including adult care, pediatric care, dental services, optometry, women's health services, and various ancillary support services.

"Our presence in Trinidad and Tobago on this mission is strategically significant, allowing us to address immediate needs and solidify a vital relationship for future collaborations," said Capt. Ryan Kendall, commodore of Destroyer Squadron 40 and CP25 mission commander. "Building on Continuing Promise's history of fostering strong ties with partner nations, this engagement underscores the United States' deep commitment to the well-being of the Trinbagonian people."

This visit marks the fifth time the CP mission has provided support in Trinidad and Tobago, and the third time with Comfort. During Comfort's time in Trinidad, patients can receive treatment at the medical site, and surgical operations will occur aboard the ship in the Port of Spain. In addition to Trinbagonian medical professionals, medical personnel from Canada, Costa Rica, the Dominican Republic, and Ecuador will work together to provide medical services.

"I will be working in patient administration, doing vitals and surgical screenings," said Hospital Corpsman 3rd Class Joshua Bird, assigned to Comfort. "I'm excited to help patients. We are going to be giving a lot of help to people who need it."

Comfort's medical care extends beyond human patients during this mission stop, providing critical veterinary services to

animals in need. A U.S. Army veterinary element from the 248th Medical Detachment Veterinary Service Support aboard Comfort will conduct subject matter expert trainings and veterinary services at various locations in Trinidad.

“I’m excited to teach the canine handlers of Trinidad how to perform basic canine tactical combat casualty care,” said U.S. Army Pvt. Angel Bautista, a veterinary technician. “Hopefully what they learn, they will teach other people about performing canine medical care.”

Comfort service members will conduct side-by-side medical exchanges and teach a tactical combat casualty care course to Trinbagonian health professionals. These exchanges will empower Trinbagonian field experts with enhanced skills and knowledge through expert instruction and practical application.

Beyond providing crucial medical care and training, this mission stop offers service members a unique opportunity to forge lasting connections with the community of Trinidad. The mission stop features several impactful community outreach events, including a sports competition and the donation of essential sports equipment. Furthermore, the United States Fleet Forces Band “Uncharted Waters” will collaborate with Trinidad and Tobago’s musical talent in a series of dynamic performances.

“We visited in 2023, and we are looking forward to continue our collaboration with the Trinidad and Tobago Defence Force Steel Orchestra, along with the National Steel Symphony Orchestra of Trinidad and Tobago, whom we have worked with in the past,” said Ensign Christopher McGann, band director assigned to “Uncharted Waters.”

Lastly, the Seabees assigned to Naval Mobile Construction Battalion (NMCB) 11 will work with Trinidad and Tobago Defence

Force engineers to improve and repair projects at the Lochmaben R. C. Primary School in Fullerton, Trinidad.

CP25 marks the 16th mission to the region since 2007 and the eighth aboard Comfort. The mission will foster goodwill, strengthen existing partnerships with partner nations, and encourage the establishment of new partnerships among countries, non-federal entities, and international organizations.

U.S. Naval Forces Southern Command/U.S. 4th Fleet supports U.S. Southern Command’s joint and combined military operations by employing maritime forces in cooperative maritime security operations to maintain access, enhance interoperability, and build enduring partnerships to enhance regional security and promote peace, stability, and prosperity in the Caribbean, Central, and South American region.

LSE 2025 Concludes: A New Benchmark in Global Naval Integration

U.S. Navy Adm. James W. Kilby, Chief of Naval Operations (Acting) (center), speaks with Capt. Nathan Diaz, commanding officer of the Ticonderoga-class guided-missile cruiser USS Normandy (CG 60) aboard the USS Normandy during Large Scale Exercise (LSE) on August 5, 2025 (U.S. Navy photo by Mass Communication Specialist 1st Class Nathan T. Beard)
From U.S. Fleet Forces Command

NORFOLK, Va. – Sailors and Marines from across the globe participated in the U.S. Navy- and U.S. Marine Corps-led Large Scale Exercise (LSE) 2025, July 30-Aug. 8.

LSE 2025 marks the most comprehensive demonstration of global maritime coordination to date, testing the services' ability to command and control forces across the full spectrum of conflict in a contested, high-end fight. Using a globally integrated live, virtual and constructive maritime exercise model, the 10-day event addressed complex simulated scenarios while enhancing interoperability, refining tactics, and strengthening collaboration for thousands of Sailors and Marines operating around the world.

For the first time, all 10 Fleet Maritime Operations Centers (MOCs) operated together, synchronizing real-time effects and exercising command and control across 22 time zones and six combatant commands. The exercise replicated the complexity, friction, and operational tempo of global conflict.

“At its core, LSE 2025 is about readiness. It allows us to refine how we command and control forces on a global scale, how we align efforts with interagency teammates, allies and partners, and how we generate and sustain combat power under pressure,” said Vice Adm. John Gumbleton, acting commander, U.S. Fleet Forces Command. “One of our top priorities is validating the Global Maritime Response Plan, proving we can shift from steady-state operations to a full warfighting posture at speed, whenever and wherever we’re needed.”

For the first time, LSE 2025 incorporated operational-level participation from key allies and partners, including Canada, Japan, and NATO forces, strengthening coalition integration and interoperability in contested environments. The exercise also included interagency and joint elements, reinforcing the principle of integrated deterrence across domains.

A cornerstone of LSE 2025 was the validation of the Global Maritime Response Plan (GMRP)—demonstrating the Navy’s ability to rapidly shift from day-to-day operations to full-scale warfighting. This required a coordinated effort across the entire enterprise, from OPNAV, Type Commands (TYCOMs), and Systems Commands (SYSCOMs) to the Navy Reserve Force.

“This was more than a Navy and Marine Corps event. It was a unified effort across allies, joint forces, and interagency partners,” said Gumbleton. “Exercises like LSE 2025 showcase the strength of integrated deterrence and the value of building warfighting trust across every level of command.”

LSE 2025 moved beyond coordination to full integration, embedding joint capabilities from the outset and enabling commanders to deliver decisive effects at the operational level.

“Integrating with our naval counterparts, especially at the MOC, enables the Navy and Marine Corps team to exercise command and control of the most lethal fighting force in the world, said Brig. Gen. Thomas M. Armas, deputy commander, Fleet Marine Force, Atlantic, Marine Forces Command, Marine Forces Northern Command. “The Marine Air-Ground Task Force (MAGTF), known as a Marine Expeditionary Unit (MEU), embarked on a three ship Amphibious Ready Group (ARG), provides numerous options when campaigning or responding to crisis. LSE 25 provides a venue to practice synchronized and innovative command and control in order to ensure guaranteed max effective results when our nation needs it most.”

Large Scale Exercise 2025 provided a pivotal opportunity to test and refine the Navy and Marine Corps’ ability to operate in a globally contested environment. By integrating advanced warfighting concepts, allied capabilities, and real-time operational coordination, the exercise reinforced the maritime services’ commitment to maintaining strategic advantage, deterring aggression, and ensuring security and stability across the world’s oceans.

U.S. Fleet Forces Command is responsible for manning, training, equipping and employing more than 125 ships, 1,000 aircraft, and 103,000 active-duty service members and government employees, and providing combat-ready forces forward to numbered fleets and combatant commanders around the globe in support of U.S. national interests.