

Coast Guard Offloads \$88M in Illicit Drugs Interdicted in the Eastern Pacific



The crew of the U.S. Coast Guard Cutter Escanaba standing at parade rest on the flight deck at Port Everglades, Florida, August 5, 2025. The seized contraband was transferred to partner agencies for accountability and destruction. (U.S. Coast Guard photo by Petty Officer 3rd Class Jessica Walker)

[Release From U.S. Coast Guard Southeast District](#)

MIAMI – U.S. Coast Guard Cutter Escanaba’s crew offloaded approximately 11,922 pounds of cocaine worth an estimated \$88.2 million, Tuesday, at Port Everglades.

The seized contraband was the result of three separate interdictions in the eastern Pacific by the crew of the Escanaba, Pacific Area Tactical Law Enforcement Team, and embarked Coast Guard Helicopter Interdiction Tactical Squadron

aircrew.

“The professionalism and cohesiveness of our team on board were the biggest contributors to our operational successes,” said Petty Officer Third Class Nadia Sands, an Operations Specialist in the cutter’s Combat Information Center. “This crew and command routinely embody the spirit of ‘One Team, One Dream’ and that spirit will continue to drive us to achieving our goals of protecting our borders and countering transnational criminal actors in the region.”

The following assets and crews were involved in the interdiction operations:

- U.S. Coast Guard Cutter Escanaba (WMEC 907)
- U.S. Coast Guard Helicopter Interdiction Tactical Squadron
- U.S. Coast Guard Pacific Area Tactical Law Enforcement Team
- [Joint Interagency Task Force-South \(JIATF-South\)](#)
- [Southwest Coast Guard District staff](#)

Detecting and interdicting illicit drug traffickers on the high seas involves significant coordination. Joint Interagency Task Force-South conducts the detection and monitoring of aerial and maritime transit of illegal drugs. Once an interdiction becomes imminent, the law enforcement phase of the operation begins, and control of the operation shifts to the U.S. Coast Guard for the interdiction and apprehension phases. Interdictions in the Eastern Pacific Ocean are

performed by members of the U.S. Coast Guard under the authority and control of the Southwest Coast Guard District, headquartered in Alameda, California.

Escanaba is a 270-foot Famous-class medium endurance cutter homeported in Portsmouth, Virginia, under [U.S. Coast Guard Atlantic Area Command](#).

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Bollinger Shipyards Applauds Full Funding of Polar Security Cutter Program



Release From Bollinger Shipyards

PASCAGOULA, Miss. – August 5, 2025 – With the recent enactment of the “One Big Beautiful Bill Act,” the U.S. Coast Guard’s Polar Security Cutter (PSC) program is now funded through completion of all three vessels – a historic milestone for American shipbuilding and a strong affirmation of the federal government’s full confidence in Bollinger’s ability to deliver this critical national asset.

“This is more than a funding milestone—it’s a vote of confidence in American industrial capability and in Bollinger’s proven ability to deliver,” said Ben Bordelon, President and CEO of Bollinger Shipyards. “We took on a troubled program knowing the stakes were high. Since day one, our team has been laser-focused on restoring momentum, rebuilding trust, and delivering results. Today’s announcement is a testament to that effort.”

The recently enacted “One Big Beautiful Bill Act” included \$4.3 billion for the advanced procurement and construction of

vessels two and three of the PSC program, fully funding the program through completion.

Bollinger acquired the PSC program from Singapore-based ST Engineering in 2022 through its acquisition of VT Halter Marine. At the time, the program faced significant challenges, including schedule delays, cost overruns, and an incomplete concept design. Since then, Bollinger has worked in close partnership with the U.S. Coast Guard and Navy to stabilize and restructure the program, bringing it back on track through disciplined project management, strategic investment, and a revitalized workforce.

Earlier this year, Bollinger received a \$951.6 million contract modification to advance the construction of the first PSC. With the new funding secured for vessels two and three, the program is now fully resourced to deliver a modern fleet of heavy icebreakers capable of operating in the most extreme polar environments.

The PSC program is the cornerstone of the Coast Guard's Arctic and Antarctic strategy, enabling year-round access to polar regions for national defense, scientific research, and maritime sovereignty. The new cutters will be the first American-built heavy icebreakers in nearly 50 years.

"Bollinger is proud to be building the most advanced icebreaking vessels in U.S. history," Bordelon added. "We're not just building ships—we're building capability, security, and opportunity for generations to come."

As Bollinger continues to enhance its operations in Mississippi into world-class shipyards, the company remains committed to making strategic investments to modernize and expand its capabilities. Since acquiring VT Halter, Bollinger has made a significant economic impact in the state through targeted investments and workforce expansion. To date, Bollinger has invested \$76 million across its Mississippi

facilities, including Bollinger Mississippi Shipbuilding (BMS), Bollinger Mississippi Repair (BMR), Bollinger Gulfport Shipyard (BGS), and CHAND Gulf Coast.

“Mississippi shipbuilders are the best in the nation and this is further proof of that,” said Mississippi Governor Tate Reeves. “Our state has what it takes to deliver results and keep our country safe. Congratulations to the entire Bollinger team on this incredible win for Mississippi.”

Since the acquisition in 2022, Bollinger has increased its Mississippi workforce by over 61%, with production roles at BMS alone increasing by more than 178%. These numbers are expected to rise as the program reaches full production over the coming years. A key driver of this growth has been Bollinger’s innovative Bootcamp workforce development programs, which continue to strengthen the skilled labor pipeline.

“Our investment in developing the next generation of skilled American workers not only strengthens our competitive edge in the shipbuilding industry but also underscores our commitment to fostering economic growth and American innovation,” added Bordelon. “We are committed to providing high-quality careers that positively impact the families and communities we support along Mississippi’s Gulf coast.”

This contract modification primarily supports operations at Bollinger Mississippi Shipbuilding, with additional project contributions from facilities located in Massachusetts, Illinois, Virginia, Georgia, Louisiana, and other regions. Completion of the first Polar Security Cutter is anticipated by May 2030.

The Polar Security Cutter will provide the United States with enhanced operational capability in polar regions, playing a critical role in safeguarding national security, economic stability, and supporting vital maritime and commercial

interests.

Austal USA Receives Contract for Second Offshore Patrol Cutter



Release From Austal USA

Mobile, Ala. – Austal USA has received a contract option award from the U.S. Coast Guard for the construction of the second Stage 2 Heritage-class Offshore Patrol Cutter (OPC) and acquisition of long lead-time material to support construction of a third Stage 2 OPC. The \$273 million option is part of a contract that includes options for up to 11 OPCs with a potential value of \$3.3 billion.

“The exercise of this option is a strong sign of the successful partnership between the Coast Guard and our shipbuilding team on the OPC program,” commented Austal USA President Michelle Kruger. “This award is an important step in moving into serial production and delivering this critical capability. It is a testament to the capabilities of our talented shipbuilders at Austal USA.”

Austal USA began building the company’s first OPC, Pickering, last summer. All of Pickering’s steel modules are under construction in Austal USA’s steel assembly line. Construction on the second cutter will begin this week. Progress on the OPC program is occurring concurrently with a major facility with \$750M in construction underway to increase capacity for both surface vessel and submarine manufacturing. The OPC joins the U.S. Navy’s Towing Salvage and Rescue (T-ATS) and Landing Craft Utility (LCU) programs in serial production in the company’s Mobile ship manufacturing facility.

The 360-foot OPC will provide the majority of the Coast Guard’s offshore presence conducting a variety of missions including law enforcement, drug and migrant interdiction, and search and rescue. With a range of 10,200 nautical miles at 14 knots and a 60-day endurance period, each OPC will be capable of deploying independently or as part of task groups, serving as a mobile command and control platform for surge operations such as hurricane response, mass migration incidents and other events. The cutters will also support Arctic objectives by helping regulate and protect emerging commerce and energy exploration in Alaska.

Shield AI's New V-BAT Passes Operational Evaluation with U.S. Coast Guard



[Release From Shield AI](#)

SAN DIEGO (July 31, 2025) – Shield AI, the deep-tech company developing cutting-edge autonomy software and next-generation defense aircraft, announced that its new V-BAT 5.3 unmanned aircraft system (UAS) has successfully completed Operational Test & Evaluation (OT&E) with the U.S. Coast Guard.

The V-BAT passed the operational test by scoring 100% on all Key Performance Parameters and Key System Attributes aboard Coast Guard Cutter Midgett over the course of four days of flight tests. This milestone clears the way for full deployment under a \$198 million indefinite-delivery, indefinite-quantity firm fixed-price [contract awarded](#) in June 2024 to deliver Intelligence, Surveillance, and Reconnaissance (ISR) services using the V-BAT platform.

“V-BAT’s role in the Coast Guard’s transformation under Force Design 2028 underscores how rapidly unmanned systems are reshaping maritime operations,” said Brandon Tseng, Shield AI’s President, Co-founder, and former Navy SEAL. “Passing this OT&E on time and on target is an important milestone, but it’s just the beginning. Our focus now turns to expanding the V-BAT capability within the Coast Guard to deliver outcomes every day at unprecedented scale.”

V-BAT is Shield AI’s operationally deployed single-engine, ducted-fan vertical take-off and landing (VTOL) UAS, capable of launching and recovering without personnel. Trusted by U.S. and international forces, it supports a broad range of missions across Group 1 to Group 5 categories and beyond.

U.S. Coast Guard Cutter Stratton Returns Home Following 134-day Western Pacific Patrol



U.S. Coast Guard Cutter Stratton (WMSL 752) transits the San Francisco Bay after crossing under the Bay Bridge during the ship's return to its Alameda, California, July 30, 2025. National security cutters are 418-feet long, 54-feet wide, and can hold a crew of up to 170. (U.S. Coast Guard photo by Petty Officer 3rd Class Austin Wiley)

From U.S. Coast Guard Oceania District, July 31, 2025

ALAMEDA, Calif. – The U.S. Coast Guard Cutter Stratton (WMSL 752) and crew returned to their Base Alameda home port, Wednesday, following a 134-day patrol in the Indo-Pacific.

Stratton's crew engaged in professional exchanges, cultural events, and joint exercises with Japan, Republic of Korea and the Philippines, including at-sea search-and-rescue and interdiction exercises.

Expanded U.S. Coast Guard presence in the Indo-Pacific facilitates professional exchanges that strengthen our mutual capacity and interoperability with allies and partners, creating opportunities to expand maritime domain awareness in

support of a secure and prosperous Indo-Pacific through unrestricted access to the maritime commons.

In Puerto Princesa, Philippines, Stratton conducted joint operations with the U.S. Coast Guard Maritime Security Response Team West and Philippine Coast Guard (PCG) Special Operations Forces and hosted the U.S. Ambassador to the Philippines, MaryKay Carlson, and PCG Commandant Adm. Ronnie Gil Gavan.

In Busan, Republic of Korea, Stratton participated in a search and rescue (SAR) tabletop exercise with ten countries for international mission collaboration. Stratton also conducted a trilateral partner nation engagement with the PCG and Japan Coast Guard in Kagoshima, Japan, during which the crew led ship's tours, tabletop discussions and an at-sea SAR exercise, marking the first time the PCG operated with the U.S. Coast Guard outside their Exclusive Economic Zone.

While anchored in Koror, Palau, Stratton hosted the President of Palau and U.S. Ambassador to Palau, Joel Ehrendreich. The event highlighted the importance of the U.S partnership as Stratton was the first in its class to visit Palau.

Supporting a White House initiative for the Quadrilateral Security Dialogue, Stratton hosted six observers from India Coast Guard, Japan Coast Guard, and Australian Border Force, for the first-ever Quad at-sea ship observer mission to improve interoperability in the Indo-Pacific.

The U.S. Coast Guard navigates with our Quad partners to leverage and network respective maritime security capabilities toward cooperation on key maritime issues of mutual concern and significant value to Indo-Pacific stability.

Additionally, Stratton's crew embarked three law enforcement officers from the Republic of the Marshall Islands (RMI) Sea

Patrol, who provided a combined presence and conducted two successful maritime law enforcement boardings of commercial fishing vessels operating in the RMI EEZ. While no violations were initially reported from the boarding, potential issues with the catch emerged later and constituted further inspection from RMI.

Stratton's deployment contributed to regional cooperation and enhanced global maritime governance through integrated deterrence and strengthened partnerships.

"The crew is excited to return home after a long but incredibly important deployment," says Capt. Dorothy Hernaez, Stratton's commanding officer. "Stratton and her crew showcased that the U.S. Coast Guard is a global Coast Guard. Through presence and partner engagement in the Indo-Pacific, Stratton advanced regional stability that in turn provides for homeland security, peace, and prosperity."

Hernaez assumed command of the Stratton during a change of command ceremony held in Honolulu on July 22, as the cutter transited toward its home port.

Commissioned in 2012, Stratton is one of ten Legend-class national security cutters and one of four homeported in Alameda. 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. National security cutters routinely conduct operations throughout the Pacific, where their unmatched combination of range, speed, and ability to operate in extreme weather provides the mission flexibility necessary to conduct vital strategic missions.

The namesake of U.S. Coast Guard Cutter Stratton is Capt. Dorothy Stratton, who led the service's all-female reserve force during World War II. Dorothy Stratton was the first

female commissioned officer in the Coast Guard and commanded more than 10,000 personnel. The ship's motto is "We Can't Afford Not To."

Coast Guard Offloads More than \$74M in Illicit Drugs Interdicted in Eastern Pacific



The crew of the Coast Guard Cutter Tahoma standing at parade rest on the flight deck at Port Everglades, Florida, July 29, 2025. The seized contraband was the result of an interdiction on June 24, 2025, approximately 120 miles northwest of Ecuador. (U.S. Coast Guard photo by Petty Officer 3rd Class

Nicholas Strasburg)

From U.S. Coast Guard Southeast District, July 29, 2025

MIAMI – U.S. Coast Guard Cutter Tahoma’s crew offloaded approximately 9,970 pounds of cocaine worth \$73.7 million, Tuesday, at Port Everglades.

The seized contraband was the result of an interdiction on June 24, 2025, approximately 120 miles northwest of Ecuador by the crew of the Tahoma.

“I couldn’t be more impressed with the determination and teamwork displayed by this crew. They executed this interdiction with precision and professionalism,” said Cmdr. Nolan Cuevas, commanding officer of the Cutter Tahoma. “Behind every successful deployment is a dedicated team of logistics and support personnel. Their tireless efforts ensured we had the resources and maintenance support to operate. Our collective actions reaffirm the Coast Guard’s unwavering commitment to protecting our nation’s borders and the safety of our citizens.”

The following assets and crews were involved in the interdiction operations:

- U.S. Coast Guard Cutter Tahoma (WMEC 908)
- U.S. Coast Guard Pacific Area Tactical Law Enforcement Team
- U.S. Coast Guard Maritime Safety & Security Team Houston
- [Joint Interagency Task Force-South \(JIATF-South\)](#)

- [Southwest Coast Guard District staff](#)

Detecting and interdicting illicit drug traffickers on the high seas involves significant coordination. Joint Interagency Task Force-South conducts the detection and monitoring of aerial and maritime transit of illegal drugs. Once an interdiction becomes imminent, the law enforcement phase of the operation begins, and control of the operation shifts to the U.S. Coast Guard for the interdiction and apprehension phases. Interdictions in the Eastern Pacific Ocean are performed by members of the U.S. Coast Guard under the authority and control of the Southwest Coast Guard District, headquartered in Alameda, California.

Tahoma is a 270-foot Famous-class medium endurance cutter homeported in Newport, Rhode Island, under [U.S. Coast Guard Atlantic Area Command](#).

Cydome Unveils Cyber-Incident Reporting Tool as the U.S. Maritime Sector Faces Law Enforcement



A new tool provides immediate compliance support as maritime operators become federally required to report cyber incidents under U.S. law

From Cydome, July 28, 2025

Tel Aviv, July 28, 2025 – With Federal maritime cybersecurity reporting rules that entered enforcement on July 16, U.S.-bound maritime operators are now federally required to report cyber incidents, marking a turning point for shipowners, operators, and offshore stakeholders. In response, Cydome, a leading provider of class-endorsed maritime cybersecurity

solutions, has launched a free reporting tool to simplify compliance. By simply registering, operators take an immediate first step toward meeting the Coast Guard's cyber-reporting expectations.

Cydome data shows that roughly every three days, a shipping company faces a cyber threat, yet many still struggle to operationalise existing guidance. The new U.S. regulation, applying to vessels, facilities, terminals, and outer continental shelf (OCS) facilities, mandates not only incident reporting, but also cybersecurity staffing, procedures, and governance. Incident reporting is just one pillar of the revamped Federal Law.

Many of the incidents now deemed reportable are everyday glitches, such as GPS spoofing or jamming, short VSAT dropouts, partial software updates that require a system restart, or an unauthorized USB stick being plugged into a bridge computer; a sustained loss or degradation of communications (e.g., satellite, VHF, or navigation-data links), or a series of mistyped passwords that lock an account, can also trigger a mandatory report. Taken together, these otherwise routine events can generate dozens of mandatory reports during a single voyage. Non-compliance is costly: the Coast Guard may impose substantial civil fines, suspend a vessel's certificate, detain the ship in port, or issue Captain of the Port orders that require anchorage, tug escort, or a full halt to cargo operations until the vulnerability is remedied.

Cydome's digital platform provides a step-by-step incident workflow, complete with built-in U.S. Coast Guard templates that are pre-filled and auto-routed for seamless submission. The tool enables internal escalation, from IT to CISO to senior management, as well as formal reporting to regulators, helping companies stay compliant efficiently, automatically, and securely. It is built to accommodate both large organizations with dedicated IT or cyber teams and companies

with more limited in-house capabilities. It is designed for the operational realities of multi-class fleets, where vessels may fall under different standards and reporting chains.

“This tool puts operators back in control,” said Nir Ayalon, CEO and Founder of Cydome. “We designed it to be simple enough for maritime companies, yet powerful enough to deliver a full audit trail for inspectors. With enforcement now real, the sector needs a no-obstacle solution, and we’re proud to deliver exactly that.”

While the U.S. Coast Guard has been tasked to begin enforcing the new cyber-reporting legislation, Cydome turns the cyber-incident ensuring process into a few clicks. The platform mirrors the Coast Guard’s forms, auto-fills every required field, timestamps supporting evidence, and routes each report from shipboard IT through the CISO and senior management directly to the National Response Center (NRC). In moments, crews can file an inspector-ready record for navigation, propulsion, ballast, and other critical IT or OT systems, long before an audit team arrives.

With U.S. enforcement already underway, compliance urgency is high. At the same time, the EU’s NIS2 directive has taken effect and will soon be actively enforced. Cydome’s class-endorsed, independent platform gives European operators the same streamlined reporting workflow, automated escalation paths, and regulator-ready templates that U.S. users already rely on. By design, the tool adapts seamlessly to multiple regulators, classification societies, and standards, giving mixed fleets a single, simple route to full compliance on both sides of the Atlantic.

“Policy alone won’t keep ships safe; crews need a clear, repeatable way to act,” said Dr. Gary Kessler, former cyber official at the U.S. Coast Guard and a leading voice in maritime cybersecurity. “By translating every Coast Guard requirement into a straightforward process, Cydome delivers

that clarity, and because the solution is class-endorsed, the same disciplined approach works across multi-class fleets and the new European rules as well.”

About Cydome

Cydome is a class-certified cybersecurity pioneer, purpose-built for maritime and critical infrastructure. Trusted by all major classification societies for its independence, Cydome’s ISO-certified platform secures IT, OT, and onboard communications, automates vulnerability management, and simplifies compliance with US Coast Guard, NIS2, and global regulations. With seamless onboard deployment and centralized control, Cydome empowers operators to detect, respond to, and protect against cyber threats, ensuring vessels remain secure and compliant.

Bollinger to Lead Partnership with Allies to Deliver U.S. Coast Guard’s Arctic Security Cutter



Partnership comprises world's premier icebreaker shipbuilders: Bollinger Shipyards, Rauma Shipyards, Seaspan Shipyards and Aker Arctic

Plan delivers fastest schedule, lowest risk, cost certainty, and a full transition to American shipyards

MPI design exceeds all requirements and is production ready, allowing for delivery of the first vessel within 36 months of award.

From Bollinger Shipyards, July 29, 2025

July 29, 2025 – Lockport, La. – Bollinger Shipyards (Bollinger), Rauma Shipyards (Rauma), Seaspan Shipyards (Seaspan) and Aker Arctic (Aker) today announced the formation of a strategic partnership to deliver the lowest-risk, fastest delivery solution of best-in-class Arctic Security Cutters (ASC) to the U.S. Coast Guard. This strategic partnership represents a deliberate effort to strengthen the U.S. industrial base, expand America's shipbuilding capacity, and

equip American workers with the skills to lead in a new era of strategic competition through the transfer of knowledge, technology, and design expertise needed to build the next generation of icebreakers right here in the United States.

Together, the four companies represent the world's premier icebreaker shipbuilding companies. Bollinger is the largest privately-owned shipbuilder in the United States, is currently building the first heavy icebreaker in the United States in 50 years and has built and delivered nearly 200 high-performance vessels to the U.S. Coast Guard in a 40-year period. Rauma is Finland's legendary ice-class shipyard. Seaspan Shipyards is the Canadian subsidiary of U.S. based Washington Companies and the leading icebreaker design and build shipyard currently delivering on the largest order book of ice capable vessels in the world. Aker Arctic, is a respected authority in icebreaking technology and design, having developed the majority of icebreaker designs currently in operation today.

Fastest Path to Delivery

The strategic partnership leverages the trilateral ICE Pact framework between the United States, Canada and Finland to answer President Trump's call to rapidly grow a modernized U.S. icebreaking fleet, with delivery of the first vessel within 36 months of award, and ensures the ASC program is anchored in American shipbuilding and transitions quickly to full U.S. production, consistent with President Trump's 'America First' priority.

"In line with President Trump's directive to grow and modernize America's icebreaking fleet, Bollinger is proud to lead this partnership with a focus on speed, quality, certainty and results," said Ben Bordelon, President and CEO of Bollinger Shipyards. "Speculative designs can derail programs, delay delivery and devastate shipyards. The Seaspan-Aker MPI design is the most mature, construction-ready design available, and we're bringing proven capability, hard-earned

lessons, and unmatched U.S. capacity to get it built. With Bollinger's access to more than 4,000 skilled workers and over 30 facilities across the country, no one is better positioned to move fast and deliver the Arctic Security Cutter."

Finnish Industrial Strength for Arctic Operations

This strategic collaboration presents a unique opportunity to apply our proven capabilities in support of the U.S. Coast Guard's Arctic mission," said Mika Nieminen, President and CEO of Rauma Shipyards. "We are fully prepared to begin construction immediately, leveraging a mature design and deep experience in building technically complex vessels for operation in severe winter conditions. With a fully operational production line and world-class facilities, we bring reliability and results—not projections. Beyond construction, Rauma provides added value through crew training, bridge simulator programs, and ice trials to support successful commissioning and elevate the technological and operational capabilities. Together with our partners, we offer a clear and executable path to strengthening America's presence in the Arctic."

Purpose-Built Design. Mission-Ready Capability.

The Seaspan-Aker Multi-Purpose Icebreaker (MPI) design is the optimal design to meet U.S. Coast Guard requirements as it exceeds all ASC requirements and supports all eleven statutory missions. With the ability to break four feet of ice, travel 12,000 nautical miles, and operate for over 60 days, the design is purpose-built to support the evolving mission needs of the U.S. Coast Guard in the harshest conditions. Additionally, its shared multi-mission design with the Canadian Coast Guard fleet will create the largest class of icebreaking capability in the world, optimizing interoperability and maintenance support.

"We are proud to collaborate with Bollinger, Rauma and Aker

Arctic to share our expertise in icebreaker design and engineering with the United States – a historically and close partner with Canada in securing the Arctic,” said John McCarthy, CEO of Seaspan Shipyards. “Together, we’ve assembled the world’s foremost experts in icebreaking construction to deliver a low-risk, mission-ready solution that fully meets the U.S. Coast Guard’s requirements. Together, through the ICE Pact, we’re strengthening Arctic security and advancing the long-term capabilities of our nations’ shipbuilding industries.”

Notably, all other proposed designs will require significant investment and corresponding ramp-up time creating a large risk for schedule, cost and delivery delay.

“We are proud to be part of this collaboration in the development of the USCG’s Arctic Security Cutter icebreakers,” said Mika Hovilainen, CEO Aker Arctic Technology Inc. “This partnership highlights our commitment to advancing maritime security and innovation in the Arctic region. The vessel we are offering has been developed for the Canadian Coast Guard and includes specialized capabilities that are essential for fulfilling the Coast Guard’s missions. Together, we will leverage our expertise to build state-of-the-art icebreakers that meet the highest standards of mission capability and reliability.”

The trilateral U.S.-Canada-Finland shipbuilding partnership is a direct embodiment of the ICE PACT initiative, reinforcing the commitment of all three nations to enhance Arctic security and shipbuilding expertise. This team stands uniquely aligned with national priorities to restore American maritime strength, not just through capability, but through speed and proven performance.

U.S. Coast Guard responds to Chinese Research Vessel off Alaska



A Coast Guard C-130J Hercules aircrew from Coast Guard Air Station Kodiak detects and responds to the China-flagged research ship Xue Long 2 on the U.S. Extended Continental Shelf (ECS) in the U.S. Arctic, approximately 290 NM north of Utqiagvik, Alaska, July 25, 2025. The C-130J aircraft was operating under Coast Guard Arctic District's Operation Frontier Sentinel, which is designed to meet presence with presence in response to adversary activity in or near Alaskan waters. (U.S. Coast Guard photo courtesy of Air Station Kodiak)

From U.S. Coast Guard Arctic District, July 26, 2025

JUNEAU, Alaska – The U.S. Coast Guard detected and responded to the China-flagged research ship Xue Long 2 on the U.S. Extended Continental Shelf (ECS) in the U.S. Arctic, approximately 290 NM north of Utqiagvik, Alaska, Friday.

A Coast Guard C-130J Hercules fixed wing aircraft from Air Station Kodiak responded to the Xue Long 2, an icebreaker operated by the Polar Research Institute of China and 130 NM inside the ECS boundary.

The U.S. has exclusive rights to conserve and manage the living and non-living resources of its ECS.

“The U.S. Coast Guard, alongside partners and other agencies, vigilantly monitors and responds to foreign government vessel activity in and near U.S. waters to secure territorial integrity and defend sovereign interests against malign state activity,” said Rear Adm. Bob Little, Commander of the U.S. Coast Guard Arctic District.

The C-130J aircraft was operating under Coast Guard Arctic District’s Operation Frontier Sentinel, which is designed to meet presence with presence in response to adversary activity in or near Alaskan waters.

Newly Modified Coast Guard Cutter Storis Prepares for Arctic Duty



The U.S. Coast Guard Cutter Storis (WAGB 21) transits the Puget Sound near Whidbey Island and crosses paths with the Coast Guard Cutter Eagle (WIX 327), July 11, 2025. The arrival of Storis marks a milestone in the Coast Guard's Force Design 2028 initiative and broader Arctic strategy. *Photo credit: U.S. Coast Guard*

The U.S. Coast Guard's newly acquired icebreaker Storis recently arrived in Seattle to prepare for its first Arctic patrol, after a six-week voyage from Bollinger Shipyards in Mississippi.

The Coast Guard bought the M/V Aiviq (now the Storis) late last November in a \$125 million deal with Offshore Surface Vessels LLC. Aiviq is a 360-foot U.S.-built vessel that has supported oil exploration in the Chukchi Sea off the coast of Alaska in the Arctic Ocean and has deployed twice to the Antarctic, according to the service.

Aiviq was built in 2012 and acquired by the Coast Guard in December 2024, making Storis 13 years old as of 2025. It's the youngest of the icebreaking fleet; before Storis, the Coast Guard had only two active-duty icebreakers, the 26-year-old medium Arctic icebreaker Healy and the 49-year-old heavy Antarctic icebreaker, Polar Star.

The Storis (WAGB-21) is a Polar Class 3 icebreaker meant for Arctic ice patrols. Polar Class 3 denotes an icebreaker that

can break about 2.5 meters (approximately 8 feet) of ice. *Storis* has four Caterpillar C280-12 engines producing 4,060 kilowatts each and propulsion is provided by two ducted controllable-pitch propellers and three bow thrusters and two stern thrusters. Speed is 15 knots (28 km/h; 17 mph) in the open ocean and five knots (9.3 km/h; 5.8 mph) when breaking one meter (3.2 feet) of ice. Crew size is approximately 60 officers and the crew that will be assigned in the summer of 2025.

“*Storis* departed Pascagoula, Mississippi on June 4 [2025] and transited the Panama Canal June 12 enroute to its future homeport of Juneau. *Storis* will be commissioned into service in August in Juneau,” said Lieutenant Commander Steve Roth, chief of media relations at the Coast Guard.

Seapower also asked what kinds of modifications were made to *Storis*.

“Prior to CGC *Storis* departing Mississippi, the Coast Guard installed StarShield and Coast Guard network connectivity for communications and crew safety,” Roth said. “The service also added standard Coast Guard self-defense capabilities, including a modular armory, ammunition storage, four .50 caliber machine gun mounts, and pyrotechnic lockers. *Storis* has not been fitted with a Mark 38 [25mm autocannon].”

StarShield is SpaceX’s military-centric satellite program that uses the Starlink satellite constellation network for secure high-bandwidth data and communications transmissions for the government, national security and the military.

Storis will hold a commissioning ceremony in Juneau in August, where it will transition to active status before conducting an Arctic District presence patrol.

“Following that patrol, the Coast Guard will conduct further assessments of the ship to define its capability, develop operational requirements, develop program management planning

(including cost, schedule, performance), and look to modify the ship to bolster the U.S. Coast Guard's capability in the Arctic as required," Roth said.