

# Coast Guard Conducts Post-Storm Assessments, Cleanup Operations in Western Alaska



From U.S. Coast Guard Arctic District, Oct. 24, 2025

ANCHORAGE, Alaska – The Coast Guard is conducting post-storm assessments and cleanup operations in Western Alaska where communities have been impacted by severe flooding from Ex-Typhoon Halong.

“The Coast Guard continues to support local, state and federal disaster recovery efforts by conducting pollution response operations in impacted communities,” said Capt. Christopher Culpepper, commander, U.S. Coast Guard Sector Western Alaska and U.S. Arctic. “We understand how essential the local ecology is for communities that depend on critical subsistence hunting and fishing activity. We are working to mitigate

environmental impacts to preserve the communities' food source and future viability.”

Personnel from U.S. Coast Guard Sector Western Alaska and U.S. Arctic deployed to affected areas to identify pollution concerns and work with state, federal, and industry partners to conduct clean-up operations. Response teams have conducted pollution and damage assessments in Kipnuk, Bethel, Quinhagak, Hooper Bay, Nome, St. Michael, Tuntutuliak and Nightmute. Crews are also scheduled to conduct damage and pollution assessments in Kwigillingok, Napakiak, Napaskiak, Oscarville and Kongiginak.

Coast Guard Cutter Aspen (WLB 208) deployed to the Yukon-Kuskokwim River Delta on Oct. 14 to determine potential hazards posed by storm damage and lingering debris and conduct repairs to impacted maritime navigation aids.

The Coast Guard activated the Oil Spill Liability Trust Fund on Oct. 12 and contracted Resolve Marine Group to conduct cleanup operations in Nightmute. To date, Resolve crews have recovered a total of 724 gallons of petroleum product from various sources in Nightmute.

On Oct. 23rd, the Coast Guard contracted Alaska Chadux Network to conduct cleanup operations in Kipnuk. They plan to begin operations on Oct. 25th, focusing on securing potential pollutions sources and mitigating any spilled products they find.

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## **Bollinger Shipyards Delivers**

# FRC 1161 Olivia Hooker to U.S. Coast Guard



*USCGC Olivia Hooker is the second of three FRCs to be homeported in St. Petersburg, FL*

From Bollinger Shipyards, Oct. 23, 2025

LOCKPORT, La., – (October 23, 2025) – Bollinger Shipyards (“Bollinger”) today announced the recent delivery of the USCGC Olivia Hooker at Coast Guard Sector Key West. This is the 61st Fast Response Cutter (FRC) delivered under the U.S. Coast Guard’s current program and the 187th vessel built by Bollinger for the U.S. Coast Guard over a 40-year partnership. The Olivia Hooker will be homeported in St. Petersburg, Florida.

“We are honored to deliver the Olivia Hooker to the U.S. Coast Guard, continuing our proud tradition of providing high-quality, mission-ready vessels,” said Bollinger President & CEO Ben Bordelon. “The FRC platform has proven itself time and again as a cornerstone of the Coast Guard’s fleet, excelling in a wide range of operational conditions. We’re confident this vessel will serve its crew well in their mission of defending our nation’s national security interests over a vast and challenging area of responsibility.”

The USCGC Olivia Hooker is the second of three FRCs to be home-ported in St. Petersburg. Sector St. Petersburg has become one of the Coast Guard’s largest commands, with an area of responsibility encompassing over 400 nautical miles of coastline along Florida’s west coast and the third largest U.S. port for domestic trade. The Sector has responsibility for five primary operational missions: Search and Rescue; Marine Safety; Maritime Law Enforcement; Ports, Waterways, and Coastal Security; and Living Marine Resources.

Last month, Bollinger announced that the U.S. Coast Guard awarded the company 10 additional FRCs. The award was supported by the historic \$25 billion funding included in President Trump’s recently enacted One Big Beautiful Bill Act, which provided \$1 billion for additional FRCs and strengthened the Coast Guard in support of its Force Design 2028 initiative.

“With this award, the Coast Guard is doubling down on a proven platform and a proven team,” said Bordelon at the time of the award. “Our workforce has delivered nearly 200 cutters, including 60 FRCs, in our more than 40-year partnership with the Coast Guard. That performance is no accident. It reflects the dedication, precision and pride of the men and women of Bollinger, and our shared commitment to the Coast Guard’s mission.”

“This decision reflects our unwavering confidence in your

capabilities, expertise, and longstanding commitment to excellence within the maritime industry,” said the U.S. Coast Guard in its award notification to Bollinger. “We continue to be particularly impressed by your track record in shipbuilding, your innovative approaches to maintaining a sustainable design, and your commitment to adhering to the highest standards of safety and compliance...This contract option award is a testament to the trust we place in your abilities and to the shared vision we hold for the future of our fleet. We look forward to a productive and successful partnership and to the delivery of ten world-class ships that will advance our mission and further strengthen our operational capabilities.”

To date, Bollinger has delivered 61 FRCs and had been under contract to build 67 vessels, with the final FRC previously scheduled for delivery in 2028. With the most recent award, the total program has increased to 77 vessels, extending the production line by approximately three years and ensuring uninterrupted deliveries to meet operational demand.

Earlier this year, to protect the taxpayer and preserve hard-won efficiencies, Bollinger went “at-risk” to sustain production momentum. The company procured long-lead materials and maintained full payroll to avoid costly restarts and schedule gaps. That proactive decision reduced risk, preserved skilled jobs, and enabled the government to stretch its investment further.

The FRC program continues to be a powerful economic engine. Since its inception, it has generated over \$2 billion in material spending, directly supports more than 650 jobs in Southeast Louisiana, and has indirectly created 1,690 jobs from operations and capital investment, with an annual GDP impact of \$202 million, according to the U.S. Maritime Administration’s data on the economic importance of the U.S. shipbuilding and repair industry. Each FRC comprises over 271,000 distinct items and approximately 282 million

components and parts, sourced from 965 suppliers across 37 states, demonstrating the program's broad national industrial footprint.

Each FRC is named for an enlisted Coast Guard hero who distinguished themselves in the line of duty. This vessel is named after Dr. Olivia Juliette Hooker (1915–2018), who made history as the first African-American woman to serve in the U.S. Coast Guard, enlisting in 1945 as a member of the SPARs during World War II. Dr. Hooker answered the call to serve, completing boot camp and yeoman training before processing discharges for returning Coast Guardsmen. After the war, Dr. Hooker earned advanced degrees in psychology, becoming a respected professor at Fordham University and a lifelong advocate for education, mental health, and civil rights. Her trailblazing service exemplified the Coast Guard's core values of honor, respect, and devotion to duty, and her legacy endures as the namesake of USCGC Olivia Hooker.

#### ABOUT THE FAST RESPONSE CUTTER PLATFORM

The FRC is an operational "game changer," according to senior Coast Guard officials. FRCs are consistently being deployed in support of the full range of missions within the United States Coast Guard and other branches of our armed services. This is due to its exceptional performance, expanded operational reach and capabilities, and ability to transform and adapt to the mission. FRCs have conducted operations as far as the Marshall Islands—a 4,400 nautical mile trip from their homeport. Measuring in at 154-feet, FRCs have a flank speed of 28 knots, state-of-the-art C4ISR suite (Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance), and stern launch and recovery ramp for a 26-foot, over-the-horizon interceptor cutter boat.

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# USCGC Waesche Returns Following Multi-Mission Arctic Patrol



Coast Guard Cutter Waesche (WMSL 751) transit the Bering Sea during Arctic Edge 2025, Aug. 10, 2025. AE25 is a North American Aerospace Defense Command (NORAD) and U.S. Northern Command-led homeland defense exercise designed to improve readiness, demonstrate capabilities, and enhance Joint and Allied Force interoperability in the Arctic. (U.S. Coast Guard courtesy photo)

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

ALAMEDA, Calif. – The U.S. Coast Guard Cutter Waesche (WMSL 751) returned to its Base Alameda home port Oct. 10, concluding a 105-day Arctic deployment spanning over 21,000

nautical miles.

Waesche's deployment underscored the Coast Guard's commitment to safeguarding U.S. sovereignty, enforcing border control, and ensuring national security in the strategically vital Bering Sea, Arctic Ocean, and along the U.S. – Russia Maritime Boundary Line.

Throughout the three-and-a-half-month deployment, the crew integrated operations with U.S. Northern Command (NORTHCOM) and U.S. Alaska Command (ALCOM), conducting national defense operations and enforcing maritime laws to safeguard national sovereignty in an increasingly geostrategic Arctic.

The Arctic is a national priority. The U.S. Coast Guard remains steadfast in its commitment to protecting U.S. interests in the Arctic and ensuring the safety and security of Alaska's maritime borders and approaches.

Five China-affiliated research vessels operated in the Arctic region over the summer, and Waesche was one of several Coast Guard assets deployed to the Arctic to control, secure, and defend U.S. territory and sovereign interests.

In August, Waesche's crew responded to the People's Republic of China Research Vessel 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. Waesche and the Coast Guard Cutter Healy (WAGB 20) patrolled the Arctic Ocean in September supporting Operation Frontier Sentinel, an operation that responds to adversaries operating in and around Alaskan and U.S. Arctic waters, before responding to China's research vessels in the region. 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.

The Coast Guard is the only U.S. surface presence in the Arctic and works in conjunction with U.S. Northern Command and

Alaskan Command to constantly monitor foreign vessels operating in and near U.S. waters in support of U.S. homeland defense and security operations.

While deployed to the region, Waesche served as a Forward Afloat Staging Base during NORTHCOM's [Exercise Arctic Edge 2025](#), executing a complex, multi-agency assault of a mock target of interest. The operation showcased seamless integration between Waesche, Coast Guard Maritime Security Response Team West, U.S. Navy SEALs, and the Alaska Air National Guard to rapidly respond to domestic threats.

Waesche [conducted joint operations](#) with ALCOM and the Royal Canadian Navy frigate HMCS Regina (FFH 334), demonstrating interagency coordination and a shared commitment to regional security during a joint patrol. The exercise included a passenger exchange, a mock boarding, cross-deck hoist operations with Regina's CH-148 Cyclone helicopter, air support from a U.S. Coast Guard C-130J Hercules fixed wing aircraft from Air Station Kodiak and a Royal Canadian Air Force CP-140 Aurora.

"This deployment was a resounding success, proving the concept of expeditionary logistics in the Northern Frontier and solidifying our partnerships with the Joint Force and key allies," said U.S. Coast Guard Capt. Tyson Scofield, commanding officer of Waesche. "The underway replenishment with Asterix and the successful barge fueling in Kotzebue represent a significant leap forward in our ability to sustain operations in the Arctic. Our integration with the Royal Canadian Navy, ALCOM, and NORTHCOM highlights the importance of peace through strength to maintain an Arctic free of adversarial coercion."

Waesche successfully conducted the Coast Guard's first-ever fueling at sea in the Alaskan theater with the Royal Canadian Navy replenishment oiler MV Asterix – accomplished in 6-8 foot seas with sustained 30-knot winds. Additionally, Waesche

fueled north of the Arctic Circle, extending Coast Guard operations into the remote Arctic environment.

Waesche's crew conducted professional exchanges with Canadian counterparts, including HMCS Max Bernays in Dutch Harbor, and hosted personnel from the National Oceanic and Atmospheric Administration (NOAA) law enforcement division, and Russian and Mandarin interpreters, further enhancing the cutter's operational capabilities and regional understanding. Coast Guard Cutter Healy joined Waesche for a joint MBL patrol as well.

Commissioned in 2010, Waesche is one of four Legend-class national security cutters homeported in Alameda. National security cutters are 418-feet long, 54-feet wide, have a top speed of over 28 knots, a range of 12,000 nautical miles, endurance of up to 90 days, and can hold a crew of up to 170. The advanced technologies of the national security cutter class ships are designed to support the operations and missions throughout the Pacific.

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## **U.S. Coast Guard Suspends Coastal Buoy Modernization in the Northeast**

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

BOSTON – Coast Guard District Northeast is closing the period for providing comments to the Coastal Buoy Modernization Proposal (CBMP) advertised in the Local Notice to Mariners (LNM) and directly solicited from stakeholders.

After receiving over 3,200 public comments, the Coast Guard will be conducting further analysis of the aids to navigation (ATON) system. There will be no changes to ATON in relation to the proposal until further analysis is complete.

“We are extremely appreciative of the public’s input on this important project, and our team’s hard work, analysis, and conclusions were reinforced by the outstanding feedback we received from our maritime stakeholders,” said Rear Adm. Michael Platt, the Northeast Coast Guard District Commander. “The Northeast Coast Guard District will continue to ensure a safe, secure, and efficient Maritime Transportation System. We remain focused on shaping the future of our waterways, ensuring a modern aids to navigation system, and facilitating commerce vital to economic prosperity and strategic mobility.”

The Coast Guard maintains nearly 45,000 navigational aids nationwide. With America’s Marine Transportation System supporting \$5.4 trillion of economic activity, America’s ATON system enables the safe and efficient flow of commerce, economic prosperity, and strategic mobility. The Coast Guard will continue assessing waterways and provide the most effective changes to support a resilient marine transportation system.

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## **Coast Guard Launches Operation River Wall to Control Border Along Rio**

# Grande



Coast Guard crews patrol the Rio Grande near Mission, Texas Oct. 18, 2025. The Coast Guard is taking immediate and decisive action to control, secure, and defend U.S. borders and maritime approaches, as well as facilitate commerce vital to economic prosperity and strategic mobility and successfully respond to crises or contingencies that may come with little or no warning. (U.S. Coast Guard video)

From Headquarters, U.S. Coast Guard, Oct. 20, 2025

WASHINGTON – The Coast Guard announced today the deployment of additional forces to the Rio Grande River in eastern Texas, starting on Oct. 9, 2025, to ensure operational control of the border where the President has declared a national emergency. This surge operation – known as Operation River Wall – will bolster ongoing Coast Guard efforts to control, secure and defend approximately 260 miles of the Rio Grande River that makes up the U.S. border there. Leveraging its unmatched expertise, authorities and capabilities, the Coast Guard will

deter, interdict, and defeat illegal immigration, drug smuggling, and other threats to our communities.

“U.S. Coast Guard is the best in the world at tactical boat operations and maritime interdiction at sea, along our coasts, and in riverine environments,” said Adm. Kevin E. Lunday, Acting Commandant of the Coast Guard. “Through Operation River Wall, the Coast Guard is controlling the U.S. southern border along the Rio Grande River in eastern Texas.”

As part of this mobilization, the Coast Guard is deploying additional response boats, shallow watercraft, command and control assets, and tactical teams in support of national security objectives. This represents an unprecedented commitment of Coast Guard personnel and resources to the Rio Grande region.

The Coast Guard is leading operations, working with U.S. Border Patrol and the Department of War under U.S. Northern Command, to control, secure, and defend the U.S. border along the Rio Grande River in Cameron and Hidalgo counties in eastern Texas, extending to the sea.

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## **Coast Guard Recapitalizes Command and Control Aircraft**



From Headquarters, U.S. Coast Guard, Oct. 18, 2025

WASHINGTON – The U.S. Coast Guard executed a planned and critical recapitalization of its long-range command and control aircraft Oct. 17.

These aircraft are required to provide official travel for the secretary of homeland security, deputy secretary homeland security, commandant of the Coast Guard, vice commandant and Atlantic and Pacific commanders as specified by the Office of Management and Budget (OMB) and Department of Homeland Security policy.

“The timing of this investment underscores the Coast Guard’s vital need to modernize its command and control capabilities to meet today’s rapidly evolving operational demands. As maritime activity increases and national security challenges grow more complex, maintaining reliable air mobility is essential to ensuring continuity of operations and mission success,” said Adm. Kevin Lunday, acting commandant.

This purchase replaces planes that were as much as 20 years old and experiencing several unplanned maintenance issues. Since January 2025, U.S. Coast Guard long-range command and control aircraft experienced 30 days of unplanned maintenance, with six missions requiring unplanned cancellation.

“Modernizing the Coast Guard’s aging and obsolete aviation fleet is essential to ensuring our ability to successfully conduct national security missions. The purchase of these aircraft will meet our operational requirements for safe, reliable, on-demand military transport with integrated and secure command and control capabilities,” said Lunday.

The Service has been operating command and control aircraft for over 65 years, reflecting a long-standing commitment to maintaining airborne command capability as a cornerstone of national maritime safety and security. Robust command and control capabilities, including top secret/secure compartmented information communications, are required for senior leaders to coordinate multi-agency operations across a vast international area of responsibility. The unique command and control capabilities provided by the long-range command and control aircraft enable real-time communication, situational awareness, operational continuity and the ability to direct assets to where they are needed.

In accordance with guidance from the White House and OMB, including OMB Circular A-126, all travel by agency heads qualifies as required use travel. As with the secretaries of state and war, the attorney general and directors of the

Federal Bureau of Investigation and Central Intelligence Agency, the White House determined in March 2004 the duties of the secretary of homeland security were such that they require instantaneous secure communications with the White House, the Department of Homeland Security and other agencies. This guidance also determined that in an emergency, the secretary of homeland security must be able to return to Washington, D.C., or proceed to other destinations on an expedited basis.

“It’s incredibly disappointing that politicians and the media are playing politics with the funding of the Coast Guard,” said Mr. Sean Plankey, senior advisor to the secretary for the Coast Guard. “This is a matter of safety and mission readiness. It’s well known that senior military officials and cabinet members need secure command and control and rapid long-range mobility. Flippant comments are great for clicks and fundraising emails, but don’t reflect the reality of protecting the American people 24 hours a day, seven days a week and 365 days a year.”

President Donald Trump has provided the U.S. Coast Guard unprecedented support through the One Big Beautiful Bill Act to enable the Coast Guard to be the finest maritime fighting force in service to the nation. The Coast Guard remains committed to investing in the most capable and cost-effective equipment for our service men and women. These acquisitions are in line with the policies and requirements for all military combatant commanders, department and service secretaries.

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# Coast Guard Seizes 100,000 Pounds of Cocaine Through Operation Pacific Viper



The crew of the U.S. Coast Guard Cutter Seneca (WMEC 906) recovers bales of cocaine after a suspected drug smuggling vessel capsized in the Pacific Ocean, Sept. 17, 2025. Seneca's crew worked alongside interagency partners to interdict illicit narcotics in the international waters in the Eastern Pacific Ocean. (U.S. Coast Guard photo)

[Release From Headquarters, U.S. Coast Guard](#)

WASHINGTON – The U.S. Coast Guard announced Tuesday it has seized more than 100,000 pounds of cocaine in the Eastern Pacific Ocean since launching Operation Pacific Viper in early August, averaging over 1,600 pounds interdicted daily.

These drug seizures, and the apprehension of 86 individuals suspected of narco-trafficking, were the result of 34

interdictions since early August.

Through Operation Pacific Viper, the Coast Guard is accelerating counter-drug operations in the Eastern Pacific Ocean, where significant transport of illicit narcotics continues from Central and South America. In coordination with international and interagency partners, the Coast Guard is surging additional assets – cutters, aircraft and tactical teams – to interdict, seize and disrupt transshipments of cocaine and other bulk illicit drugs. Operation Pacific Viper continues the Coast Guard's efforts to protect the Homeland, counter narco-terrorism and disrupt Foreign Terrorist Organizations and Transnational Criminal Organizations and cartels seeking to produce and traffic illicit drugs into the United States.

“The Coast Guard's seizure of over 100,000 pounds of cocaine, in such a short timeframe, is a remarkable achievement,” said Rear Adm. Jeffrey Novak, deputy commander of U.S. Coast Guard Pacific Area. “When we say the Coast Guard is accelerating counter-narcotics operations, we mean it. Alongside our partners and allies, our maritime fighting force is scouring drug smuggling routes in the Eastern Pacific and dismantling narco-terrorist networks. We are complementing the Coast Guard's unique law enforcement authorities with cutting-edge capabilities to stop the flow of deadly drugs that threaten U.S. communities. As we mark our interdiction of 100,000 pounds, we are already working towards the next milestone.”

Detecting and interdicting narco-terrorism on the high seas involves significant interagency and international coordination. U.S. Southern Command's Joint Interagency Task Force-South, based in Key West, Florida, detects and monitors both aerial and maritime transit of illegal drugs. Once interdiction becomes imminent, the law enforcement phase of the operation begins, and control of the operation shifts to the U.S. Coast Guard throughout the interdiction and

apprehension. Interdictions in the Eastern Pacific Ocean are performed by members of the U.S. Coast Guard under the authority and control of the Coast Guard's Southwest District, headquartered in Alameda, California.

The Coast Guard is the United States' lead federal agency for maritime drug interdiction. We are part of the Department of Homeland Security team protecting our nation and are at all times a military service and part of the joint force defending it.

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## **Coast Guard Supports State Response, Conducts Mass Rescue Operations in Alaska**



U.S. Coast Guard MH-60 Jayhawk helicopter aircrews conduct overflights of Kipnuk, Alaska, after coastal flooding impacted several western Alaska communities, Oct. 12, 2025. The Coast Guard continues to support the state of Alaska's response efforts in impacted communities. (U.S. Coast Guard photo courtesy of Air Station Kodiak)

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

ANCHORAGE, Alaska – The Coast Guard is conducting search and rescue operations Monday in Kipnuk and Kwigillingok, Alaska, where communities have been impacted by severe flooding.

In support of the state of Alaska's response, Coast Guard crews from Air Station Kodiak successfully rescued 18 people in Kwigillingok and 16 people in Kipnuk. All were transferred to safety in stable condition.

Search efforts are ongoing for three residents of Kwigillingok who remain unaccounted for. A Coast Guard MH-60 Jayhawk helicopter aircrew searched 76 square miles for the missing

individuals Sunday and resumed first light searches this morning. Search efforts are currently underway.

The crew of Coast Guard Cutter Kimball (WMSL 756) aided in search and rescue efforts using unmanned aerial surveillance, providing logistics support for aviation assets participating in rescue operations. Relief crews and supplies are being staged in Bethel to support a multi-day response.

The Coast Guard is working closely with partner agencies, including the Alaska State Troopers, the Alaska Rescue Coordination Center, the Alaska Division of Homeland Security and Emergency Management, and the Alaska Air and Army National Guard to coordinate ongoing rescue operations in impacted communities.

“Preservation of life is our top priority,” said Capt. Christopher Culpepper, commander of U.S. Coast Guard Sector Western Alaska and U.S. Arctic. “The Coast Guard remains closely connected to the State Emergency Operations Center in full support of combined rescue and response operations alongside State Troopers, National Guard, and various additional agencies.”

The situation is ongoing, and more information will be released as it becomes available.

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**White House Selects  
Bollinger-Led International**

# Team to Build Six U.S. Coast Guard Arctic Security Cutters



Production-ready Multi-Purpose Icebreaker design  
*Construction to begin immediately in both Finland and the United States with eventual transition to full production in the United State*

From Bollinger Shipyards, Oct. 9, 2025

LOCKPORT, La. – [October 9, 2025] – At a White House event today, U.S. President Donald J. Trump announced that Bollinger Shipyards, in partnership with Rauma Marine Constructions (Rauma), Seaspan Shipyards (Seaspan), and Aker Arctic Technology Inc. (Aker Arctic), has been selected for the design and construction of six Arctic Security Cutters (ASC). The Bollinger-led team will leverage the mature and production-ready Multi-Purpose Icebreaker (MPI) design, developed by Seaspan and Aker Arctic for allied missions in extreme polar environments.

“Today’s award is a testament to President Trump’s leadership

and his historic investment in America's maritime industrial base," said Ben Bordelon, President and CEO of Bollinger Shipyards. "We appreciate the trust President Trump has placed in the skilled men and women of Bollinger Shipyards and stand ready to begin construction on these critical vessels on day one. The Arctic Security Cutter will enable the United States to rapidly project American power, enforce our sovereignty, and reassert American dominance in the arctic."

Bollinger and its partners will be responsible for the construction of six state-of-the-art icebreakers. The first three vessels will be built simultaneously by Rauma in Finland and Bollinger in the United States, with production of the remaining three vessels to be built in the United States. Delivery of the first three vessels is expected within 36 months of the contract award.

"The United States Coast Guard is placing its trust in Rauma Marine Constructions' proven shipbuilding capability. With a hot production line and our ice-class experience, we are ready to deliver the Arctic Security Cutters on an accelerated timeline in close cooperation with our U.S. partner and allied industry. Together, we will provide the Coast Guard with the world's most capable Arctic security vessels," said Mika Nieminen, CEO of Rauma Marine Constructions.

The award delivers on President Trump's and Secretary of Homeland Security Kristi Noem's calls to rebuild U.S. polar capacity, strengthen the industrial base, and secure long-term American presence in the Arctic.

"Thanks to President Trump, this historic Memorandum of Understanding is a great win for our state that further cements Southeast Louisiana as a leader in America's domestic shipbuilding industry," said House Majority Leader Steve Scalise (R-LA). "I am proud to represent the only shipbuilder in the United States in Bollinger Shipyards that has the capability, capacity and expertise to begin construction on

these critical vessels on day one that will project American power and dominance in the Arctic.”

The Seaspan-Aker MPI design has already undergone significant engineering, testing, and integration work, enabling the team to proceed immediately to production. The partnership structure ensures speed to delivery, cost certainty, and seamless interoperability with the Canadian Coast Guard.

“Seaspan is extremely proud to work hand in hand with our American and Finnish partners, Bollinger, Aker and Rauma, to provide the U.S. Coast Guard with a state-of-the-art icebreaker design that is mission ready for extreme ice conditions and will fortify and strengthen Arctic security” says John McCarthy, CEO Seaspan Shipyards. “This contract award demonstrates the Seaspan’s world-class marine engineering and design capabilities on the global stage, and further expands North America’s capacity to design, build, and export Arctic-going vessels.”

“Aker Arctic is honored to bring our proven icebreaker expertise to this partnership. The ASC program is a milestone for allied Arctic collaboration, and we are proud to help deliver world-class capability for the U.S. Coast Guard” said Mika Hovilainen, CEO of Aker Arctic. Under the ICE Pact trilateral framework between the

Under the ICE Pact trilateral framework between the United States, Canada, and Finland, this program represents a model for allied industrial collaboration. The parallel construction of the first three vessels at Rauma and Bollinger will rapidly accelerate early delivery while ensuring a stable foundation for full domestic production in the United States. Bollinger will assume full program leadership for U.S.-based construction and long-term sustainment.

With the ability to break four feet of ice, travel 12,000 nautical miles, and operate for over 60 days, the ASC 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. The ASC fleet will enable year-round access to polar regions for national defense, maritime sovereignty, scientific research, and search and rescue operations. With this new class of vessels, the United States takes a major step forward in asserting leadership in the Arctic.

In addition to the Bollinger-led team, Canada's Davie Shipyards will also contribute to the ASC program by building a separate class of vessels on their fourth-generation Multi-Purpose Polar Support Ship (MPPS) design.

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## **Coast Guard Marks 250th Birthday of the U.S. Navy**



WASHINGTON – The acting commandant of the U.S. Coast Guard sent the below message to the Coast Guard in honor of the U.S. Navy.

1. Congratulations to the United States Navy on your 250th Birthday!
2. Since 1775, America's Navy has stood as a global beacon of strength, freedom, and security. More than just marking another year, this anniversary celebrates the Navy's legacy

of strategic dominance of the sea, enduring commitment to preserving peace through strength, and readiness to fight and win that defines every Sailor.

3. The Navy's ability to project power and control the sea has been vital to safeguarding our nation and our values. Just as the Coast Guard controls, secures, and defends the U.S. border and maritime approaches, the Navy's mastery of the seas preserves freedom of navigation around the world and ensures our strategic advantage across domains.

4. Today, we honor the Navy trailblazers who advanced maritime power, the dedicated Sailors who stand watch around the world, and the innovative leaders who continue to secure our warfighting edge. Your commitment to protecting our nation's interests at sea ensures we will prevail.

5. On behalf of the United States Coast Guard, I extend our best wishes to the United States Navy on this momentous occasion. We are proud to serve with you as part of the Joint Force.

6. ADM Kevin Lunday, Acting Commandant (CCG), sends.