GE Vernova Secures Contract for U.S. Navy’s Advanced Propulsion Load System Testing

CAMBRIDGE, Mass. October 3, 2024 – GE Vernova Inc. (NYSE: GEV) today announced that its Power Conversion business has secured a contract to develop and deliver a Propulsion Load System (PLS) for the U.S. Navy’s land-based testing facilities to support a new generation of advanced naval surface vessels. These systems are planned to be used to rigorously test the performance and reliability of shipboard propulsion systems in a controlled, land-based environment before deployment at sea.

Contract Overview

The scope of the contract, which was booked in the second quarter of 2024, includes the design, manufacturing, delivery,

and installation of two independent PLS units at a U.S. Navy facility over a three-year period. The program and the facility, managed by the Naval Surface Warfare Center Philadelphia Division (NSWCPD), will serve as the primary site for testing and qualification of propulsion systems for a new generation of advanced naval vessels, such as the FFG-62 and DDG(X). By simulating real-world shipboard conditions, the PLS is designed to help reduce technical risks, streamline development timelines, and train future crews, providing a strategic advantage to the Navy.

The system is expected to incorporate a full suite of power conversion technologies, including propulsion load electric motors, E-houses, power electronic motor drives, switchboards, motor control centers, load banks, transformers, and related essential infrastructure.

“GE Vernova is proud to contribute to the U.S. Navy’s future naval capabilities by delivering innovative testing solutions that help lower the technology risk and prepare crews for the next generation of surface vessels,” said Ed Torres, Business Line Leader of GE Vernova’s Power Conversion Business. “This contract reflects our commitment to advancing naval technology through reliable, efficient propulsion load management systems.”

Technological Significance:

The contract further solidifies GE Vernova’s leadership in providing more energy-efficient electric propulsion technologies for complex naval applications. With over 40 U.S. Navy and U.S. Coast Guard vessel references, decades of experience with land-based test facilities, and successful integration of similar systems in programs such as the Columbia Class and Zumwalt Class, GE Vernova continues to demonstrate its expertise in this field.

Program Background

The award comes from the US Navy's Program Executive Office (PEO) Ships under the program offices PMS 515 (frigates) and PMS 460 (DDG(X) program), with technical and programmatic ownership by the NSWC. The agreement, administered through the Maritime Sustainment Technology and Innovation Consortium (MSTIC) and managed by Advanced Technology International (ATI) is the largest agreement awarded to date on the MSTIC Other Transaction Authority (OTA).

This is GE Vernova Power Conversion's first Other Transaction Authority (OTA) award. OTAs provide the U.S. Department of Defense (DoD) and other government agencies with the flexibility needed to carry out innovation, prototype, research, and production programs by adapting and incorporating business practices that align with commercial industry standards. They promote flexible, faster, and more cost-effective product design and execution.

US Navy Awards Bollinger Shipyards Contract to Build 7th Berthing Barge

LOCKPORT, La., – (October 3, 2024) – Bollinger Shipyards ("Bollinger") announced today that it has been awarded a contract to build the U.S. Navy's seventh Auxiliary Personnel Lighter–Small (APL 73) Class berthing and messing barge. The contract award is for a fixed-price option for the detail design and construction of the vessel.

"We're honored to be entrusted by the U.S. Navy to continue building these critical vessels that improve the quality of life for our sailors," said Ben Bordelon, President and CEO of

Bollinger Shipyards. “We take great pride in every single vessel we build and deliver to the U.S. Navy. This contract reflects the relentless work ethic of our skilled workforce and their commitment to upholding the highest levels of quality and craftsmanship that our company was founded on and, 78-years later, remains dedicated to.”

Bollinger delivered APL 70 and 71—to the U.S. Navy in 2022 and 2023, respectively, and is currently building APL 72. APLs are used by the Navy to house crewmembers when ships are in port for availabilities and Inter-Deployment Training Cycles. Notably, Bollinger tailors the barge’s mobility requirement into the design, ensuring they can be towed to new bases or shipyards to support changing fleet requirements. Such mobility offers additional capabilities to serve humanitarian missions and other temporary assignments.

APLs are 269 feet long, 69 feet wide and have a draft of 7 feet. Each vessel is equipped with offices, classrooms, washrooms, laundry facilities, medical treatment areas, a barber shop and fitness center. With mess seating for 224 enlisted personnel and 28 officers, each meal is served via five 20-minute shifts to allow food service for 1,130 personnel (three meals per day). The vessels are fitted with mixed-gender berthing spaces for 74 officers and 537 enlisted personnel, for a total of 611 people.

SECNAV Del Toro Advances Maritime Statecraft,

Strengthens Maritime Dominance during Visit to Raytheon

From SECNAV Public Affairs, Oct.4, 2024

TUSCON, AZ (October 4, 2024) – Secretary of the Navy Carlos Del Toro visited Raytheon Technologies (RTX) to receive updates and provide feedback on advanced naval capabilities and programs today. Discussions with Raytheon leadership addressed production timelines, industrial base health, and future technology development.

Secretary Del Toro met with Barbara Borgonovi, President of Naval Power at Raytheon, Gina Cunningham, Vice President for Naval Missile Systems, and Gerard Hueber, Vice President of Requirements and Capabilities.

During discussions, the Secretary emphasized the importance of continued investment in the defense industrial base to deliver cutting-edge solutions that strengthen maritime dominance amidst ongoing operations and in strategic competition. He pointed to proven success of U.S. Navy weapons systems aboard carrier strike groups and guided-missile destroyers to defeat Houthi and Iranian attacks in the Red Sea and Mediterranean Sea. He also noted competitors were watching those engagements closely and taking note of the Navy's success.

"No one should doubt our Navy and Marine Corps team's ability to deploy and operate the world's most complex naval weapons systems in self-defense and in defense of our allies and partners," said Del Toro. "That is exactly why we invest so much to develop our maritime threats, but also to deter our strategic competitors from testing our resolve. That is also why this important visit is timely before our Navy

demonstrates the ability to rearm at sea for the first time next week. “

The Secretary received updates on several critical programs including, the Standard Missile family, the AN/SPY-6 radar, the Tomahawk missile system and Counter-Unmanned Aircraft Systems (cUAS) capabilities. The Secretary also received updates on accelerating SM-6 Block IA production, including investments to increase production capacity, secure more sources for critical components, and modernize manufacturing processes. Discussions also addressed the evolving threat of unmanned aircraft systems and the company’s ongoing efforts to develop and deploy effective countermeasures.

This visit reinforced the importance of a robust and resilient defense industrial base. The Secretary expressed confidence in Raytheon’s commitment to delivering innovative and reliable solutions that support the Department of the Navy’s mission.

MQ-4C Triton Unmanned Navy Aircraft System Stands Up a Third Orbit

The Navy’s MQ-4C Triton unmanned aircraft system (UAS), operated by Unmanned Patrol Squadron (VUP) 19, has established a third orbit in the U.S. 5th Fleet area of operations (AOR), Oct. 1.

By Commander, Patrol and Reconnaissance Group Public Affairs, Oct. 3, 2024

U.S. 5th Fleet Area of Operations – The Navy’s MQ-4C Triton unmanned aircraft system (UAS), operated by Unmanned Patrol Squadron (VUP) 19, has established a third orbit in the U.S. 5th Fleet area of operations (AOR), Oct. 1.

“Enabled by the Navy’s Get Real, Get Better charge to think and act differently, and executed by the women and men of ‘Big Red’, the MQ-4C has achieved the unprecedented stand-up of three orbits, vastly increasing the maritime domain awareness for the Joint Force. Additionally, and through capitalizing on U.S. 10th Fleet’s distributed networks, we are rapidly closing the sensor to shooter gap,” Capt. Ronald Rumfelt, commanding

officer VUP-19 said.

Triton first deployed to Andersen Air Force Base, Guam as an Initial Operational Capability (IOC) in August 2023 soon followed by a second detachment flying from Naval Air Station (NAS) Sigonella, Italy in April 2024. With the stand-up of a third orbit in U.S. Central Command, VUP-19, or "Big Red," achieved the unprecedented milestone of remotely operating simultaneously in three AORs from its home base at NAS Jacksonville, Florida.

More impressive is that the squadron, supported by Persistent Maritime Unmanned Aircraft Systems Program Office (PMA-262) at Naval Air Station Patuxent River, achieved this milestone in just over one year from IOC.

The MQ-4C Triton provides a persistent maritime ISR capability using multiple sensors. Along with P-8A Poseidon manned aircraft and TacMobile ground support system, the MQ-4C Triton is integral to the Navy's Maritime Patrol and Reconnaissance Force (MPRF) Family of Systems (FoS). The MQ-4C is the numerical replacement for the retiring EP-3 Aries II, Navy's long standing manned signals intelligence platform.

The recently released CNO Navigation Plan 2024, Navy's strategic guidance from the 33rd Chief of Naval Operations, specifically calls out the operationalization of robotic and autonomous systems. CNO Adm. Lisa Franchetti's Project 33 sets priorities for accelerated implementation and seeks to move proven autonomous systems into the hands of the warfighters. Embodying this warfighting approach, that is exactly what VUP-19 is doing.

Currently, Commander Patrol and Reconnaissance Group / Commander Patrol and Reconnaissance Group Pacific (CPRG/CPRG-PAC) provides oversight to more than 7,000 men and women on both coasts operating the U.S. Navy's maritime patrol

aircraft.

The Maritime Patrol Reconnaissance Force is administratively organized into two CONUS Patrol and Reconnaissance Wings at NAS Jacksonville, Florida and NAS Whidbey Island, Washington: including 14 Patrol and Reconnaissance squadrons, one Fleet Replacement Squadron (FRS) and over 45 subordinate commands. The forward-deployed MPRF consists of three Patrol and Reconnaissance Wings in Manama, Bahrain (CTF-57); Sigonella, Sicily (CTF-67) and Atsugi, Japan (CTF-72). The MPRF is the Navy's premiere provider for airborne anti-submarine warfare (ASW), anti-surface warfare (ASuW), and maritime intelligence, surveillance, and reconnaissance (ISR) operations.

Rite-Solutions Awarded Three-Year Cyber-Physical Systems Contract by Office of Naval Research

SEAPOWER
The Official Publication of the Navy League of the United States

From Rite-Solutions

MIDDLETOWN, R.I. (October 3, 2024)—Rite-Solutions was recently awarded a three-year contract by the Office of Naval Research (ONR) for *Advancing Research on Cyber-Physical Systems Security and Resilience in a Naval Environment*.

Rite-Solutions will collaborate with its academic partner, the University of Rhode Island (URI) College of Engineering to conduct critical advanced Cyber-Physical Systems (CPS) research with applicability to address cybersecurity challenges across the Navy enterprise. Using digital engineering tools, Rite-Solutions will develop models to efficiently implement design and assess features to improve system performance while enhancing cybersecurity resiliency.

Another element of the ONR contract will be the development of the next generation Cybersecurity workforce, which aligns with ONRs mission to plan, develop, and encourage scientific research to support the Navy and Marine Corps. While conducting their research, Rite-Solutions will be able to provide real-world, hands-on experience to two Rite-Solutions employees pursuing doctoral degrees from URI.

“We are very excited about teaming with the University of

Rhode Island on this new initiative," said Joe Marino, Rite-Solutions co-founder and CEO. "Rite-Solutions is committed to developing the current and future defense workforce while serving the warfighters' needs. We demonstrate this commitment daily in how we hire and develop our workforce including a robust internship program and our involvement in college capstone projects."

Tim Arcano, Rite-Solutions Chief Technology Officer, shares in the excitement adding, "Cyber-Physical Systems assurance is a rapidly expanding technology area, and we are excited about using our technical expertise to conduct research in this area to build cyber solutions for the warfighter and develop the next generation cyber workforce."

BAE Systems awarded $92 million U.S. Navy contract for Virginia-class submarine propulsors

BAE Systems will continue its expertise in manufacturing complex, heavy submarine structures

MINNEAPOLIS, Minn. – Oct. 3, 2024 – BAE Systems has been awarded a $92 million U.S. Navy contract to continue building propulsors for the Virginia-class submarine program. Under this contract, BAE Systems will deliver the Propulsor Forward Assemblies, as well as design engineering support services and support and sustainment hardware.

“During the more than three decades that BAE Systems has manufactured propulsors for the U.S. Navy’s submarine fleet, we have developed significant expertise in the fabrication of complex heavy structures,” said Brent Butcher, vice president and general manager of Weapon Systems at BAE Systems. “We remain committed to building high-quality, reliable submarine structures and systems in support of U.S. Navy shipbuilding requirements, and our expert workforce and facilities are prepared to take on additional complex submarine assemblies to strengthen our strategic submarine industrial base.”

The Navy’s submarine force will continue to receive high-quality and reliable propulsion systems from BAE Systems’

experienced and dedicated submarine structures production workforce at the company’s Submarine Center of Excellence in Louisville, Kentucky. The company will also continue to provide expert engineering and business support from its Minneapolis, Minnesota, facility. To date, BAE Systems has delivered 33 forward assemblies to the U.S. Navy.

BAE Systems is a critical member of the submarine industrial base. With the advanced manufacturing capabilities of its Louisville facility, BAE Systems is also building a heavy propulsor structure for the Columbia-class submarine. The Louisville site also builds the Virginia Payload Module launch tubes, which enable Virginia-Class submarines to fire Tomahawk missiles and future payloads.

As the company continues its support of the Navy’s submarine community, its facilities are ready to take on additional production needs and provide innovative solutions to support the submarine production requirements established by the U.S. shipbuilding community working to meet the needs of the U.S. Navy, and its allies.

2024 Hybrid Fleet Campaign Event Tests Technology for Future Operations

Key West, FL (September 23, 2024) Naval Information Warfare Center (NIWC) Atlantic participated in U.S. Naval Forces Southern Command/U.S. 4th Fleet's annual Hybrid Fleet Campaign (HFC) event in Key West Harbor from Sept. 19 to 26. During the experiment that involved two dozen unmanned air/surface/underwater vehicles, NIWC Atlantic assessed how emerging communications capabilities integrated with unmanned systems both ashore and aboard the expeditionary fast transport USNS Burlington (T-EPF-10). (U.S. Navy photo by Joe Bullinger)

By U.S. Naval Forces Southern Command/U.S. 4th Fleet Public Affairs

Sept. 27, 2024

KEY WEST, Fla. – U.S. Naval Forces Southern Command/U.S. 4th Fleet demonstrated unmanned air, surface and undersea capabilities from the expeditionary fast transport ship USNS Burlington during the command's annual Hybrid Fleet Campaign Event in Key West from Sept. 19-26, 2024.

The event focused on evaluating attritable unmanned kill chains, assuring command and control, and leveraging non-traditional small business innovations. It served as both a

proving ground for emerging technologies and an opportunity for partner nations and industry leaders to witness capabilities that could support the hybrid fleet.
“We are excited about again collaborating with the Office of Naval Research, other Navy commands, and our academic and industry partners to conduct multiple experiments in the Key West Operating Area,” said Dr. Chris Heagney, Naval Air Systems Command (NAVAIR) Fleet/Force Advisor, U.S. Naval Forces Southern Command/U.S. 4th Fleet. “We consider our Fleet as the test bed for experimentation and innovation, and the Fleet experiments we will conduct will hopefully lead to future victories on the battlefield.”

U.S. 4th Fleet is operationalizing robotic autonomous systems with many partners including Navy Small Business Innovation Research Experimentation Cell and Naval Information Warfare Center Atlantic in support of Chief of Naval Operations objectives outlined in Project 33 of the 2024 Navigation Plan.

Experiments were conducted using unmanned aircraft systems, unmanned aerial vehicles and unmanned underwater vehicles to focus on Maritime Intelligence, Surveillance, Reconnaissance and Targeting, Assured Command and Control, and Small Business Innovative Research. A key tenant of operationalizing these systems is to push technologies to their limits, embrace risk, and ensure lessons learned.

“These experiments are not about reaching 100% of our objectives,” said Cmdr. David Edwards, U.S. Naval Forces Southern Command/U.S. 4th Fleet N9 Technology and Innovation Director. “The goal of the campaign is to push these technologies to their limits and learn from the exercises no matter the outcome.”

The campaign aimed to combine manned and unmanned systems to allow U.S. 4th Fleet to deploy and integrate unmanned systems

and AI tools to bolster maritime domain awareness, counter narcotics and counter illegal unreported and unregulated fishing efforts throughout the area of operations while learning how other fleets across the world could use robotic systems to support their objectives.

In addition to demonstrating unmanned capabilities for partner nations in attendance like Chile, Colombia, Ecuador and Peru, STEM subject matter experts from various Department of the Navy laboratories participated in the Scientists-to-Sea program during the event as observers aboard USNS Burlington in the Atlantic Ocean.

While weather did impact the end of the event, crews demonstrated remarkable flexibility in adapting to schedule changes. Their efforts allowed for all predetermined objectives to be met, despite the challenges.

“Overall, it was a great event that wouldn’t have been possible without support from the 37 participating DoD commands, our 31 industry partners, 4 universities, and our NAS Key West hosts,” said Cmdr. Jason Queen, U.S. Naval Forces Southern Command/U.S. 4th Fleet N9 Technology and Innovation Deputy Director. “We had 4 vessels, including Burlington, showcasing cutting-edge technologies that will inform and help shape the Hybrid Fleet of the future. This collaborative effort truly exemplifies the power of partnership in advancing naval capabilities.”

U.S. Naval Forces Southern Command/U.S. 4th Fleet provides the Navy a permissive theater to operate unmanned systems, develop tactics, techniques, and procedures against near-peer competitors, refine manned-unmanned command and control infrastructure, and inform the Navy’s hybrid fleet of the 2030’s.

U.S. Coast Guard Cutter Healy departs Seattle for fall 2024 Arctic deployment

U.S. Coast Guard Cutter Healy (WAGB 20) transits with assist tugs through Elliott Bay near Seattle following its departure from Base Seattle, Oct. 1, 2024. (U.S. Coast Guard photo by Petty Officer 1st Class Steve Strohmaier)

From U.S. Coast Guard Pacific Area, Oct. 2, 2024

SEATTLE – U.S. Coast Guard Cutter Healy (WAGB 20) departed Seattle Tuesday, beginning their months-long Arctic deployment. Healy's earlier science mission was cut short due to an onboard electrical fire. The Healy **returned to Seattle** for a thorough inspection and repairs.

The crew will support scientists conducting three distinct science missions during Healy's fall 2024 Arctic deployment. Other science of opportunity across a broad spectrum of disciplines will also be supported as time and weather allow.

The first mission supports the Arctic Port Access Route Study (PARS). During this mission, the cutter will perform bathymetric mapping in the Chukchi and Beaufort Seas. The Coast Guard has initiated an Arctic PARS to analyze current vessel patterns, predict future vessel needs, and balance the needs of all waterway users by developing and recommending vessel routing measures for the Arctic. The Arctic PARS may lead to future rulemaking or international agreements that consider coastal communities, fishing, commercial traffic, military needs, resource development, wildlife presence and habit, tribal activities, and recreational uses.

For the second mission, Healy will embark 20 early career polar scientists and their mentors on an Arctic Chief Scientists Training Cruise sponsored by the National Science Foundation and University-National Oceanographic Laboratory System. These early career scientists will conduct multidisciplinary research, including mapping to fill critical bathymetric gaps and scientific sampling across various disciplines, in addition to developing skills in shipboard leadership, coordination, and execution.

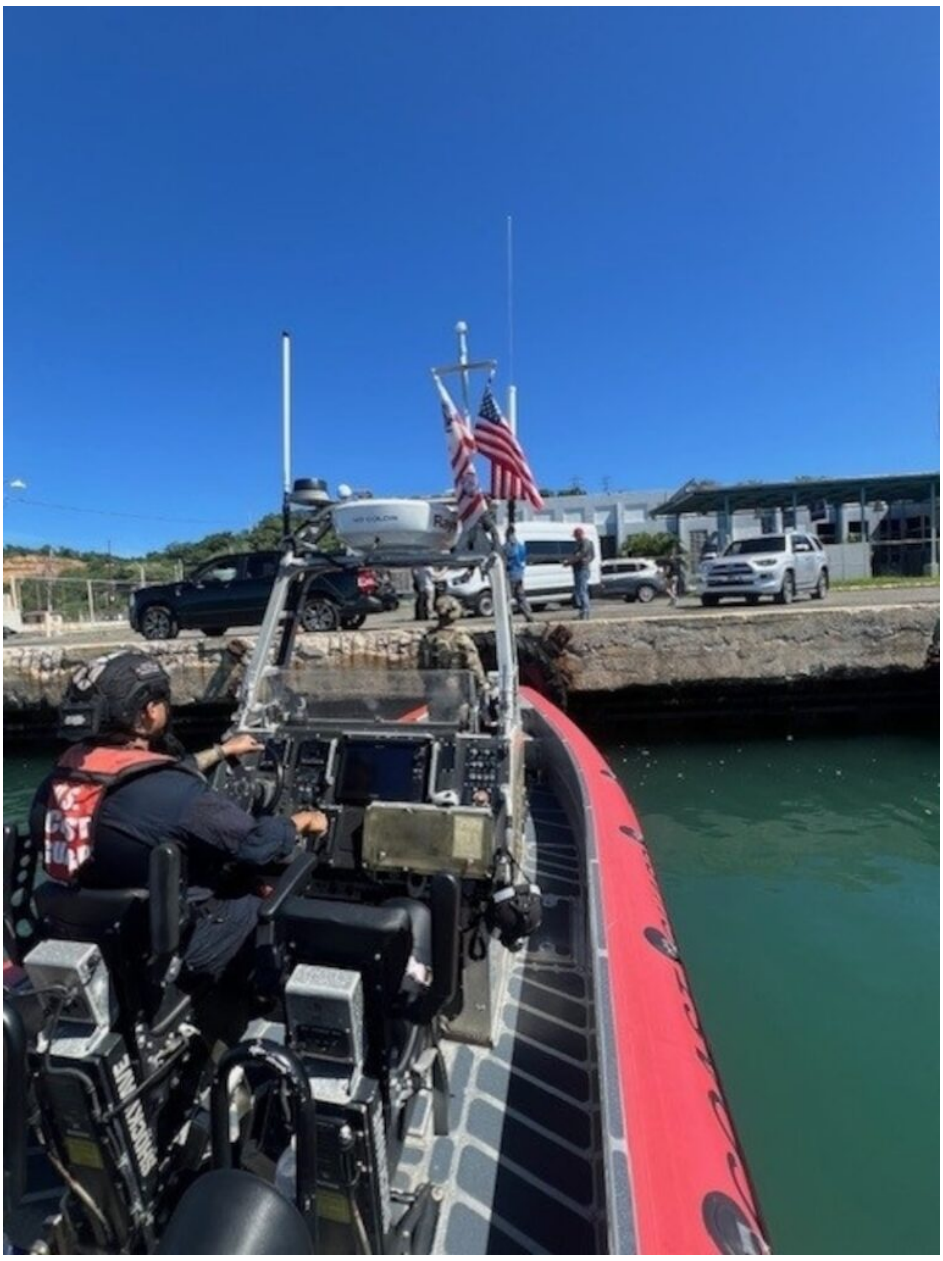
The final mission of the deployment will support other science of opportunity to include sea floor mapping for the National Oceanic and Atmospheric Administration Office of Coast Survey.

"We are thrilled to support numerous diverse research objectives in the northern polar region this fall. In an era of increasing vessel traffic, our work will contribute to navigation safety in a region where existing soundings are sparse," said Capt. Michele Schallip, Healy's commanding

officer. “We are elated to have been able to reschedule our opportunity to help inspire future principal investigators in the Early Career Scientist mission. Healy’s crew, port engineering staff, and General Electric Verona worked diligently during our inport to ensure the cutter is ready to safely operate in the remote, unforgiving Arctic environment.”

Healy is the United States’ largest polar icebreaker and the Coast Guard’s only icebreaker explicitly designed to support Arctic research. The platform is ideally specialized for scientific missions, providing access to the most remote reaches of the Arctic Ocean. Healy is designed to break 4.5 feet of ice continuously at three knots and can operate in temperatures as low as -50 degrees Fahrenheit.

Coast Guard Offloads $4.3 M in Seized Cocaine, Transfers Smugglers to DEA Custody



The crew of Coast Guard Cutter Joseph Tezanos interdicted a drug smuggling vessel in which the crew seized 176 kilograms of cocaine and apprehended two suspected smugglers off the coast of Rincon, Puerto Rico, Sept. 28, 2024. (U.S. Coast Guard photo)

From U.S. Coast Guard 7th District, Oct. 2, 2024

SAN JUAN, Puerto Rico – The crew of the Coast Guard Cutter Joseph Tezanos offloaded 388 pounds (176 kgs) of seized cocaine and transferred custody of two smugglers to DEA Special Agents in Mayaguez, Puerto Rico, Sunday.

The interdiction is the result of multi-agency efforts in support of the Caribbean Corridor Strike Force, while the

seized cocaine is estimated to have a wholesale value of $4.8 million dollars. The seized cocaine is estimated to have a wholesale value of $4.3 million dollars.

The apprehended smugglers are U.S. citizens, who face federal prosecution in Puerto Rico on criminal charges including conspiracy to possess with intent to distribute a controlled substance aboard a vessel subject to the jurisdiction of the United States. The charges carry a minimum sentence of 10 years imprisonment and a maximum sentence of imprisonment for life. Special Assistant U.S. Attorney Helena B. Daniel and Max Pérez-Bouret, Chief of the Transnational Organized Crime Section are prosecuting the case.

During the morning of September 28, the crew of a Coast Guard HC-144 Ocean Sentry aircraft detected a suspicious 22-foot sport-craft vessel in international waters navigating towards Rincón, Puerto Rico. Coast Guard watchstanders in Sector San Juan diverted the cutter Joseph Tezanos that arrived on scene and stopped the suspect vessel. Once alongside the suspect vessel, the Coast Guard crew located 142 brick-sized packages of suspected contraband inside the vessel, which tested positive for cocaine. The two persons onboard the vessel were arrested.

“I am extremely proud of my crew for their response and professionalism in disrupting organized crime within U.S. waters,” said Lt. Kali B. Carmine, Coast Guard Cutter Joseph Tezanos, commanding officer. “This successful interdiction and seizure underscore the collaboration and commitment of our federal, local, and regional partners in countering the flow of narcotics within the Caribbean, specifically the Mona Passage.”

“I congratulate the United States Coast Guard personnel for this successful interdiction of an international drug smuggling venture,” said United States Attorney W. Stephen Muldrow. “We greatly appreciate the U.S. Coast Guard’s

unwavering support and dedication to keeping Puerto Rico and our nation safe.”

“This operation underscores the incredible power of collaboration between agencies like the DEA, Coast Guard, and our federal and local partners. It is through this unified effort that we can effectively combat transnational criminal organizations and disrupt their illegal activities. The teamwork demonstrated in this case is a shining example of how, when we come together with a shared mission, we strengthen our ability to protect the citizens of Puerto Rico the U.S. mainland and abroad from the scourge of drug trafficking. These partnerships are not just critical—they are the cornerstone of our success in keeping our communities safe,” said Denise Foster, Special Agent in Charge, DEA Caribbean Division.

This interdiction, seizure and prosecution is part of an Organized Crime Drug Enforcement Task Forces (OCDETF) Strike Force Initiative, which provides for the establishment of permanent multi-agency task force teams that work side-by-side in the same location. This co-located model enables agents from different agencies to collaborate on intelligence-driven, multi-jurisdictional operations to disrupt and dismantle the most significant drug traffickers, money launderers, gangs, and transnational criminal organizations. The specific mission of the Caribbean Corridor Strike Force (CCSF) is to identify, disrupt, and dismantle Transnational Criminal Organizations. The CCSF is comprised of agents and officers from the Drug Enforcement Administration, Federal Bureau of Investigation, United States Immigration and Customs Enforcement, Homeland Security Investigations, United States Coast Guard Investigative Service, and United States Marshals Service, and prosecution is being led by the Office of the United States Attorney for the District of Puerto Rico.

U.S. Coast Guard Cutter Joseph Tezanos is 154-foot fast response cutter homeported in San Juan, Puerto Rico.

Marine Rotational Force – Southeast Asia Begins Third Annual Deployment

From Marine Rotational Force–Southeast Asia, Oct. 1, 2024

MANILA, Philippines – U.S. Marines and Sailors from I Marine Expeditionary Force have arrived in the Philippines as part of the third annual rotational deployment of Marine Rotational Force – Southeast Asia. MRF-SEA forces will begin their six-month stint in the region by training alongside Philippine Allies in exercises Sama Sama 2024 and KAMANDAG 8 from Oct. 7-24, 2024.

The MRF-SEA deployment continues through March 2025 and includes six additional exercises and security cooperation engagements throughout Southeast Asia. MRF-SEA's additional exercises include training alongside the Philippine Marine Corps, the Malaysian Army, the Indonesian Marine Corps, the Royal Brunei Land Forces, the Singapore Armed Forces and the Royal Thai Armed Forces.

This annual rotational deployment of Marines is designed to build upon cooperative relationships with important regional Allies and partners, increasing effective interoperability, maintaining U.S. Marine Corps forces in the region, and contributing to freedom within the Indo-Pacific.

MRF-SEA is a flexible task force that varies in size, capability, and composition, to accomplish different types of missions. Much like the Unit Deployment Program or Marine Expeditionary Unit deployments that leverage purpose-built units, MRF-SEA maintains a forward presence and enhances Marine Corps crisis and contingency response capabilities. MRF-SEA is uniquely organized to support security cooperation and advance mutual security objectives shared with Southeast Asian Allies and partners.

“Marine Rotational Force-Southeast Asia is deploying to the Indo-Pacific region to train and operate alongside our Allies and partners,” said Col. Stuart W. Glenn, commanding officer, MRF-SEA. “The Marine Corps is committed to preserving the freedom of the region and its people. We train together to strengthen our relationships and collective capabilities, and the intent of MRF-SEA is to cultivate and reinforce the common values and capabilities between our partners and to preserve a rules-based international order.”

Planned exercises during this deployment will provide opportunities to enhance partnered interoperability through expert-led training exchanges including ground and aircraft fires integration; combat medical care; Chemical, Biological, Radiological, Neurological response; logistics support in contested environments; small boat operations; amphibious operations planning; Unmanned Aerial Surveillance employment; and other topics. Additionally, MRF-SEA will conduct realistic training events to include live fire events, military operations in urban terrain, amphibious operations, hand-to-hand combat, and numerous others alongside allied and partner forces.

MRF-SEA’s presence enables a consistent and annual Marine Corps presence in the Indo-Pacific as Marine Rotational Force-Darwin returns to the United States from Australia. This consistent Marine Corps presence provides a persistent, tailorable force capable of command and control, operational planning, and theater security cooperation activities whenever needed.

The 13th Marine Expeditionary Unit command element will lead MRF-SEA throughout this six-month rotation and vary the force’s size and composition to effectively execute each of the eight planned exercises. Elements from 1st Air Naval Gunfire Liaison Company, I Marine Expeditionary Force Information Group and 1st Marine Division will composite with the rotational force to achieve each exercise’s purpose and maintain U.S. Marine forces in Southeast Asia.