

# Vigor Marine Group Launches as Unified Maritime Leader



*Nationwide capabilities to bolster U.S. defense and commercial maritime readiness*

PORTLAND, OR (June 19, 2025) – Five leading marine and industrial service companies – Vigor, Continental Maritime of San Diego, MHI Ship Repair & Services, Seaward Marine Services, and Accurate Marine Environmental – today announced their unification under a single name: [Vigor Marine Group](#). As a full-service prime contractor, the group delivers comprehensive solutions for the maintenance, modernization, and lifecycle management of military and commercial vessels across the United States.

“Vigor Marine Group represents a unified identity for a highly experienced team with bi-coastal capabilities,” said Francesco Valente, CEO of Vigor Marine Group. “Each of our companies has

built a strong reputation for innovation, quality, and reliability. Now, together, we can provide customers the strength of a national platform combined with the responsiveness of local shipyards, enabling us to build on our legacy of performance and on-time delivery.”

Vigor Marine Group offers a broad range of services, including drydocking, pier-side, and topside marine services, with integrated project management teams on both coasts to ensure the timely return of vessels to service.

### **Key National Initiatives**

Vigor Marine Group plays a crucial role in several high-profile national projects:

- It was among the first contractors selected for the U.S. Navy’s Arleigh Burke-class Destroyer Modernization 2.0 program.
  
- The group has helped lead the \$4 billion zero-emission transition for Washington State Ferries, starting with hybrid-electric conversions of three Jumbo Mark II-class ferries.
  
- Vigor Marine Group is partnering with the U.S. Army to produce the Maneuver Support Vessel (Light), a next-generation landing craft to replace the aging LCM-8 fleet.

### **Organizational Divisions**

VMG is structured into three key divisions:

- Maintenance & Modernization: This division includes

Vigor's shipyards in Portland, Seattle, and Ketchikan, the largest footprint for any operator in the Pacific Northwest; Vigor Marine CM San Diego, a certified master ship repair contractor for the U.S. Navy; and Vigor Marine MHI Norfolk, a premier East Coast repair yard.

- Marine Services: Comprising Vigor Services Accurate (tank cleaning and wastewater treatment) and Vigor Services Seaward (underwater hull cleaning and coating).
- Marine Fabrication: Continuing Vigor's legacy in small-craft production for defense, fisheries, and commercial customers.

"We are proud to bring forward the full value of Vigor Marine Group," said Valente. "As the largest maintenance and modernization group on the West Coast, one of the leading builders of aluminum-hull combatant crafts in the U.S., and a top-tier partner for cruise ship and Navy MRO services, we are well-positioned for growth. This unification will enable us to continue innovating as a trusted solutions provider and a critical national asset for maritime and defense operations."

### **Infrastructure and Workforce**

Vigor Marine Group operates from five shipyards and eight dry docks, including North America's largest floating dry dock, with over 17,000 feet of pier space located on historically significant maritime sites, such as former Todd and Kaiser shipyards and key U.S. naval installations.

With a workforce of 2,600 skilled employees across five states, Vigor Marine Group is recognized for its award-winning safety culture, technical expertise, and commitment to

workforce development. The team also has a history of supporting operations in other strategic naval ports such as Pearl Harbor.

## **Background of Titan Acquisition Holdings**

The companies comprising Vigor Marine Group were originally united under Titan Acquisition Holdings, which was established in 2019 when The Carlyle Group and Stellex Capital Management acquired Vigor Industrial, MHI, Seaward Marine, and Accurate Marine. In 2020, Continental Maritime of San Diego was added to the portfolio. In 2023, Lone Star Funds became Titan's controlling owner, and Francesco Valente, former CEO of Fincantieri Marine Group, joined as CEO in September 2024.

Today, Vigor Marine Group serves a diverse range of customers, including the U.S. Navy, Military Sealift Command, U.S. Army, U.S. Coast Guard, cruise line operators, state ferry systems, and commercial fleets, offering unparalleled expertise, scale, and service across the maritime lifecycle.

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# **Pacific Partnership 2025 Concludes Mission Stop in Suva, Fiji, June 16, 2025**



SUVA, Fiji (June 16, 2025) Capt. Mark B. Stefanik, center left, mission commander of Pacific Partnership 2025 (PP-25), shows Mr. Samuela Togenavanua, local tribe leader of Suva, and other local dignitaries a newly renovated classroom at Waiqanake District School as part of PP-25 in Suva, Fiji, June 16, 2025. (U.S. Navy photo by MC2 Moises Sandoval/Released)  
By MC2 Moises Sandoval, June 20, 2025

SUVA, Fiji – Pacific Partnership 2025 officially concluded its mission stop in Fiji with a closing ceremony hosted at the Waiqanake District School on June 16, 2025.

The largest annual multinational humanitarian assistance and disaster response preparedness mission conducted in the Indo-Pacific, Pacific Partnership enables participants, including United States and Fijian personnel, to work together to enhance disaster response capabilities and foster new and enduring friendships.

“The United States of America believes in a free and open Pacific for all nations,” said U.S. Navy Capt. Mark B.

Stefanik, mission commander during the closing ceremony. “We deeply value our long history with Fiji and we hope that the work done here helps to reinforce our commitment to this island and to the people of Fiji.”

While in Fiji, the medical team, consisting of U.S. and Fijian public health services personnel, conducted a total of 16 side-by-side subject matter expert exchanges in the fields of hemoculture, permaculture, agriculture, and apiculture. The team accrued more than 26 hours of hands-on training through public health engagements such as the Polymerase Chain Reaction laboratory, spay and neuter clinics, ruminant husbandry training, and a beekeeping tour assembling over 42 participants from across Suva.

The Pacific Partnership engineering team also capitalized on the opportunity to provide focused support to address several local infrastructure concerns. A total of 12 U.S. Navy Sailors, assigned to Amphibious Construction Battalion 1, and 8 New Zealand Royal Army Engineers collaborated to undertake the construction and repairs of the Waiqanake District School, to include the complete renovation and installation of a small library in a classroom building. The team also removed obsolete rain gutters from three different classroom buildings and rendered a fresh coat of paint to two classroom buildings. Waiqanake District School, which accommodates over 300 staff, faculty and students, hosted a ribbon cutting ceremony in celebration for the newly renovated facilities on June 16.

U.S. Navy Musicians with the Pacific Fleet “Big Wave” Brass Band engaged in a variety of live performances across more than 10 school campuses and venues across the island of Viti Levu, Fiji. This musical ensemble featured 10 musicians, which hosted concerts between Suva and Nadi, including the closing ceremony of Pacific Partnership 2025’s mission stop in Fiji.

Now in its 21st iteration, Pacific Partnership series is the

largest annual multinational humanitarian assistance and disaster management preparedness mission conducted in the Indo-Pacific. Pacific Partnership works collaboratively with host and partner nations to enhance regional interoperability and disaster response capabilities, increase security and stability in the region, and foster new and enduring friendships in the Indo-Pacific.

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**U.S. Navy Achieves FY25  
Recruiting Goal 3 Months  
Early**



From the Navy Office of Information, June 18, 2025

WASHINGTON – The U.S. Navy achieved its 2025 recruiting goal June 18, three months ahead of the end of the current fiscal year after contracting 40,600 future Sailors.

Achieving the contracting milestone reflects the Navy's focused efforts for connecting with qualified, motivated candidates across the country. The sea service is now positioned to send more than 40,600 future Sailors to Recruit Training Command by September.

“More qualified and motivated Americans than ever are stepping

forward and answering the call to serve their country,” said Secretary of the Navy John Phelan. “This is a critical time in history.

The world is more complex and contested than it has been in decades, and our ability to respond starts with our greatest asset, our people. Since November, Navy recruiting has skyrocketed, a testament to President Trump’s leadership and the dedication of our dynamic Navy recruiters.”

Recruiting success in 2025 built on last year’s momentum when the Navy surpassed the recruiting goal of 40,600 by 378. By the end of 2024, Navy Recruiting Command contracted 40,978 future Sailors, more than any year since 2002.

To achieve recent recruiting success, Navy Recruiting Command established a Recruiting Operations Center to monitor data in real time. The Navy also implemented the Future Sailor Preparatory Course to improve accession success, streamlined medical waiver reviews, and identified and removed barriers to recruiter productivity.

“Reaching our annual goal this early is a testament to the dedication and innovation of our recruiting force,” said Rear Adm. Jim Waters, commander of Navy Recruiting Command. “It shows that when we remove barriers, accelerate processes, and meet people where they are, the right individuals answer the call.”

The Navy continues to process applicants and place future Sailors into future training dates and job assignments. Meeting the goal early allows for a more deliberate Navy process in aligning future Sailor talent and career interest with fleet needs.

“We’re still working hard every day,” said Waters. “Meeting the recruiting target is not the finish line – it’s a signal that we’re on the right course and ready to keep building the force of the future.”

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# GD Electric Boat Awarded \$987M Contract Modification for Submarine Production



From General Dynamics, June 18, 2025

GROTON, Conn. – General Dynamics Electric Boat, a business

unit of General Dynamics (NYSE: GD), announced today it has been awarded a \$987 million contract modification to a previously awarded contract supporting submarine production. This modification is for additional Component Development, Class Lead Yard Support (CLYS), and Submarine Industrial Base (SIB) supplier development enhancements, as detailed in the U.S. Department of Defense [contract award](#).

“This contract modification funds important shipyard and supply chain work essential to achieving the necessary growth in output and supports our efforts to accelerate submarine delivery,” said Mark Rayha, president of General Dynamics Electric Boat. “The ongoing support for the shipyards and our supply base from the Navy, Congress and the administration is appreciated and necessary for us to meet the Navy’s current and future demand for submarines.”

Work will be performed in Groton, Connecticut (70%); Newport News, Virginia (15%); and Quonset Point, Rhode Island (15%) and is expected to be completed by 2031.

General Dynamics Electric Boat designs, builds, repairs and modernizes nuclear submarines for the U.S. Navy. Headquartered in Groton, Connecticut, it employs more than 24,000 people. More information about General Dynamics Electric Boat is available at [www.gdeb.com](http://www.gdeb.com).

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## **Caudle Nominated to be Next CNO**



ARLINGTON, Va. – President Donald Trump has nominated

Admiral Daryl Caudle as the next chief of naval operations. Caudle, a submarine officer, currently serves as commander, U.S. Fleet Forces Command, headquartered in Norfolk, Virginia.

The nomination was received by the Senate Armed Services Committee on June 17, according to a tracker on congress.gov.

Below is the official biography of Admiral Caudle from the Navy's website:

“Adm. Daryl Caudle is a native of Winston-Salem, North Carolina and a 1985 graduate of North Carolina State

University (magna cum laude) with a degree in chemical engineering. He was then commissioned after attending Officer Candidate School in Newport, Rhode Island. Caudle holds advanced degrees from the Naval Postgraduate School, Master of Science (distinction) in Physics; from Old Dominion University, and Master of Science in Engineering Management. He also attended the School of Advanced Studies, University of Phoenix, where he obtained a Doctor of Management in Organizational Leadership with a specialization in Information Systems and Technology.

His doctoral dissertation research was conducted on military decision making uncertainty regarding the use of force in cyberspace. He is also a licensed professional engineer.

He assumed command of U.S. Fleet Forces Command; U.S. Naval Forces Northern Command; U.S. Naval Forces Strategic Command; and U.S. Strategic Command Joint Force Maritime Component Commander on December 7, 2021.

Prior to this assignment, he served as commander, Submarine Forces; commander, Submarine Force Atlantic; commander, Task Force (CTF) 114, CTF 88, and CTF 46; and commander, Allied Submarine Command.

His other flag assignments include deputy chief for security cooperation, Office of the Defense Representative, Pakistan; deputy commander, Joint Functional Component Command-Global Strike; deputy commander, U.S. 6th Fleet; director of operations U.S. Naval Forces Europe-Africa; commander, Submarine Group Eight; commander, Submarine Force, U.S. Pacific Fleet; and vice director for Strategy, Plans, and Policy on the Joint Staff (J-5) in Washington, D.C.

His early sea tours included assignments as division officer, USS George Washington Carver (SSBN 656G); engineer, USS Stonewall Jackson (SSN 634B); engineer, USS Sand Lance (SSN 660); and executive officer of USS Montpelier (SSN 765).

Caudle's first command assignment was as commanding officer of USS Jefferson City (SSN 759). As deputy commander, Submarine Squadron 11, he served as commanding officer of USS Topeka (SSN 754) and USS Helena (SSN 725) due to emergent losses of the normally assigned commanding officers. He also commanded Submarine Squadron 3.

His tours ashore include assignments as assistant force nuclear power officer, Commander Submarine Force, U.S. Atlantic Fleet; officer-in-charge of Moored Training Ship (MTS 635); deputy commander of Submarine Squadron 11; assistant deputy director for information and cyberspace policy on the Joint Staff (J-5) in Washington, D.C.; and as chief of staff Commander Submarine Force, U.S. Pacific Fleet.

His personal decorations include the Navy Distinguished Service Medal, Defense Superior Service Medal (four awards), Legion of Merit (four Awards), Meritorious Service Medal (Three Awards), Navy and Marine Corps Commendation Medal (five Awards), and the Navy and Marine Corps Achievement Medal (four Awards)."

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## **Austal USA Launches First Steel Ship, the Future USNS Billy Frank**



MOBILE, Ala. –Austal USA successfully launched the company’s first steel ship, the future USNS Billy Frank Jr. (T-ATS 11), on June 14. Named after a native American Korean War veteran who, as an activist, fought for justice and environmental preservation in the Northwest United States, Billy Frank Jr. is a Navy Towing, Salvage and Rescue Ship – one of 3 under construction at Austal USA and the first steel product of the company’s state-of-the-art automated steel panel line.

“It was amazing to see the flawless rollout of our first steel ship,” said Harley Combs, vice president of surface ship programs. “The completion of this milestone is the result of the hard work and dedication of our talented workforce. I am so proud of all they have accomplished.”

At 3,100 metric tons, T-ATS 11 is the heaviest ship Austal USA has launched to date. The launch was executed using the proven process used to launch most of the 32 Navy ships the company has built and delivered to the Navy over the last 15 years.

T-ATS will provide ocean-going towing, salvage and rescue capabilities to support fleet operations. T-ATS will be a multi-mission common hull platform capable of towing U.S. Navy

ships and will have 6,000 square feet of deck space for embarked systems. The large, unobstructed deck allows for the embarkation of a variety of stand-alone and interchangeable systems. The T-ATS platform will combine the capabilities of the retiring Rescue and Salvage Ship (T-ARS 50) and Fleet Ocean Tug (T-ATF 166) platforms. T-ATS will be able to support current missions including towing, salvage, rescue, oil spill response, humanitarian assistance, and wide-area search and surveillance. The platform also enables future rapid capability initiatives such as supporting modular payloads with hotel services and appropriate interfaces.

With the ship over 85 percent complete at the time of launch, the future USNS Billy Frank Jr. will now prepare for her next major milestone, engine light off, as she gets ready for sea trials and delivery.

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## **NOAA Awards \$95.4M Contract for Upgrades, Maintenance on NOAA's Oscar Dyson**



NOAA Ship Oscar Dyson working in the Bering Sea in Alaska. Credit: NOAA Marine and Aviation Operations/CDR Carl Rhodes From Keeley Belva, NOAA, June 18, 2025

NOAA has awarded \$95,408,666 to JAG Alaska, Inc. from Seward, Alaska, to complete expanded upgrades and maintenance on [NOAA Ship Oscar Dyson](#). Following the 2026 field season, the ship will go into a year-long maintenance period.

NOAA is working to maximize the service life of each of its vessels through long-term maintenance planning and tracking. The goal of this forward-looking maintenance is to provide up-to-date, dependable vessels for NOAA's scientists and science partners. NOAA anticipates that the *Oscar Dyson* will be available for service in time for the 2028 field season.

"These upgrades will help the ship continue to meet the needs of the nation in primarily Alaskan and Arctic waters well into the future," said NOAA Corps Rear Adm. Chad Cary, director of the NOAA Commissioned Officer Corps and NOAA Marine and Aviation Operations. "Modernizing the shipboard technology

will improve the *Dyson's* fuel efficiency and operational safety, while ensuring that future research performed by the *Dyson* continues to be second to none.”

NOAA Ship *Oscar Dyson* was commissioned in 2005 and plays a major role in collecting data that is used to manage Alaska pollock—one of the world’s largest commercial fisheries. Replacing the propulsion system with variable speed, Tier 4 generators, quiet air conditioning motors and cutting-edge technology will equip the *Dyson* to continue supporting future NOAA science missions. The comprehensive maintenance will also replace pumps, fans, cranes, fire detection system and radars, as well as increase the number of single-person staterooms.

NOAA has begun modifying other ships in its fleet to backfill the *Dyson* during the maintenance period. [NOAA Ship Bell M. Shimada](#) will be outfitted with polar life rafts, rescue boat heaters and other adaptations necessary for work in Alaska waters. These adjustments will help to ensure that the collection of science and data in Alaska, as supported by the *Dyson*, will continue seamlessly.

“Great news coming out of Alaska today. Supporting small shipyards in the state is vital to our blue economy, and I am excited to see these extensive upgrades to NOAA Ship *Oscar Dyson* happening right in our own backyard,” said Alaska Senator Lisa Murkowski. “The mid-life renovation of this critical research vessel will allow for the collection of accurate data that will inform Alaska’s fisheries – all while putting Alaskans to work. I appreciate NOAA’s investment in Alaska and our fisheries, and look forward to seeing the *Oscar Dyson* back out at sea.”

“I want to thank Secretary Lutnick and Acting NOAA Administrator Laura Grimm for prioritizing the completion of the contract to maintain NOAA Ship *Oscar Dyson*. Homeported in Kodiak, this research vessel plays a vital role in conducting surveys of fish, mammals and other invertebrates and helps

support robust and sustainable fisheries,” said Alaska Senator Dan Sullivan. “Even better, I am glad to see one of our great Alaskan shipyards will be conducting the repairs, keeping the ship close to home so that it can swiftly return to its important work once the maintenance is finished.”

[NOAA Marine and Aviation Operations](#) operates a fleet of 15 hydrographic survey, oceanographic research and fisheries survey vessels. NOAA ships operate in the U.S. and around the world. The ships are run by a combination of NOAA commissioned officers and civilian professional mariners.

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## **Coast Guard Cutter Valiant Exits Active Duty After 57 Years of Service**



Coast Guard Cutter Valiant (WMEC 621) is moored to the pier at Naval Station Mayport in Jacksonville, Florida, June 17, 2024. The cutter was honored after more than 57 years of service during a heritage recognition ceremony held in front of Coast Guard and cutter leadership, the assembled crew and former crew members, family and friends. (U.S. Coast Guard photo by Petty Officer 2nd Class Brandon Hillard)

From U.S. Coast Guard Atlantic Area, June 17, 2025

NAVAL STATION MAYPORT, Fla. – The Coast Guard held a heritage recognition ceremony, Tuesday, in Jacksonville to honor the U.S. Coast Guard Cutter Valiant (WMEC 621) and recognize its more than 57 years of exemplary service.

The ceremony was presided over by Rear Adm. Adam Chamie, assistant commandant for operations integration and response policy, Coast Guard Headquarters in Washington, D.C., and served to celebrate Valiant’s contributions to the Coast Guard and nation in the presence of cutter leadership, current and former crew members, families and friends.

In addition to Chamie, a former commanding officer of Valiant, 2014-2016, the official party included: Cmdr. Matthew Press, commanding officer of Valiant, retired Capt. Timothy Cronin, former commanding officer of Valiant, 2016-2018, Senior Chief Petty Officer Clark Lauer, command senior enlisted leader of Valiant, Lt. Cmdr. Merrill Gutowski, executive officer of Valiant and master of ceremonies, and Chaplain Duke Leon Ann'El, Fraternal Order of Police, former Valiant crew member, 2006-2007.

The event also marked the ship's exit from active-duty service for an indeterminate time, placing it in commission, special status. The 210-foot Valiant operated as a Coast Guard Atlantic Area Command asset, based in Portsmouth, Virginia, and was most recently homeported in Mayport.

Valiant, a multi-mission cutter, was built in Lorain, Ohio by the American Shipbuilding Company and was commissioned, Nov. 3, 1967. The cutter is the 7th of 16 vessels built in the Reliance-class of medium endurance cutters that have operated in the Coast Guard's fleet. These cutters were designed for search and rescue, law enforcement missions such as counter-drug and alien interdiction, as well as national defense and international engagement.

Valiant was named after the inspirational trait, which means to act with courage and determination. It is the first Coast Guard cutter to bear its name.

The cutter has been helmed by several notable commanding officers to include, Adm. James Loy, former commandant of the Coast Guard, 1998-2002, and Capt. John G. Witherspoon, the first African American officer to command a medium endurance cutter and for whom the annual John G. Witherspoon Inspirational Leadership Award, which recognizes the Coast Guard officer, active duty and reserve, who best exemplifies the Coast Guard's Core Values of Honor, Respect and Devotion to Duty, is named.

Valiant spent its first 24 years in the Coast Guard Eighth District area of responsibility while being homeported in Galveston, Texas. While there, it earned its nickname, "Guardian of the Gulf," after crews assisted in several high-profile search and rescue cases.

In 1971, Valiant provided assistance after two Venezuelan freighters collided.

In 1972, the crew of Valiant supported the International Ice Patrol and identified icebergs off the coast of Newfoundland, Canada, locating hazards to navigation in the North Atlantic Ocean.

Later in the decade, the cutter responded to a collision between a tanker and a freighter in 1979.

Valiant played a crucial role in the mass Cuban exodus of 1980 known as the Mariel Boatlift, while working alongside numerous Coast Guard cutters, small boats, aircraft, and U.S. Navy vessels.

In June of 1990, Valiant and other Coast Guard cutters responded to the 853-foot Norwegian tanker Mega Borg after a deadly explosion in the engine room led to the release of oil approximately 60 miles off the coast of Texas. Valiant's crew persevered through complex logistical problems, mounting an effective firefighting, salvage and pollution cleanup campaign.

Between 1991 and 1994, the cutter was decommissioned for the purpose of undergoing a major maintenance availability at the Coast Guard Yard in Baltimore, Maryland, extending its service operational life through modifications and modernizations.

After Valiant was recommissioned in January of 1994, it was transferred to the Seventh Coast Guard District area of

responsibility and relocated to its second home port of Miami Beach for the next 18 years.

During Operations Able Manner and Able Vigil in 1994, the crew of Valiant interdicted over 500 Haitian and Cuban migrants. And the cutter repatriated over 1,900 Haitian migrants from Guantánamo Bay, Cuba to Port-au-Prince, Haiti over the course of 11 passages during this time.

Valiant served as patrol commander during the 1996 Summer Olympics sailing events in Savannah, Georgia, where the cutter directed over 29 Coast Guard assets to help ensure security for 800 athletes representing 98 different countries.

In 1997, the cutter's crew helped train over 500 Caribbean Coast Guard members during Operation Tradewinds. Valiant taught personnel from 12 countries in fields such as damage control, engineering and seamanship fundamentals.

In January 1999, a Valiant and Coast Guard law enforcement detachment (LEDET) 406 boarding team interdicted over 10,000 pounds of cocaine from the merchant ship Cannes.

On Nov. 7, 1999, the crew of Valiant discovered a person in the water and another on the sinking hull of a partially submerged vessel. The two were enroute to Antigua and spent over 30 hours before they were rescued.

A few days later, Valiant's crew rendezvoused with the HMS Northumberland and an embarked U.S. Coast Guard LEDET aboard the British naval vessel to intercept over 2.5 tons of cocaine aboard the the motor vessel Adriatik. After three days of lifting 110-pound bags of sugar, the crew of Valiant uncovered the illicit narcotics.

Later in the same month, Valiant served as on-scene commander while attempting to locate two missing sailing vessels near Saba Island, Netherlands Antilles in the wake of Hurricane

Lenny. Their efforts located several capsized vessels adrift in the region, but unfortunately only one survivor was found.

In 2003, the first official Department of Homeland Security secretary's speech was given by Secretary Thomas Ridge aboard Valiant at the Port of Miami.

In 2004, Valiant conducted alien migration interdiction operations during the Haiti rebellion, repatriating 531 Haitians intercepted on boats as they fled growing violence and turmoil fueled by rebel forces.

While deployed in 2006 to the Caribbean Basin and Florida Straits, Valiant's crew interdicted 270 aliens attempting to enter the U.S. illegally and assisted the government of the Bahamas, seizing a Dominican Republic-flagged vessel illegally fishing in Bahamian territorial seas. The 65 crew members aboard the fishing vessel Barlovento were later transferred to Bahamain officials. During the same patrol, the crew made a port of call in Miami to host a presidential visit by President George W. Bush.

The cutter interdicted nearly five tons of cocaine from four separate smuggling vessels during a 2009 patrol. The narcotics, worth over \$125 million, were seized as a result of coordinated efforts between Valiant's crew, other Coast Guard assets and U.S. Customs and Border Patrol aircraft.

The crew of Valiant responded to the Haiti Earthquake of 2010, both supporting relief efforts while countering mass migration at sea. Valiant crew members assisted the Haitian Coast Guard to repair their damaged assets and coordinated with the Haitian government and the United Nations to open Cap-Haitien as a resupply and repatriation port during the earthquake's aftermath.

On Aug. 8, 2012, Valiant transferred to its current home port of Mayport.

In 2017, Valiant conducted a counter-drug patrol in support of Joint Interagency Task Force – South. While deployed to the coast of Central and South America, the crew seized \$47 million worth of cocaine and rescued several seas turtles entangled in garbage.

In October 2019, during an Eastern Pacific patrol, the cutter interdicted a self-propelled semi-submersible, a fishing vessel and a go-fast vessel. These actions resulted in Valiant seizing 16,000 pounds of cocaine worth over \$218 million.

In September 2023, Valiant's crew encountered a man in a giant hamster wheel, known as a hydro-pod, well off the Georgia coast. The man was warned about the approaching hurricanes and urged to abandon his unsafe vessel. Despite threats of self-harm and violence, the case was eventually handed over to another Coast Guard vessel, and after three days, he was arrested.

Most recently, Valiant completed a 33-day patrol in the Caribbean Sea earlier this year where the crew conducted counter-drug operations and seized 10,000 pounds of cocaine. The crew was transferred additional contraband from interdictions made by foreign naval partners with embarked Coast Guard law enforcement detachments on board. On June 6, the crew offloaded a combined total of 17,450 pounds of cocaine and 2,585 pounds of marijuana worth \$132 million at Port Everglades.

The Valiant now transitions into an inactive shipyard status as part of the Coast Guard's efforts to modernize its cutter fleet to combat the evolving security threats in the maritime domain. Force Design 2028 is an accelerated effort to transform the Coast Guard into a more agile, capable, and responsive fighting force. By optimizing resources, enhancing workforce readiness and integrating advanced technology to ensure mission readiness, Force Design 2028 provides a bold

blueprint to renew the service to be better prepared to meet the mission readiness demanded by the American public.

Once back at the Coast Guard Yard, Valiant's current crew will transition to different units both ashore and afloat, a step taken to help ensure the Coast Guard's ability to prioritize lifesaving missions, national security, and protection of the Maritime Transportation System with no degradation to these critical services.

"I am grateful and thankful for our team. The crew makes the cutter, and I am honored to be part of this extraordinary team," said Cmdr. Matthew Press, commanding officer of Valiant. "I am honored to be part of Valiant's prestigious legacy."

Valiant is a 210-foot, Reliance-class medium endurance cutter with a crew of 64 and 12 officers. Since commissioning in 1967, Valiant has conducted search and rescue missions, counter-drug and alien interdiction operations, supported national defense, marine environmental protection and homeland security missions and participated in the International Ice Patrol.

***To view b-roll of the ceremony, click [here](#).***

For information on how to join the U.S. Coast Guard, visit [GoCoastGuard.com](https://www.goCoastGuard.com) to learn about active duty, reserve, officer and enlisted opportunities.

Information on how to apply to the U.S. Coast Guard Academy can be found [here](#).

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# Navy Accepts Delivery of Ship-to-Shore Connector, LCAC 113



The United States Navy accepted delivery of Ship to Shore Connector (SSC), LCAC 113, from Textron Systems, June 12. The delivery of LCAC 113 comes after completion of Acceptance Trials conducted by the Navy's Board of Inspection and Survey, which tested the readiness and capability of the craft to effectively meet its requirements.

By Team Ships Public Affairs, June 17, 2025

NEW ORLEANS— The United States Navy accepted delivery of Ship-to-Shore Connector (SSC), LCAC 113, from Textron Systems, June 12.

The delivery of LCAC 113 comes after completion of Acceptance Trials conducted by the Navy's Board of Inspection and Survey, which tested the readiness and capability of the craft to effectively meet its requirements.

This new addition to the fleet signifies a substantial enhancement in the Navy's amphibious capabilities, providing a vital asset for rapid deployment and logistical support.

“The successful delivery of LCAC 113 will provide the Navy and Marine Corps team with an advanced craft to increase our operational capability in amphibious warfare and maintain our operational readiness against global challenges.” said Angela Bonner, acting program manager for Amphibious Assault and Connectors Programs, Program Executive Office (PEO) Ships

LCACs are built with configurations, dimensions, and clearances similar to the legacy LCACs they replace – ensuring that this latest air cushion vehicle is fully compatible with existing, well deck-equipped amphibious ships, the Expeditionary Sea Base and the Expeditionary Transfer Dock. LCACs can carry a 60 to 75-ton payload. They primarily transport weapon systems, equipment, cargo, and assault element personnel through a wide range of conditions, including over-the-beach.

Textron Systems is currently in serial production on LCACs 114-126.

PEO Ships, one of the Department of Defense’s largest acquisition organizations, is responsible for executing the development and procurement of all destroyers, amphibious ships and craft, and auxiliary ships, including special mission ships, sealift ships and support ships.

For more on Ship to Shore Connectors visit: [Navy Fact Files/Ship to Shore Connectors](#)

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## **Task Force 66 Applies Lessons**

# Learned From Black Sea Battle Lab to Exercise BALTOPS 25



Royal Navy Archer Class P2000 patrol vessels HMS Pursuer (P273) conducts counter unmanned surface vessel operations with global autonomous reconnaissance crafts (GARC) attached to Commander, Task Force 66 during Baltic Operations (BALTOPS) 2025, June 12, 2025. (U.S. Navy photo by Mass Communication Specialist 2nd Class Christine Montgomery)

By U.S. 6th Fleet Public Affairs, June 17, 2025

UTSKA, Poland – Commander, Task Force (CTF) 66, U.S. 6th Fleet’s purpose-built all-domain task force with the mission of integrating Robotic and Autonomous Systems (RAS) into fleet operations, is participating in Baltic Operations 2025 (BALTOPS) June 5-20, 2025.

Established in 2024 to deploy and employ RAS with Navy, joint, and NATO partners, CTF 66 utilizes RAS in conjunction with

conventional manned platforms and spaced-based capabilities to expand Maritime Domain Awareness (MDA), develop defense measures against adversarial use of RAS, innovate asymmetric fighting, and in the future, deliver lethal effects, if necessary.

“Task Force 66 operates through strong collaboration with U.S. Navy programs, NATO Allies, and partner nations, fostering the development and integration of cutting-edge robotic and autonomous systems,” said Rear Adm. Michael Mattis, Commander, Task Force 66. “By leveraging our collective expertise and technology, we aim to demonstrate strength and bolster maritime security not just here in the Baltic Sea, but in other maritime environments, to include the shores near the U.S. and in the Pacific Ocean.”

During BALTOPS 25, CTF 66 has employed unmanned surface vessels to simulate fast attack craft engagement on both Blue Ridge-class command and control ship USS Mount Whitney (LCC 20) and Arleigh Burke-class guided-missile destroyer USS Paul Ignatius (DDG 117) with Global Autonomous Reconnaissance Craft (GARC) and other unmanned systems. These simulations allowed the ships to practice and develop tactics, techniques, and procedures to defend against unmanned attacks in close coordination with Allied forces.

“The thing is, ‘unmanned’ isn’t completely unmanned,” added Lt. Jay Faylo, unmanned systems director for CTF 66. “There’s a lot of manpower that goes into making these systems work—maintaining the platforms, developing the software, and providing the right amount of oversight and direction during operations. Building that familiarity and those skill sets with our RAS operators is critical to ensure we can continue to evolve and adapt at the speed of the technology.”

BALTOPS 25 provides the U.S. Navy and its NATO Allies and partners an opportunity to test and refine joint warfighting capabilities in a dynamic environment. CTF 66 is also

conducting training to enhance MDA in the Baltic Sea in order to counter grey zone activities in tandem with NATO's Task Force X and leverage RAS and commercial space-based sensors to support tracking and targeting for at-sea interdictions and joint fires.

"CTF 66's success hinges on strong collaboration with our partners to share tactics, operate together, and develop lessons learned," said Faylo. "During this exercise, we are operating with the U.S. Marine Corps, Polish Special Operations Forces and the United Kingdom's Royal Navy to develop procedures for resupplying land-based forces with our unmanned surface vessels, just to give one example."

Additionally, CTF 66's close collaboration with Ukraine provides insight into the employment of RAS in the challenging Black Sea environment against a capable and adaptive enemy. Known by its nickname the "Black Sea Battle Lab" CTF 66 has observed Ukraine employ RAS in order to secure crucial sea lanes for continued economic activity and deny the Russian Federation Navy's use of the Black Sea to launch offensive attacks.

"The opportunity to closely observe the cycle of action-reaction-counteraction in the Black Sea is a unique advantage that allows CTF 66 to learn from real world conflict and adapt to the changing character of war," said Mattis. "In order to keep up with these changes, we must seek out creative solutions to rapidly field and develop new technology, with a focus on software and low-cost platforms, to inform our approach to future maritime security operations."

BALTOPS 25 is an annual maritime-focused exercise designed to enhance flexibility and interoperability among allied and partner nations. Now in its 54th iteration, the exercise strengthens regional security and demonstrates NATO's commitment to collective defense.

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