

Navy Selects Mobile, Ala., Company to Scrap World's First Nuclear-Powered Aircraft Carrier



The nuclear-powered aircraft carrier ex-USS Enterprise is shown being moved to Newport News Shipbuilding in 2013 following its decommissioning in 2012. (NHHC)

By Richard R. Burgess, Senior Editor

ARLINGTON, Va. – The U.S. Navy has selected NorthStar Maritime Dismantlement Services LLC, a company with facilities in Mobile, Alabama, to scrap the former USS Enterprise (CVN 65), the Navy's – and the world's – first nuclear-powered aircraft carrier.

The Defense Department said in a May 30 contract announcement that NorthStar, headquartered in Vernon, Vermont, was being

awarded a \$536.7 million firm-fixed-price contract from the Naval Sea Systems Command for “the dismantling, recycling, and disposal of Ex-Enterprise (CVN 65).

“Under this contract CVN 65 will be dismantled in its entirety, and all resulting materials will be properly recycled or disposed of. Specifically, hazardous materials, including low-level radioactive waste, will be packaged and safely transported for disposal at authorized licensed sites,” the announcement said. “Work will be performed in Mobile, Alabama, and is expected to be completed by November 2029.”

The Ex-Enterprise, commissioned in 1961, served the nation in numerous crises and conflicts, including the Cuban Missile Crisis, Vietnam War, and Operations Frequent Wind, Earnest Will, Desert Fox, Southern Watch, Enduring Freedom, and Iraqi Freedom.

The carrier was deactivated in December 2012 and, when its nuclear reactors were defueled, it was decommissioned in February 2017. The hull remained at Newport News Shipbuilding at Newport News, Virginia, awaiting the Navy’s plans for disposal.

“NorthStar is partnered with Modern American Recycling and Radiological Services, LLC (MARRS) in Mobile, Alabama, where the dismantlement work will take place,” the Naval Sea Systems Command said in a June 2 release posted on linkedin.com. “Waste Control Specialists LLC, of Andrews, Texas, will serve as the licensed facility for disposal of low-level radiological and mixed hazardous waste. Non-hazardous materials will be recycled or disposed of in accordance with all applicable federal, state, and local regulations.”

The Navy’s selection of a commercial company to dismantle nuclear-powered ship is a change from its normal practice of scrapping nuclear-powered ships, which heretofore included nuclear-powered submarines and cruisers. In recent years, the

Navy's Puget Sound Naval Shipyard in Bremerton, Washington, has been the facility that has handled the tasks.

“By leveraging private-sector expertise in commercial nuclear power plant decommissioning, the Navy is achieving an estimated \$1 billion in cost savings compared to conducting the effort in public shipyards, the Navy release said. “This approach enables the Navy to prioritize public yard resources toward fleet readiness and modernization – while upholding its longstanding commitment to environmental stewardship and nuclear safety.”

BAE Systems Launches \$250M State-of-the-Art Shiplift and Land Level Facility in Jacksonville



From BAE Systems, June 2, 2025

JACKSONVILLE, Fla. – June 2, 2025 – BAE Systems unveiled its new shiplift and land-level repair complex during a ribbon-cutting ceremony at the company’s Jacksonville, Florida shipyard. This marks a significant milestone in the \$250 million investment to transform its ship repair capabilities and solidify its role as a key partner to the U.S. Navy and commercial maritime industry.

The ceremony brought together approximately 500 attendees, including BAE Systems employees, subcontractors, Navy personnel, shipyard neighbors, local community members, and other distinguished guests, including Acting Chief of Naval Operations Admiral Jim Kilby and BAE Systems, Inc. President and CEO Tom Arseneault.

“Today marks an important milestone as we celebrate the completion of a world-class ship repair facility upgrade here in Florida. The introduction of our new shiplift and land level repair facility represents more than just progress for BAE Systems Ship Repair—it reflects a shared commitment to innovation, growth and collaboration,” Arseneault said.

“Together with the United States Navy, and other key industry partners that depend on this port, we are building a stronger foundation for the future, to help maintain our maritime superiority.”

The shiplift and land level repair complex will support the maintenance and repair of Mayport-based Navy vessels and commercial ships sailing into the Port of Jacksonville. With the capacity to lift ships displacing up to 25,000 tons and accommodate multiple vessels for maintenance simultaneously ashore, the new complex expands the shipyard’s capabilities threefold.

BAE Systems’ new facility will significantly enhance production efficiency, strengthen regional maritime capabilities, and advance environmental stewardship. Its completion represents the company’s long-term initiative to bolster support for the U.S. Navy while also accommodating a broader range of commercial vessels at competitive scales.

“From my vantage point, this shiplift and land level facility is contributing to the national movement that is making America safer and more secure,” said Admiral Kilby. “It’s a necessary element to forging a defense industrial base able to support, sustain and generate our fleet.”

The project, together with Pearlson Shiplift Corporation, Foth Engineering, and Kiewit Infrastructure South Co., replaces an 80-year-old drydock that had reached the end of its lifecycle. The state-of-the-art shiplift system’s platform spans 492 feet by 110 feet, offering a more cost-effective and efficient alternative to traditional drydocks. It will be one of the ten largest shiplift systems in the world and the largest in the Americas.

The first vessel lift in the facility is anticipated later this month.

BAE Systems is a leading provider of ship repair, maintenance,

and modernization services to the U.S. Navy's fleet of combatant ships in their homeports; refit and hauling services for commercial and privately held vessels; and fabrication services for the submarine industrial base. The company operates three full-service shipyards in California, Florida, and Virginia, and offers a highly skilled, experienced workforce; a large team of suppliers and subcontractors; seven dry docks and railways; and significant pier space and ship support services.

SEAL Nominated for 4th Star, Commander of U.S. Special Operations Command



ARLINGTON, Va. – Secretary of Defense Pete Hegseth announced June 3 that the president has nominated Navy Vice Adm. Frank M. Bradley for appointment to the grade of admiral, with assignment as commander, U.S. Special Operations Command, MacDill Air Force Base, Florida.

If confirmed by the Senate, Bradley would succeed Army General Bryan P. Fenton.

Bradley currently serves as commander, Joint Special Operations Command/commander, Joint Special Operations Command Forward, U.S. Special Operations Command, at Fort Bragg, North Carolina.

Below is Bradley's official biography from the Navy's website:

“Vice Adm. Frank M. Bradley is a U.S. Navy SEAL Officer and a

native of Eldorado, Texas. Bradley is a 1991 graduate of the United States Naval Academy, where he studied physics and was a varsity gymnast. He began his career as a SEAL after completing Basic Underwater Demolition school (BUDs/SEAL) Class 179 in 1992. Bradley earned a Master's in Physics from the Naval Postgraduate School in Monterey, California, where he received a provisional patent for his research in 2006.

“He has commanded at all levels of special operations, including Special Operations Command Central, leading joint special operations throughout the Middle East and South Asia. He commanded Naval Special Warfare Development Group, has multiple tours in command of joint task forces, and was among the first to deploy to Afghanistan following the attacks of September 11, 2001. Additionally, he has served with SEAL Team FOUR, SEAL Delivery Vehicle Team TWO, and the Italian Incursori (Italian SEALs) as an international exchange officer.

“His staff duty has included service as assistant commander, Joint Special Operations Command, JSOC's J-3 Technical Operations Division Chief and Deputy J-3, vice deputy director for Global Operations for the Joint Staff J-3; executive officer for the Chairman of the Joint Chiefs of Staff, General Joseph F. Dunford, Jr., and deputy director for CT Strategy for the Joint Staff J-5.”

RTX's Raytheon Awarded \$536 million US Navy Contract for

SPY-6 Family of Radars



Contract provides continued integration and test support for the U.S. Navy's most advanced maritime radar

From RTX, June 3, 2025

ANDOVER, Mass. (June 3, 2025) – Raytheon, an RTX (NYSE: RTX) business, has been awarded a \$536 million contract from the U.S. Navy for the [SPY-6 family of radars](#). The contract is a follow-on to the previously awarded [Integration and Production Support contract](#) and includes upgrading Flight IIA destroyers with the SPY-6(V)4 variant.

Under the sole source award, Raytheon will provide continued support for the SPY-6 family of radars through training, engineering services, ship installation, integration and testing, as well as software upgrades to enhance radar capabilities.

“SPY-6 is the most advanced radar in the U.S. naval fleet, providing ships a new level of defense against evolving threats,” said Barbara Borgonovi, president of Naval Power at

Raytheon. “This contract highlights the essential role of this technology in supporting the U.S. Navy’s technology roadmap for several decades to come.”

SPY-6 is now installed on two new U.S. Navy ships, with three additional ships slated for installation and undergoing various stages of testing in 2025. Over the next decade, SPY-6 is expected to be deployed on more than 60 U.S. Navy ships, enhancing defense against air, surface, and ballistic threats.

Work on this contract is expected to be completed by May 2026.

SECNAV PheLAN Makes Inaugural Visit to NPS



Secretary of the Navy John C. Phelan speaks with students about their research projects during a visit to the Naval Postgraduate School, May 29. *Photo credit: U.S. Marine Corps | Cpl. Chloe N. McAfee*

The Honorable John Phelan, 79th Secretary of the Navy, visited the Naval Postgraduate School (NPS) in Monterey, California, May 29.

“We were very pleased to host Secretary Phelan and show him all that NPS has to offer in support of his priorities,” said retired U.S. Navy Vice Admiral Ann Rondeau, NPS president. “A more lethal and ready naval force includes cognitive readiness, and NPS graduates effective, innovative, technologically competent leaders necessary to ensure U.S. seapower.”

Phelan met with NPS senior leaders and faculty, and toured the campus engaging with the school’s mid-career military students to hear about their studies and applied research whose recent operational experience informs their work.

“The Naval Postgraduate School is one of the world’s preeminent institutions of military education.” said Phelan. “I want our best warfighters coming to NPS to develop their intellectual edge and turn their insights into real-world solutions for our Navy and Marine Corps.”

Several NPS students had an opportunity to present their research to Phelan showcasing their innovative work in ship systems engineering, acquisition reform, artificial intelligence, ocean sensing, autonomy, space and additive manufacturing.

“I am looking for ways to adapt and adopt industry innovation at greater speeds to modernize our Navy,” Phelan said to the students. “We need to equip our leaders with the knowledge and skills to help evolve technology solutions at the pace of modern combat, and I see this happening now at NPS.”

Modernization was another key theme of Phelan’s visit, and from information technology to labs, the NPS modernization plan aims to completely overhaul aging buildings and outfit them with technology upgrades. Phelan also toured the recently completed Bullard Hall, home to NPS’ System Engineering and Space Systems programs.

Reflecting on his visit, Phelan said, “It was a real pleasure meeting NPS students and faculty yesterday and seeing how they’re working with industry to bring innovation, capability and cost control to our warfighting domains. We need to do things faster, smarter and cheaper, and NPS has the ability to play a major role in that mission.”

Established in 1909, NPS provides defense-focused graduate education, including classified studies and interdisciplinary research, to advance the operational effectiveness, technological leadership and warfighting advantage of the Naval service. Located in Monterey, California, NPS offers master’s and doctoral programs for U.S. military and

civilians, federal agencies, allied militaries and partner nations.

USS Harry S. Truman Strike Group Returns from 8-Month Deployment



MEDITERRANEAN SEA (May 19, 2025) The Nimitz-class aircraft carrier USS Harry S. Truman, right, the Arleigh Burke-class guided-missile destroyer USS Jason Dunham (DDG 109), center, and the Ticonderoga-class guided-missile cruiser USS Gettysburg (CG 64) sail in the Mediterranean Sea. USS Harry S. Truman, the flagship of the Harry S. Truman Carrier Strike Group (HSTCSG), is on a scheduled deployment in the U.S. 6th Fleet area of operations supporting U.S. Naval Forces Europe-Africa to defend U.S., allied and partner interests. (U.S. Navy photo by Mass Communication Specialist 3rd Class Mike Shen)

[by Commander, U.S. 2nd Fleet Public Affairs](#), June 2, 2025

NORFOLK, Va. – The flagship of the Harry S. Truman Carrier Strike Group returned to its homeport of Norfolk, Virginia on June 1, following an eight-month deployment to the U.S. 5th and 6th Fleet areas of operations.

The strike group, which departed for deployment in September 2024, consisted of USS Harry S. Truman (CVN 75), Ticonderoga-class cruiser USS Gettysburg (CG 64), Arleigh Burke-class destroyers USS Stout (DDG 55) and USS Jason Dunham (DDG 109) of Destroyer Squadron (DESRON) 28, and Carrier Air Wing (CVW) 1 with nine embarked squadrons.

While sailing across Europe and the Middle East, the strike group conducted a wide range of missions, including exercises with NATO Allies and combat operations in the Red Sea.

“The performance of every Sailor and asset in our strike group has been nothing short of exceptional,” said Rear Adm. Sean Bailey, commander of HSTCSG. “I am immensely proud of my team. They have repeatedly proven time and again that they are warfighters who stand ready for anything. As we return home, it is truly gratifying to reunite our Sailors with their families and friends who have supported them throughout this journey.”

The strike group operated in the North Sea during NATO’s Neptune Strike 24-2 and supported maritime and air presence operations with ships from Portugal, Norway, and Italy. Italian frigate ITS Carabiniere (F 593) also deployed alongside the strike group during operations in Europe.

Harry S. Truman Carrier Strike Group made port calls to Norway, Sweden, Finland, Germany, Spain, France, Croatia and Greece while deployed to the U.S. 6th Fleet area of operations, promoting peace through strength.

On Feb. 1, while operating in support of U.S. Africa Command from the Red Sea, the strike group supported a large-scale airstrike and delivered 124,000 pounds of ordnance against ISIS-Somalia operatives.

“Throughout this deployment, our aviators showed immense proficiency and professionalism while striking Houthi targets across Yemen and defending the strike group and merchant vessels from threats,” said Capt. Leslie Mintz, commander of CVW-1. “I could not be prouder of the dedication and hard work of all the maintainers, ordnance handlers, administrative, and logistics support for their work keeping our aircraft flying, aviators safe, and ordnance ready to drop around the clock.”

In March, the Harry S. Truman Carrier Strike Group led initial strikes against Iran-backed Houthi targets in Yemen during U.S. Central Command’s Operation Rough Rider. The strike group launched Tomahawk Land Attack Missiles and precision airstrikes for more than 50 days, conducting continuous operations to degrade Houthi capabilities and disrupt threats to commercial shipping.

“These warrior Sailors demonstrated superb grit for more than eight months,” said Capt. Chris Hill, commanding officer of USS Harry S. Truman. “Even in the face of significant challenges, they persevered, never giving up when their nation needed them. It’s been an honor to serve alongside such dedicated professionals and to take them home to their families.”

During the deployment, the Harry S. Truman strike group completed more than 13,000 sorties and 25,000 flight hours, and the ships sailed over 240,000 nautical miles combined.

The strike group’s mission is to conduct prompt and sustained combat operations at sea and maintain a forward presence

through sea control and power projection capabilities.

For more information, visit DVIDS at <https://www.dvidshub.net/unit/CVN75>.

U.S. 2nd Fleet, reestablished in 2018 in response to the changing global security environment, develops and employs maritime ready forces to fight across multiple domains in the Atlantic and Arctic in order to ensure access, deter aggression and defend U.S., allied, and partner interests.

For more U.S. 2nd Fleet news and photos, visit [facebook.com/US2ndFleet](https://www.facebook.com/US2ndFleet), X – [@US2ndFleet](https://twitter.com/US2ndFleet), and <https://www.linkedin.com/company/commander-u-s-2nd-fleet>.

USS Tripoli Forward Deploys to Japan



America-class amphibious assault carrier USS Tripoli (LHA 7) transits San Diego Bay, May 19, 2025. The ship departed Naval Base San Diego to complete a homeport change and join forward-deployed naval forces in Sasebo, Japan as part of a scheduled rotation of forces in the Pacific. (U.S. Navy photo by Mass Communication Specialist 1st Class Sara L. Eshleman)

From [Commander, Naval Surface Force, U.S. Pacific Fleet](#), May 19, 2025

SAN DIEGO – The America-class amphibious assault ship USS Tripoli (LHA 7) departed Naval Base San Diego May 19 to forward deploy to Sasebo, Japan, as part of a scheduled rotation of forces in the Pacific. The Tripoli will replace the amphibious assault ship USS America (LHA 6), which will depart Sasebo and move to San Diego.

“The Tripoli is ready to defend U.S. interests abroad and strengthen our long-standing partnership with Japan,” said Capt. Eddie Park, commanding officer of the Tripoli. “I am extremely proud to lead this hard-working and motivated team of Sailors and Marines overseas to support security, stability

and prosperity in this vital region.”

The forward presence of the Tripoli supports the United States’ commitment to the defense of Japan, enhances the national security of the United States and improves its ability to protect strategic interests. The security environment in the Indo-Pacific requires the most capable ships to enable rapid response times for maritime and joint forces.

“The U.S. has a vital relationship with Japan, and their hospitality and professionalism are unmatched,” said the Tripoli’s executive officer (XO), Capt. Patrick Sullivan, whose previous assignment was deputy commander of Naval Surface Group Western Pacific in Sasebo. “I’m honored and excited to return as the XO of such a highly capable warship to honor our nation’s security commitment to Japan.”

San Diego has been the Tripoli’s homeport since September 2020. Since then, the Tripoli supported multiple exercises including Valiant Shield, Iron Storm, Kamandag, Steel Knight, and the 31st Marine Expeditionary Patrol 22.2. The ship also completed numerous maintenance availabilities and earned various fleet and type commander excellence awards.

“This crew has been diligently preparing to forward deploy since last year,” said Park. “I am fully confident in the crew’s abilities to execute any mission assigned to us.”

The Tripoli was commissioned July 15, 2020, and is the second America-class amphibious assault ship built for the United States Navy. The ship is named after the U.S. Marine Corps victory against Tripoli at the Battle of Derna during the First Barbary War in 1805.

The mission of Commander, Naval Surface Force, Pacific Fleet is to man, train, and equip the Surface Force to provide fleet

commanders with credible naval power to control the sea and project power ashore

Navy Reserve Chief Looks Forward to KC-130J Aircraft



MISAWA, Japan (July 12, 2021) A C-130T Hercules, assigned to the Condors of Fleet Logistics Support Squadron (VR) 64, recovers at Naval Air Facility (NAF) Misawa. (U.S. Navy photo by Mass Communication Specialist 3rd Class Benjamin Ringers)
By Richard R. Burgess, Senior Editor

ARLINGTON, Va. – The admiral in charge of the U.S. Navy Reserve Force expressed appreciation for congressional support in procuring KC-130J Super Hercules tanker/transport aircraft to modernize the force's organic airlift fleet.

“We are grateful for the strong bi-partisan alignment on this priority,” said Rear Admiral Nancy S. Lacore, chief of Navy Reserve, testifying May 20 before the House Appropriations Committee’s defense subcommittee. “We are grateful for the adds we got in 2024 [and] 2025 for the C-130. The C-130 is our number one equipment priority, and we are behind in that re-capitalization effort.”

The Navy Reserve operates 27 C-130T/KC-130T Hercules aircraft with an average age of 34 years and a mission-capable rate of 40%. Lacore anticipates a mission-capable rate of 75% with a fleet of KC-130Js.

We’re also anticipating a 75% mission-capable rate, which will go a long way,” Lacore said. “The plan was to be at 32 aircraft by 2030. We got one in 2024, two in 2025 and we’re super-grateful for them. Right now, in the out years, we need to be looking at six per year in order to get us to where we need to go.”

Lacore said the C-130T Hercules “operates exclusively by the Reserve is the Navy’s only long-range, inter-theater airlift for oversize cargo. Its capability is in high demand from fleet commanders, particularly in the Indo-Pacific, playing a critical role in the contested logistics necessary to sustain a maritime fight.

“For the past few months, Reserve C-130 crews have transported thousands of pounds of ordnance into the Red Sea fight, keeping our ships on station intercepting Houthi missiles, conducting precision strikes, and safeguarding global commerce,” she said. “When the fleet needs logistics, whether to deliver firepower or staying power, Navy Reserve answers the call.”

She pointed out that the C-130T fleet “lacks the survivability necessary to operating in a contested environment. Recapitalizing with the KC-130J is critical to ensuring that

we effectively and safely carry out the critical inter-theater logistics mission for the fleet in 2027 and well beyond that.”

Lacore also noted the need for improved aerial refueling capability in the Pacific theater.

“The PACFLT [U.S. Pacific Fleet] commander has already asked us to work on organic aerial refueling and we are doing that with the Tangos [KC-130Ts],” she said. “It’s a long haul; they’re not all plumbed for that, whereas the Juliets [KC-130Js] will come with that plumbing already established. We anticipate that at least two times the aerial refueling rate. And if we include ground refueling as well, we’re looking at probably eight times our refueling capability in theater, which is a huge win for us in the Pacific.

**Vigor Marine CM San Diego
Completes USS Tripoli (LHA
7)**



Vessel's early departure shows skill, commitment of San Diego team

SAN DIEGO, Calif. (May 30, 2025) – Vigor Marine CM San Diego, a division of Vigor Marine Group, has successfully completed a Continuous Maintenance Availability on USS Tripoli (LHA 7), returning the vessel five days ahead of schedule. More than 250 skilled workers supported the effort to get the Tripoli back to the fleet ahead of schedule, allowing the vessel to commence its [rotation to Japan](#).

“This successful availability showed our skilled workers’

commitment to excellence and to the success of our customer, the U.S. Navy,” said Adam Beck, Head of Maintenance and Modernization Pacific for Vigor Marine Group. “We are aware of the importance of quality, on-time maintenance to the success of the warfighter and we are proud of our team for the work they do in support of our national defense.”

This CMAV consisted of a comprehensive body of work, including platform repairs, tank repairs and preservation, bulkhead shaft seal repair, pump mechanical seals, service diesel generator repair, piping replacements, rotating machinery/pump overhaul and replacement, refrigeration compressor overhaul and various aircraft/cargo weapon elevator repairs. Work was completed at the CM San Diego shipyard from February through mid-May.

“The expert team in San Diego not only completed this work ahead of schedule, they did it with a strong focus on working safely,” said Carlos Aguayo, President of Vigor Marine CM San Diego. “Our strong relationship with the Navy is founded on our commitment to their success and our safe, quality performance. We are grateful to be a partner of choice and look forward to further opportunities to support our valued customer.”

Vigor Marine CM San Diego, formerly Continental Maritime of San Diego continues work on the USS Russell (DDG 59) DSRA, USS Momsen (DDG 92) and the planning for an upcoming SRA on the USS Sterett (DDG 104). This is the second time CM San Diego has been trusted with an availability on the Tripoli. The work not only supports the U.S. Navy, it provides hundreds of family wage jobs in San Diego, and thousands across the entire Vigor Marine Group footprint.

USNS Comfort Departs Norfolk in Support of Continuing Promise 2025



[by LaShawn Sykes – USN Military Sealift Command](#), May 30, 2025

NORFOLK, Virginia (May 30, 2025) – The U.S. Navy Mercy-class hospital ship USNS Comfort (T-AH 20) departed Naval Station Norfolk to begin its summer deployment to the U.S. Southern Command area of operation in support of U.S. Naval Forces Southern Command/U.S. 4th Fleet's Continuing Promise 2025, May 30.

After several months of detailed planning, Comfort is on-track to conduct mission visits to Grenada, Panama, Colombia, Ecuador, Costa Rica, and the Dominican Republic.

“Continuing Promise has been conducted since 2007, with a mission to forge enduring partnerships by providing medical and humanitarian aid, thereby creating a lasting reputation for goodwill throughout the region,” said Capt. Ryan Kendall, commodore, Destroyer Squadron 40, and mission commander of Continuing Promise.

The focus during each mission stop will be working alongside partner nation medical personnel to provide direct patient care and technical expertise in community clinics to improve medical readiness, strengthen partnerships, and enhance the combined capabilities of the U.S. Navy and partner nations to respond to public health disasters and humanitarian crises.

The Continuing Promise team also includes a U.S. Army veterinary element from the 248th Medical Detachment (Veterinary Service Support), which will collaborate with host nation colleagues to provide direct public health education and animal care at local veterinary organizations in-country. U.S. Navy Seabees from Navy Mobile Construction Battalion 11 will assist in host nation led community engineering projects. U.S. Navy experts will host seminars and training exercises with host nation civilian officials and military professionals covering disaster preparedness and response. These exchanges aim to support host nation facilities, improve readiness, and empower local and national officials with the knowledge and experience to act with confidence during emergencies.

The U.S. Fleet Forces Band, “Uncharted Waters,” will also support the Continuing Promise mission. The band will embark on USNS Comfort to conduct classes at community schools, collaborate with military and civilian musical organizations in partner nations, and entertain local communities with concerts at each mission stop. This cultural exchange aims to strengthen community ties and foster goodwill.

Capt. Stephen P. Arles, commanding officer, USNS Comfort,

expressed excitement about working with the band and professional medical team. He added, "This is the Comfort's eighth deployment supporting Continuing Promise. The team is eager to collaborate with partner nations, exchange knowledge, and aid those in need, strengthening the legacy of the Continuing Promise mission."

USNAVSOUTH/FOURTHFLT is the trusted maritime partner for Caribbean, Central and South America maritime forces leading to improved unity, security and stability.

For more information about the mission, please visit <https://www.fourthfleet.navy.mil>, and follow at <https://www.facebook.com/NAVS0US4THFLT>, <https://x.com/navsous4thflt>, and <https://instagram.com/usnavysouth4thflt/>.

For more news from Military Sealift Command, visit <https://sealiftcommand.com/>.