

# Fairbanks Morse Defense Completes Acquisition of Rolls-Royce Naval Propulsors Business



From Fairbanks Morse Defense, July 16, 2025

*Milestone event at Pascagoula foundry draws Mississippi Governor Tate Reeves and key stakeholders to mark defense industry and regional economic growth*

Fairbanks Morse Defense (FMD) has finalized its acquisition of the Rolls-Royce Naval Propulsors business. This milestone was celebrated at the newly acquired Pascagoula, Mississippi,

foundry, where Governor Tate Reeves, Fairbanks Morse Defense CEO Steve Pykett, Jackson County Economic Development Foundation Deputy Director Mary Martha Henson, and other community and industry leaders gathered to recognize the significance of the acquisition to both national security and regional economic growth.

The Fairbanks Morse Defense Pascagoula facility is the only privately owned foundry in the United States capable of casting large Navy-standard propulsor systems, making it a critical component of the maritime defense supply chain. Now operating through a naval-focused defense contractor, the facility is being fully integrated into Fairbanks Morse Defense's broader portfolio of naval technologies. The strategic shift is designed to boost support for the U.S. Navy through enhanced responsiveness, increased investment, and continued innovation, while also preserving skilled jobs and strengthening Mississippi's industrial economy.

"This acquisition represents a strategic investment in sustaining the United States' defense manufacturing capabilities and ensuring we remain prepared to meet mission-critical demands," said Steve Pykett, CEO of Fairbanks Morse Defense. "The Pascagoula foundry, in particular, plays a vital role in supporting the Navy's maritime dominance, and its continued operation expands our capacity to serve as a trusted partner to the U.S. military. Integrating these highly skilled workforces into Fairbanks Morse Defense strengthens our ability to deliver on our mission of supporting warfighter readiness at home and abroad."

Event guests had a rare opportunity to tour the foundry and directly engage with leaders who are committed to advancing both national security and Mississippi's manufacturing economy.

During his opening comments, Governor Reeves underscored the broader economic impact of the foundry on the state's

economy.

“The acquisition of the Pascagoula foundry by Fairbanks Morse Defense is a strategic win for Mississippi and our nation’s defense,” said Governor Reeves. “This move reinforces our state’s commitment to supporting the defense industrial base. Mississippi stands ready to provide the skilled workforce and robust infrastructure necessary to ensure our defense partners have the resources they need to succeed.”

Jackson County Economic Development Foundation Deputy Director, Mary Martha Henson, echoed this sentiment, emphasizing the value of local resources and community commitment.

“Fairbanks Morse Defense is joining a community that knows how to get the job done,” Henson said. “Jackson County has the infrastructure, workforce, and partnerships to help defense manufacturers thrive because we’re focused on building a regional hub that strengthens our economy and supports national security. We look forward to working with Fairbanks Morse Defense to grow local opportunity and ensure their success here on the Mississippi Gulf Coast.”

The Pascagoula site is one of several key assets included in Rolls-Royce Naval Propulsors’ business acquisition. Fairbanks Morse Defense also gains a manufacturing campus in Walpole, Massachusetts, to produce critical propulsor systems for the U.S. Navy, Coast Guard, and allied naval fleets. Additionally, Fairbanks Morse Defense is in the process of acquiring Rolls-Royce’s facility in Peterborough, Ontario, where it will support handling systems and undersea technology, including the Mission Bay Handling System used in the Global Combat Ship programs of the U.K., Canada, and Australia.

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# REMUS 620 Validated for Torpedo Tube Deployment



*Joint Team Hits Key Milestone in Submarine-Launched UUV Ops*

From HII

POCASSET, Mass., July 23, 2025 (GLOBE NEWSWIRE) – A joint team from HII (NYSE: HII), Woods Hole Oceanographic Institution (WHOI), and U.S. Navy’s Naval Undersea Warfare Center Division Newport (NUWC DIVNPT) recently completed a major milestone in advancing the U.S. Navy Submarine Force’s initiative to launch and recover autonomous undersea vehicles from submarine torpedo tubes.

A test by the joint team confirmed the compatibility of the REMUS 620 with the SAFECAP, *Virginia*-class submarine weapons handling and torpedo tube systems, and other critical interfaces.

“This clears the way for continued testing in advance of an in-water end-to-end launch and recovery at a U.S. Navy test

fixture facility later this summer,” said Adrian Gonsalves, HII’s REMUS 620 product lead.

Rick Thornton, NUWCDIVNPT Code 459, stated, “Our team appreciated the early coordination with HII and WHOI. The REMUS 620 team arrived ready to go, and all events were executed safely and efficiently with good information exchange throughout. Much appreciate the full test team for its efforts.”

HII’s next-generation medium uncrewed underwater vehicle (MUUV) fitted with WHOI’s Yellow Moray docking technology, successfully completed a full end-to-end dry checkout of the Autonomous Underwater Vehicle/Shock and Fire Enclosure Capsule (AUV/SAFE CAP) “All-Up Round” (AUR) in the *Virginia*-class Cradle Payload Integration Facility (VCCPIF) and its Mk71 torpedo tube. This follows USS *Delaware* (SSN 791), built by HII, successfully completing the first-ever forward-deployed launch and recovery of a UUV via submarine torpedo tube with the Yellow Moray equipped REMUS 600 UUV.

HII is expanding the U.S. Navy’s undersea dominance and range with state-of-the-art REMUS technology and delivery.

### **About the REMUS UUV**

The REMUS UUV family delivers critical advantages across modern naval operations and the autonomous systems have been proven to operate independently or in conjunction with crewed platforms – such as *Virginia*-class nuclear submarines – to extend mission range, reduce detection risk, and limit personnel exposure.

The REMUS open-architecture design allows rapid payload integration, enabling mission-specific configurations and future tech insertions – key factors in maintaining operational relevance and cost efficiency over time.

To date, HII has sold more than 700 REMUS vehicles to over 30

countries, including 14 NATO members. Notably, over 90% of REMUS units delivered in the past 23 years remain in service, demonstrating platform durability and lifecycle value – both critical in defense acquisition decision-making.

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# Marine Group Boat Works Announces New Ownership of San Diego Shipyard, Los Cabos Boatyard and Global Services Superyacht Agency

*Entrepreneurs back President Todd Roberts in business buyout, name him CEO, in preparation for new era growth for legacy shipyard*

[Release From Marine Group Boat Works](#)

SAN DIEGO – [Marine Group Boat Works](#) (MGBW), a San Diego-based boatbuilding and repair company, has been purchased for an undisclosed amount by Co-Founder and President Todd Roberts, who has joined forces with entrepreneurs Chip Besse, a MGBW customer with successful investments in multiple industries, and Skye Callantine, principal of investment firm [Vigeo Investments](#). Besse will serve as Chairman of the board while Roberts will continue to actively lead the company in his new role as CEO, with a greater focus on growth and expansion plans made possible by the new partners' substantial investment.

The acquisition included the purchase of MGBW's two waterfront

facilities and their assets – a shipyard on San Diego Bay in Chula Vista, Calif., and a boatyard in San Jose del Cabo, Mexico. The deal also included [Marine Group Global Services](#), the technical services arm of MGBW that provides specialized consulting and marine services worldwide. MGBW will continue to operate and manage [Fifth Avenue Landing](#), a superyacht marina in downtown San Diego, under the Global Services division.

With roots dating back to the 1970s, the company started off as a small Chula Vista boatyard operation and was successfully relaunched 25 years ago as MGBW, a new state-of-the-art superyacht facility founded by Roberts and members of the Engel family. The company had been approached by several other potential buyers over the years, but they were never the right fit. Roberts and the Engels were committed to maintaining the integrity of the brand and protecting the legacy built over the last half-century. For them to consider a sale, they wanted MGBW to be allowed to grow and reach its potential, and not just be swallowed up by a larger firm that didn't share their vision or commitment to the environment and their people.

“Chip and Skye are young, visionary and willing to take risks when they see opportunity. But they are also extremely selective. They only partner with companies with very healthy financials, a strong company structure and even stronger management team,” said Roberts. “My team and I have a bold vision for expanding the MGBW brand and pursuing new market segments, and our new partners share our vision. This investment represents an incredible opportunity for us to make our vision a reality. With the resources that they bring to the table, the sky is really the limit for us now.”

All 250 team members across both facilities will continue with the company, and more are expected to be added to support MGBW's growth plans. The entire management team will also remain in place, ensuring continuity and a seamless

transition.

Some of the immediate changes people will see include a complete brand refresh; new improvements to the aesthetics, security and functionality of the Chula Vista shipyard entrance (adjacent to the new Gaylord Pacific Resort); greater engagement with the superyacht industry; expansion of its Navy repair capabilities; and growth of MGBW's construction division in support of the revival of California boatbuilding and U.S. manufacturing.

## Company History & Evolution

The Engel family, starting with brothers Art, Herb and David, have operated multiple companies on the San Diego waterfront since 1977. In the early years, the shipyard in Chula Vista was originally Southwest Marine and mostly served the tuna fleet and engaged in Naval ship repair. It quickly outgrew the site and expanded into a larger San Diego facility near the Coronado Bridge while rebranding the original Chula Vista yard to South Bay Boatyard. Southwest Marine expanded to five other locations nationwide. In 1997, the Engels sold Southwest Marine and all of its shipyard facilities, except for the boatyard in Chula Vista.

In 2000, Todd Roberts, a 27-year-old California Maritime grad, was hired as vice president and tasked with shutting down what was then a financially struggling boatyard. However, he had a vision for turning the business around that included pursuing a new market with strong growth potential – large privately owned superyachts. Roberts convinced the Engels to invest \$6.5 million to redevelop the facility and upgrade its equipment.

In 2006, under Roberts leadership, MGBW was founded to pursue Robert's new vision. It has now become the largest superyacht refit facility on the West Coast. In 2010, the company opened a second multi-million-dollar boatyard and drydock storage facility in Los Cabos, Mexico. In 2024, Marine Group Global

Services was launched, offering maritime consultation and a variety of ship agent and crew services that do not fit the core capabilities of a shipyard.

Following the sale of MGBW, the Engel family will continue to have a business presence on the San Diego working waterfront, maintaining ownership in its other local companies, [Flagship Cruises & Events](#), [Coronado Ferry Landing](#) and the [Fifth Avenue Landing](#) marina (managed by MGBW).

“This year marks my 25<sup>th</sup> anniversary with the company and talk about a full-circle moment,” said Roberts. “I was originally supposed to close this place down. Instead, the Engel family took a chance on a young guy with big ideas, and together we built something special. We have come a long way, but I’d like to think we’re also just getting started. I’m incredibly grateful for the opportunity to continue the Engels’ legacy and hope to make them proud for many years to come.”

#### About Marine Group Boat Works

Marine Group Boat Works is a full-service maritime vessel construction and repair company with two waterfront facilities, on San Diego Bay and in Los Cabos, Mexico. Its largest shipyard in Chula Vista, Calif., encompasses 1.25 million square feet, with over 2,000 feet of dockage and a new 820-ton variable-width boat lift, rough terrain cranes, a machine shop, metal working equipment and a propeller shop. Its sister boatyard in San Jose del Cabo features over 300,000 square feet of land and water, with a 150-ton and 75-ton variable-width Travelift. Between the two facilities, MGBW employs more than 250 ABS-certified welders, shipfitters, pipefitters, mechanics, electricians, painters and other boatbuilding and repair specialists. For more information, visit [www.marinegroupboatworks.com](http://www.marinegroupboatworks.com)

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# Italian and U.S. Combined Naval Force Integrates in Mediterranean Sea



[By Lt. Ian Tumulty, July 23, 2025](#)

MEDITERRANEAN SEA – The first-in-class aircraft carrier USS Gerald R. Ford (CVN 78), Arleigh Burke-class guided-missile destroyers USS Winston S. Churchill (DDG 81) and USS Bainbridge (DDG 96), all assigned to Gerald R. Ford Carrier Strike Group (GRFCSG), integrated their force with Italian Navy frigate ITS Spartaco Schergat (F598) beginning July 20, 2025.

“ITS Spartaco Schergat is eager to cooperate with the Gerald R. Ford Carrier Strike Group,” said Cmdr. Michele Spada, commanding officer of Spartaco Schergat. “Interoperability activities between our units will result in an extraordinary exchange of experiences, allowing for deeper mutual understanding and strengthened trust between our crews. This strengthens both individual skills and our ability to operate as one.”

On July 19, the same members of the Gerald R. Ford Carrier Strike Group transited the Strait of Gibraltar with Spanish Armada Santa Maria-class ESPS Canarias (F86), and fast combat support ship USNS Supply (T-AOE-6),

“It is a privilege for our strike group to enter the Mediterranean Sea and immediately be met by an Italian Allied warship,” said Rear Adm. Paul Lanzilotta, commander of Carrier Strike Group Twelve. “Our transit through the Strait of Gibraltar with Spain and naval integration with Italy is just the beginning of our efforts together in deterring regional aggression and improving the lethality of our forces by raising readiness and responsiveness with our Allies and partners.”

While in the U.S. 6th Fleet area of operations, GRFCSG will continue to work alongside NATO Allies and other partners, focusing on strengthening partnerships, deepening interoperability, and supporting theater security and stability.

Built on more than seven decades of partnership and experience, NATO is the strongest military alliance in history. Carrier strike groups like Gerald R. Ford’s showcase the inherent flexibility and scalability maritime forces provide to the combined force, while reinforcing the U.S. Navy’s ironclad commitment to the stability and security of the European theater.

Gerald R. Ford, along with the nine embarked squadrons of Carrier Air Wing Eight, Destroyer Squadron Two's Bainbridge and USS Mahan (DDG 72), and USS Winston S. Churchill (DDG 81), left Virginia in June and conducted multi-domain strike group operations in the Atlantic Ocean before transiting east.

Carrier Strike Group Twelve is on scheduled deployments in the U.S. 6th Fleet area of operations to support the warfighting effectiveness, lethality, and readiness of U.S. Naval Forces Europe-Africa, and defend U.S., Allied and partner interests in the region. For more than 80 years, U.S. Naval Forces Europe-U.S. Naval Forces Africa has forged strategic relationships with our Allies and partners, leveraging a foundation of shared values to preserve security and stability.

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## **Hanwha Shipping Orders LNG Carrier From Hanwha Philly Shipyard**



[Release From Hanwha USA Corporate Communications](#)

*It will be the first U.S.-ordered LNG carrier since the late 1970s*

HOUSTON (July 21, 2025) – Hanwha Shipping, an American subsidiary of [Hanwha Ocean](#), announced today that it has ordered a liquefied natural gas carrier (LNG) from its affiliate, Hanwha Philly Shipyard. This new LNG carrier will be constructed with advanced technology and propulsion systems and represent the first U.S.-ordered, export-market-viable LNG carrier in almost 50 years, dating back to the late 1970s.

With this contract for one LNG carrier and an option for one additional vessel, Hanwha is bringing its LNG shipbuilding and operational know-how and expertise from Korea to America through capability and technology transfers supporting the growth of the U.S. maritime industrial base. This initiative aims to meet the growing demand for U.S. LNG carriers crewed by U.S. mariners that comply with rigorous U.S. Coast Guard standards. These ships represent a resurgence in U.S. shipbuilding capabilities, buoyed by recent U.S. trade

policies that require a growing percentage of LNG exports to be transported on U.S. vessels.

“We’re excited to leverage Hanwha’s world-class shipbuilding prowess to equip American industrial partners with the skills to construct next-generation LNG carriers for the first time in nearly five decades,” said Ryan Lynch, President & CEO of Houston-based Hanwha Shipping. “Hanwha Ocean–Philly Shipyard’s Korean shipbuilding affiliate–became the world’s first shipbuilder to produce and deliver its 200<sup>th</sup> LNG carrier earlier this year. This amazing milestone reinforces Hanwha’s global leadership position in LNG carrier construction, which we are eager to replicate in the U.S.”

Under the structure of this project, Hanwha Philly Shipyard, as the U.S.-based shipyard, signs the primary shipbuilding contract with Hanwha Shipping—a Hanwha Ocean affiliate and the project’s owner—and then executes the contract as part of a joint-build model with Hanwha Ocean.

With this order, Hanwha is positioned to secure a leading technological edge and supply capability in the North American LNG carrier market. As the only company in the world with shipbuilding operations in both Korea and the United States, Hanwha plans to enhance its capability to build LNG carriers in the U.S. through a cooperative model with Hanwha Philly Shipyard.

While a significant portion of the construction will be carried out at Hanwha Ocean’s Geoje shipyard in Korea, the project will be executed as a joint-build model. Hanwha Philly Shipyard will be responsible for U.S. regulatory compliance and safety certifications, laying the foundation for a collaborative production framework. Through this model, Hanwha plans to gradually transfer its advanced shipbuilding technologies to Hanwha Philly Shipyard, enabling the latter to expand into high-value shipbuilding. This LNG carrier order marks a significant milestone in contributing to the

revitalization of the U.S. shipbuilding and maritime sectors.

Hanwha Shipping plans to utilize the ordered vessels as a strategic platform to support U.S. energy security and global energy reliability. In addition to fulfilling internal group transport requirements, the vessels will play a key role in establishing the U.S.-flagged LNG fleet, reinforcing American leadership in global energy logistics, and accelerating the reindustrialization of the American maritime sector. By leveraging U.S.-sourced LNG and modern shipbuilding capacity, Hanwha aims to offer a reliable, cost-effective solution to rising global demand—particularly amid heightened geopolitical tensions and increasing pressure on energy supply chains.

Last December, Hanwha—a global conglomerate with a world-class shipbuilding arm—acquired the Philly Shipyard for \$100 million. The historic shipyard has delivered more than half of the U.S.’s large commercial vessels under the Jones Act since 2000.

With the acquisition, Hanwha is focused on revitalizing the Hanwha Philly Shipyard as part of its wider goal of increasing U.S. maritime capacity and the U.S. maritime industrial base. Drawing on its decades of shipbuilding expertise and know-how, Hanwha is making significant investments in expanding Philly shipyard’s capabilities with technological advancements, workforce training and smart systems—creating significantly more onboarding capacity and thousands of new skilled manufacturing jobs in the U.S.

### **About Hanwha Shipping**

Hanwha, one of the largest South Korean conglomerates with growing investments in the U.S., added shipping to its scope of operations with the formal establishment of Hanwha Shipping in April 2024. Hanwha Shipping, a subsidiary of [Hanwha Ocean](#), aims to take a leading position in the American shipping ecosystem by deploying next-generation digital technologies and advancing the resilience and robustness of America’s

energy security and maritime industrial base.

### **About Hanwha Philly Shipyard**

Hanwha Philly Shipyard is a leading U.S. shipbuilder that has earned a reputation as a preferred provider of ocean-going merchant vessels with a track record of delivering quality ships, having delivered around 50% of all large ocean-going [U.S. Jones Act](#) commercial ships since 2000. The shipyard is part of Hanwha Group, a multinational company with a robust network of affiliates in the energy, shipbuilding, defense, aerospace, finance, and retail & services industries. For more information, visit [www.hanwhaphillyshipyard.com](http://www.hanwhaphillyshipyard.com).

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# **Living Namesake Rides First Set of Sea Trials for DDG 124**



BATH, Maine (July 15, 2025) – U.S. Marine Corps Col. (Ret.) Harvey C. Barnum Jr., a Medal of Honor recipient, sits on the bridge of the future USS Harvey C. Barnum Jr. (DDG 124) during sea trials. The ship is named in honor of Barnum, who received the Medal of Honor for valor during the Vietnam War. (U.S. Navy photo by Laura Lakeway)

By NAVSEA Public Affairs, July 21, 2025

In a rare moment of living history, ship namesake and Medal of Honor recipient, Col. Harvey “Barney” Barnum Jr. joined members of future USS Harvey C. Barnum Jr.’s (DDG 124) crew, the Navy programmatic team, and industry partners onboard the ship’s first set of sea trials, departing from General Dynamics Bath Iron Works, July 15.

Col. Barnum twice served in Vietnam and received his Medal for heroic actions taken against enemy forces at Ky Phu in Quang Tin Province in December 1965 after his company came under enemy fire and was separated from the rest of their battalion. He also served as the deputy assistant secretary of the Navy for reserve affairs.

DDG 124 was named for Col. Barnum in 2016 and is one of 32 DDG 51 class destroyers that are currently named after Medal of Honor recipients.

“It’s a great honor and I was very humbled when I got the call that I was going to have a ship named after me and that it was a warfighter, a DDG Arleigh Burke Class, it made me very proud. I’m very honored to be here for this trial,” said Barnum.

Col. Barnum continues to be a tireless champion of the Navy and Marine Corps team and has closely followed construction of DDG 124. He has been present for all the ship’s significant milestones, including keel laying and christening.

The ship will continue its series of sea trials in advance of delivery to the Navy.

Arleigh Burke-class guided missile destroyers are the backbone of the U.S. Navy’s surface fleet, providing protection to America around the globe. These highly capable, multi-mission ships conduct various operations, from peacetime presence to national security, providing a wide range of warfighting capabilities in multi-threat air, surface, and subsurface domains. These elements of seapower enable the Navy to defend American prosperity and prevent future conflict abroad.

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.

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# USNS Comfort Departs Dominican Republic After Fourth CP25 Mission Stop



PUERTO PLATA, Dominican Republic (July 20, 2025) Capt. Grace Key, commanding officer, USNS Comfort Medical Treatment Facility, says goodbye to the Dominican Republic medical team as they depart the Mercy-class hospital ship USNS Comfort (T-AH 20) off the coast of Puerto Plata, Dominican Republic during Continuing Promise 2025, July 20, 2025. (U.S. Navy photo by MC2 Rylin Paul)

By U.S. Naval Forces Southern Command / U.S. 4th Fleet – Continuing Promise Detachment, July 22, 2025

PUERTO PLATA, Dominican Republic – The Mercy-class hospital ship USNS Comfort (T-AH 20) departed from Puerto Plata, Dominican Republic, July 21, 2025, after a four-day mission stop during Continuing Promise 2025 (CP25).

At the Dominican mission stop, Comfort's team provided medical and dental care, veterinary subject matter exchanges, medical subject matter exchanges, a humanitarian aid and disaster response workshop, band performances, and a beach clean-up event. During CP25, a Dominican military medical team embarked with Comfort, where they worked side-by-side with the ship's crew to provide care to patients at each site visit of the mission.

"The collaboration we experienced here exemplifies what's possible when partners come together with a shared commitment to service," said Capt. Grace Key, commanding officer, USNS Comfort Medical Treatment Facility. "It's through teamwork like this that we achieve a lasting impact."

U.S. and Dominican providers together encountered 1,588 patient at the Puerto Plata medical site. Comfort's medical and dental teams completed 248 dental cleaning and fillings, filled 1,158 pharmaceutical prescriptions, and distributed 160 assistive devices to Dominican patients. Additionally, 24 surgeries were performed aboard Comfort. A standout moment came from one of Comfort's hospital corpsmen who, as a child, received dental treatment at a medical site in the Dominican Republic during a Continuing Promise mission stop in 2007. Hospitalman Flor Jones Garcia, assigned to Comfort, had a tooth extracted in the Dominican Republic by the Continuing Promise medical team when she was seven years old.

"It was awesome being back here," said Jones Garcia, "I was able to see my mother and this was the first time she saw me in uniform, so I was pretty excited. It is absolutely astounding for me to be on the other side and provide medical care. It means everything to me and I know it does to the people of Puerto Plata as well."

The mission stop also featured the U.S. Fleet Forces Band, "Uncharted Waters," who had the opportunity to play alongside Dominican Republic 'Oleaje' band and Fuerza Aérea de República

Dominicana band for Dominican citizens. They performed four concerts at Central Park of Puerto Plata, Dominican Republic with a total audience of 645 people.

“It’s a great opportunity to not only share cultural aspects in terms of dance and music, but it is also to highlight the work the other lines of effort are doing for the Dominicans,” said Ens. Chris McGann, assistant director of the U.S. Fleet Forces Band.

U.S. Army veterinarians from the 248th Medical Detachment Veterinary Service Support also hosted subject matter expert exchanges while in the Dominican Republic. They trained 187 members of the Fuerza Aérea de República Dominicana in K-9 tactical combat casualty care, as well as Dominican dairy farmers on proper cattle care and sanitization techniques. Furthermore, Comfort Sailors taught a tactical combat casualty care course to Armed Forces of the Dominican Republic members and Comfort’s preventive medicine team took part in a two-day health fair hosted by the Dominican Republic’s Ministry of Public Health.

Field training exercises and a beach clean-up were also conducted in Puerto Plata. The combined efforts for the beach clean-up resulted in the 366 hours of work and the removal of 3,152 pounds of trash from the local beaches. Humanitarian Assistance and Disaster Relief (HA/DR) held Search and Rescue (SAR) field training exercises with 160 Dominican participants, including federal firefighters and paramedics.

Following the mission stop in Dominican Republic, Comfort is scheduled to arrive in Limon, Costa Rica for CP25’s fifth mission stop.

CP25 marks the 16th mission to the region since 2007 and the eighth aboard USNS Comfort. The mission will foster goodwill, strengthen existing partnerships with partner nations, and encourage the establishment of new partnerships among

countries, non-federal entities, and international organizations.

U.S. Naval Forces Southern Command/U.S. 4th Fleet supports U.S. Southern Command's joint and combined military operations by employing maritime forces in cooperative maritime security operations to maintain access, enhance interoperability, and build enduring partnerships in order to enhance regional security and promote peace, stability and prosperity in the Caribbean, Central and South American region.

Learn more about USNAVSOUTH/4th Fleet news and photos, visit [facebook.com/NAVSOUTH4THFLT](https://www.fourthfleet.navy.mil/), <https://www.fourthfleet.navy.mil/>, X [-](#) @ [NAVSOUTH4THFLT](#), and <https://www.linkedin.com/company/u-s-naval-forces-southern-command-u-s-4th-fleet>

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## **Trilateral Naval Logistics Arrangement for Further Cooperation Signed**



From the Navy's Office of Information, July 11, 2025

BRISBANE, Australia – Senior U.S., Australian and Japanese flag officers agreed today to further enhance logistics interoperability among their maritime forces. Their intent is to enable deeper maritime cooperation among the three nations, building upon their enduring commitment to stability and security in the Indo-Pacific.

Vice Adm. Jeff Jablon (Deputy Chief of Naval Operations for Installations and Logistics, OPNAV N4), Rear Adm. Naoya Hoshi (Director General of Logistics Department, Maritime Staff Office, Japan Maritime Self Defense Force (JMSDF)), and Commodore Catherine Rhodes (Director General Logistics, Royal Australian Navy (RAN)) took part in the signing ceremony aboard USS America (LHA-6) during a port visit in Brisbane.

The U.S. Navy, JMSDF, and RAN routinely collaborate on a bilateral basis for logistics and other topics under a strategic dialogue framework that has been in place for several years. This is the first time a trilateral logistics agreement has been established under this framework.

“Sustainment in depth is a primary objective,” said Vice Adm.

Jablon. "We have robust logistics partnerships with Japan and Australia to ensure we can provide the right material and services at the right place, at the right time to mutually support our maritime forces, from day-to-day training during peacetime through contingencies. This arrangement strengthens those commitments and allows us to more easily share information, technologies and processes for greater logistics resiliency."

Reloading missile systems and flexible refueling are among the areas of cooperation outlined in the agreement.

RAN and U.S. Navy forces have supported missile reloading for each other's warships in the Indo-Pacific region since 2019. To enhance the capability to reload rapidly at sea, Naval Sea Systems Command (NAVSEA) is developing prototype systems that are compatible with both existing U.S. and partner nation warships' MK-41 missile launchers and can be utilized to transfer missile canisters between ships in elevated sea states. These systems were demonstrated in 2024, with demonstrations planned in 2025 and 2026 to showcase additional capability and interoperability.

Refueling naval vessels at sea is fundamental to the ability to maintain presence and respond to contingency situations. U.S., Australian and Japanese military oilers routinely refuel partner nation vessels while participating in combined joint exercises and other cooperative engagements. To augment oiler capability, since 2011 the Military Sealift Command (MSC) has been outfitting leased commercial tanker ships with consolidated tanking, or CONSOL, connections that enable them to refuel a U.S. or partner nation military oiler at sea. This allows the oiler to remain on station for longer periods and continue refueling operational forces, rather than returning to a port to refuel. Since 2022, MSC has ramped up CONSOL operations and related training with Australia, Japan, and other partners. The U.S. Navy is currently exploring how partner nation tankers could incorporate CONSOL capabilities.

“Japan is excited about the chance to collaborate more closely with our U.S. and Australian partners,” said Rear Adm. Hoshi. “This new arrangement will allow us to broaden the scope and increase the efficiency of our interactions.”

Beyond information and technology sharing through these types of agreements, incorporating logistics activities into training in a realistic manner remains a focus area for U.S. naval forces. Examples include offloading missiles from dry cargo/ammunition ships, rearming cruisers and destroyers, refueling at sea, ship and aircraft repair, airfield damage repair, salvage operations, and medical evacuations.

The signing took place just prior to the official kickoff of exercise Talisman-Sabre 2025, during which Australia, Japan, and other partners will participate in many of these activities as feasible.

“During Talisman-Sabre and beyond, we have clear opportunities to work trilaterally with our U.S. and Japanese partners on logistics initiatives,” said Commodore Rhodes. “These efforts facilitate our speed of response for the full range of naval actions in the Indo-Pacific, from routine sustainment through crisis.”

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## **USS George Washington, HMS Prince of Wales Conduct Dual-Carrier Ops**



From U.S. Pacific Fleet, July 18, 2025

TIMOR SEA – U.S. Navy George Washington Carrier Strike Group participates in dual carrier operations alongside Royal Navy HMS Prince of Wales Carrier Strike Group while underway in the Timor Sea, as part of Talisman Sabre, July 18, 2025. U.S. Navy Nimitz-class aircraft carrier USS George Washington (CVN 73) sails in formation with U.S. Navy Ticonderoga-class guided-missile cruiser USS Robert Smalls (CG 62), U.S. Navy Arleigh Burke-class guided-missile destroyer USS Shoup (DDG 86), Royal Navy Queen Elizabeth-class aircraft carrier HMS Prince of Wales (R09), Royal Navy Daring-class air-defence destroyer HMS Dauntless (D33), British Royal Fleet Auxiliary Tide-class tanker RFA Tidespring (A136), Royal Australian Navy Hobart-class air warfare destroyer HMAS Sydney (DDG 42), Royal Norwegian Navy Fridtof Nansen-class frigate HNoMS Roald Amundsen (F311), and Royal Canadian Navy Halifax-class frigate HMCS Ville de Québec (FFH 332).

Talisman Sabre is the largest bilateral military exercise between Australia and the United States advancing a free and

open Indo-Pacific by strengthening relationships and interoperability among key allies and partners, while enhancing our collective capabilities to respond to a wide array of potential security concerns. (U.S. Navy photo by MCSN Nicolas Quezada)

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## **SECDEF Announces Flag and General Officer Nominations**

[Release From the U.S. Department of Defense](#)

Secretary of Defense Pete Hegseth announced today that the president has made the following nominations:

Marine Corps Lt. Gen. Michael J. Borgschulte for reappointment to the grade of lieutenant general, with assignment as superintendent, U.S. Naval Academy, Annapolis, Maryland. Borgschulte is currently serving as deputy commandant, Manpower and Reserve Affairs, Quantico, Virginia.

Marine Corps Maj. Gen. Christian F. Wortman for appointment to the grade of lieutenant general, with assignment as commanding general, I Marine Expeditionary Force, Camp Pendleton, California. Wortman is currently serving as the commanding general, 3d Marine Division, Okinawa, Japan.

Navy Vice. Adm. Yvette M. Davids for reappointment to the grade of vice admiral, with assignment as deputy chief of Naval Operations for Operations, Plans, Strategy, and Warfighting Development, N3/N5/N7, Office of the Chief of Naval Operations, Pentagon, Washington, D.C. Davids is currently serving as superintendent, U.S. Naval Academy, Annapolis, Maryland.

Navy Rear Adm. Jeffrey J. Czerewko for appointment to the grade of vice admiral, with assignment as deputy chief of Naval Operations for Personnel, Manpower, and Training, N1, Office of the Chief of Naval Operations and Chief of Naval Personnel, Arlington, Virginia. Czerewko most recently served as commander, Naval Education and Training Command, Pensacola, Florida.

Navy Rear Adm. John E. Dougherty IV for appointment to the grade of vice admiral, with assignment as commander, Naval Air Systems Command, Patuxent River, Maryland. Dougherty is currently serving as commander, Naval Air Warfare Center, Aircraft Division/ chief engineer, Naval Air Systems Command, Patuxent River, Maryland.

Navy Rear Adm. (lower half) Michael S. Sciretta for appointment to the grade of rear admiral. Sciretta is currently serving as director, Maritime Operations, U.S. Fleet Forces Command, Norfolk, Virginia.

Space Force Lt. Gen. Shawn N. Bratton for appointment to the grade of general, with assignment as vice chief of space operations, U.S. Space Force, Pentagon, Washington, D.C. Bratton is currently serving as deputy chief of Space Operations for Strategy, Plans, Programs, and Requirements, Pentagon, Washington, D.C.