

**NOMINATION OF ADMIRAL KEVIN E. LUNDAY,  
NOMINEE TO BE COMMANDANT,  
UNITED STATES COAST GUARD**

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**HEARING**

BEFORE THE

**COMMITTEE ON COMMERCE,  
SCIENCE, AND TRANSPORTATION  
UNITED STATES SENATE**

ONE HUNDRED NINETEENTH CONGRESS

FIRST SESSION

NOVEMBER 19, 2025

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SENATE COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION

ONE HUNDRED NINETEENTH CONGRESS

FIRST SESSION

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**NOMINATION OF ADMIRAL KEVIN E. LUNDAY,  
NOMINEE TO BE COMMANDANT,  
UNITED STATES COAST GUARD**

**WEDNESDAY, NOVEMBER 19, 2025**

U.S. SENATE,  
COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION,  
*Washington, DC.*

The Committee met, pursuant to notice, at 11 a.m., in room SR-253, Russell Senate Office Building, Hon. Ted Cruz, Chairman of the Committee, presiding.

Present: Senators Cruz [presiding], Wicker, Sullivan, Young, Budd, Schmitt, Curtis, Sheehy, Capito, Lummis, Cantwell, Klobuchar, Markey, Peters, Baldwin, Luján, Fetterman, Kim, and Blunt Rochester.

Also present: Senator Graham.

**OPENING STATEMENT OF HON. TED CRUZ,  
U.S. SENATOR FROM TEXAS**

The CHAIRMAN. Good morning. The Senate Committee on Commerce, Science, and Transportation will come to order.

Semper Peratus—"Always Prepared"—that is the motto and sworn mission of the United States Coast Guard. Unfortunately, insufficient financial support over the years has left the Coast Guard without all of the equipment needed to stay prepared. Facilities are moldy, including needing water.

Senator GRAHAM. He loves the Coast Guard. He's very emotional about this.

[Laughter.]

VOICE. Amen.

The CHAIRMAN. Texas has a lot of coast, and we do love our Coast Guardsmen. Facilities are moldy and decrepit. Technology to thwart drug cartels and human traffickers is outdated. The United States has only three aging polar icebreakers, whereas China has four and Russia has more than 40. Earlier this year, however, our committee and the Trump administration took a momentous step toward changing that. The One Big Beautiful Bill Act made an historic \$24.6 billion investment in the Coast Guard. It was the single largest appropriation in Coast Guard history. It includes funds to acquire at least five polar icebreakers, 40 helicopters, and nine patrol cutters. It unleashes \$4 billion for improving shore facilities, like the bootcamp barracks, multi-use training centers, and the Coast Guard Yard. Put simply, it funds the Coast Guard of the future. The Coast Guard needs leadership to implement this invest-

ment. It needs a Commandant who will reinvigorate efforts to protect and patrol America's waters. That's precisely why I'm so glad that President Trump has nominated Admiral Kevin Lunday.

Since January, Admiral Lunday has served as the Acting Commandant of the Coast Guard. In this role, he has exceptionally managed long-overdue surges of Coast Guard resources to the Gulf Coast and the Pacific to interdict drug runners and human traffickers, while also balancing the Service's many other directives. In Fiscal Year 2025 alone, the Coast Guard seized nearly 510,000 pounds of cocaine, by far the largest haul in its history and 3 times its annual average. That's the equivalent of 193 million lethal doses, more than enough to poison half of the United States' population. Just since August, the Coast Guard's newly launched Pacific Viper has netted 100,000 pounds. These results show that the Coast Guard is dismantling narco-terrorist networks before they even reach American shores. As Admiral Lunday has put it, "We own the sea."

Along with partner agencies, the Service is better securing our border. It recently launched Operation River Wall along the Rio Grande, deploying watercraft and tactical teams to help deter and defeat illegal immigration, smuggling, and other national security threats. I have every confidence that this good work will continue under Admiral Lunday. A graduate of the Coast Guard Academy, he has served his country for close to 4 decades, leading the Coast Guard's Cyber Command, Oceana District, and the entire Atlantic area, including all U.S. waterways east of the Rocky Mountains. Now I look forward to his leadership of the Coast Guard as Commandant, and I recognize Ranking Member Cantwell.

**STATEMENT OF HON. MARIA CANTWELL,  
U.S. SENATOR FROM WASHINGTON**

Senator CANTWELL. Thank you, Mr. Chairman. Admiral Lunday, congratulations on your nomination to serve as the Commandant of the U.S. Coast Guard. If confirmed, you will continue to lead a force of 41,000 active duty and 7,000 reserve and nearly 10,000 civilian employees as they fulfill this core mission of service, providing maritime security, law enforcement, fisheries enforcement, icebreaking capacity, and prevention and response activities for the largest system of ports, waterways, and coast in the world.

For nearly two-and-a-half centuries, the Coast Guard has answered the call through hurricanes, oil spills, search and rescue missions, and national emergencies. From the icy waters of the Arctic to the ports of Puget Sound, Coasties keep America safe, protect our environment, and keep commerce moving, but the Coast Guard is not without its challenges, especially at this moment, and I'll have many questions for you, Admiral Lunday, about how you plan to address those challenges. Unlike your predecessor, you've been serving as Acting Commandant for nearly 10 months, so you've been in a room—in the room, I should say—already making decisions that directly impact the Coast Guard's future.

First, I have serious concerns about whether the Coast Guard is pulling back from its core mission of search and rescue. There are 23 vacant search-and-rescue stations with zero permanent staffing or assets. Even more concerning, the Coast Guard informed the

Committee that there is no plan to reopen these stations, and there are reports of phased plans to shutter even more stations amid rumors about potentially privatizing search and rescue. While none of the current closures impact the State of Washington, our fishermen are impacted when they are crabbing off of Coos Bay or North Bend, Oregon, and they find Coast Guard small boat air rescue stations shuttered. The Dungeness crab industry is one of the most dangerous fisheries in the Nation, and they rely on the Coast Guard. Admiral Lunday, I expect you to provide clarity on that issue.

I also expect you to address morale issues. I'm hearing at the Service. We need to make sure that—in the backdrop of the firing of Commandant Admiral Linda Fagan, 18 months after—18 months before the end of her Senate-confirmed term. That's never happened. Days later, Admiral Fagan was evicted from her home, and at the same time, I think this is an appalling way to treat a top military officer who served the country with distinction, and it's not a responsible way to govern. It sends a clear message throughout the ranks that professional independence can be overridden by political preferences. Meanwhile, there are still serious questions about resources. Last month, the Coast Guard purchased two luxury executive aircraft for more than \$172 million using funds intended for those search-and-rescue missions, particularly the C-130s. So, Admiral Lunday, I expect to ask about that particular issue this morning as well.

The Coast Guard plays an important role in assessing impacts like the I-5 bridge and what impact it would have on military and maritime traffic, and completing a preliminary assessment is necessary for the Department of Transportation to finish its environmental review. So, I expect the Coast Guard to complete that assessment promptly so we can get closer to replacing this bridge that's 108 years old. I also expect the Coast Guard to address the urgent issues at Station Cape Disappointment, a critical Coast Guard unit in the Pacific Northwest, and vital training for our coastal surfmen. These include emergency damage and chilling that has occurred at the base. We need a comprehensive strategy to invest in Cape Disappointment to ensure that it can continue to do its search-and-rescue mission.

And I would like to return to the Operation Fouled Anchor, the Coast Guard's decades-long mishandling of the sexual conduct cases at the Coast Guard Academy. As chair of this committee, I worked with Senators Baldwin and Cruz and Sullivan to initiate a DHS Inspector General investigation into the Coast Guard coverup. It's been 2 years, and I'm still waiting for the results. I expect the inspector general to finish this work without delay and for the Coast Guard to fully cooperate with the investigation. Rest assured that we'll continue to hold the Coast Guard accountable on these issues. The Committee worked together to draft commonsense legislation, and the Senate's Coast Guard Authorization Act of 2025 would expand Coast Guard authorities and programs to hold perpetrators accountable, enhance investigations and the legal process to improve victim recovery services and access to all, including the boosting of training. So, I'll look forward to hearing about how we

improve the accountability there, Admiral, and your leadership on that particular issue. Again, congratulations on your nomination.

The CHAIRMAN. Thank you, Senator Cantwell. I would now recognize our friend and colleague from the great State of South Carolina, Senator Graham, and I would note that I expect you to get as choked up and emotional about the Coast Guard as I get.

**STATEMENT OF HON. LINDSEY GRAHAM,  
U.S. SENATOR FROM SOUTH CAROLINA**

Senator GRAHAM. Well, I'm very excited about the Coast Guard. We have a plan apparently to move the entire Coast Guard to South Carolina, and I want to—

The CHAIRMAN. Your time has expired.

[Laughter.]

Senator GRAHAM. I don't think that probably helps you here, but the reason I'm here is I've known Admiral Lunday for a while, and he was born in Columbia, South Carolina, and to both of you, Chair and Ranking Member, I appreciate acknowledging the role the Coast Guard plays. It's the mighty, mighty Coast Guard, and we are the Commerce Committee, and without the Coast Guard, we'd be less safe and less prosperous. Admiral Lunday and his lovely wife, LyndaLee, are here. They've dedicated 39 years of service to the United States Coast Guard. He's a graduate of the U.S. Coast Guard Academy with honors, the National War College, the Naval War College, and George Washington University Law School.

One thing I want to highlight, he's the first Judge Advocate in the history of Coast Guard to be Commandant, and I think now's a good time for that expertise. I served as a Judge Advocate in the Air Force, and his experience—he's a cybersecurity expert. He has commanded forces all over the world in the Coast Guard. He has been the Commandant for the last 10 months. These are dangerous times in which we all live. I think he has got the expertise, the academic background, and the character and the judgment to continue to lead the Coast Guard. I would urge you to continue making him the Commandant. I think he has earned that distinction. His record is unblemished. He understands the men and women in the Coast Guard, because he has lived his life in their ranks. He has been all over the world in the service of our Nation, and I just can't recommend him to you more highly.

We're proud of the fact that he started his life in South Carolina and he has risen in the ranks as a Judge Advocate all the way to the top, and that is something to be proud of. So, I wish you and your wife all the best, and I know that if you're the Commandant of the Coast Guard, continuing in that role, America will be safe and prosperous. Thank you, Mr. Chairman. Thank you all.

The CHAIRMAN. Thank you. Senator Graham. I now recognize Admiral Lunday for his opening statement.

**STATEMENT OF ADMIRAL KEVIN E. LUNDAY, NOMINEE TO BE  
COMMANDANT, UNITED STATES COAST GUARD**

Admiral LUNDAY. Senator Graham, thank you very much for the introduction, sir. Good morning, Chairman Cruz, Ranking Member Cantwell, Chairman Sullivan, Ranking Member Blunt Rochester, distinguished members of the Committee. I'm honored to appear

before you here today. I'm thankful to President Trump and Secretary Noem for their trust and confidence to nominate me as the next Commandant on the Coast Guard, subject to the Senate's confirmation, and I thank the Committee for your enduring support for our service. If confirmed, I look forward to working closely with the Committee and with the rest of Congress.

I also want to thank the team that helped prepare me for today. The most important part of that team is right here with me today, my wife, LyndaLee. I am blessed by our 36 years of marriage and her enduring love and support that has enabled me to continue to serve an active career in the United States Coast Guard. She's a proud military spouse and a champion for Coast Guard and Joint Force family readiness. Across the many dynamic challenges of Coast Guard life, she's also maintained her own professional career as a gifted speech-language pathologist. She is remarkable, and I would not be here today without her.

I'm from a family of military service. My dad was a career Army soldier, of Army infantry and special forces, who rose from private to colonel. He fought in Vietnam and the Cold War and commanded troops in combat in crisis. My mom was an officer in the Army Medical Corps before becoming a full-time mom and military spouse to raise three sons. My parents taught me my values and instilled in me my faith in God. They set the example that's guided me throughout my life and inspired me to join the armed forces.

Now, I joined the Coast Guard because I wanted to fight the spread of communism and the Soviet Union, to stop drug smugglers at sea, and to save lives. I was drawn to the Service's proud history of fighting in every one of our Nation's wars. Over the past nearly 39 years, I've served with crews and led them throughout the Atlantic and Pacific regions and in cyberspace. Now, while the missions have been rewarding, I've found the most joy serving as part of a Coast Guard crew alongside men and women who share the same values as me and who are, without question, the very best in the world at what they do. I'm fiercely proud to serve with them and inspired every day by their unwavering dedication and courage.

Today, as threats and challenges facing our Nation grow, I believe the American people need a stronger and more capable Coast Guard today more than ever. For the past 10 months, as the Acting Commandant, I've led the Coast Guard to achieve full operational control of our border by controlling, securing, and defending our border and maritime approaches; to facilitate commerce that's vital to our economic prosperity and strategic mobility by ensuring the safety and security of that commerce in physical and in cyberspace; and third, by ensuring the Coast Guard is ready to respond to a crisis or contingency that comes with little or no warning. And I prioritize taking care of our people, our most precious resource, because service readiness starts with the readiness of every Coast Guard man and woman and their families. And to that end, we've continued to work hard to improve access to quality healthcare and housing and childcare, and strengthened our Ombudsman Program.

At the same time, I led the early implementation of one of the most sweeping transformation and modernization efforts for the

Coast Guard in the last century. The Secretary of Homeland Security has directed me to transform the Coast Guard into a more agile, responsive, and capable fighting force through Force Design 2028. This bold plan drives rapid innovation, delivers new capabilities at speed and scale, and grows the Coast Guard by 15,000 military personnel. This transformation is coupled with a historic capital investment of \$24.6 billion through the One Big Beautiful Bill Act that will rapidly deliver new cutters, boats, aircraft, shore infrastructure, and technology. This downpayment is the first step to ensure the Coast Guard remains always ready. If confirmed, I'll lead the Service forward, under the direction of the Secretary and the President and with the strong support of Congress, to ensure we continue to deliver the best value to the American people.

I'm filled with hope for the future of our Coast Guard because no matter the challenges ahead, we will prevail. If there's one thing I know and our Service history proves, with a ready Coast Guard crew and the strong support of the American people, there is nothing we can't accomplish. Thank you for the opportunity to appear before you today, and I look forward to your questions.

[The prepared statement and biographical information of Admiral Lunday follow:]

PREPARED STATEMENT OF ADMIRAL KEVIN E. LUNDAY, U.S. COAST GUARD, NOMINEE TO BE THE TWENTY-EIGHTH (28TH) COMMANDANT OF THE UNITED STATES COAST GUARD

Good morning, Chairman Cruz, Ranking Member Cantwell, and distinguished members of the Committee. I'm honored to appear before you today.

I am thankful to President Trump and Secretary Noem for their trust and confidence in me to serve as Commandant, subject to confirmation by the Senate.

I thank the Committee for your enduring support of our Service.

If confirmed, I look forward to working closely with you and other members of Congress. I also thank the team that helped prepare me for today's hearing.

The most important member of that team is right here with me today—my wife LyndaLee. I am blessed by our 36 years of marriage and her amazing love and support that enables me to continue to serve. She is a proud military spouse who has supported and championed Coast Guard and joint force families and their readiness. Across many dynamic challenges of Coast Guard life, LyndaLee has also excelled in her own professional career as a gifted speech-language pathologist. She is remarkable, and I would not be here today without her.

I am from a family of military service. My dad was a soldier, a 36-year career Army officer of Infantry and Special Forces who rose from Private to Colonel, who fought in Vietnam and the Cold War and led troops in combat and crisis. My mom served as an officer in the Army Medical Corps before becoming a full-time mom to raise three sons as a military spouse. My parents taught me my values and instilled my faith in God. They set the example that has guided me throughout my life and inspired me to serve in the Armed Forces.

I joined the Coast Guard because I wanted to help fight the Soviet Union and the spread of communism, to stop drug smugglers at sea, and to save lives. I was drawn to the Service's broad missions and proud history of fighting in every one of the Nation's wars.

Over the past nearly 39 years, I have served with and led crews throughout the Atlantic and the Pacific, and in cyberspace. While the missions have been rewarding, I found even more joy serving as a member of a Coast Guard crew, alongside other men and women with the same values and who are—without question—the very best in the world. I am fiercely proud to serve with them and inspired every day by their unwavering dedication and courage to get the mission done.

Today, as threats and challenges facing our Nation grow, I believe the American people need a stronger and more capable Coast Guard.

For the past nine months, I have led the Coast Guard as Acting Commandant to:

- Control, secure, and defend the U.S. border and maritime approaches;

- Facilitate and secure commerce that is vital to economic prosperity, strategic mobility, and America's maritime dominance; and
- Ensure the Service is ready to successfully respond to a crisis or contingency that may come without warning.

I have prioritized taking care of our people, because the readiness of the Service begins with the readiness of every Coast Guard man and woman, and their families. To that end, I have improved housing availability and quality, increased access to medical care, and strengthened our ombudsman program.

At the same time, I led the early implementation of the most significant modernization and recapitalization of the Coast Guard in at least a century.

The Secretary of Homeland Security has directed me to transform the Service into a more agile, capable, and responsive fighting force through Force Design 2028. This bold plan drives rapid innovation, delivers new capabilities at speed and scale, and grows the Coast Guard by 15,000 military personnel.

This transformation is coupled with the historic capital investment of 24.6 billion dollars through the One Big Beautiful Bill Act. This funding allows the Coast Guard to rapidly deliver new cutters, aircraft, shore infrastructure, and technology. This down payment is the first step to ensure the Coast Guard is *Semper Paratus*—Always Ready.

If confirmed, I will lead the Service forward under the direction of the Secretary and the President, and with the strong support and oversight of Congress, to ensure we continue to deliver the best value to our great Nation.

I'm filled with hope for the future of the Coast Guard because no matter the challenges ahead, we will prevail.

If there is one thing I know—and our Service history proves—with a ready Coast Guard crew and the strong support of the American people, there is nothing we can't accomplish.

Thank you for the opportunity to appear before you today. I look forward to your questions.

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#### A. BIOGRAPHICAL INFORMATION

1. Name (Include any former names or nicknames used): Kevin Eugene Lunday.
2. Position to which nominated: Coast Guard Nominee to be Commandant and to the grade of Admiral per 14 U.S.C. § 302.
3. Date of Nomination: 22 October 2025.
4. Address (List current place of residence and office addresses):

Residence: Information not released to the public.

Office: Information not provided.

5. Date and Place of Birth: Information not provided.
6. Provide the name, position, and place of employment for your spouse (if married) and the names and ages of your children (including stepchildren and children by a previous marriage).

My spouse, Lynda Lee Lunday, is employed as a part-time professional speech-language pathologist at the following company:

My spouse provides speech-language pathology services for patients in home-health settings in Virginia. She is licensed to practice in Maryland, Virginia, and Hawai'i.

I have no children.

7. List all college and graduate schools attended, whether or not you were granted a degree by the institution. Provide the name of the institution, the dates attended, the degree received, and the date of the degree.

Bachelor of Science in Marine Engineering (1987); U.S. Coast Guard Academy Certificate (Diploma) (1994); U.S. Naval War College, College of Command and Staff

Juris Doctor (1997); George Washington University Law School

Master of Science in National Security Strategy (2008); National War College

8. List all post-undergraduate employment, including the job title, name of employer, and inclusive dates of employment, and highlight all management-level jobs held and any non-managerial jobs that relate to the position for which you are nominated.

I have served as a Coast Guard officer since 5/27/1987. Please see my official Coast Guard biography and chronology of work history for detailed information

9. Attach a copy of your résumé.

My official Coast Guard biography and chronology of work history are attached.

10. List any advisory, consultative, honorary, or other part-time service or positions with Federal, State, or local governments, other than those listed above after 18 years of age. None.

11. List all positions held as an officer, director, trustee, partner, proprietor, agent, representative, or consultant of any corporation, company, firm, partnership, or other business, enterprise, educational, or other institution.

Member, Advisory Committee to the Standing Committee on Law and National Security of the American Bar Association (August 2015–July 2017).

Special Advisor to the Standing Committee on Law and National Security of the American Bar Association (September 2021–April 2022).

12. Please list each membership you have had after 18 years of age or currently held with any civic, social, charitable, educational, political, professional, fraternal, benevolent or religiously affiliated organization, private club, or other membership organization. (For this question, you do not have to list your religious affiliation or membership in a religious house of worship or institution). Include dates of membership and any positions you have held with any organization. Please note whether any such club or organization restricts membership on the basis of sex, race, color, religion, national origin, age, or disability.

Virginia State Bar (2005 to present)

Arizona State Bar (2022 to present)

Maryland State Bar (1997–2006)

Maritime Law Association of the U.S. (1998 to present)

American Bar Association (2005 to present)

National Naval Officers Association (2009–2010, 2013, 2015, 2017 to present)

National War College Alumni Association (2008 to present)

U.S. Coast Guard Academy Alumni Association (1983 to present)

U.S. Naval Institute (1983 to present)

Military Officers Association of America (1989 to present)

Army and Navy Club (Washington, DC) (2013–2015)

Armed Forces Communications and Electronics Association (AFCEA) (2014 to present)

International Association of Privacy Professionals (2021 to present)

None of these organizations restricts membership on the basis of sex, race, color, religion, national origin, age, or disability.

13. Have you ever been a candidate for and/or held a public office (elected, non-elected, or appointed)? If so, indicate whether any campaign has any outstanding debt, the amount, and whether you are personally liable for that debt. No.

14. List all memberships and offices held with and services rendered to, whether compensated or not, any political party or election committee within the past ten years. If you have held a paid position or served in a formal or official advisory position (whether compensated or not) in a political campaign within the past ten years, identify the particulars of the campaign, including the candidate, year of the campaign, and your title and responsibilities. None.

15. Itemize all political contributions to any individual, campaign organization, political party, political action committee, or similar entity of \$200 or more for the past ten years. None.

16. List all scholarships, fellowships, honorary degrees, honorary society memberships, military medals, and any other special recognition for outstanding service or achievements.

*Military medals:*

U.S. Coast Guard Distinguished Service Medal (2)

Defense Superior Service Medal

Legion of Merit (4)

Meritorious Service Medal (3)

U.S. Coast Guard Commendation Medal (4)

U.S. Coast Guard Achievement Medal (2)

*Honors:*

Honorary Master Chief Petty Officer, U.S. Coast Guard (2023)  
 Honorary Chief Petty Officer, U.S. Coast Guard (2011)  
 Distinguished Graduate, National War College (2008)  
 National Military Intelligence Association Sherman Kent Strategic Intelligence Writing Award (2008)  
 American Bar Association Outstanding Military Service Career Judge Advocate Award (2005)  
 Director of Central Intelligence National Intelligence Certificate of Distinction (2004)  
 Order of the Coif, George Washington University Law School (1997)

17. List each book, article, column, letter to the editor, Internet blog posting, or other publication you have authored, individually or with others. Include a link to each publication when possible. If a link is not available, provide a digital copy of the publication when available.

“The Arctic: Shrinking Ice, Growing Importance,” American Bar Association Standing Committee on Law and National Security Anthology—60 Years of National Security Law (Co-author) (December 5, 2022), [https://www.americanbar.org/groups/law\\_national\\_security/publications/aba-standing-committee-on-law-and-national-security-60th-anniversary-an-anthology/the-arctic-shrinking-ice-growing-importance/](https://www.americanbar.org/groups/law_national_security/publications/aba-standing-committee-on-law-and-national-security-60th-anniversary-an-anthology/the-arctic-shrinking-ice-growing-importance/)

Chapter 5—International Norms, The Cybersecurity Handbook (3rd Ed.), American Bar Association (Co-author) (March 2022)(attached)

“Vaccinate the Pacific!” Security Nexus, Daniel K. Inouye Asia-Pacific Center for Security Studies (September 2021)(attached)

“Cybersecurity is Operational Readiness,” AFCEA Signal Magazine (October 17, 2017), *Cybersecurity Is Operational Readiness | AFCEA International*

Chapter—“Homeland Security, The Need for Essential Change: Four Models of Decision For Improved Governance and a Resilient Nation,” Government, Process, and Structure Project. American Bar Association Standing Committee on Law and National Security (January 15, 2017)(attached)

“The Coastal Seaspaces Patrol Sector Design and Allocation Problem,” Computational Management Science (Co-author) (September 2012) [https://www.researchgate.net/publication/257492741\\_The\\_coastal\\_seaspaces\\_patrol\\_sector\\_design\\_and\\_allocation\\_problem](https://www.researchgate.net/publication/257492741_The_coastal_seaspaces_patrol_sector_design_and_allocation_problem)

“Corporate Responsibility in Cybersecurity: Building International Global Standards,” Georgetown Journal of International Affairs (Spring 2011)(Co-author)(attached)

“Maritime Domain Awareness,” U.S. Coast Guard Proceedings of the Marine Safety and Security Council (Co-author) (Summer 2009)(attached)

“Coast Guard International Training,” U.S. Coast Guard Proceedings of the Marine Safety and Security Council (Co-author) (Summer 2009)(attached)

“Due Process is a Strategic Choice: Legitimacy and the Establishment of an Article III National Security Court,” California Western International Law Journal (Co-author) (Fall 2008) <https://scholarlycommons.law.cwsl.edu/cgi/viewcontent.cgi?article=1093&context=cwilj>

“Repeal the 16 Pound Sledgehammer,” U.S. Naval Institute PROCEEDINGS (February 2007) <https://www.usni.org/magazines/proceedings/2007/february/repeal-16-pound-sledgehammer>

“Every Coast Guardsman is a Lifesaver,” U.S. Naval Institute PROCEEDINGS (June 2000) <https://www.usni.org/magazines/proceedings/2000/june/every-coast-guardsman-lifesaver>

“Where is Courage?” U.S. Naval Institute PROCEEDINGS (December 1998) <https://www.usni.org/magazines/proceedings/1998/december/where-courage>

“Using Financial Markets to Protect the Environment: U.S. Coast Guard Leads Modern Approach,” University of San Francisco Maritime Law Journal (Co-author) (Summer 1998) (attached)

“The Coast Guard Must Bridge the Gap,” U.S. Naval Institute PROCEEDINGS (June 1997) (attached)

“Permitting Media Participation in Federal Searches: Exploring the Consequences for the United States Following *Ayeni v. Mottola* and a Framework

for Analysis,” George Washington University Law Review. (January 1997) (attached)

“Applying the Discretionary Function Exception,” George Washington University Law Review. (June/August 1996) (attached)

18. List all speeches, panel discussions, and presentations (e.g., PowerPoint) that you have given on topics relevant to the position for which you have been nominated. Include a link to each publication when possible. If a link is not available, provide a digital copy of the speech or presentation when available.

Remarks at Coast Guard Foundation Dinner, Anchorage, AK. (August 12, 2025). (I do not have a link or digital copy).

Remarks at Commissioning of U.S. Coast Guard Cutter EARL WARREN, Kodiak, AK. (August 11, 2025). (I do not have a link or digital copy).

Remarks at Commissioning of U.S. Coast Guard Cutter STORIS, Juneau, AK. (August 10, 2025). *DVIDS—Video—Coast Guard Cutter Storis commissioning ceremony*

Remarks at Annual Memorial Ceremony, Grand Haven Coast Guard Festival, Grand Haven, MI. (August 1, 2025). (I do not have a link or digital copy).

Remarks at Coast Guard Foundation Dinner, Washington, D.C. (June 10, 2025). (I do not have a link or digital copy).

Remarks at Tragedy Assistance Program For Survivors (TAPS) Survivors Seminar Dinner, Washington, DC. (May 25, 2025). (I do not have a link or digital copy).

Remarks at U.S. Coast Guard Academy Graduation, New London, CT. (May 21, 2025). *Coast Guard Academy Class of 2025 Commencement*

Remarks to Council on Foreign Relations Service Chiefs Panel, Washington, DC. (May 19, 2025). Robert B. McKeon Endowed Series on Military Strategy and Leadership | Council on Foreign Relations

Remarks to Dredging Contractors of America, Washington, DC. (April 30, 2025). (I do not have a link or digital copy).

Panelist, “Navigating Tomorrow: Forging a New Era in Innovation and Shipbuilding,” U.S. Navy League Sea-Air-Space Symposium, Washington, DC. (April 8, 2025). (I do not have a link or digital copy).

Remarks to Coast Guard National Museum Association Dinner, Washington, DC. (April 2, 2025). (I do not have a link or digital copy).

Panelist, “Reinvigorating the Maritime Industrial Base,” U.S. Navy League America’s Future Fleet symposium, Arlington, VA. (December 3, 2004). (I do not have a link or digital copy).

Remarks at National Coast Guard Museum Event, New London, CT. (October 29, 2024) (I do not have a link or digital copy).

Remarks at Connecticut Global Security Forum, Hartford, CT. (September 20, 2024). (I do not have a link or digital copy).

“Navigating Global Challenges: A Conversation with Vice Commandant of the U.S. Coast Guard,” Brookings, Washington, DC. (August 8, 2024).

Navigating global challenges: A conversation with Vice Commandant of the Coast Guard Admiral Lunday | Brookings

Panelist, “Building and Sustaining the Arctic Infrastructure,” U.S. Navy League Sea-Air-Space Symposium. Washington, DC. (April 8, 2024)(*Building and Sustaining the Arctic Infrastructure | Sea-Air-Space 2024 (youtube.com)*).

Interview, U.S. Navy League Sea-Air-Space Symposium. Washington, DC. (April 8, 2024)(*DVIDS—Video—Coast Guard Atlantic Area and Defense Force East commander, speaks at the Sea Air and Space conference 2024 (dvidshub.net)*).

Remarks at the 32nd Annual Salute to the Coast Guard Dinner. Tampa, Florida. (January 29, 2024)(attached).

Remarks at USCGC BLACKTHORN memorial ceremonial on 44th anniversary. St. Petersburg, Florida. (January 28, 2024)(attached).

Panelist, “Arctic Security, Climate Change, and the Law of the Sea,” American Bar Association Standing Committee on Law and National Security Annual Review. Washington, DC. (November 17, 2023) (attached).

Address to Veterans Day event and dedication of the Military and Veterans Center in honor of CAPT Dorothy Stratton, USCG at Purdue University.

West Lafayette, Indiana. (November 10, 2023)(attached).

Remarks at Interagency Drug Offload Event for USCGC JAMES. Fort Lauderdale, Florida. (October 26, 2023) (I do not have a link or digital copy).

Speech at Moline, Illinois Rotary Club. Moline, Illinois. (October 23, 2023) (I do not have a link or digital copy).

Address to New York City Bar Association. New York, New York. (October 10, 2023) (I do not have a link or digital copy).

Address to Business Executives for National Security. New York, New York. (October 10, 2023) (I do not have a link or digital copy).

Address to U.S. Sea Services Ombudsman Appreciation Dinner. Virginia Beach, Virginia. (September 14, 2023) (I do not have a link or digital copy).

Address to U.S. Coast Guard Chief Petty Officers Association National Convention. Charlotte, North Carolina. (August 30, 2023) (I do not have a link or digital copy).

Address to Annual Coast Guard Memorial Ceremony, Grand Haven Coast Guard Festival. Grand Haven, Michigan. (August 5, 2023) (I do not have a link or digital copy).

Speech at Memorial Day Commemoration at Brookwood American Cemetery, United Kingdom. (May 28, 2023) (I do not have a link or digital copy).

Speech at Memorial Day Commemoration at Cambridge American Cemetery, United Kingdom. (May 27, 2023) (I do not have a link or digital copy).

Panelist, “Open Source Intelligence in the Homeland Security Enterprise,” National Intelligence University. Washington, DC. (May 9, 2023) (I do not have a link or digital copy).

Panelist, “Artificial Intelligence: Building Trust in Artificial Intelligence,” U.S. Navy League Sea-Air-Space Symposium. Washington, DC. (April 4, 2023) (*Building Trust in Artificial Intelligence | Sea-Air-Space 2023 (youtube.com)*).

Remarks to Council on Foreign Relations Small Group, “Maritime Cyber Security.” New York, New York. (March 28, 2023) (I do not have a link or digital copy).

Panelist, “Resourcing Challenges: Do the Sea Services Have the Resources They Need to Meet the Challenges of Today and Tomorrow.” U.S. Naval Institute/AFCEA WEST Conference, San Diego, California. (February 16, 2023) (*02.16.23 Panel: Do Sea Services Have Resources Needed to Meet the Challenges of Today and Tomorrow? (youtube.com)*).

Panelist, “Deterring Russia at Sea in the High North.” Wilson Center and Center for Maritime Strategy. Washington, DC. (February 9, 2023) (*Deterring Russia at Sea in the High North Pt.2 (youtube.com)*).

Address to commemorate the annual memorial of the sinking and loss of life aboard USCGC BLACKTHORN on January 28, 1980 in Tampa Bay, Florida. (January 27, 2023) (I do not have a link or digital copy).

Veterans Day Address, City of Portsmouth, Virginia. (November 11, 2022) (I do not have a link or digital copy).

Address to U.S. Coast Guard National Auxiliary Conference, Orlando, Florida. (August 19, 2022) (I do not have a link or digital copy).

Address to National Naval Officers Association 50th Anniversary Conference, Annapolis, Maryland. (July 29, 2022) (I do not have a link or digital copy).

Veterans Day Address, Washington College of Law (American University). (November 11, 2021) (I do not have a link or digital copy).

Charleston Defense Contractors Association 58th Small Business and Industry Outreach Association: Address. (July 15, 2021) (I do not have a link or digital copy).

Navy League Special Topic Breakfast: Address. (June 2, 2021) (I do not have a link or digital copy).

Safeguarding Australia Summit: Keynote Address—“Foreign Influence and Maintaining a Rules Based International Order.” (March 4, 2021) (I do not have a link or digital copy).

Maritime Cybersecurity Summit: Keynote Address. (November 5, 2020) (I do not have a link or digital copy).

AFCEA Hawai'i Luncheon: Keynote Address. (February 12, 2020) (I do not have a link or digital copy).

National Judicial College Annual Symposium: Keynote Address. (February 4, 2020) (I do not have a link or digital copy).

AFCEA Hawai'i Intelligence, Cyber, and Young AFCEA Special Breakfast: Keynote Address. (October 8, 2019) (I do not have a link or digital copy).

West Coast Pilots Conference: Guest Speaker. (March 9, 2020) (I do not have a link or digital copy).

AFCEA TechNet Indo-Pacific Conference: Keynote Address. (November 20, 2019) (*Keynote: RADM Lunday—YouTube*).

University of Hawai'i Future Focus Conference: Opening Speech. (October 15, 2019) (I do not have a link or digital copy).

American Samoa Flag Day: Main Address. (April 16, 2019) (I do not have a link or digital copy).

AFCEA TechNet Asia-Pacific Conference: Keynote Address. (November 15, 2018) (*Keynote—RADM Kevin Lunday, USCG Commander Fourteenth Coast Guard District (youtube.com)*).

AFCEA/U.S. Naval Institute WEST Premier Sea Services Event, San Diego: Panel—"How Do We Leverage the Network to Build Maritime Power." (February 6, 2018) (*WEST 2018 6 February: Afternoon Panel Discussion, 1430–1545 (youtube.com)*).

American Bar Association Standing Committee on Law and National Security Annual Review: Moderator/Organizer, Panel VII: "The Arctic: National Security and Oceans Law for the New Maritime Frontier." (November 17, 2017) (*Panel VII—The Arctic: National Security and Oceans Law for the New Maritime Frontier (americanbar.org)*).

Panelist—Advancing Maritime Cyber Education and Research, 2017 Maritime Cyber Risk Symposium, Tiffin University. (November 13, 2017) (I do not have a link or digital copy).

North Carolina Military Business Center—Southeast Region Cyber Security and Technology Symposium: Keynote Address. (August 24, 2017) (I do not have a link or digital copy).

Panelist, "Information Warfare—Challenges and Solutions in the Maritime Domain." U.S. Navy League Sea-Air-Space Symposium. (May 17, 2016) (I do not have a link or digital copy).

Speaker, Armed Forces Communications and Electronics Association (AFCEA) Luncheon—U.S. Coast Guard Academy, New London, CT. (November 17, 2015) (I do not have a link or digital copy).

Kalaris Intelligence Conference 2015 (National Geospatial Intelligence Agency and Georgetown University), Washington DC (Panelist, "Achieving Transparency, the Evolution of Intelligence"). (September 24, 2015) (*Panel 2 WEB (youtube.com)*).

Speaker, "U.S. Cyber Command Briefing." National Defense Industrial Association (NDIA) Space Conference. Reston, VA. (August 4, 2015) (I do not have a link or digital copy).

National Naval Officers Association (NNOA) Annual Leadership, Professional Development and Training Conference 2015 (Panelist, "Leadership" (29 Jul 2015)); (Speaker "Taking Ownership of the Command Climate"). (July 30, 2015) (I do not have a link or digital copy).

Panelist, "Achieving Information Governance in the Maritime Domain." AFCEA Coast Guard Industry Day, Washington, DC. (April 2, 2015) (I do not have a link or digital copy).

Panelist, AFCEA Monthly Luncheon and Cybersecurity Panel. (November 17, 2014) (I do not have a link or digital copy).

In addition to the presentations above that were external to the Coast Guard, I frequently provide remarks at events internal to the Coast Guard, such as change of command ceremonies, commanding officer conferences, cutter commissioning or decommissioning events, and routine unit visits.

19. List all public statements you have made during the past ten years, including statements in news articles and radio and television appearances, which are on topics relevant to the position for which you have been nominated, including dates. Include a link to each statement when possible. If a link is not available, provide a digital copy of the statement when available.

Press release on Operation RIVER WALL (October 20, 2025). Coast Guard launches Operation River Wall to control the border along the Rio Grande > United States Coast Guard News > Press Releases

Press release on Coast Guard recapitalizes command and control aircraft (October 18, 2025). <https://www.news.uscg.mil/Press-Releases/Article/4324382/coast-guard-recapitalizes-command-and-control-aircraft/>

Press release on Coast Guard military personnel to receive pay during government shutdown (October 13, 2025). Coast Guard military members to receive pay during government shutdown > United States Coast Guard > My Coast Guard News

Press release on Operation PACIFIC VIPER (August 26, 2025). Operation Pacific Viper: U.S. Coast Guard Announces Largest Drug Offload in its History | Homeland Security

Phone interview with Kodiak Daily Mirror, Anchorage, AK. (August 12, 2025). [https://www.kodiakdailymirror.com/news/article\\_430963b0-7597-4fa5-b52b-0355ea6400ab.html](https://www.kodiakdailymirror.com/news/article_430963b0-7597-4fa5-b52b-0355ea6400ab.html)

Phone interview with Radio Station KMXT, Anchorage, AK (August 12, 2025) *If Not Us, Then Who, second new USCG cutter commissioned in Kodiak*

Media coverage of commissioning of U.S. Coast Guard Cutter STORIS, Juneau, AK. (August 10, 2025).

<https://alaskabeacon.com/2025/08/10/u-s-coast-guard-adds-icebreaker-to-fleet-for-first-time-in-25-years/>

<https://seapowermagazine.org/coast-guard-commissions-icebreaker-storis-in-juneau/>

*Coast Guard Commissions First New Icebreaker Since the 1990s—USNI News*

Press release on commissioning of U.S. Coast Guard Cutter STORIS, Juneau AK. (August 10, 2025) <https://www.news.uscg.mil/Press-Releases/Article/4270746/us-coast-guard-commissions-uscg-storis-bolstering-arctic-presence-and-advancin/>

Media coverage of visit to Nome, AK on August 9, 2025 and discussion with local leaders and members of U.S. House of Representatives, Nome, AK.

*City of Nome hosts acting commandant of the Coast Guard*

*High-Ranking U.S. Coast Guard officials and visiting congressmen listen in on plan to expand Nome's Arctic Deep Draft Port*

Quote, "Force Design 2028 Execution Plan," MyCG (July 16, 2025). *Coast Guard shares execution plan for Force Design 2028 > United States Coast Guard > My Coast Guard News*

Quote, "Force Design 2028," MyCG (May 16, 2025) *Sec. Noem: "The change I'm asking of you—Force Design 2028, our roadmap for change—is the biggest change since 1915" > United States Coast Guard > My Coast Guard News*

Quote, "New Systems Pending, but Coast Guard Stretched Thin," Seapower Magazine (May 14, 2025) *New Systems Pending, but Coast Guard 'Stretched Thin,' Lunday Says—Seapower*

Quote, "Coast Guard Force Design 2028," MyCG (April 3, 2025) *Coast Guard Force Design 2028 > United States Coast Guard > My Coast Guard News*

Quote, "Over half a billion dollars in cocaine offloaded in Fort Lauderdale by Coast Guard," Miami Herald (March 20, 2025). *Coast Guard offloads over 45,000 pounds of cocaine in Broward | Miami Herald*

Video: "Secretary Kristi Noem announces Coast Guard seizure of 'over half a billion dollars of drugs,'" Forbes Breaking News (March 20, 2025) *BREAKING: Sec. Kristi Noem Announces Coast Guard Seizure Of 'Over Half A Billion Dollars' Of Drugs*

Press Release on operational success on drug interdiction and border control operations. (March 18, 2025). *Coast Guard achieves major milestone in drug interdiction, border control operations > United States Coast Guard News > Press Releases*

Acting Commandant's Action Order Number 2: Increasing Coast Guard Operational Focus on Combating Fentanyl. (January 29, 2025). *Coast Guard Action Order #2*

Acting Commandant's Commander's Intent. (January 23, 2025). *Commander's Intent*

Acting Commandant's Action Order Number 1: Increasing Coast Guard Operational Presence. (January 21, 2025). *document*

Press Release on actions to support President's Executive Orders. (January 21, 2025) *Coast Guard announces immediate action in support of presidential executive orders > United States Coast Guard News > Press Releases*

Facebook post, Coast Guard holds Mission Mighty Mississippi recruiting event in Rock Island, IL. (September 21, 2024). *Mission Mighty Mississippi | We're in the Quad Cities with Adm. Kevin Lunday, vice commandant of the Coast Guard, senior leadership, recruiters and representatives of our missions at . . . | By Master Chief Petty Officer of the Coast Guard | Facebook*

Holiday message to Coast Guard Atlantic Area. Portsmouth, VA. (December 23, 2023) *During this season of celebration and reflection, the Atlantic Area Commander Vice Admiral Kevin Lunday and Command Master Chief Jeremy DeMello thank the . . . | By U.S. Coast Guard Atlantic Area Command | Facebook*

Quote, "Coast Guard Touches Down in Rock Island to Recruit Next Generation of Service Men and Women." (October 22, 2023) <https://www.wqad.com/article/news/local/coast-guard-rock-island-mission-mighty-mississippi-river-recruit/526-788ae361-4996-4eb3-ad65-f36a94f045ba>

Quote, "U.S. Coast Guard Offloads \$500M Worth of Drugs at Port Everglades." (October 26, 2023) <https://wsvn.com/news/local/broward/us-coast-guard-offload-500m-worth-of-drugs-at-port-everglades/>

Interview at New York Fleet Week, Ken Kraetzer Media. New York, New York. (June 12, 2023) <https://www.youtube.com/watch?v=GV4pOp7OVtw>

Live Interview at New York Fleet Week, John Elliot, CBS2. (June 12, 2023)(I do not have a link or digital copy).

Statement on Ombudsmen Appreciation Day. Portsmouth, Virginia. (April 25, 2023) <https://www.dvidshub.net/video/880987/coast-guard-ombudsman-appreciation-day>

Interview at U.S. Navy League Sea-Air-Space Symposium. Washington, DC. (April 17, 2023) <https://www.dvidshub.net/video/879390/coast-guard-commander-atlantic-area-and-defense-force-east-speaks-sea-air-space-2023>

Interview at Signing of MOU between U.S. Coast Guard and Norfolk State University. Norfolk, Virginia. (March 23, 2023) <https://www.13newsnow.com/article/news/local/mycity/norfolk/norfolk-state-university-renews-recruitment-partnership-us-coast-guard/291-e41f6e5a-b883-4f21-9b07-55c9cd49bc5f>

Quote, "U.S., Allies Need to Operate in the High North More to Deter China, Russia Experts Say." (February 13, 2023) <https://news.usni.org/2023/02/13/us-allies-need-to-operate-in-the-high-north-more-to-deter-china-russia-experts-say>

Holiday Message to Coast Guard Atlantic Area. Portsmouth, Virginia (December 22, 2022) <https://twitter.com/USCGLANTAREA/status/1606077305398259712?lang=en>

Quote, "Coast Guard Honors Veterans in Special Ceremony in Portsmouth." (November 11, 2022) <https://www.13newsnow.com/article/news/local/mycity/portsmouth/coast-guard-portsmouth-virginia-veterans-day-ceremony/291-edc125e9-993d-4a6a-b866-a184ecc62490>

Interview with Fox News, "Coast Guard Assisting with Search and Rescue After Ian." (October 1, 2022) <https://www.foxnews.com/video/6313123124112>

Interview with CNN Newsroom on Hurricane IAN response. Portsmouth, Virginia. (October 1, 2022) [https://archive.org/details/CNNW\\_20221001\\_160000\\_CNN\\_Newsroom\\_With\\_Fredricka\\_Whitfield/start/600/end/660](https://archive.org/details/CNNW_20221001_160000_CNN_Newsroom_With_Fredricka_Whitfield/start/600/end/660)

Statement on Hurricane IAN response. Portsmouth, Virginia. (September 29, 2022) <https://www.dvidshub.net/video/859065/coast-guard-atlantic-area-vice-adm-command-master-chief-give-brief-hurricane-ian-efforts>

Interview, "Atlantic Area Visits Coast Guard World War II Heroes in Belgium." (June 15, 2022) <https://www.dvidshub.net/news/423110/atlantic-area-visits-coast-guard-world-war-ii-heroes-belgium>

Interview at New York Fleet Week, CBS2 John Elliott. New York, New York. (May 25, 2022) <https://www.youtube.com/watch?v=3JwztTw-CF0>

Interview at New York Fleet Week, Maurice Dubois, CBS2. New York, New York. (May 25, 2022) <https://www.youtube.com/watch?v=d-0c7FxpDAA>

Holiday Message to Coast Guard Fourteenth District. Honolulu, Hawai'i. (December 20, 2019) <https://www.dvidshub.net/video/730498/rear-adm-kevin-lunday-holiday-message>

Quote, "U.S. Coast Guard and UH Manoa Sign Agreement Increasing Student Opportunities." (November 5, 2019) <https://manoa.hawaii.edu/news/article.php?aId=10282>

Spring Address to Coast Guard Fourteenth District. Honolulu, Hawai'i. (July 5, 2019) <https://www.dvidshub.net/video/678126/rear-adm-kevin-lunday-spring-2019-address>

Interview, "Coast Guard Celebrates Flag Day Alongside American Samoa Leaders." (April 18, 2019) <https://www.dvidshub.net/news/318769/coast-guard-celebrates-flag-day-alongside-american-samoa-leaders>

Interview, "Coast Guard Recognizes Communities for Outstanding Support in Hawai'i Pacific." (February 21, 2019) <https://www.dvidshub.net/news/311550/coast-guard-recognizes-communities-outstanding-support-hawaii-pacific>

Interview, "U.S., Federated States of Micronesia Conduct Bilateral Engagement; Celebrate Operation HAILSTONE." (February 21, 2019) <https://www.dvidshub.net/news/311462/us-federated-states-micronesia-conduct-bilateral-engagement-commemorate-operation-hailstone>

Message to the Public Upon Approach of Hurricane LANE. Honolulu, Hawai'i. (August 24, 2018) <https://twitter.com/USCG/status/1033072859948744704>

Message to Fourteenth District from new District Commander. (July 27, 2018) <https://www.dvidshub.net/video/615828/rear-adm-kevin-lunday-address-district-14>

Interview, Federal News Network. (December 8, 2017) <https://federalnewsnetwork.com/all-news/2017/12/coast-guard-cyber-command-just-as-important-as-cutters-and-aircraft/>

Interview at Cyberscoop Forum: "Cyber Talks 2017." Washington, DC. (November 22, 2017) <https://cyberscoop.com/video/kevin-lunday-coast-guard-cyber-talks-2017/>

Remarks to Coast Guard, "Coast Guard Enterprise Mission Platform." (July 19, 2017) <https://www.dvidshub.net/video/538980/coast-guards-enterprise-mission-platform>

Remarks to Coast Guard, "The Coast Guard's Role in Cyberspace." (June 26, 2017) <https://www.dvidshub.net/video/534379/coast-guards-role-cyberspace>

Remarks to Coast Guard, "Cyberspace is an Operational Domain for the Coast Guard." (May 14, 2017) <https://www.dvidshub.net/video/531804/cyberspace-operational-domain-coast-guard>

Quote, "Inside the Pentagon's Secret Preparations for a Cyber 9/11," *MilitaryTimes*. (June 21, 2016) <https://www.militarytimes.com/news/your-military/2016/06/21/inside-the-pentagon-s-secretive-preparations-for-a-cyber-9-11/>

Quote, "U.S. Agencies Conduct Cyber War Games," *Wall Street Journal*. (July 5, 2015) <https://www.wsj.com/articles/u-s-agencies-conduct-cyber-war-games-1436069213>

20. List all digital platforms (including social media and other digital content sites) on which you currently or have formerly operated an account, regardless of whether or not the account was held in your name or an alias. Include the full name of an "alias" or "handle," including the complete URL and username with hyperlinks, you have used on each of the named platforms. Indicate whether the account is active, deleted, or dormant. Include a link to each account if possible.

LinkedIn (active): "Kevin E Lunday" (*Kevin Lunday—Career U.S. Coast Guard officer—U.S. Coast Guard | LinkedIn*).

Facebook (active): "Kevin E Lunday" (*Kevin Lunday | Facebook*).

Twitter/X (inactive since 2020, deleted): "KevinLunday".

21. Please identify each instance in which you have testified orally or in writing before Congress in a governmental or non-governmental capacity and specify the date and subject matter of each testimony.

House Transportation and Infrastructure Committee, Subcommittee on Coast Guard and Maritime Transportation, "The Future of the Coast Guard: Review of Coast Guard Programs and Structure," (June 5, 2025) <https://transportation.house.gov/calendar/eventsingle.aspx?EventID=408694>

House Committee on Appropriations, Homeland Security Subcommittee, “Policy Accomplishments and Administration Priorities,” (May 14, 2025) <http://appropriations.house.gov/schedule/hearings/oversight-hearing-united-states-coast-guard>

Senate Commerce Committee, Subcommittee on Oceans, Fisheries, Climate Change, and Manufacturing, “Drug Enforcement and Interdiction in the Maritime Domain,” (September 19, 2024). *Coast Guard Drug Interdiction and Enforcement in the Maritime Environment—U.S.* . . .

22. Given the current mission, major programs, and major operational objectives of the Coast Guard, what in your background or employment experience do you believe affirmatively qualifies you for appointment to the position for which you have been nominated, and why do you wish to serve in that position?

I believe I am affirmatively qualified for appointment to the position of Commandant in the grade of Admiral per 14 U.S.C. § 302 based on a proven record of successfully leading the Coast Guard, including as the Acting Commandant for nine months, the Vice Commandant for seven months, and commanding Atlantic Area for two years. I have led Coast Guard men and women to conduct operations and deliver results across the broad spectrum of Service missions, including during complex contingencies, and have demonstrated success leading mission support activities at the enterprise level and formulating and executing the Service’s budget. I have demonstrated successful strategic leadership and ability to work with joint and interagency partners from Federal, state, and local governments, the private sector, and with allies and foreign governments. I have specialized competence through education, training, and experience in the fields of strategy, operations, mission support, law, and national security.

I wish to serve in the position of Commandant in the grade of Admiral per 14 U.S.C. § 302 because I believe that I can best serve the Coast Guard and our people, the Department of Homeland Security, the joint force, and the Nation in a position of senior executive leadership during a time of transformational change for the Service. I am well prepared to lead Coast Guard men and women to safely and effectively conduct operations to deliver mission results under complex, dynamic conditions and challenges, including evolving threats, fiscal constraints, and public scrutiny of government functions. I am also well prepared to lead the Service as we implement Force Design 2028 and a historic \$24.59B capital investment to restore the Coast Guard as an agile, capable, and responsive fighting force. I also believe that as a senior U.S. government attorney and military officer, I have a thorough understanding of my obligations and duty regarding the constitutional authority, roles, and responsibilities of Congress, the Executive, and the Judiciary, and the critical importance of civilian control of the military to the Nation.

23. What do you believe are your responsibilities, if confirmed, to ensure that the Coast Guard has proper management and accounting controls, and what experience do you have in managing a large organization?

If confirmed, I will ensure the Coast Guard has proper management and accounting controls by personally understanding, directing, and ensuring compliance with the full scope of statutory, regulatory and policy requirements governing management of public property and funds and performance of government activities. I will ensure that the Coast Guard maintains policies and systems for management and accounting controls, trains personnel in their use and application, executes functions in accordance with those controls, and reports failures or violations of controls to appropriate enforcement and oversight authorities. I will ensure transparency of Coast Guard functions to Congress to enable the performance of its constitutional oversight role.

I have experience successfully leading and managing large organizations at the executive level.

From January 2025 to present, I have served as the Acting Commandant of the U.S. Coast Guard, responsible for command and strategic leadership of the Service during a time of significant change in operational priorities to control, secure, and defend the U.S. border and maritime approaches, starting at the southern border where the President declared a national emergency. I have also directed increased efforts to control, secure, and defend U.S. ports, waterways, and shipping—in the physical domain and cyberspace—and facilitate the flow of commerce to ensure the Nation’s economic prosperity and strategic mobility. I am responsible for leading over 55,660 military and civilian employees and 20,754 Auxiliary volunteers operating 237 cutters, 180 aircraft, and over 1,443 boats, and management of an annual \$12.6B operations and capital investment budget.

From June 2024 to January 2025, I served as the Vice Commandant of the U.S. Coast Guard, responsible as the Chief Acquisition Executive for oversight and exe-

cution of Service acquisition programs. I oversaw significant progress in achieving design maturity of the Polar Security Cutter to enable start of pre-fabrication assembly unit production in December 2024, start of initial construction of the Offshore Patrol Cutter Stage 2 (Austal Shipyard) in August 2024, and accelerated procurement and delivery of the commercially available polar ice breaker, U.S. Coast Guard Cutter STORIS, in December 2024 that is now commissioned and operational. In this role, I also directed executive-level decision-making on a broad range of issues impacting the Coast Guard, including enterprise planning, programming, budgeting and execution, as well as policy and enterprise risk management.

From May 2022 to June 2024, I served as the Commander of U.S. Coast Guard Atlantic Area, responsible for directing Coast Guard forces and operations across all mission areas in five Districts from the Navigable Inland Waterways east of the Rocky Mountains to the Great Lakes, Gulf Coast, and East Coast of the U.S. throughout the Caribbean Sea and Atlantic Ocean and adjacent parts of the Arctic Ocean to the Arabian Gulf. In this role, I was responsible for leading over 22,000 military and civilian employees and 17,900 Auxiliary volunteers operating 177 cutters, 91 aircraft, and over 1,000 boats, and management of \$192M in operating funds. I also served as Commander, Coast Guard Defense Forces East, responsible for providing Coast Guard support as part of the joint force to the Department of Defense and Combatant Commanders for national defense missions.

From January 7, 2023 to June 2024, I concurrently served under Presidential appointment as the Director of Department of Homeland Security (DHS) Joint Task Force East, responsible for coordinating and synchronizing DHS cross-component operations to address a range of threats to the Southeast U.S. Border and maritime approaches.

From 2020 to 2022, as Deputy for Materiel Readiness, I provided oversight of program management and advised the Deputy Commandant for Mission Support regarding: engineering and logistics; Command, Control, Communications, Computers, and Information Technology (C4IT); acquisitions; delivery of operational logistics at the field level; and, personnel security and physical security policy and management. This involved advising on leading over 9,000 personnel and the execution of over \$1.7B in maintenance funding and \$2.2B in procurement, construction, and improvement funding.

From 2018–2020, as Commander, Oceania (Fourteenth) Coast Guard District, I directed U.S. Coast Guard operations throughout Oceania in the Pacific, including Hawaii, Guam, the Commonwealth of Northern Mariana Islands, American Samoa, and activities in Japan and Singapore. My duties included leadership of over 1,300 personnel and management of \$24M in operating funds.

From 2016–2018, I commanded U.S. Coast Guard Cyber Command where I directed the operation and defense of Coast Guard networks and computer systems and response to cyber incidents involving the U.S. maritime critical infrastructure. During that same period, I simultaneously served as the Assistant Commandant for C4IT (CG-6), responsible for policy, management, and direction of C4IT business and infrastructure assets, including information management. My concurrent duties in both of those positions included leading over 900 people and management of over \$500M in operating and maintenance funding.

While serving as the Director of Exercises and Training (J7) at U.S. Cyber Command, I led the joint training of the Department of Defense (DoD) Cyber Mission Force and delivery of trained and ready cyberspace forces for DoD.

24. What do you believe to be the top three challenges facing the Coast Guard, and why?

1. How does the Coast Guard successfully execute Force Design 2028, the Secretary of Homeland Security's strategic direction to restore the Service as an agile, capable, and responsive fighting force, including successful execution of \$24.59B in historic capital investment? The Coast Guard today is emerging from its lowest point of readiness since the end of World War II. Force Design 2028 is bringing vital transformation across the Service by developing the force structure and operating concepts required to execute our missions; reform acquisitions to rapidly deploy capabilities needed by operating forces; exploit technology at every turn to enhance mission execution; and, eliminate non-essential or obsolete programs. Successful execution of Force Design 2028 and the \$24.59B in capital investments will bring the most significant organizational change to the Service since 1915 when the modern Coast Guard was formed. Force Design 2028, coupled with an increased, sustained annual budget, will ensure the Coast Guard is *Semper Paratus*—Always Ready to serve the American people now and into the future.

2. How does the Coast Guard successfully recruit, develop, lead, and retain the best people from across our United States when there are increasing demands and competition with other government agencies and the private sector for specialized talent? People remain our greatest resource. The Coast Guard workforce requires more specialty knowledge and technical proficiency than ever before, meaning increased time and investment to provide employees with technical training and competence in skills that are increasingly perishable and in high demand by the private sector and other government agencies. The Service must improve its ability to attract, develop, and retain the best talent into our workforce. This requires re-examining current personnel management, training, and assignment policies and systems, then adapting them to meet current and future requirements. Further, Coast Guard employees deserve, and the public expects, inspiring leadership at every level. The Coast Guard must continue to improve leadership training and performance to ensure it meets the highest standards and traditions of the Service and the expectations of our people, the President, and Congress.
3. How does the Coast Guard effectively combat sexual assault, sexual harassment, bullying, hazing, and retaliation from within its ranks to restore the trust of our workforce and the public we serve? Sexual assault is a serious crime that inflicts devastating trauma and destroys military readiness. Each day despite the implementation of aggressive measures to eliminate these crimes, there are still Coast Guard men and women who live in fear of fellow service members. We have made progress, but we have much more to do. The Coast Guard and other military services must continue to place highest priority on policies, leadership, and actions to prevent and respond to incidents, hold predators accountable, care for victims, and reduce and eliminate sexual predators from the military. The Service must continue to identify and implement solutions to address the problem, including effective prevention through early interventions, care for victims, and accountability for offenders.

#### B. POTENTIAL CONFLICTS OF INTEREST

1. Describe all financial arrangements, deferred compensation agreements, and other continuing dealings with business associates, clients, or customers. Please include information related to retirement accounts, such as a 401(k) or pension plan. Please see my nominee PFDR.

2. Do you have any commitments or agreements, formal or informal, to maintain employment, affiliation, or practice with any business, association, or other organization during your appointment? If so, please explain. No.

3. Indicate any investments, obligations, liabilities, or other relationships which could involve potential conflicts of interest in the position to which you have been nominated. Explain how you will resolve each potential conflict of interest.

None, please see my nominee PFDR. If any conflicts of interest or potential conflicts of interest arise, I will obtain advice from a Coast Guard ethics official and follow that advice.

4. Describe any business relationship, dealing, or financial transaction which you have had during the last ten years, whether for yourself, on behalf of a client, or acting as an agent, that could in any way constitute or result in a possible conflict of interest in the position to which you have been nominated. Explain how you will resolve each potential conflict of interest.

None, but if any conflict of interest or potential conflict of interest arises, I will obtain advice from a Coast Guard ethics official and follow that advice.

5. Identify any other potential conflicts of interest, and explain how you will resolve each potential conflict of interest.

None, but if any conflict of interest or potential conflict of interest arises, I will obtain advice from a Coast Guard ethics official and follow that advice.

6. Describe any activity during the past ten years, including the names of clients represented, in which you have been engaged for the purpose of directly or indirectly influencing the passage, defeat, or modification of any legislation or affecting the administration and execution of law or public policy.

In 2021, I authored an article in *Security Nexus*, the journal for the Daniel K. Inouye Asia-Pacific Center for Security Studies, supporting U.S. efforts to promote global vaccine distribution, access, and availability for voluntary administration, and urging targeted efforts to distribute other health services aid to Pacific Island nations in Oceania as essential to U.S. national security. See "Vaccinate the Pacific!" *Security Nexus*, Daniel K. Inouye Asia-Pacific Center for Security Studies (September 2021) The article is attached.

In 2017, I authored a chapter titled—“Homeland Security, The Need for Essential Change: Four Models of Decision For Improved Governance and a Resilient Nation,” as part of the American Bar Association Standing Committee on Law and National Security’s “Government, Process, and Structure Project.” The chapter supported a broad view of homeland security missions conducted by the Department of Homeland Security and urged consideration of additional authorities for the Secretary of Homeland Security to enable more effective governance and national resilience in response to emerging threats. The article is attached.

#### C. LEGAL MATTERS

1. Have you ever been disciplined or cited for a breach of ethics, professional misconduct, or retaliation by, or been the subject of a complaint to, any court, administrative agency, an Inspector General, the Office of Special Counsel, professional association, disciplinary committee, or other professional group? If yes:

- a. Provide the name of court, agency, association, committee, or group;
- b. Provide the date the citation, disciplinary action, complaint, or personnel action was issued or initiated;
- c. Describe the citation, disciplinary action, complaint, or personnel action;
- d. Provide the results of the citation, disciplinary action, complaint, or personnel action.

On May 13, 2025 I was the subject of a civil complaint in Federal court. I was sued in U.S. District Court in my official capacity (along with the Department of Homeland Security, Federal Emergency Management Agency, and other individuals) by 20 U.S. states requesting declaratory and injunctive relief regarding the policy of Federal boating safety grants being conditioned on grantee compliance with civil immigration requirements. The case is pending.

In 2008, I was the subject of a civil complaint in Federal court. I was sued in U.S. District Court in my personal and official capacity (along with the Coast Guard) by an insurance agent who alleged violation of his constitutional rights in 1999 and 2000 for actions that he claimed interfered with his business aboard a Coast Guard installation at which I was assigned as the Staff Judge Advocate. The court dismissed the lawsuit on 12/8/2008. (*USCOURTS-dcd-107-cv-02351-0.pdf (govinfo.gov)*).

Other than the above matters, I have none.

2. Have you ever been investigated, arrested, charged, or held by any Federal, State, or other law enforcement authority of any Federal, State, county, or municipal entity, other than for a minor traffic offense? If so, please explain. No.

3. Have you or any business or nonprofit of which you are or were an officer ever been involved as a party in an administrative agency proceeding, criminal proceeding, or civil litigation? If so, please explain.

Yes, as described in response to question C.1 above.

4. Have you ever been convicted (including pleas of guilty or *nolo contendere*) of any criminal violation other than a minor traffic offense? If so, please explain. No.

5. Have you ever been accused, formally or informally, of sexual harassment or discrimination on the basis of race, color, national origin, religion, sex (including gender identity, sexual orientation, and pregnancy), age, disability, genetic information, marital status, parental status, political affiliation, engagement in a protected Equal Employment Opportunity/Equal Opportunity (EEO/EO) activity, whistleblower activity, or any other basis? If so, please explain. No.

6. If you have ever served as a general court-martial convening authority involving sexual misconduct or assault, have you ever disapproved the findings of a court-martial related to the offense(s) or reduced the sentence adjudged by a court-martial, other than in connection with a pre-trial agreement? No.

7. Please advise the Committee of any additional information, favorable or unfavorable, which you feel should be disclosed in connection with your nomination.

I am a member in good standing of the Arizona State Bar, the Virginia State Bar, and U.S. Supreme Court Bar.

#### D. RELATIONSHIP WITH COMMITTEE

1. Will you ensure that your department/agency complies with deadlines for information set by congressional committees, and that your department/agency endeavors to timely comply with requests for information from individual Members of Congress, including requests from members in the minority? Yes.

2. Will you ensure that your department/agency does whatever it can to protect congressional witnesses and whistleblowers from reprisal for their testimony and disclosures? Yes.

3. Will you cooperate in providing the Committee with requested witnesses, including technical experts and career employees, with firsthand knowledge of matters of interest to the Committee? Yes.

4. Are you willing to appear and testify before any duly constituted committee of the Congress on such occasions as you may be reasonably requested to do so? Yes.

5. Do you agree, if confirmed, to keep this Committee, its subcommittees, other appropriate Committees of Congress, and their respective staffs apprised of new information that materially impacts the accuracy of testimony, briefings, reports, records—including documents and electronic communications, and other information you or your organization previously provided? Yes.

6. Do you agree, if confirmed, and on request, to provide this Committee and its subcommittees with records and other information within their oversight jurisdiction, even absent a formal Committee request? Yes.

7. Do you agree, if confirmed, to ensure that you and other members of your organization protect from retaliation any military member, Federal employee, or contractor employee who testifies before, or communicates with this Committee, its subcommittees, and any other appropriate committee of Congress? Yes.

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ADDENDUM TO THE QUESTIONNAIRE SUBMITTED TO THE SENATE COMMITTEE ON  
COMMERCE, SCIENCE, AND TRANSPORTATION, 119TH CONGRESS

BY ADM KEVIN LUNDAY

Upon further review, I have identified one edit that is responsive to question A.12 on the Committee's questionnaire. It is:

- Virginia State Bar (2006–present)

Upon further review, I have identified three additional items and four edits that are responsive to question A.18 on the Committee's questionnaire. They are:

- Remarks at Commissioning of U.S. Coast Guard Cutter EARL CUNNINGHAM, Kodiak, AK. (August 11, 2025). (I do not have a link or digital copy).
- Remarks at Coast Guard Foundation Dinner, Washington, D.C. (June 10, 2025). *Acting Commandant ADM Kevin Lunday | 2025 Tribute to the Coast Guard in our Nation's Capital*
- Quote, "Sea Air Space: CMS Breakfast Panel Discussed How to Make Future Shipbuilding Shipshape" (April 10, 2025) *Sea-Air-Space: CMS Breakfast Panel Discusses How to Make Future Shipbuilding Shipshape—Seapower*.
- Panelist, "Reinvigorating the Maritime Industrial Base," U.S. Navy League America's Future Fleet symposium, Arlington, VA. (December 3, 2024). (I do not have a link or digital copy).
- Remarks at Coast Guard Foundation Dinner, Houston, TX. (November 21, 2024). *MK1 Chad Rollins Promotion | 2024 Texas Salutes the Coast Guard*
- Remarks at Connecticut Global Security Forum, Hartford, CT. (September 20, 2024) *Navigating the Future Together: The Coast Guard & Our Allies | Global Security Forum 2024—YouTube*
- Panelist, "Information Warfare—Challenges and Solutions in the Maritime Domain." U.S. Navy League Sea-Air-Space Symposium. (May 17, 2016) *DVIDS—Video—SAS 2016: Panel: Information Warfare—Security Challenges and Solutions in the Maritime Domain*

Upon further review, I have identified 28 additional items that are responsive to question A.19 on the Committee's questionnaire. They are:

- Press Release on Coast Guard Sets Historic Record with Amount of Cocaine Seized in FY25. (November 6, 2025). *Coast Guard sets historic record with amount of cocaine seized in FY25 > United States Coast Guard News > Press Releases*
- Press release on Coast Guard commissions Coast Guard Earl Cunningham (WPC 1159) in Kodiak, Alaska (August 11, 2025). *Coast Guard commissions Coast Guard Cutter Earl Cunningham (WPC 1159) in Kodiak, Alaska > United States Coast Guard News > Press Releases*
- Media coverage of commissioning of U.S. Coast Guard Cutter STORIS, Juneau, AK. (August 10, 2025). *Must Read Alaska on X: "Sen. Dan Sullivan and Admiral Kevin Lunday during the soggy August day commissioning of the new Coast Guard icebreaker Cutter Storis. <https://t.co/wigPlfB9dO>"*/X

- Quote, “They are the Best America Has: Coast Guard Holds National Memorial Service.” (August 2, 2025). *They are the best America has’: Coast Guard holds National Memorial Service | Fairs & Festivals | grandhaventribune.com*
- Quote, “Force Design 2028 Execution Plan,” MyCG. (July 16, 2025). *Coast Guard shares execution plan for Force Design 2028 > United States Coast Guard > My Coast Guard News*
- Press Release on Coast Guard Renames Geographic Operational Districts. (July 3, 2025). *Coast Guard renames geographic operational districts > United States Coast Guard News > Press Releases*
- Press Release on Coast Guard Achieves Major Milestone in Drug Interdiction, Border Control Operations. (March 18, 2025). *Coast Guard achieves major milestone in drug interdiction, border control operations > United States Coast Guard News > Press Releases*
- Quote, “Sea Air Space: CMS Breakfast Panel Discussed How to Make Future Shipbuilding Shipshape.” (April 10, 2025). *Sea-Air-Space: CMS Breakfast Panel Discusses How to Make Future Shipbuilding Shipshape—Seapower*
- Acting Commandant’s Action Order Number 1: Increasing Coast Guard Operational Presence. (January 21, 2025). *Coast Guard Action Order: Increasing Coast Guard Operational Presence and Focus on Border Control and Protecting the Territorial Integrity of the United States.*
- Quote, “When the Coast Guard Intercepts Unaccompanied Kids.” (December 7, 2023). *When the Coast Guard Intercepts Unaccompanied Kids—ProPublica*
- Interview at Mission Mighty Mississippi, WQAD 8. Rock Island, IL. (October 22, 2023). *Coast Guard hosts Mission Mighty Mississippi in Rock Island | wqad.com*
- Quote, “Coast Guard Touches Down in Rock Island to Recruit Next Generation of Service Men and Women.” (October 22, 2023). *Coast Guard hosts Mission Mighty Mississippi in Rock Island | wqad.com*
- Live Interview at Mission Mighty Mississippi, FOX18. Rock Island, IL. (October 20, 2023). *United States Coast Guard hosts Mission Mighty Mississippi family-friendly event | OurQuadCities*
- Quote, *USCG Atlantic Area on X: “Today @USCG personnel were honored to ring in the Nasdaq Stock Market closing bell!A “We know here, being at the Nasdaq, that the health of our Nation is based on the health of our economy,”—Vice Adm. Kevin Lunday.” (May 25, 2023) See more8https://t.co/7PBp0SOwpd #fleetweek #nasdaq #NYC https://t.co/UtiDgQyloY”/X*
- Live Interview at New York Fleet Week, Reagan Medgie, FOX5. New York, New York. (May 24, 2023). *Exciting Kickoff of Fleet Week NYC 2023: Ships, Performances and More*
- Coast Guard Ombudsman Appreciation Message. (March 24, 2023). *DVIDS—Video—Coast Guard Ombudsman Appreciation Day*
- Holiday Message to Coast Guard Atlantic Area. Portsmouth, Virginia. (December 12, 2022). *DVIDS—Video—Coast Guard Atlantic Area Commander sends a holiday greeting*
- Interview at New York Fleet Week, CBS2 John Elliott. New York, New York. (May 25, 2022). *Fleet Week: Meet the newest vice admiral of U.S. Coast Guard. Fleet Week: Meet the newest vice admiral of U.S. Coast Guard*
- Press Release on U.S. Coast Guard Cutter Dependable Celebrated for 56 Years’ Service During Heritage Recognition Ceremony. (April 10, 2024). *US Coast Guard Cutter Dependable celebrated for 56 years’ service during heritage recognition ceremony > United States Coast Guard News > Press Releases*
- Press Release on Coast Guard Offloads Nearly \$500 Million in Illegal Narcotics at Port Everglades. (October 27, 2023). *Coast Guard offloads nearly \$500 million in illegal narcotics at Port Everglades > United States Coast Guard News > Press Releases*
- Quote, “U.S. Continues Maritime Safety Security Improvements with Republic of Palau.” (June 4, 2020). *DVIDS—Video—US Continues Maritime Safety Security Improvements with Republic of Palau*
- Press Release on U.S. Coast Guard Commissions William Hart in Honolulu. (September 26, 2019). *DVIDS—U.S. Coast Guard Commissions William Hart in Honolulu*
- Press Release on Interior Announces More Than \$1.2 Million in Funding Support for the Republic of Palau. (May 30, 2019). *Interior Announces more than*

*\$1.2 Million in Funding Support for the Republic of Palau | U.S. Department of the Interior*

- Quote, “U.S. Coast Guard Supporting U.S. Pacific Fleet Navigation Initiatives Federated States Micronesia.” (May 24, 2019). *DVIDS—U.S. Coast Guard Supporting U.S. Pacific Fleet Navigation Initiatives Federated States Micronesia*
- Press Release on U.S., Federated States of Micronesia Conduct Bilateral Engagement; 75th Commemorate Operation Hailstone. (February 22, 2019). *U.S., Federated States of Micronesia Conduct Bilateral Engagement; 75th Commemorate Operation Hailstone > U.S. Indo-Pacific Command > News Articles*
- Press Release on United States Files Complaint Against Hawaii Fishing Companies, Managers, and Vessel Operators Over Illegal Oil Discharges and Lodges Partial Settlement With Managers. (September 7, 2018). *Office of Public Affairs | United States Files Complaint Against Hawaii Fishing Companies, Managers, and Vessel Operator Over Illegal Oil Discharges and Lodges Partial Settlement With Managers | United States Department of Justice*
- Address to District 14. (July 27, 2018). *DVIDS—Video—Rear Adm. Kevin Lunday Address to District 14*
- Video Series, The Coast Guard’s Role in Cyberspace. Washington, DC. (June 26, 2017). *DVIDS—Video—The Coast Guard’s Role in Cyberspace*

I have been notified of an additional item responsive to question C.I. on the Committee’s questionnaire. It is:

On October 7, 2025, I was the subject of a civil complaint in Federal court. I was sued in U.S. District Court in my official capacity (along with the Commander of Coast Guard Personnel Service Center and another Officer) by Students for Fair Admissions requesting declaratory and injunctive relief regarding the Coast Guard’s College Student Pre-Commissioning Initiative (CSPI) program alleging that the CSPI program discriminates based upon race and ethnicity in violation of the U.S. Constitution’s Fifth Amendment. The case is pending.

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SENATE COMMERCE COMMITTEE COAST GUARD NOMINEE QUESTIONNAIRE 119TH CONGRESS

**Additional Questions for Coast Guard O–10 Nominee:**

1. Were you ever officially, or unofficially, accused of sexual assault, sexual harassment, or any other sex crimes during your time in the service (including the Academy and/or other accession points)? Please describe.

No. I am unaware of any accusation against me for sexual assault, sexual harassment, or any other sex crimes during my time in the service.

2. Did you have any knowledge, official or otherwise, of Operation Fouled Anchor before CNN broke the story on June 30, 2023? Please describe your knowledge, and subsequent actions in detail.

On June 12, 2023, the Commandant held a conference phone call with the Vice Admirals, the Vice Commandant, and Master Chief Petty Officer of the Coast Guard and discussed the investigation known as Operation Fouled Anchor and that a forthcoming news media report on the investigation would be released. I was traveling in Guantanamo Bay, Cuba at the time of the call. That was the first time that I learned of Operation Fouled Anchor.

a. If so, in what capacity did you receive this information?

The Commandant was informing senior Coast Guard leaders during a phone call on June 12, 2023.

b. If so, what did you do with that information? Did you report to CGIS, or others? Please describe.

I did not do anything as the Commandant was informing senior Coast Guard leaders about Operation Fouled Anchor and the actions that were being taken.

c. If not, had you heard of an investigation surrounding sexual assault but did not know if it was a part of Operation Fouled Anchor? If so, please describe.

While assigned as Commander, Oceania (previously Fourteenth) Coast Guard District in Honolulu, HI from July 2018 to June 2020, I heard at some point in time (probably late 2018 or 2019) that there was an ongoing investigation into certain alleged sexual assaults that had occurred years before at the Coast Guard Academy. I don’t recall the date or circumstances I heard this information. However, I was not informed that there were any officers then assigned to Coast Guard Oceania District who were alleged to have committed sexual assaults as part of that inves-

tigation, and I don't recall the term "Operational Fouled Anchor" as any part of the discussion.

3. Have you ever heard of a group called "Theta Gamma" or "the Dirty Thirty"?  
No.

a. If so, did you ever take part in meetings, events, or other related formal or informal gatherings or discussions?  
I never heard of this group.

b. Did you ever consider yourself a part of the group?  
No.

c. If you have an Academy class ring, do you have anything inscribed on it? If so, please describe.

Yes. I had the words "Revere Honor, Honor Duty" inscribed inside my class ring to remind me of the words in the floor of the entrance to Chase Hall, the Coast Guard Academy cadet barracks: "Who Lives Here Reveres Honor, Honors Duty."

4. Are you aware of instances of sexual assault, sexual harassment, or any other sex crimes that were handled incorrectly either at the Academy or any other unit that you served in, or had knowledge of, during your time in the Coast Guard?  
No.

a. If so, how did you handle this?

I was not aware of any instances as asked above.

5. Did you at any time during the course of Operation Fouled Anchor, or following its conclusion, have any influence or conversations, direct or indirect, formal or informal, on the decision to not disclose the investigation to Congress? Please describe.  
No.

a. Did you have any awareness of the decision process to not disclose? Please describe.  
No.

6. Have you ever received an order or direction, formal or informal, to not pursue any actions regarding sexual assault, sexual harassment, or any other sex crimes from anyone in authority overseeing any reported or nonreported, cases/claims? Please describe.  
No.



## Admiral Kevin E. Lunday

Acting Commandant, U.S. Coast Guard

Admiral Kevin E. Lunday assumed the duties of Acting Commandant on January 21, 2025. He leads the 56,000 men and women of the U.S. Coast Guard as part of the Department of Homeland Security team protecting America and one of the six military services and part of the joint force defending it. As a maritime Nation, the

U.S. relies on a strong Coast Guard to assure our national security. We control the U.S. maritime borders and approaches and protect U.S. sovereignty. We assure the operation, security, and defense of U.S. maritime critical infrastructure—vital to America's economic prosperity and strategic mobility. We save lives through prevention and rescuing those in distress at sea. We conduct maritime law enforcement, military operations, and safeguard navigation on the high seas and navigable waters of the U.S., including operations in the Arctic, Indo-Pacific, and Atlantic Oceans. We protect the marine environment and our living marine resources. We remain *Semper Paratus*—Always Ready in service to the American people.

Admiral Lunday previously served as the 34th Vice Commandant from June 2024. Before that, he served as Commander, Atlantic Area where he directed operations from the Navigable Inland Waterways east of the Rocky Mountains to the Great Lakes, Gulf Coast, and East Coast of the U.S. throughout the Atlantic Ocean and adjacent parts of the Arctic Ocean to the Arabian Gulf. Admiral Lunday has extensive experience in the Indo-Pacific where he served as Commander of the Fourteenth Coast Guard District, directing operations throughout Oceania, including Hawai'i, American Samoa, Guam, and the Commonwealth of Northern Mariana Islands, as well as activities in Japan and Singapore.

Experienced in operational and technical cyberspace operations, Admiral Lunday served as Commander, U.S. Coast Guard Cyber Command where he directed the operation, maneuver, and defense of the Coast Guard Enterprise Mission Platform as part of Department of Defense (DoD) networks. He also directed remote and deployable cyberspace operations to protect U.S. maritime critical infrastructure from cyberattack. Prior to this role he served as Director of Exercises and Training (J7), U.S. Cyber Command where he directed the joint training and certification of the DoD Cyber Mission Force, the Nation's cyberspace warriors.

Admiral Lunday is a career national security attorney and judge advocate. He is a Distinguished Graduate of the National War College with a Master of Science in National Security Strategy, and graduate of the Naval War College with distinction. He holds a Juris Doctor with high honors from George Washington University Law School and Bachelor of Science in Marine Engineering with honors from the U.S. Coast Guard Academy. He has earned numerous personal, team, and campaign awards during 38 years of service.

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ADMIRAL KEVIN E. LUNDAY

**Current Assignment**

Jan 25–present Commandant (Acting), U.S. Coast Guard

**Assignment History**

Jun 24–Jan 25 Vice Commandant, U.S. Coast Guard  
 May 22–Jun 24 Commander, U.S. Coast Guard Atlantic Area, Defense Forces East  
 Jan 23–Jun 24 Director, DHS Joint Task Force—East  
 Jul 20–May 22 Deputy for Materiel Readiness (Mission Support)  
 Jul 18–Jun 20 Commander, Fourteenth U.S. Coast Guard District  
 Jun 16–Jul 18 Assistant Commandant for Command, Control, Communications, Computers, and Information Technology (CG–6)  
 Jun 16–Jul 18 Commander, U.S. Coast Guard Cyber Command  
 Jun 14–Jun 16 Director (J7), Training and Exercises, U.S. Cyber Command  
 Jun 11–Jun 14 Executive Assistant to the Commandant (CG–00EA)  
 Jun 08–Jun 11 Maritime Intelligence Fusion Center LANT, Commanding Officer  
 Aug 07–Jun 08 National War College, Duty Under Instruction  
 Jun 04–Aug 07 MLCLANT, Chief, OPLAW Branch/CGD5 Staff Judge Advocate  
 Jul 01–Jun 04 CG–2, Intelligence Counsel/Legal Advisor (detailed from G–LMI)  
 Jun 99–Jul 01 TRACEN Yorktown, Staff Judge Advocate  
 Jul 97–Jun 99 TRACEN Yorktown, Ass't Chief/Legal Advisor, MLE School  
 Jul 94–Jul 97 George Washington Univ. Law School, Duty Under Instruction  
 Feb 93–Jul 94 CG Intel Coord Center, Chief, Global Intel Branch, Analysis Div.  
 Jul 91–Feb 93 CG Intel Coord Center, Indications & Warning Watch Officer  
 Jun 89–Jul 91 USCGC POINT MARTIN, Commanding Officer  
 May 87–Jun 89 USCGC SWEETGUM, Deck Watch Officer/Operations Officer

**Educational Summary**

2008—National War College, M.S., National Security Strategy, Distinguished Graduate

1997—George Washington Univ. Law School, J.D., with high honors

1994—Naval War College, College of Command & Staff (Non-resident), Diploma with distinction

1987—USCG Academy, B.S., Marine Engineering with honors

**Military Personal Awards and Significant National Recognition or Achievement**

CG DSM (2024, 2018), DSSM (2016), LOM (2022, 2020, 2014, 2011), MSM (2010, 2007, 2004), COM (2008, 2001, 1998, 1994), ACH (1999, 1989), LOC (2003)

2023, Honorary Master Chief Petty Officer 2011, Honorary Chief Petty Officer

2008, National Military Intelligence Assoc. Sherman Kent Strategic Intelligence Writing Award

2005, American Bar Assoc. Outstanding Military Service Career Judge Advocate Award

2004, Director of Central Intelligence National Intelligence Certificate of Distinction

1997, Order of the Coif, George Washington Univ. Law School

**Significant Current Professional Credentials or Recent Activities**

Admitted to practice law, Arizona 2022 (active)

Admitted to practice law, Virginia 2006 (active)

Admitted to practice law, U.S. Supreme Court 2002

Admitted to practice law, Maryland 1997 (inactive)

Certification as Military Judge under Article 26(b) UCMJ, 2005

Certification as a Judge Advocate under Article 27(b) UCMJ, 1997

Member, American Bar Association (2005–present)

Special Advisor to the Standing Committee on Law and National Security, American Bar Association (Sep 2021–May 2022)

Member, Advisory Committee to the Standing Committee on Law and National Security, American Bar Association (Aug 2015–Jul 2017)

Member, Maritime Law Association of the United States (1997–present)

The CHAIRMAN. Thank you, Admiral. After years of neglect, the Coast Guard is finally receiving the resources it needs to stop illegal immigration, to intercept drug traffickers, and to keep Americans safe at sea. Senate Republicans fought hard to secure nearly \$25 billion for the Coast Guard in the One Big Beautiful Bill to fund the largest recapitalization of the Coast Guard in history. In your judgment, how big a deal is that investment in the Coast Guard?

Admiral LUNDAY. Mr. Chairman, it is not only a historic investment, but it comes at a time where the Coast Guard was facing decades of underinvestment that resulted in a readiness spiral for us. And so, this infusion of capital investment will enable us to recapitalize in the areas I just described, and that, coupled with higher sustained annual authorization and appropriations, particularly the operating funds necessary to, for example, bring on those 15,000 Coast Guard men and women, are going to enable us to be successful into the future.

The CHAIRMAN. I very much agree. Another element of the One Big Beautiful Bill is that we cut through layers of red tape, and we gave the Coast Guard flexibility to quickly buy new ships and aircraft. This will help you address urgent readiness gaps before the funding window closes and adversaries get ahead of the U.S. In your judgment, how would backtracking and reinstating those

acquisition hurdles impact the Coast Guard's ability to deliver the paid-for assets on time and on budget?

Admiral LUNDAY. Mr. Chairman, the relief provided from—in the One Big Beautiful Bill Act from the regular pre-acquisition requirements in Title 14, Chapter 11, is essential for our ability to move at speed and scale to deliver the assets the Coast Guard and America needs, and so if that were to be pulled back, that would slow us down. Those requirements are originally probably intended to reduce risk, but they've resulted in delays and our ability to not move at the pace America needs us to move. And so, a permanent change that allows us to not be bound by those that slow us down so we can continue to deliver at speed is vital.

The CHAIRMAN. Thank you. Earlier this month at Coast Guard Base Alameda, we saw what happens when anti-enforcement activism gets out of hand. During a protest by the radical left against immigration enforcement, a driver attempted to ram a truck into Coast Guard personnel. Meanwhile, the left has continued to vilify law enforcement and Homeland Security personnel simply for doing their jobs. Admiral Lunday, what message does it send to your service members when acts of aggression like this are met with political indifference?

Admiral LUNDAY. Mr. Chairman, the safety of our Coast Guard men and women and the safety of the public is our paramount concern. In that situation, our Coast Guard men and women were—who were standing security were faced with an imminent threat. As the driver of that truck reversed and accelerated toward them, it presented a deadly force situation. From all accounts that I know of and can see, they acted with discipline and professionalism to defend themselves and also to protect the public. The driver of that truck, there's an ongoing FBI investigation. The driver has been charged with a Federal crime, and—but our personnel acted with discipline and restraint in that situation.

The CHAIRMAN. Turning to a different topic, Iran has used maritime drug trafficking in the Middle East, including trafficking drugs on fishing dhows, to finance its malign activities. I know that you are operating under the command of the Navy, but is it fair to say if the Coast Guard discovers illegal narcotics aboard a vessel in this region, these would-be drug traffickers face no punishment other than having their drugs seized?

Admiral LUNDAY. Mr. Chairman, under the current practice under the Department of War, that is the—that is the outcome. We seize and destroy the drugs, but we do not seize the vessel.

The CHAIRMAN. And it's my understanding that the fishermen aboard face no legal punishment. Is that correct?

Admiral LUNDAY. That's correct, Mr. Chairman, in almost all cases.

The CHAIRMAN. And the fishermen take control of the dhow and are allowed to continue sailing after the interdiction?

Admiral LUNDAY. Yes, Mr. Chairman.

The CHAIRMAN. You will not be surprised to know that I think that makes no sense whatsoever, and I very much hope the Department of War changes the protocols in those circumstances.

Shifting to another topic, for too long, the Coast Guard has watched from the sidelines as Russia and China have expanded

their Arctic operations with fleets of heavy icebreakers. That's why the One Big Beautiful Bill helped fund a modern icebreaking fleet. My understanding is that the Coast Guard is writing a plan, as directed by a Presidential memorandum, to phase construction of the Arctic security cutters and eventually transition production to U.S. shipyards, including in the great State of Texas. What are some of the critical debates you are having about that plan, and when will it be made public?

Admiral LUNDAY. Mr. Chairman, we're continuing to work on delivering that plan that we owe back to the President within 60 days of his October announcement. Our principle focus on that plan is to deliver an onshoring strategy. So, the President determined that four of those Arctic security cutters would be built first overseas as part of the two consortiums, but then we would onshore that capability back into U.S. shipyards that strengthens our U.S. shipbuilding industrial base, and the remaining Arctic security cutters will be built here in the U.S. by American workers.

The CHAIRMAN. That is enormously important capacity, and I think it's going to have profound and long-term effect. All right. Final question. How do you expect the Coast Guard to take full advantage of these new Arctic security cutters to support U.S. presence and interest in the Arctic? Put another way, how will things be different for the Coast Guard in the Arctic?

Admiral LUNDAY. Well, Mr. Chairman, as you know, the Coast Guard operates the only U.S. surface presence that accesses both of the polar regions, but particular to the Arctic, that will give us the ability to have sustained presence to challenge adversary behavior. You know, this summer we saw five Chinese-flagged research vessels that were operating north along our Northern border, north of Alaska, along our extended Outer Continental Shelf area. We sent the older medium icebreaker HEALY up there and the new commercial icebreaker, STORIS, that we just commissioned in August, and we ran them out of there. But we need stronger, sustained Coast Guard presence to be able to enforce U.S. sovereignty, protect our border and our maritime approaches throughout the Arctic Ocean.

The CHAIRMAN. I very much agree. Senator Klobuchar.

**STATEMENT OF HON. AMY KLOBUCHAR,  
U.S. SENATOR FROM MINNESOTA**

Senator KLOBUCHAR. Thank you, Mr. Chairman. Admiral, congratulations on your nomination, and I'm going to take you to some colder places as Senator Cruz left off with that: the Port of Duluth. Have you been there before?

Admiral LUNDAY. Senator, I have not been to the Port of Duluth, but I look forward to visiting.

Senator KLOBUCHAR. Excellent answer. It is, in fact, the largest port by tonnage on the Great Lakes, 35 million tons of cargo, one of the Nation's top 20 ports. We're very proud of it. Over the years, we've put a lot of funding into making it multimodal, and there are all kinds of things shipped back and forth, and that Senator Baldwin and I, as a result of her work on the Great Lakes, have been really focused on the acquisition of a second Coast Guard Great Lakes icebreaker to be used on the Great Lakes and the port. Do

you have the resources you need, and can you talk about the importance of icebreakers?

Admiral LUNDAY. Senator, thank you. The Great Lakes, as you know, is a critical system to our national economy and also our national security. And so, the Coast Guard operates the Mackinaw, which is the current Great Lakes icebreaker, and we need a second Great Lakes icebreaker. I want to thank the support of Congress in Fiscal Year 2024 budget for appropriating \$20 million to continue the pre-acquisition, the analyze-and-select phase for the next Great Lakes icebreaker, but we need an additional \$35 million to complete that analyze-and-select phase and move toward that acquisition. I just released our Fiscal Year 2026 unfunded priorities list, and that includes a request for that additional funding on the unfunded priorities list.

Senator KLOBUCHAR. OK. Very good. Thank you, and we hope we can get this done. It's just so important for the future of the economy. One of these supply chain issues—I know you've worked on supply chains, and what are some of the biggest challenges the Coast Guard is facing when trying to manage shipping vessels when there is congestion as opposed to the icebreaker issue?

Admiral LUNDAY. Well, Senator, one of the biggest challenges that we face is we have to keep the commerce moving. And while we keep it moving, we also have to make sure that it is safe and secure through our entire marine transportation system. So, that's our ports, our inland waterways as well, and, of course, the Great Lakes system. And so, we also license U.S. mariners, which is critically important, to make sure that our mariners have the training and capability to be able to operate the—what will be a growing U.S. fleet, under the President's direction, to restore America's maritime dominance. All of that falls under the Coast Guard's authority and responsibility.

Senator KLOBUCHAR. Thank you, and you pledge to coordinate with our very friendly neighbor to the north, Canada, which is near and dear to my heart?

Admiral LUNDAY. Senator, we do. The Coast Guard has a strong operational relationship with Canadian forces, whether it's Royal Canadian Mounted Police or Canadian Defense, and that's a strong working relationship across our Northern border and into the Arctic. You know, yesterday I was with Secretary Noem at the icebreaker collaboration effort meeting that she chaired with representatives of Canada and Finland, and she talked about the importance of our partnership with not only Canada, but also Finland. And so, it's just another example of that close working relationship, Senator.

Senator KLOBUCHAR. Yes. Senator Murkowski and I are meeting with members of the Finnish Parliament today about just this same subject. So, the Edmund Fitzgerald, we just recognized the 50th anniversary of the sinking of the Edmund Fitzgerald, loss of 29 crew members transporting taconite from Minnesota's Iron Range, where my dad grew up. My grandpa was an iron ore miner. It wasn't just a very famous song that came out of that, but coming out of that was a Coast Guard investigation that led to major changes to Great Lake shipping practices. You should know in freezing cold weather, 2,000 Minnesotans gathered outside on the

North Shore just last week to recognize those that we lost, including some of their descendants and family members. In your testimony, you mentioned the Coast Guard's role in responding to crises that come without warning. Just to confirm that you'll continue to prioritize that.

We lost a Coast Guard station in Grand Marai. We have now worked with the tribe up there and gotten some funding to have a tribal Coast Guard, because if the Coast Guard comes from Duluth, it's such a long way up the North Shore, it's worth looking into what they've resorted to. But we do have some ships, some boats that can rescue people that the state and the tribe worked on together, but just in general, if you could look into that and how we're kind of band-aiding it together, and then also just a commitment to continue to prioritize safety.

Admiral LUNDAY. Senator, if confirmed by the Senate, I look forward to working to prioritize safety and also certainly to visit Duluth.

Senator KLOBUCHAR. Yes. Well, really, you will be a very—a famous celebrity to come to Duluth on—to see that port, only because we just love the Coast Guard up there, so thank you.

Admiral LUNDAY. Thank you, Senator.

Senator KLOBUCHAR. Look forward to it.

The CHAIRMAN. And, Admiral, I will say it's excellent instincts if any member of this committee asks you to visit this—their state. The only answer is, “absolutely yes.”

[Laughter.]

The CHAIRMAN. Senator Wicker.

**STATEMENT OF HON. ROGER WICKER,  
U.S. SENATOR FROM MISSISSIPPI**

Senator WICKER. Admiral, I would suggest you wear layers when you go to Duluth.

Senator KLOBUCHAR. Unnecessary.

[Laughter.]

Senator WICKER. Admiral Lunday, the experience of serving the—in the Junior Reserve Officer Training Corps has real benefits. A RAND Corporation study found that students who participated in JROTC have higher grades, better attendance rates, and are more likely to graduate from high school than other students. Mississippi was pleased to welcome the Coast Guard's first JROTC program in the state at Clinton High School in 2023. This is in the Heartland District of the Coast Guard. Let me also note that the Coast Guard is congressionally required to have a JROTC unit in every district by December 31 of this year.

In the 2025—in 2025, the Senate passed the Coast Guard Reauthorization Act and included a negotiated provision directing you to expand JROTC to no fewer than 20 programs by the end of 2026. There are currently 14 programs. It shouldn't be too difficult for you to get from 14 programs to 20 programs by the end of next year. Would you comment about that?

Admiral LUNDAY. Thank you, Senator Wicker. The Junior ROTC programs are great programs, and I know the one in Clinton is—Clinton High School is one of our largest with the greatest participation of many others. I'm proud to tell you that we are ahead of

schedule in establishing a Coast Guard Junior ROTC program in every one of the Coast Guard districts, and if confirmed by the Senate, I will—I will work to complete the requirement by the end of 2026, as you described, Senator.

Senator WICKER. That's good to hear. It is a citizenship builder for sure. Now, let's move then to IUU—illegal, unreported, and unregulated fishing. It's a real problem. Admiral Paparo has commended the Coast Guard for its service in his area of the world in that regard. Do you believe the Coast Guard is serving U.S. interests in the Indo-Pacific by combating illegal, unreported, and unregulated fishing?

Admiral LUNDAY. Thank you, Senator. I do, and this is a topic I've actually talked personally with Admiral Paparo about. Combating IUU fishing is not just one of our statutory missions, it's actually a national security imperative, particularly pushing back against the malign influence of China and their distant water fleets. You know, throughout the Indo-Pacific, we see those fleets encroaching on Pacific Island nations, and there are—who don't always have the capability to push back, or even on the high seas, violating international rules about illegal fishing. And so, the Coast Guard's presence in the Indo-Pacific to enforce not only our sovereignty, because beyond Hawaii and our three territories and their exclusive economic zones, there are broad other areas of U.S. sovereignty, exclusive economic zones around smaller tolls and islands throughout South and Central Pacific, and we are responsible for protecting our sovereignty. We also help Pacific Island nations who don't have the capability through our ship rider agreements. So, yes, sir, it's of critical importance.

Senator WICKER. It's a more than \$2.4 billion problem for the United States alone, IUU fishing, and, yes, it is more than an economic problem. It involves human trafficking, forced labor, and undercutting a very vital industry in the United States. Finally, let me ask you this. It's a bit of good news that the—that Amtrak has opened the Mardi Gras Service between New Orleans, going across the Gulf Coast of Mississippi, and on to Mobile. The passenger participation has been through the roof, outstripping every optimistic projection we've had, so that's very good news. One lingering issue concerns CSX's effort to remotely operate several drawbridges in Alabama and Mississippi. This company has invested nearly \$60 million in safety and automation upgrades to run a remote pilot during the pandemic, yet they've been working for the last 5 years for full automation approval from the Coast Guard. If confirmed, would you be willing to work with me to resolve this issue and ensure the process better supports modern rail infrastructure, while maintaining navigational safety?

Admiral LUNDAY. Senator, I'm aware of the issue, and if confirmed by the Senate, I look forward to working with you to resolve that issue.

Senator WICKER. I think—I think if we work together, we can get that resolved. The automation is ready, and we need to find a way to “yes.” So, thank you very much for that assurance, and thank you, Mr. Chairman.

The CHAIRMAN. Thank you. Senator Baldwin.

**STATEMENT OF HON. TAMMY BALDWIN,  
U.S. SENATOR FROM WISCONSIN**

Senator BALDWIN. Thank you, Mr. Chairman. Admiral Lunday, thank you for meeting with me in advance of this hearing today, and thank you for your service.

When we met, you said that closure of a number of search-and-rescue facilities across the country is under consideration by the Coast Guard, including at least three in Wisconsin. I actually think this would be a reckless decision. Search and rescue is one of the core missions of the Coast Guard, and the people of Wisconsin depend upon the Coast Guard when disaster happens. The Coast Guard's resources in the region are already stretched very thin by the significant commercial and recreational usage of the Great Lakes. Any cuts to the Coast Guard's search-and-rescue capabilities means that Wisconsinites are going to be less safe on the water. So, Admiral Lunday, will you commit today that you will not close facilities in Wisconsin and ensure that there are adequate search-and-rescue resources on the Great Lakes?

Admiral LUNDAY. Senator, thank you for the question. Search-and-rescue is not just one of our 11 missions, it's part of our DNA. It's a sacred trust we have with the American people and the communities you are describing. You know, unlike the other military services that live on bases, we live in those communities, and so we're neighbors in those communities. We took an action to reduce the staffing and change the status temporarily several years ago because of a shortage in our enlisted workforce. I was at the Atlantic area—commanding Atlantic area, and I was part of the decision on where to take action to reduce the staffing at those stations, so I was responsible for that. And we are looking at those decisions to make sure we are not reducing search-and-rescue coverage in a way that unduly increases risk of response, but we are still assessing it.

Senator, part of Force Design 2028 that the Secretary directed, one element is to look at our operating concepts and our force structure throughout the Coast Guard, everywhere that we're located, and we're just beginning that work, and part of that will be an assessment on where our stations are and whether where our other facilities are located as well. So, we haven't gotten deep into that work yet, and so I'm not ready to be able to commit that we won't close any stations, but there is a statutory process if the Coast Guard were to move forward with any closure of stations that includes public comment and input. And we know that the members of the public are very interested in the Coast Guard facilities and stations in their communities. So, thank you, Senator.

Senator BALDWIN. And please keep me apprised. I know that our communities in Wisconsin that could be impacted by closures would be very eager to provide input. You heard from my colleague about the Port of Duluth. We call it the Twin Ports of Duluth and Superior.

[Laughter.]

Senator KLOBUCHAR. Please correct the record, Mr. Chair.

[Laughter.]

Senator BALDWIN. And so, we hope that if you visit Duluth, you'll also visit Superior, Wisconsin, but I want to seriously focus, as my

colleague did, on the existence of only one heavy Coast Guard icebreaker in the Great Lakes. There are certainly smaller icebreakers that are there, but when we're talking about early winter and late winter commerce, we have a need for an additional heavy icebreaker. I think about when we've had heavy ice in the Great Lakes, the negative impact on commerce. It can affect billions of dollars in commerce and tens of thousands of jobs in the Great Lake Region. And over the last several years, I have advocated for both authorization of a second heavy Coast Guard icebreaker, but also funding to get that process moving. You know, there's a lot of discussion of recent investment in Coast Guard assets, but I have seen progress on the heavy icebreaker really slow at the very same time. And so, if confirmed, will you commit to prioritizing this project so that the Great Lakes can be more accessible to commerce?

Admiral LUNDAY. Senator, thank you. If confirmed by the Senate, I will commit to prioritizing the acquisition of a second Great Lakes icebreaker, given the importance in the Great Lakes.

Senator BALDWIN. I appreciate that very much. Finally, supporting Strong by America standards is a top priority for me, especially when it comes to the areas under this committee's jurisdiction. Making sure that Coast Guard ships, their components, their equipment are produced in the United States guarantees that Coast Guardsmen are getting the absolute best products while providing well-paying jobs to Americans. I've been particularly concerned over the last several years with irregularities in Coast Guard procurement and have questioned whether the Coast Guard is fully adhering to Buy America requirements. So, Admiral Lunday, if confirmed, will you commit to following all of the Buy America requirements for Coast Guard procurement in law?

Admiral LUNDAY. Senator, thank you for the question. I will—I will commit to complying with the law related to construction of Coast Guard cutters and assets in the United States. I would note that for the Arctic Security Cutter Program, the President, under the President's authority, made an announcement on the 9th of October about the construction, the need—national security need for construction of the first four of those overseas to be able to onshore the remaining program back into the United States in shipbuilding, but that was a specific action under the President's authority. The remainder of Coast Guard shipbuilding is conducted in Coast Guard shipyards—excuse me—in United States shipyards for Coast Guard cutters.

Senator BALDWIN. Thank you. I yield, Mr. Chairman.

The CHAIRMAN. Thank you. Senator Sullivan.

**STATEMENT OF HON. DAN SULLIVAN,  
U.S. SENATOR FROM ALASKA**

Senator SULLIVAN. Thank you, Mr. Chairman. Admiral, great to see you again. Appreciated our meeting yesterday. Congratulations, and I want to congratulate and thank your wife, LyndaLee, as well, the master chief of the Coast Guard, who's here. I've appreciated you coming up to Alaska many times already. I'd love to see you more. We love our Coast Guard in Alaska. You know, I don't like bragging about Alaska, but I always do. So, we have more coastline

than the rest of the country combined, so the Coast Guard is really important, and—

The CHAIRMAN. Did you just say you don't like bragging about Alaska?

Senator SULLIVAN. I do like bragging about Alaska. I'm sorry.

[Laughter.]

Senator SULLIVAN. Thank you, Mr. Chairman, and you love hearing it. And by the way, I want to really thank, and this is Alaska/Texas issue, the rescue missions you've done in our recent—the typhoon in Alaska, the big floods in Texas, just heroic efforts. You and our National Guard, Coast Guard members saved 51 people in Alaska. Didn't make any news. You saved 51 lives. It's just unbelievable. Crews operated in the middle of a typhoon, isolated, flooded communities, no infrastructure. It was just incredible, so can you please pass on my thanks, the Committee's thanks for the great work you're doing?

Admiral LUNDAY. I will, Senator. Thank you. Thank you, Mr. Chairman.

Senator SULLIVAN. And when I thanked them, I told them, look, it's never been a better time to be in the Coast Guard. The Chairman and I worked very closely with Secretary Noem and you, sir, on the budget reconciliation bill, the biggest investment in Coast Guard history, \$25 billion. By the way, I just walked past the Senate Liaison Office, this giant sign of the Coast Guard outside your Senate Liaison Office, "Historic investment." That's what's happening. It's great, and part of that, Senator Cruz already talked about 16 icebreakers in the budget reconciliation bill. We need it. As you know, the number I actually have, the Russians have 54 icebreakers, many of which are nuclear powered, weaponized. The Chinese, I think, have more heavies than we do. We have two heavies right now and one is broken, so we got a lot of work to do.

I want to thank President Trump, who has been very focused on closing this icebreaker gap, as we call it in Alaska, but as you mentioned, the Russians and Chinese are all over my state in the Arctic. We've had six Russian incursions in our ADIZ since August. And as you mentioned, we had rush—Chinese ships "doing research" in the Arctic, also known as spying in the Arctic, and off the coast of Alaska all summer. So, the Indo—the ice pack event was a great event yesterday to—essentially, what we want, and I know you want, to build icebreakers and deploy them and home port them very quickly. Can I get your commitment to work with this committee on doing just that?

Admiral LUNDAY. Mr. Chairman, if confirmed by the Senate, I will work with this committee to do that, yes, sir.

Senator SULLIVAN. And now, in terms of home porting icebreakers, especially the heavies and the mediums, I can't imagine any scenario where you wouldn't home port icebreakers where the ice actually is and where our adversaries are. That hasn't always been the case. As you and I talked about yesterday, when I was the Chair of the Coast Guard Subcommittee—I'm still the Chair right now—when the Coast Guard a few years ago—you were involved with this—announced that it would home port all three heavy ice breakers in Seattle over 2,000 miles away from the ice, I learned about it in a press release, which I didn't like. So, there

was zero consultation with me as the Chairman of this committee. Can I get your commitment to—well, do you agree that was just unacceptable for the Chairman of the Coast Guard Committee to learn about the home porting of icebreakers in a press release?

Admiral LUNDAY. Mr. Chairman, I wasn't involved in that—

Senator SULLIVAN. I know.

Admiral LUNDAY.—but I think that it's important we consult with the Committee.

Senator SULLIVAN. Yes, it was unacceptable. Let me—let me ask to get your commitment to work with me and this committee on the home porting of the medium icebreakers and where we're going to home port those? Can I get your commitment to do that?

Admiral LUNDAY. Yes, Mr. Chairman.

Senator SULLIVAN. And look, I know the Coast Guard is working on home porting plans right now. Is there any scenario in which a significant numbers of these medium icebreakers—we have a lot for the Great Lakes already—the heavies are going to go to Seattle, which, again, I don't think makes a lot of sense, but whatever. You guys made that decision, but is there any scenario in which a significant number of these medium icebreakers would not be home stationed in the Arctic, in the state where the ice is, in the state where our adversaries are, and our adversaries are up in Alaska, in the Arctic a lot. Can you imagine any scenario where that would happen?

Admiral LUNDAY. Well, Mr. Chairman, we haven't made any decisions on home porting yet, but we look forward to working with you as the Chair and other Members of Congress on that decision-making process. You and I were—and I want to thank you for being with us in August along with the Deputy Secretary that commissioned the First Coast Guard icebreaker, *Storis*, that will be home ported in Juneau. We're very excited about that.

Senator SULLIVAN. Great. Well, look, I—again, I want to get your commitment, and I already have it, worked closely with this committee. No blindsides for sure as what happened on the heavies, which I didn't appreciate, but I appreciate your commitment there. Just one final question. We talked about yesterday the delivery and timeline for the two OPCs slated for Kodiak. Are they still expected to be hulls number three and four? Kodiak has the largest Coast Guard base in the country. Do you know what the timeline is on those, Admiral?

Admiral LUNDAY. Mr. Chairman, I don't have the exact timeline, but the third and fourth OPCs that are delivered to the Coast Guard will go to—be home ported in Kodiak.

Admiral LUNDAY. Great, and I want to thank you again. I think you're extremely well qualified. We need to get you confirmed ASAP. There's so much work to do in the Coast Guard right now. It's a super exciting time to be in the Coast Guard. The Congress of the United States has said enough of this, as we talked about yesterday, hey, the Coast Guard has this—which I think is admirable, but this ethos of, hey, we're going to do more with less. Well, if you got 50-year-old cutters and 60-year-old icebreakers, you can't do more with less. So, we said, no, you're going to do more with more, and that's why this bill that we just passed is really exciting, and it's a great time to be in the Coast Guard. And I think you're

going to be an exceptional leader, and we need to get you confirmed ASAP. Thank you, Mr. Chairman.

The CHAIRMAN. Thank you. Senator Kim.

**STATEMENT OF HON. ANDY KIM,  
U.S. SENATOR FROM NEW JERSEY**

Senator KIM. Thank you, Chairman. Admiral, thank you for coming before us, and thank you for your service to our country. I wanted to just get a little more clarity from you in terms of the protocols when it comes to interceptions of drug smuggling boats. So, if you don't mind, can you walk me through, just as a—Coast Guard is approaching a drug smuggling boat, what are the next steps that happen in terms of their protocol?

Admiral LUNDAY. Thank you for the question, Senator. So, typically, the Coast Guard is performing our drug interdiction mission as a maritime law enforcement under our maritime law enforcement authority on the high seas, whether that's in the Eastern Pacific or the Caribbean or other locations, but principally in those areas. We normally receive information that could be from surveillance aircraft or other means that there is a suspected drug smuggling boat that is headed north, and then we will interdict that boat. Sometimes we use an armed helicopter to disable the boat, and then we will go aboard, seize the boat, and typically take a representative—or take the samples, the cocaine that's on the boat, if we can recover it. We'll destroy the boat as a hazard to navigation, and then we'll take the detainees who were operating the boat, and we'll process them and then—and then we'll take them to wherever they're going to go.

Senator KIM. So, arrest and then seek to prosecute. You said an armed helicopter. Is there a protocol for the Coast Guard to fire upon a ship if they—with lethal force if unprovoked?

Admiral LUNDAY. Our normal use of the Helicopter Interdiction Tactical Squadron, which are the helicopters, very specialized crews that do this work, and they are trained and they're effective at disabling the engines. The time they would use lethal force is if they were fired upon from the drug smuggling boat under our mode of operating as a law enforcement agency.

Senator KIM. But without being provoked, does the Coast Guard have legal authority to destroy a boat or to kill the crew with lethal force if there has not been a provocation?

Admiral LUNDAY. Well, Senator, we're operating out there under our Coast Guard law enforcement authority as a law enforcement agency—a maritime law enforcement agency. And so, that's not within our authority as a law enforcement agency during our Coast Guard operations under the Department of Homeland Security's authority.

Senator KIM. In your tenure so far leading up to Coast Guard, has anyone from the Trump administration asked you if the Coast Guard is able to take action that would be against drug smuggling boats in the Caribbean?

Admiral LUNDAY. Under our Coast Guard law enforcement authority, we're continuing our maritime law enforcement operations, both in the Caribbean and in the Eastern Pacific.

Senator KIM. Have they asked you whether or not you're able to use lethal force against these boats unprovoked?

Admiral LUNDAY. No, Senator, I haven't had that discussion about the Coast Guard doing that as a maritime law enforcement agency.

Senator KIM. Does the Coast Guard—has the Coast Bar—Coast Guard been asked to provide resources or assets to the current military buildup in the Caribbean?

Admiral LUNDAY. Well, Senator, the Coast Guard is a proud member at all times of military service and part of the armed forces, the joint force, and we regularly provide our forces to operate under combatant commands around the world, including U.S. Cyber Command, Northern Command, Southern Command, Indo-Pacific Command. When they operate in that mode, they operate under the authority of the Secretary of War, the Department of War. And so, for any of the—those military operations, I would refer you to the Department of War.

Senator KIM. OK. Thank you. In terms of questions that were—came up earlier about the Indo-Pacific Senator Wicker and others have asked, I guess I just wanted to ask you, are we doing enough in the Indo-Pacific when it comes to the Coast Guard actions?

Admiral LUNDAY. Thank you, Senator, because the Indo-Pacific for the United States Coast Guard is not just an area somewhere over there. For us, that's the U.S. homeland as well—

Senator KIM. Mm-hmm.

Admiral LUNDAY.—not only because of the State of Hawaii, but also our three U.S. territories in addition in the Pacific, and so that's the homeland. And so, we have a responsibility to protect that border in the maritime approaches as well. I had the privilege of serving out in the Oceania District based in Hawaii from 2018 to 2020, and during my time, we added nine additional cutters permanently based—Coast Guard cutters in the Indo-Pacific because of the importance of our operations there. And with the support of Congress in Fiscal Year 2024, we have two additional fast response cutters that will be permanently based out there in Guam.

Senator KIM. And do you think that that level of resourcing and additions is enough?

Admiral LUNDAY. Well, it's a—it continues to move us in the right direction, but I don't know that it is enough, Senator. I think we need more support. In fact we—in the President's Fiscal Year 2026 budget request, there's a request for an additional significant investment in operating funds specifically for the Indo-Pacific to increase our operations out there.

Senator KIM. Well, I hope to be able to work with you on that. I think it's incredibly important to make sure that we're maintaining and building up that capacity. Thank you, Admiral.

Admiral LUNDAY. Thank you, Senator.

Senator KIM. With that, I'll yield back.

The CHAIRMAN. Thank you. Senator Budd.

**STATEMENT OF HON. TED BUDD,  
U.S. SENATOR FROM NORTH CAROLINA**

Senator BUDD. Thank you, Chairman. Admiral, congrats on your nomination. I look forward to our meeting tomorrow in the office.

You know, in the One Big Beautiful Bill, it provided \$24.6 million of investment in the Coast Guard, and this included \$266 million in funds for long-range unmanned aircraft systems. So, Admiral, if confirmed, how will you use the new UAS assets to more effectively perform the Coast Guard's missions, especially in drug and migrant interdiction?

Admiral LUNDAY. Senator, thank you for the question. So, we are looking at what the spend plan will be, which assets we will purchase for the investment of long-range, unmanned aerial systems. I think as you know, we've operated for over a decade with Customs and Border Protection, part of a joint program office on the MQ-9 aircraft, but we're looking at other solutions as well. We're currently prototyping one off of San Diego that's proving very effective. It's a bit shorter—it's a longer range, but it's not quite as long range as the MQ-9. So, we're looking at different options to be able to move at speed and scale and deliver that capability.

Senator BUDD. Is that some sort of a clean sheet design, or is that an existing UAS?

Admiral LUNDAY. It's an existing UAS, Senator.

Senator BUDD. OK. Understood. I had a recent informative, very good visit with the ALC, or the Aviation Logistics Center, in Elizabeth City, North Carolina. Very proud of what they do there. You know, that's the only depot-level aviation maintenance facility, as I understand, in the Coast Guard. The One Big Beautiful Bill, it included 200—or excuse me—\$2.2 billion for depot-level maintenance facilities, as well as \$3.4 billion for new MH-60 helicopters and CJ—or C-130J airplanes. How might these investments impact the ALC and the Coast Guard aviation fleet?

Admiral LUNDAY. Thank you, Senator. Coast Guard aviation engineers are the best in the world, and our largest concentration of them is right there at Aviation Logistics Center in Eastern North Carolina, Elizabeth City. And so, the investment in the One Big Beautiful Bill Act, ALC—or the Logistics Center—will be key to that. First, we've already spent up to \$80 million in the depot-level maintenance line item to fund current readiness gaps, and that includes restocking the inventory control point of critical parts for our fixed and rotary wing aircraft, and that's located right there in Elizabeth City. But as we talk about the acquisition of up to 40 MH-60 helicopters and six C-130Js, the depot-level maintenance, even some of the missionization that's required and the support to that, will happen right there in Elizabeth City at our—at our location.

Senator BUDD. Very good. Thank you. I want to talk about some of your disaster response a little bit. So, Hurricane Helene devastated Western North Carolina, and we're still working on the recovery efforts there, but in the immediate aftermath of the storm about 14 months ago, Coast Guard responded, and, as I believe I understand it, you all saved about 21 lives across the Southeast, so excellent work there. Can you talk a little bit about Coast Guard's disaster response capabilities, particularly when you're responding to something that's more of an inland disaster?

Admiral LUNDAY. Yes, Senator. Thank you, and it was—it was very difficult to watch the devastating impact of Helene in Western North Carolina. So, our inland flood response capabilities and dis-

aster response capabilities are in a number of ways. First of all, we use our helicopters and air crews to be able to fly over inland areas, particularly where a state needs assistance. We have authority—Coast Guard authority to be able to provide that assistance when requested. So, a good example of that was the terrible flooding on the 4th of July last year in Central Texas where we responded, as Chairman Cruz said, and successfully rescued people. For our response in Helene, most of that—the rescues of the 21 were closer along the Gulf Coast, but we did have a helicopter that went up and supported the National Guard and their rescue efforts in Western North Carolina. We also operate small skiffs that are powered by an outboard motor that are used for inland flooding areas, and those are available in a rapidly deployable—rapidly deployable mode, if requested, for disaster response.

Senator BUDD. Thank you very much. Appreciate your time today and look forward to meeting soon. Chairman.

Admiral LUNDAY. Thank you, Senator.

The CHAIRMAN. Thank you. Ranking Member Cantwell.

Senator CANTWELL. Thank you. Thank you, Mr. Chairman. Admiral Lunday, we had a chance yesterday to talk about the I-5 bridge, which is 108 years old, and if it's not operational, it will jeopardize \$48 billion worth of freight and trucks over the bridge and barge that transport on the river. We discussed the fact that the Coast Guard needed to make a preliminary navigation clearance determination by January 16 or sooner. Will you commit to that deadline?

Admiral LUNDAY. Senator, I commit to being—coming out with an updated navigation determination by that date.

Senator CANTWELL. Thank you. The seafood industry, Admiral, is incredibly important to us, 67,000 jobs. I've heard loud and clear from fishermen that protecting Coast Guard search and rescue is critical to their safety. That makes sense to you, correct? You already understand this mission, but do you have a plan to reopen the 23 search-and-rescue stations that were temporarily closed?

Admiral LUNDAY. Ranking Member Cantwell, we don't have a plan to currently reopen them. That's part of the assessment that the Secretary has directed in Force Design 2028, to look at our operating posture of Coast Guard forces as we look at the operating concepts as well.

Senator CANTWELL. So, what do I tell my fishermen? What do we tell the fishermen about whether the Coast Guard is going to be on the beat if they get in a drastic situation?

Admiral LUNDAY. If there's someone in distress at sea, Ranking Member Cantwell, the Coast Guard will respond to those that are in distress.

Senator CANTWELL. If the stations are closed and there are no resources close by?

Admiral LUNDAY. Ranking Member Cantwell, we've taken—as we took actions to address that shortage in our personnel and through the Force Alignment Initiative, we were very deliberate to making sure we still had adequate coverage, even across those areas where we were going to take a station that was seasonal and turn it into a forward-operating location that wasn't fully manned constantly, crewed constantly, or we took a response station and

changed it to scheduled mission only. So, we were deliberate about the risk we were taking in those areas, so we minimized any impact on our ability to timely respond to mariners in distress.

Senator CANTWELL. Well, I'd like to go over in more detail that plan with you since I represent a state with great coastline and great remoteness to—getting to a situation very timely when you think about the strait of Juan de Fuca or out on the Pacific, so I'll look forward to reviewing that with you. One of the other aspects of Coast Guard presence in the Northwest is the Cape Disappointment, critical to our—you know, important strategy for the region, but also for the Motor Life Boat School, which is really very impressive. I think everybody thinks of the Kevin Costner movie where he rescues people, but that's exactly what we train people to do at Cape D. So, we need a solution to new docks that accommodate replacement of 52s and a cutting-edge facility to support the workforce and training, and to help with critical infrastructure, like protecting the rescue capacity at Ilwaco by doing dredging. So, will you commit to those objectives?

Admiral LUNDAY. Ranking Member Cantwell, I will. You know, the Coast Guard boat drivers are the best in the world, including there at Cape Disappointment, where we train them. It's critically important. The Coast Guard is going to expend \$110 million from the One Big Beautiful Bill Act to address the dredging issue that you described in Ilwaco.

Senator CANTWELL. Thank you.

Admiral LUNDAY. Rather than the continual dredging challenges, we spoke about a more permanent solution, and so we're going to work for a design that will be able to do that effectively.

Senator CANTWELL. Well, I welcome you to visit that area of the state. I brought up in my opening statement obviously the challenges we faced about sexual assault and misconduct at the Academy. Do you support legislation that we passed out of this committee to improve Coast Guard oversight in response to sexual assault and misconduct, establishing an independent oversight, holding leaders accountable for misconduct, improving care for victims?

Admiral LUNDAY. Ranking Member Cantwell, I commit to, if confirmed by the Senate, working on any activity that will make the Coast Guard better able to combat and eliminate sexual assault from our organization.

Senator CANTWELL. Would you approve a role of the Office of Chief Prosecutor because we've found that you need—you have to have intended oversight and independence for these sexual assault cases?

Admiral LUNDAY. Ranking Member Cantwell, we currently have, and have had since the changes to the National Defense Authorization and Military Justice Reform Act, we've had a flag officer who is our chief prosecutor in the Coast Guard who has the jurisdiction to prosecute those covered offenses. Just as in the other military services, they have a special trial counsel, so we are already implementing that.

Senator CANTWELL. OK. So, a couple of other—so there were 33 recommendations outlined by the previous Commandant, so I assume that you will work on a timeline to complete those?

Admiral LUNDAY. I will, Ranking Member Cantwell. We've completed 24 of the 33, and we're working to complete the remaining ones, and I look forward to briefing you on those. When those are done, we will not be finished because we're going to keep taking aggressive action to combat and eliminate sexual assault, not only care for the victims who are victims of this terrible and violent crime that is a cancer on our readiness, but also to make sure we have justice, that we investigate and prosecute those who commit these crimes and hold them fully accountable under the law.

Senator CANTWELL. Admiral, thank you for that very strong statement. Very much appreciate it. Two really quick things. There's some talk about tsunami warning systems being canceled. I would assume you really appreciate tsunami warning systems in the Coast Guard?

Admiral LUNDAY. I wasn't aware of that, Ranking Member Cantwell, but we rely on tsunami warning because of the Coast Guard units around the Pacific Rim.

Senator CANTWELL. And then we had a chance to talk about fentanyl and the challenges facing us with fentanyl, and the inter-cooperation between Federal and State and local agencies. Do you support those kind of efforts?

Admiral LUNDAY. I do, Ranking Member Cantwell. On the 29th of January, I directed a focused effort to combat fentanyl trafficking that came from our discussion in the hearing on countering drugs last year before the Committee. And so, we have increased by over 41 percent our multi-agency strike force operations targeting fentanyl and precursor shipments in the commercial shipping in our ports, and that relies on a very strong relationship with State and local law enforcement—

Senator CANTWELL. Thank you.

Admiral LUNDAY.—as well as other Federal partners.

Senator CANTWELL. Thank you. Thank you, Mr. Chairman.

The CHAIRMAN. Thank you. Senator Blunt Rochester.

**STATEMENT OF HON. LISA BLUNT ROCHESTER,  
U.S. SENATOR FROM DELAWARE**

Senator BLUNT ROCHESTER. Thank you, Mr. Chairman and Ranking Member Cantwell. Admiral, congratulations to you and your family, and I thank you for the meeting yesterday as well as our past briefings.

As a new member of the Senate, one of the greatest honors for me was to be named Ranking Member of the Coast Guard, Maritime, and Fishery Subcommittee. I take great pride in this role and take it very seriously. You know, as we discussed, I want to ensure that there is partnership and that we uphold the highest standards of integrity, professionalism, and accountability, and that we are fully committed to the well-being of our service members and their families. I also shared with you, you know, concerns about the Coast Guard not being politicized. The termination of Admiral Fagan left a poor taste for many. The purchase of the two luxury jets, I shared, causes concerns, even though we know there are some challenges with the current planes that you have. And again, what I appreciated in the conversation was you focusing on making sure that you are mission ready, mission critical, you're apolitical,

and that you're just here to serve the American people, and so hearing your vision was also very important to me as well.

And I recently had the honor of visiting Sector Delaware Bay at the Indian River Inlet, and I was proud to meet some really incredible individuals who love what they're doing and really are making a difference. I got a chance to talk to them about some of the concerns and the challenges that they have as well, and one of the top priorities for me has been affordable housing, and for many of them, that is a huge challenge. And so, I wanted to make sure I put that on the record and also just ask, what steps is the Coast Guard taking to ensure members assigned to high-cost-of-living or high-vacation-rental markets can obtain safe, affordable housing in the communities they serve? Delaware, we're on that coast—excuse me—and it's really expensive, so.

Admiral LUNDAY. Thank you, Ranking Member Blunt Rochester. First, I just want to make sure I had addressed something you said in the beginning of the question, the purchase of the two C-37 long-range command and control aircraft.

Senator BLUNT ROCHESTER. Yes.

Admiral LUNDAY. The Coast Guard operates, as part of our fleet of fixed-wing military aircraft, long-range command and control aircraft, either military aircraft that we use for command and control, secure, reliable, on-demand military transport and secure communications for the Secretary, the deputy, and the senior leadership of the Coast Guard. So, that is part of the operational fleet we've always operated in. That's what we're purchasing, but your question—

Senator BLUNT ROCHESTER. Didn't you say they were—actually, they have to be outfitted and refitted and retrofitted to make them military ready, correct?

Admiral LUNDAY. Yes, Ranking Member. They require a missionization process to turn them into the military aircraft that we'll use them for. To your question on the housing, thank you for that question because that's critical to taking care of our people. We have three key areas that we're focused on in improving available—access to available and affordable housing. The first one is making sure that the housing allowances accurately reflect the cost of living, so one way to do that is we've increased the number of critical housing areas. That enables—if there's not enough available housing in the market, it enables a Coast Guard person to have their family live elsewhere, and then they get the benefit of the higher housing allowance in the other location. Second way is improving Coast Guard-leased housing that members can live in, and then the third way is building Coast Guard housing in a place like Kodiak, Alaska, where we just opened a new housing area where there's no other housing available.

Senator BLUNT ROCHESTER. And I know that there had been an inaugural nationwide housing satisfaction survey. Will you continue to do that, you know, continue to have regular structured feedback so that you can hear from the members themselves and also tailor your housing policy and allotment resources?

Admiral LUNDAY. We will, Ranking Member. The housing survey is very important. What's also really important is traveling around and meeting with the crews, and not just the crews, the master

chief petty officer of the Coast Guard, and then LyndaLee will travel with me. She'll often hear from the family members, and they sometimes tell a different story than the everything's great story that the crew members tell me, and oftentimes she'll hear about housing issues that she'll take right to me, and we'll take action on it.

Senator BLUNT ROCHESTER. Excellent, and last, I wanted to talk about supply chains. We talked a little bit about that and our supply chain legislation, but as you know, the Coast Guard, especially the cyber protection teams, play an integral role in improving the resilience of the maritime transportation system and coastal infrastructure, which are key to our supply chains. Admiral, how will you leverage the Coast Guard's cybersecurity capabilities to protect our ports and supply chains, knowing that state actors, like China or North Korea, continue to evolve in this space? And we can follow up with what is your strategic vision for that as well, as it pertains to supply chains?

Admiral LUNDAY. Thank you, Ranking Member. So, first, we're using our regulatory authority. We have new regulations out on—cyber regulations to improve the cybersecurity of U.S. facilities and shipping, and so that's just gone into effect, and that's groundbreaking regulation that's going to improve the baseline standard of cybersecurity and hygiene. The second one that you mentioned is deploying our Coast Guard Cyber Protection teams. These are expert teams that, under our authority, are able to deploy on U.S. critical infrastructure to harden infrastructure and make sure we are resilient in our supply chain. And then also, that signals to potential adversaries that they will be unable to hold our critical infrastructure at risk, that it will be resilient and we'll be to defend ourselves in cyberspace.

Senator BLUNT ROCHESTER. Thank you so much, and best of luck to you, Admiral.

Admiral LUNDAY. Thank you, Ranking Member.

The CHAIRMAN. Thank you. Senator Markey.

**STATEMENT OF HON. EDWARD MARKEY,  
U.S. SENATOR FROM MASSACHUSETTS**

Senator MARKEY. Thank you, Mr. Chairman. Thank you for your service, sir. I've long worked closely with my colleagues, Senator Sullivan and Senator Wicker, on this committee to support the Commercial Fishing Occupational Safety Research and Training Program. This program is authorized through the annual Coast Guard bill and is administered through a memorandum of understanding with the Department of Health and Human Services. The program works with trusted local partners who understand the health and the safety needs of our commercial fishermen. Fishermen face major mental and physical burdens in their work, and services from the Fishing Safety Program are proven to save lives. So, Admiral Lunday, do you agree that fishing safety programs can help prevent catastrophes at sea?

Admiral LUNDAY. Senator, I agree. They're very important to prevent us from having to go out on a search-and-rescue case if we can. The best search and rescue case is one that never happens because of safe—fishing safety programs like the one you described.

Senator MARKEY. Thank you, and if confirmed, would you support the ongoing implementation of the Fishing Safety Program?

Admiral LUNDAY. Senator, if confirmed, I look forward to working with you on advancing that program.

Senator MARKEY. Thank you. That's very helpful. Under the Deepwater Port Act, the Coast Guard jointly processes deepwater port license applications with the Maritime Administration. These deepwater ports are set up primarily to export massive amounts of fossil fuels. This raises prices for Americans at home and puts our health, ocean, and environment in peril just to boost profits for Big Oil and Big Gas. Under the most recent Coast Guard Authorization Act, the Coast Guard would transfer its authority to act as the lead agency on environmental reviews of deepwater ports to MARAD. Admiral Lunday, is it true that the Coast Guard has 50 years of expertise in understanding the construction, the operation, the environmental impacts of deepwater ports?

Admiral LUNDAY. Senator, the Coast Guard has significant experience with deepwater ports, but MARAD owns the primary responsibility, including for managing the National Environmental Policy Act process. The Coast Guard's been supporting MARAD through that process, but, essentially, that is under their authority as MARAD.

Senator MARKEY. Well, if the Coast Guard gives up its decades-long expertise and authority in this area and it's then the understaffed Maritime Administration, especially as Big Oil and Big Gas are demanding more exports than ever, we need to actively strengthen MARAD's capabilities. They're not strong enough right now, and we're removing the Coast Guard from the equation in terms of ensuring that safety is, in fact, made prime—given primacy. So, I've introduced the NO SPILLS Act to push MARAD to be more vigilant in its licensing activities to better protect the American public from spills and price spikes. I think it's a mistake to remove 50 years of expertise from this process, especially as we're seeing an expansion. It's only going to get more and more dangerous. We should have learned from Deepwater Horizon that these accidents can occur, and you need the smartest, most experienced people on the job. And by removing the Coast Guard and having an Agency without the full level of personnel which they need, it's almost like we're putting this whole area into a regulatory black hole, and it's going to be very dangerous because we've seen from past experience how the oil and gas industry just continues to move forward because of their profits, regardless of the dangers that we see out on the open ocean. So, I thank you, Mr. Chairman, and thank you again, Admiral for your service.

Admiral LUNDAY. Thank you, Senator.

The CHAIRMAN. Thank you very much. Senator Peters.

**STATEMENT OF HON. GARY PETERS,  
U.S. SENATOR FROM MICHIGAN**

Senator PETERS. Thank you, Mr. Chairman. Admiral Lunday, it's good to see you here today. Congratulations on your nomination and certainly enjoyed the time we spent in my office. And I understand a number of my colleagues have already raised the 50th anniversary of the sinking of the Edmund Fitzgerald. Was a—was a

big story in Michigan years ago, 50 years ago, and is one that people continue to remember, and it certainly reminds us of how dangerous Lake Superior can be and the importance of the Coast Guard's critical prevention. Your search-and-rescue missions are vitally needed. And as you know, folks in Michigan love the Coast Guard, and you've been to the "Coast Guard City" there and have made many trips as you—as we talked about.

And I also want to just reiterate—you've addressed this question a few times, but I want to just reiterate the concerns that I have about some permanent closures for Coast Guard units in the Great Lakes. My concern is primarily in Michigan, and we want to make sure that those are there because they are—they are—provide a critical service. And I know there are going to be some operational adjustments that are going to be announced, but we are going to be anticipating some of those. But if you could say a little bit about that and how you see the services being provided to Michiganders, particularly given the fact that, as we talked about in my office, you have—experiencing record recruitment, which is a—certainly a hats-off to the men and women in the Coast Guard, that folks want to be a part of a great service. With those extra folks coming in, will that potentially lead to additional support for your facilities in the State of Michigan?

Admiral LUNDAY. Senator, thank you for your question, and thank you for sharing in our meeting yesterday the letters from your constituents about their strong support for the Coast Guard. I was able to read those last night, and so I appreciate having that direct feedback from your constituents and our neighbors and the communities we live and work in in Michigan, and you noted the strong recruiting success, and we have. We've recruited more in this year than any other time since 1991, and the caliber of those young men and women—we just sponsored a recruit class—LyndaLee, Chief Master of the Coast Guard Nye—and the caliber of those young men and women are—is remarkable, the best I've ever seen.


Senator PETERS. Great.

Admiral LUNDAY. You asked about the—our presence in Michigan going forward. So, we took a step several years ago to reduce—because we had such a shortage, reduce our footprint in the operating status of several of those stations. That remains a temporary situation, but we are directed now in Force Design to assess our operating concept and our entire force structure everywhere the Coast Guard is located. We haven't gotten far into that analysis yet. We owe that recommendation and report to the Secretary, and we're just beginning that work. But an important part of that will be making sure we understand what the concerns of those in the communities and the Senate here and the rest of Congress are in terms of the—our facilities and—throughout the United States, especially in Michigan, to your question, Senator.

Senator PETERS. Great. No, I appreciate that, and I—and I appreciate you referencing the letters which I have brought. Mr. Chairman I would ask you unanimous consent that I have—these letters are entered into the record talking about—concerns about manning at various locations throughout the State of Michigan.

The CHAIRMAN. Without objection.


Senator PETERS. Thank you.  
[The information referred to follows:]



**Ludington Police Department**

Christopher Jones      Michael Haveman  
Chief of Police          Captain

408 S. Harrison Street  
Ludington, MI 49431  
(231) 843-3425



November 14, 2025

The Honorable Gary C. Peters  
United States Senate  
Hart Senate Office Building  
Suite 724  
Washington, D.C. 20510

Dear Senator Peters:

I am writing to respectfully urge your support in ensuring that U.S. Coast Guard Station Ludington is fully staffed and adequately resourced. As you know, the Coast Guard plays a vital role in the safety, economic stability, and overall well-being of coastal communities throughout Michigan. In Ludington, their presence is not only essential, but also indispensable.

A fully staffed Station Ludington significantly enhances boater safety on Lake Michigan. Our shoreline sees **substantial recreational traffic throughout the boating season, and the Coast Guard's ability to respond quickly** to water emergencies can often mean the difference between life and death. Whether rescuing distressed boaters, assisting in medical emergencies, or conducting search-and-rescue operations, **the Coast Guard's rapid deployment** from Ludington provides a critical layer of protection that cannot be replaced by more distant stations.


Ludington is also a highly active commercial port. Each season, we welcome large vessels such as the historic SS **Badger, the Northern Venture, the Manitowoc, and numerous other commercial freighters. The Coast Guard's** presence ensures these vessels can operate safely within our harbor, particularly during peak periods of activity. Their assistance in maintaining navigational safety, conducting inspections, and supporting enforcement efforts help preserve smooth and efficient commercial operations that are vital to both regional and state economies.

However, the port faces ongoing challenges. Waterways around Ludington are often congested with a diverse mix of recreational boaters, commercial vessels, and individuals who rely on the port for fishing, **one of our community's** most important economic drivers. This combination of heavy usage increases the likelihood of collisions, unsafe vessel interactions, and other hazards. A robustly staffed Coast Guard station is essential to managing these risks effectively and ensuring that all who use the port—whether for work or recreation—can do so safely.

For these reasons, I respectfully ask for your continued leadership and advocacy to secure the resources necessary to fully staff U.S. Coast Guard Station Ludington. Doing so will strengthen maritime safety, protect lives, support commercial activity, and uphold the economic vitality of our community.

**Thank you for your longstanding commitment to Michigan's maritime interests and for considering this important request.** I would welcome any opportunity to discuss this issue further or provide additional local perspective.

Sincerely,



Christopher Jones  
Chief of Police  
Harbormaster



OFFICE OF THE  
**MUSKEGON COUNTY SHERIFF**  
**MICHAEL J. POULIN**

UNDERSHERIFF  
 KENNETH R. SANFORD

ADMINISTRATION  
 KATHLEEN JULIEN, ADMINISTRATIVE ANALYST  
 CHRISTIAN TOEBE, OPERATIONS SUPERVISOR

COMMUNITY CORRECTIONS  
 SCOTT LAMMANY, PROGRAM COORDINATOR

OPERATIONS COMMANDER  
 CAPTAIN MICHAEL HERREMANS

CORRECTIONS DIVISION  
 CAPTAIN MATTHEW SMITH  
 LT. NATHAN STEPHENSON  
 SGT. KADYN BADER  
 SGT. LUCY JONES  
 SGT. DAVID VANDERLAAN  
 SGT. JUSTIN WALL

COURT SERVICES  
 SGT. CHRISTIAN STEVENS

DETECTIVE BUREAU  
 D/SGT. PETER KUTCHES

K-9 DIVISION  
 DEP. JAMES OTTINGER  
 DEP. BLITZ

LAW ENFORCEMENT DIVISION  
 LT. AUSTIN AAMODT  
 SGT. BRENT BOMERS  
 SGT. LISA FRIEDS  
 SGT. KALEB GILBERT  
 SGT. THOMAS SCHMIDT

MARINE DIVISION  
 DEP. GREG SLAMKA

TRAFFIC SERVICES  
 DEP. SCOTT FOSTER  
 DEP. CHRISTIAN HERREMANS

WEBSITE  
[HTTP://WWW.MUSKEGONSHERRIFF.COM/](http://www.muskegonsheriff.com/)

LAW ENFORCEMENT DIVISION  
 1611 Oak Ave., Lower Level  
 Muskegon, MI 49442  
 Phone: 231-724-6259  
 Fax: 231-777-9940

OFFICE OF THE SHERIFF  
 990 Terrace St., Suite 450  
 Muskegon, MI 49442  
 Phone: 231-724-6236  
 Fax: 231-724-6177

CORRECTIONS DIVISION  
 980 Terrace St.  
 Muskegon, MI 49440  
 Phone: 231-724-6308  
 Fax: 231-724-6683

The Honorable Gary Peters  
 United States Senate  
 Washington, DC 20510

11/14/2025

Senator Peters,

I am writing to again express urgent concern regarding the United States Coast Guard's "operational adjustment" and the resulting reduction of staffing and services that has affected 16 states, including Michigan. As Sheriff of Muskegon County, I have seen firsthand the critical role the Coast Guard plays in protecting residents and visitors along our shoreline, and I respectfully request your continued leadership in safeguarding these essential services.

Last year alone, (in just over a six-week period) Muskegon County Public Safety has responded to four drowning incidents, three of which tragically resulted in fatalities. These events demonstrate the immediate and ongoing need for rapid-response water rescue capabilities in our region. Under the current operational adjustments, Coast Guard responses to Muskegon-area emergencies must come from the Grand Haven station — and only when units are available. On June 8, 2024, for example, the Grand Haven unit was dispatched elsewhere, leaving Muskegon County Public Safety as the sole responding agency as a search was conducted for a victim.

While we remain committed to serving our residents without interruption, local agencies do not have the luxury of adjusting or reducing service levels. Our communities expect (and deserve) timely, effective emergency response. The absence of a nearby Coast Guard presence lengthens response times, increases risk to both victims and local responders, and places substantial strain on county resources.


Muskegon County is also home of the deepest natural port in Michigan. A uniquely active port which is busier than that of Grand Haven. Our port handles significant commercial traffic, including industrial cargo vessels as well as cruise ship operations. This level of activity creates heightened responsibility and risk. The current "temporary in nature, but long-term problem" of reduced Coast Guard staffing presents serious public safety concerns for a port of this scale. These risks could be substantially mitigated through the appropriate placement and utilization of personnel. It is increasingly difficult to explain to

our community why essential resources are not positioned where the operational need is greatest, particularly when the safety of passengers, crew members, commercial operators, and shoreline residents depends on timely maritime response.

I ask for your assistance in ensuring that Muskegon County, and other communities facing similar service reductions, receive the attention and support needed to maintain public safety along our lakeshore. Additionally, I hope you and other federal partners can advocate for the local agencies who continue to shoulder expanded responsibilities. Federal support — whether through funding, staffing, or policy review — is essential to prevent further loss of life and to preserve the safety infrastructure our residents rely on.

Thank you for your longstanding commitment to Michigan's public safety and for your attention to this urgent matter. I would welcome the opportunity to discuss these concerns further and to work collaboratively toward solutions that protect the people of Muskegon County.

Respectfully,



Michael J. Poulin  
Sheriff, Muskegon County  
President, Michigan Sheriff's Association



November 16, 2025

The Honorable Gary C. Peters  
United States Senate  
1600 B Street, Suite 720  
Flint, MI 48502

**Subject: Urgent Request to Maintain U.S. Coast Guard Sector Saginaw River Station Operations**

Dear Senator Peters,

On behalf of the Bay City Department of Public Safety, the Bangor Township Fire Department, the Saginaw Fire Department, the Kawkawlin Township Fire Department, the Pinconning-Fraser Fire Department, and Bay County Search and Rescue, we are writing to express our strong opposition to any permanent closure of the U.S. Coast Guard Sector Saginaw River Station.

This facility provides an essential layer of maritime safety and emergency response for our region - one that cannot be replicated or replaced by local resources. Our fire, rescue, and emergency agencies lack the necessary staffing, equipment, and jurisdictional authority to maintain the current level of coverage, training, and operational readiness that the U.S. Coast Guard provides. Any attempt to transfer these burdens to local governments would place an unsustainable financial and operational strain on departments already operating at or near capacity.

**Demonstrated Need: Rescue Activity Across Saginaw Bay**

Water and ice rescue incidents within our response areas remain consistently high. Local agencies have responded to the following:

**Bangor Township Fire Department:** 24 rescues since 2019  
**Kawkawlin Township Fire Department:** 28 rescues since 2014  
**Pinconning-Fraser Fire Department:** 28 rescues since 2014

**Saginaw Fire Department:** Approximately 50 incidents since 2020  
**Bay County Search and Rescue:** 19 incidents since 2025

- Assets include three vessels and one airboat
- Staffing and boat deployment require multiple-step call-outs, resulting in delayed launches



**Bay City Department of Public Safety – Rescue Activity 2020–2025**

Year	Search & Rescue (Persons in Water)	Water & Ice Related Rescues	Watercraft Rescues
2020	1	2	1
2021	1	2	1
2022	1	2	1
2023	0	1	0
2024	1	2	1
2025	1	2	1
<b>Total</b>	<b>5</b>	<b>11</b>	<b>5</b>

**Critical Examples of Coast Guard Life-Saving Impact**

- In 2025, one ice rescue required extraction by Coast Guard helicopter.
- In February 2023, 14 fishermen were rescued from drifting ice in Tuscola County after dangerous wind shifts.
- During a 2024 summer search for a missing fisherman, Coast Guard assistance was essential after local agencies were able to deploy only one vessel due to staffing limitations.

**High-Risk Seasonal Activity**

- Summer boating season brings heavy recreational boating, fishing tournaments, sailing, commercial vessel traffic, tour boats, and the well-known **Boater’s Beach**.
- Winter ice fishing and snowmobiling draws participants from across Michigan, creating repeated large-scale rescue scenarios whenever ice conditions shift.

**Local Responder Limitations**

- Low staffing levels
- Undersized rescue equipment
- Limited budgets and grant opportunities
- Majority boats are not staffed or water-ready at all times
- Time-delayed deployment due to multi-step page-outs and transit to vessels

**Regional Importance of the Saginaw River Station**

Saginaw Bay is a complex, high-use environment with rapidly changing water and ice conditions, commercial traffic, recreational activity, and major events. The Coast Guard is the only agency with the capability and mandate to respond effectively to emergencies across these conditions.

While we disagree with the station moving to part-time operations, this reduced level of staffing is still far better than a complete closure.

**Conclusion**

For these reasons, we strongly oppose any permanent closure of the U.S. Coast Guard Sector Saginaw River Station. This station is not merely a facility—it is a critical lifeline for local municipalities, residents, and visitors throughout the Saginaw Bay region. Fully staffed until May 2024, it has consistently provided rapid response, lifesaving interventions, maritime law enforcement, and environmental protection. The recent shift to a scheduled mission station has significantly reduced its ability to respond to emergencies, leaving our communities and maritime traffic more vulnerable. We respectfully but urgently urge your leadership to ensure that the Saginaw River Station remains fully operational and staffed, preserving this vital resource that protects lives, supports local governments, and safeguards the safety and prosperity of the Great Lakes maritime community.

**Thank you for your attention to this critical matter and for your ongoing support of Michigan's first responders and maritime safety operations.**

Sincerely,

Kurt Corradi  
Fire Chief  
Bay City Department of Public Safety

Michael Galloner  
Fire Chief  
Bangor Township Fire Department

Brandon Hausbeck  
Fire Chief  
Saginaw Fire Department

Steve Berneuter  
Fire Chief  
Kawkawlin Township Fire Department

Bay City Department of Public Safety  
Law Enforcement Center • 501 Third St. • Bay City, MI 48708 • 989-892-8571  
Central Fire Station • 1401 Center Ave. • Bay City, MI 48708 • 989-892-8601



David Ramsey  
Fire Chief  
Pinconning-Fraser Fire Department



## CITY OF FRANKFORT

OFFICE OF THE CITY SUPERINTENDENT  
 412 Main Street, P.O. Box 351  
 Frankfort, Michigan 49635-0351  
 Phone: (231) 352-7117  
 Fax: (231) 352-7100

November 17, 2025

Senator Gary Peters  
 109 E. Front Street, Suite 215 B  
 Traverse City, MI 49684

**Re: Coast Guard Station Frankfort**

Dear Senator Peters:

Thank you for reaching out regarding concerns associated with the lack of Coast Guard personnel at Coast Guard Station Frankfort. In 2016, the Coast Guard presented an optimization plan that converted Coast Guard Station Frankfort into a seasonal station. The conversion to a seasonal station allowed our community to be better served during summer months; however, that change left a significant gap in our ability to respond to incidents during the most dangerous times of the year. For the past several years, there has been very little, if any, Coast Guard presence at Station Frankfort. We are being told the greatest obstacle now involves the lack of personnel due to a shortfall in enlisted personnel.

Coast Guard Station Frankfort had a long history of serving the community that dates to 1887 with the United States Lifesaving Service. On March 18, 2016, the United States Coast Guard website ([www.uscg.mil](http://www.uscg.mil)) pertaining to the history of Station Frankfort mentions an optimization plan that was implemented near the end of 1999. It is stated, "For a brief two-year period at the turn of the century, Station Frankfort became a Station (small) under the parent command of Station Manistee. It was soon obvious, though, that the need for a larger independent crew in Frankfort was in the public's best interest and in July of 2003, Frankfort once again stood on her own as one of Group Grand Haven's units. During that same year, construction began on a brand new modern facility located next to the 1934 building and the Coast Guard took possession of the building in June 2004." This statement is no longer on the Coast Guard website. We were told that the United States Coast Guard has initiated as many as four (4) similar optimization plans in the past impacting Station Frankfort with every attempt failing, thus restoring a strong Coast Guard presence in the Frankfort community.

There were numerous concerns regarding the plan to shift the dedicated staff at Station Frankfort to Station Manistee annually on or about Labor Day with a return to Station Frankfort on or about Memorial Day. It was stated that these dates are "flexible"; however, our boating activity and recreational opportunities associated with the lakeshore are year-round and continue to be a major component of our social and economic well-being. In 2015, the boating season extended into late December and reconvened in late February 2016. The demand placed on our community is greater now than ever before. Other year-round recreational activity utilizing this lakeshore and harbors include, but

is not limited to, surfing, kite surfing, stand-up paddle boarding, kayaking, and surf/ice fishing. Due to our strong prevailing winds during late fall and winter, surfing activity is heavily increased from October to April. Another winter-related activity along the shoreline that has gained national attention is ice cave exploration. Recreational utilization of the +/- 85 mile lakeshore is significant from Arcadia to Leland and is continuing to expand due to the beauty and enhanced opportunities of the region, thus it is essential that we have the Coast Guard ready to respond in moment's notice. This cannot be done efficiently from Station Manistee or Air Station Traverse City. There are numerous justifications to support a year-round presence at Station Frankfort. This area is very unique as the majority of the lakeshore is in public ownership and accessible to the public at several locations throughout this Lake Michigan corridor. The amount of people boating and recreating along this beautiful, yet treacherous shoreline, has significantly increased since Good Morning America voted this area as "The Most Beautiful Place in America" in 2011. The Sleeping Bear Dunes National Lakeshore consumes a vast majority of the shoreline and due to the significant amount of tax-exempt property throughout this area; revenue opportunities to support additional local agency efforts in the absence of the Coast Guard is non-existent.

The Frankfort area has a strong sense of community that has enhanced the "growth" of our Coastie residents. This area is an ideal environment for staff as they experience positive attributes that make them and their families' better citizens. We know this positive character experience stems from our strong sense of community based on feedback from past OIC personnel, many of whom have later retired in the Frankfort community. The Coast Guard enhances the social and economic well-being of our area in many ways. We are a stronger community with the men and woman dedicated to Coast Guard Station Frankfort. Our local economy and civic presence have realized a negative impact without a year-round existence.

The community certainly understands the need to consolidate duties and administration among the Great Lake Coast Guard Stations. Local units of government in Michigan have had no choice other than to be financially creative and do more with less while consolidating resources wherever feasible to best serve the needs of the community. Due to financial constraints, we have experienced a significant amount of staff reduction over the years; however, we have yet to reduce the level of essential service to our constituents. We have strengthened our partnerships with our neighbors to better serve the needs of the region. Although technology is a wonderful component of enhanced response; Station Manistee is too far away to effectively respond, and Air Station Traverse City cannot operate efficiently in every situation. It makes the most sense to assign a high-speed, all-weather Response Boat at Station Frankfort to better respond to the year-round lakeshore activity that occurs within the coverage area of Station Frankfort. With the "cold" water temperatures experienced in Lake Michigan; response time is critical, and it is essential to place personnel in areas where there is more activity. It does not make any sense at all to place +/- 45 Coast Guard personnel in Manistee when they should be equally divided between Station Frankfort, Ludington and Manistee.

During the winter months it should be a primary focus of the Coast Guard to train for ice water rescue instances and serve as a training agency for area first responders and other Coast Guard Stations. I had a conversation with Officer in Charge BMC Joseph Baxter back in 2016 regarding ice water rescue operations. Chief Baxter stated to me, "I never understood why the Coast Guard does ice water rescue until I started being involved with training: We are good at it." Having an Ice Water Recue Team "always ready" is essential for this lakeshore due to the numerous wintertime activities. This cannot be

facilitated 45 miles away at Station Manistee and you still need a ground presence to support Air Station Traverse City. Also, there are times that the weather prohibits safe utilization of Air Station Traverse City. Our local law enforcement and fire department partners do not have the resources to replace the presence of Station Frankfort upon the need. Many of our area fire/rescue agencies are paid volunteers, thus they have careers outside of their dedication to their community. The environment at Station Frankfort provides perfect conditions for ice water rescue training. The harbor has a multitude of varying ice conditions that change daily, thus providing essential and ideal training opportunities. Nearly every scenario involving ice conditions that could be experienced during an ice water rescue can be encountered during training in Frankfort Harbor. This environment is an essential asset to better train personnel and should be taken advantage of in order to better serve the needs of the region.

The region is experiencing positive growth on numerous levels, and the future certainly holds a tremendous amount of opportunity toward the enhancement of the social and economic well-being that will be impacted without a year-round Coast Guard presence. People are drawn to the area due to the quality of life experienced and we are continually trying to create an environment that will foster this growth opportunity. Continual expansion toward the expanded utilization of our deep-water port and recreational assets will continue to serve as our greatest attribute as we strive for sustainability. Our region cannot reach its full potential without the year-round presence of Coast Guard Station Frankfort. Please reconsider the proposed optimization/seasonalization plan and maintain proper 365-day utilization of precious resources to better serve the needs of those that live, work and play in Northwest Michigan. Semper Paratus Station Frankfort!

Sincerely,



Joshua J. Mills  
City Superintendent



**LAKE CARRIERS' ASSOCIATION**



November 18, 2025

The Honorable Gary Peters,  
Hart Senate Office Building  
Suite 724  
Washington, D.C. 20510

Dear Senator Peters,

The Lake Carriers' Association and our 13 member companies remain concerned over the U.S. Coast Guard's (USCG) lack of investment in the Great Lakes Region.

Whether closing small boat stations or not acquiring critical icebreaking resources, the USCG continues to prioritize the east and west coasts over the Great Lakes. Despite the fact that the Great Lakes Region is an economic powerhouse driving U.S. manufacturing, we are continually left out in the cold when it comes to USCG investment.

We ask that Congress hold the USCG accountable for equitably resourcing the Great Lakes with the assets needed to move commerce, save lives, and to keep our northern border safe. The Great Lakes are federal waters and need to be maintained by the federal government, specifically the USCG.

Thank you for your consideration of this nationally important request.

Sincerely,

James H. I. Weakley  
President  
Lake Carriers' Association

**COUNTY OF ST. CLAIR**

Office of Homeland Security/Emergency Management  
 295 Airport Dr., Kimball, MI 48074  
 Phone: 810-989-6965 Fax: 810-989-6391  
 Email: [emergencymanagement1@stclaircounty.org](mailto:emergencymanagement1@stclaircounty.org)  
 Justin Westmiller, Director



November 19, 2025

The Honorable Gary C. Peters  
 United States Senate  
 724 Hart Senate Office Building  
 Washington, DC 20510

Dear Senator Peters:

As the Director of Homeland Security and Emergency Management for St. Clair County, Michigan, I am writing to express strong support for fully re-opening Coast Guard Station St. Clair Shores, Coast Guard Station Harbor Beach, and Coast Guard Station Saginaw River (serving Saginaw Bay) as fully staffed, round-the-clock multi-mission stations rather than Scheduled Mission Stations.

These stations are critical pieces of the operational fabric that protects our residents, our visitors, and our shared border with Canada. Their recent manpower reductions and transition to scheduled mission status have had tangible impacts on response times, operational flexibility, and the burden placed on local agencies that lack the specialized capabilities, platforms, and authorities of the Coast Guard.

St. Clair County sits along one of the most significant binational maritime corridors in the world, connecting the upper Great Lakes to the industrial heartland of the United States. The stretches of Lakes Huron and St. Clair, the St. Clair River, and Saginaw Bay are heavily used by deep-draft commercial shipping, tugs and barges, fishing vessels, recreational traffic, and transient boaters unfamiliar with local waters. In this environment, the traditional Coast Guard station posture has provided three core functions that cannot be replicated by state or local partners:

**1. Border Security and Maritime Domain Awareness**

- o These stations are frontline federal presence in a region defined by an international border that is largely water. Their ability to conduct persistent patrols, boardings, and quick-response presence is essential to deterring smuggling, illicit cross-border movements, and other threats that exploit gaps in coverage.
- o When units are reduced to scheduled operations, there is less capacity for proactive patrols, joint operations, and rapid surge in response to emerging threats or intelligence-driven missions.



2. **Search and Rescue (SAR) and Life Safety**

- o The waters of Lakes Huron and St. Clair and Saginaw Bay are unforgiving, particularly with rapidly changing weather, cold water, and seasonal ice. Minutes matter in a capsizing, a person overboard, or a disabled vessel in rough conditions.
- o Local sheriff marine divisions, fire departments, and volunteer responders provide outstanding support, but they do not have the same mix of training, equipment, and around-the-clock readiness that dedicated Coast Guard stations bring. When a station is downgraded, the nearest fully capable federal asset is often significantly farther away, extending response times at exactly the moment when survivability curves are at their steepest.

3. **Critical Local Support and All-Hazards Readiness**

- o Beyond SAR and law enforcement, these stations are indispensable partners in pollution response, marine casualty incidents, debris and hazard removal, and major incident coordination on the water.
- o During severe weather, high-water events, infrastructure failures, or mass rescue operations, the presence of fully staffed stations at St. Clair Shores, Harbor Beach, and Saginaw River allows for immediate integration with Emergency Operations Centers and unified command. Scheduled mission status constrains that flexibility and leaves counties and townships bearing increased risk.

Our local partners have already begun to feel the strain. As Coast Guard resources are pulled back, county and municipal agencies are pressed to assume missions they are not funded, staffed, or trained to perform at the same level. This creates an uneven patchwork of coverage that is at odds with the Coast Guard's statutory responsibilities and the public's reasonable expectation of maritime safety and security.

I respectfully request that you:

1. Support and advocate for the restoration of full, year-round, multi-mission status and appropriate manpower levels at Coast Guard Stations St. Clair Shores, Harbor Beach, and Saginaw River.
2. Use your position on relevant committees to press for sufficient Coast Guard end strength and targeted resourcing for Great Lakes shore stations, recognizing their unique binational, economic, and safety roles.
3. Ensure that any Coast Guard manpower realignments or Scheduled Mission Station designations are accompanied by transparent risk assessments, including impacts on SAR response times, border security posture, and local government burden.



From the perspective of a local emergency management agency and as part of a region that depends on these waters every day, the calculus is straightforward: fully capable local Coast Guard stations save lives, protect commerce, reduce long-term costs, and strengthen our national security posture along the northern border. The recent downgrades may produce internal efficiencies on paper, but they externalize risk onto communities, first responders, and mariners who have no practical alternative when trouble strikes offshore.

Thank you for your continued leadership on Great Lakes and homeland security issues and for your attention to this matter. I would welcome the opportunity to provide additional operational context from the local level or to participate in any future discussions regarding Great Lakes Coast Guard posture.

Respectfully,

A handwritten signature in black ink, appearing to read "Justin L. Westmiller".

A short horizontal line, likely a placeholder for a signature or a decorative element.

Justin L. Westmiller, PEM  
Director, Homeland Security & Emergency Management  
St. Clair County  
295 Airport Drive  
Kimball, MI 48074  
Cell: 810-689-8022  
Office: 810-989-6325  
Email: [jwestmiller@stclaircounty.org](mailto:jwestmiller@stclaircounty.org)


**Benzie County Office of Emergency Management**

505 S. Michigan Ave Beulah, MI 49617

Telephone: 231-882-0567

Fax: 231-882-0568

Email: emd@benzieco.gov

**November 20, 2025**
**The Honorable Gary Peters**

U.S. Senate

724 Hart Senate Office Building

Washington, D.C. 20510

Dear Senator Peters,

On behalf of the local emergency response agencies of Benzie County, we are writing to respectfully urge your support in keeping the U.S. Coast Guard Station in Frankfort, Michigan, staffed and operational. The station covers a vital stretch of Lake Michigan coastline that includes popular beaches, harbors, and high-traffic boating areas.

Please let us start by stating we understand the need to consolidate duties and administration among the Great Lakes U.S. Coast Guard Stations and the reports of reduced personnel in the overall ranks of the U.S. Coast Guard. Benzie County and the City of Frankfort are also subjected to trying to meet the needs and expectations of our communities with limited resources. We have sat through the informational seminars made available regarding this discussion, and we also understand that Benzie County is not alone in the desire to maintain local Great Lakes USCG assets.

As public safety and response agencies of Benzie County, and as individuals personally invested in the safety and resilience of our Great Lakes communities, we have witnessed the impact the current reduction of Station operations has had on the timeliness of critical response to life safety incidents. Further considerations of the closure of Station Frankfort would continue to impose a risk to reasonable response and regional emergency capabilities.

We have had the great pleasure of working and training with USCG personnel assigned to Station Manistee, currently charged with response coverage for Frankfort. We understand that a lack of timely response is *not their fault* when they must respond from approximately 35 miles away. It is also very difficult to try and defend our partners against public inquiry when asked "where was the Coast Guard in this instance." The visitors and community members see the station prominently occupying its key location at the entrance to Betsie Lake, but no one is there to assist when they call. Our rural county lacks marine rescue resources and funding necessary to fill the gap that would be left by the Station's closure. Local fire departments and law enforcement agencies do not have the equipment, personnel, or training to respond effectively to complex water emergencies on Lake Michigan. The U.S. Coast Guard's presence is not just helpful, it is essential.

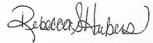
Between January 2023 and November 2025, Benzie County Central Dispatch recorded approximately 50 boat-related emergencies and water rescues in or near Frankfort, including at Frankfort Pier, Betsie Bay, Platte Point Beach, and along the Lake Michigan shoreline. These incidents highlight the critical need for capable maritime units with local knowledge and proximity, something that Station Frankfort can uniquely provide.

This region draws thousands of seasonal visitors and supports a year-round community that depends on safe access to the water for recreation, fishing, and transportation. The stretch of Lake Michigan between the closest, active stations in Manistee and Charlevoix is rather vast for USCG small boat response. Air Station Traverse City is tasked with some response to this area, but there are several variables involved in USCG deployment and availability of air services. The response area we are responsible for, surrounding Frankfort is unique. A majority of the lakeshore is in protected public ownership making it widely open to public use but not efficiently accessible for emergency maritime response. We also would not be helping ourselves if we avoided mentioning that this large amount of tax-exempt property removes revenue opportunities to support local agency efforts working to fill the absence of U.S. Coast Guard resources.


We hope there is time, while the facility is still viable, to have decision makers reconsider the occupation of Station Frankfort. Your leadership as ranking member of the Senate Homeland Security and Governmental Affairs Committee has consistently demonstrated a commitment to protecting our communities and ensuring that Federal resources are deployed where they are most needed. U.S. Coast Guard Station Frankfort is not only a strategic asset for maritime safety but also a cornerstone of our local emergency infrastructure. Its current lack of staffing has already provided evidence of increased response times, risks to life safety, and placement of additional burdens on already overextended local agencies.

I respectfully ask that you advocate for continued operational support for the U.S. Coast Guard Station Frankfort. Thank you for your continued service to the people of Michigan.

Sincerely,



**Rebecca Hubers – Benzie County Office of Emergency Management**



**Sheriff Kyle Rosa – Benzie County Sheriff's Office**

November 24, 2025

Chairman Cruz  
US Senate Committee on Commerce, Science, and Transportation  
Dirksen Senate Office Building 554  
Washington, DC, 20510

Ranking Member Cantwell  
US Senate Committee on Commerce, Science, and Transportation  
Hart Senate Office Building 428  
Washington, DC, 20510

Re: Confirmation of Admiral Lunday

Dear Chairman Cruz and Ranking Member Cantwell,

We are Coast Guard veterans and we respectfully ask that you refrain from confirming Admiral Lunday as Commandant of the Coast Guard until the service provides all Operation Fouled Anchor documents to Congress. Lunday's confirmation should also be connected to the development and implementation of a plan to hold admirals accountable for failing to address the decades of crime at the US Coast Guard Academy (USCGA).

Over the past several days we have watched as the Coast Guard responded to the November 22, 2025 *Washington Post* article re swastikas and nooses. In less than twelve hours after the story was published, the service rapidly altered its course.

The service's rapid response to the *Washington Post* article contrasts sharply with its response to the Jun 30, 2023 CNN article about sexual assaults and rapes at USCGA. Survivors have waited 28 months for accountability. Under Admiral Lunday's leadership the Coast Guard continues to refuse to share unredacted documents with Congress. Freedom of Information Act requests for information are ignored.

Congress recently passed a law directing the release of the Epstein files. We respectfully ask that you do the same with the Operation Fouled Anchor documents. Both involve sexual assault, survivors, and powerful men who hid from accountability. Congress' action gave Epstein survivors justice and we respectfully ask for the same for Coast Guard survivors.

Please do not confirm Admiral Lunday until all missing documents are accounted for and admirals held accountable. Thank you for helping us.

Sincerely,

K. Denise Rucker Krepp, Coast Guard veteran and former Maritime Administration Chief Counsel  
Kelly A. Sullivan, CDR (Ret.), US Coast Guard Academy Class of 1985  
Melissa K. McCafferty, LT (Ret.), US Coast Guard Academy Class of 2011  
Caitlin E. Maro, US Coast Guard Academy Class of 2008  
Shawna Ward, Chief Warrant Officer 4 (Ret.), Coast Guard  
Kristina Slivinski, US Coast Guard Academy Class of 2009

Senator PETERS. In our office meeting, Admiral, we talked about a variety of issues, including some of the visits to facilities in Michigan. And one I would like you to talk a little bit about is the Great Lakes Center for Oil Expertise and the concern about oil spills in the Great Lakes, and the fact that we still need to learn a lot more about how we deal with oil and fresh water. There's a lot of knowledge regarding that for salt water, but fresh water presents a unique set of challenges, and when you think about the Great Lakes providing drinking water to over 40 million people, that's particularly important. Could you share with the Committee your—kind of your takeaways from your visit to that center and how you believe it continues to really be involved in a critical mission?

Admiral LUNDAY. Senator, thank you for asking, and thanks for the support to create that center and have it be—and its work and its mission that it's focused on. I was able to go up there when I was commanding Coast Guard Atlantic Area. I went up in January 2023 to visit the region and then also visit that Center of Expertise, and I learned the important work that they do there to understand the critical nature of the Great Lakes system, not only from a national security perspective and its Northern border, but also what a potential oil spill or other environmental damage, such as invasive species, could create in the Great Lakes. And so, the importance of that work informs our understanding of risk and then the ability to prevent activities that could cause that damage, and then be ready to successfully respond to it, such as an oil spill.

Senator PETERS. Wonderful. Chairman, I have one brief question. May I be allowed to ask?

The CHAIRMAN. Yes.

Senator PETERS. Admiral, Coast Guard personnel, including those in Michigan, have reported to me about some significant challenges in obtaining housing, particularly in areas of high demand for seasonal and vacation rentals, which we have along our lakes, and that certainly affects their ability to find affordable housing. Just a quick question. What actions do you plan to take to address some of the housing challenges facing Coast Guard personnel, specifically in Michigan and some of our high-tourist areas with expensive real estate? But clearly, it's a problem in other places around the country.

Admiral LUNDAY. Thank you, Senator, because housing is critical to the readiness of our families and their ability to be ready to get the mission done. So, the—one of the first things we did was we made sure that the information that feeds into the broader system that all the military services use to calculate our basic allowance for housing is accurate information. And so, one of the things the Great Lakes District Commander at the time did several years ago was paid a company to gather that data that was more accurate, and then we could input that into the system so that it could more accurately reflect the outcome and the cost of housing. Another parallel effort is to—is to designate additional critical housing areas that enable personnel, if there's an area where housing isn't available, enable those personnel to have their family, if necessary, in another area, and then take advantage of that higher housing allowance for the other area. And then the other area we're looking

at is expanded use of government-leased housing, where the Coast Guard leases housing and then members come into the area, and rather than spending time and effort trying to find housing where it's not available, we already have a home or apartments or a block of homes that they can live in. But it is a challenge because our personnel don't typically live, with rare exception, on large bases, and there are none in Michigan.

Senator PETERS. Right, right. Well, I appreciate your attention to that and your focus. Thank you, Admiral, for that.

Admiral LUNDAY. Thank you, Senator.

Senator PETERS. Mr. Chairman, thank you very much.

The CHAIRMAN. Thank you. Senator Luján.

**STATEMENT OF HON. BEN RAY LUJÁN,  
U.S. SENATOR FROM NEW MEXICO**

Senator LUJÁN. Mr. Chairman, thank you very much. Admiral, for years I've been pushing one administration after another to go after the cartels and drug trafficking. We all represent a lot of people who have lost their lives and others that are preyed upon, and I've also been after administrations to say that they should be going after financial institutions in a meaningful way that are suspected of laundering money for cartels. A lot of those folks, they just pay a fine, no one ever goes to jail, and it just becomes the cost of doing business. Something has to be done in this space, so any attention brought to stopping this nonsense, I appreciate.

Now, with that, I have a lot of questions, and there's no clarity that I'm aware of that has been shared from the administration to Members of Congress, outside of maybe one small interaction that was available to a few members of the U.S. Senate in the area where Senator Kim, I think, asked you some questions about the military strikes on vessels in the Caribbean and the Pacific. I think 83 people have been killed to date, if I have the number correct, unless something happened from my walk over from where I was to where I am today. My question, Admiral, is, yes or no, does the U.S. Coast Guard have a role in these military strikes on vessels in the Caribbean or Pacific?

Admiral LUNDAY. Senator, thank you for the question. So, under our Coast Guard maritime law enforcement authority, we're not involved in the Department of War's operations that you're describing. That's under the Department of War, Senator.

Senator LUJÁN. Yes or no, are you aware of the Department of—I'm still going to call it Department of Defense—is utilizing the U.S. Coast Guard's Title 14 law enforcement authorities to conduct these strikes?

Admiral LUNDAY. Senator, I'm not aware of that at all.

Senator LUJÁN. Yes or no, as a lawyer and career Coast Guard officer, do you believe these strikes fall within U.S. and international law?

Admiral LUNDAY. Well, Senator, those strikes you're describing are being carried out under the Department of War's authority, and so I'll defer to them for questions about the authority for that military activity.

Senator LUJÁN. You're the top person at the Coast Guard, aren't you, sir?

Admiral LUNDAY. I'm the Acting Commandant, yes, sir, that's correct.

Senator LUJÁN. You're also a lawyer?

Admiral LUNDAY. Yes, sir, that's correct.

Senator LUJÁN. You're a career Coast Guard officer?

Admiral LUNDAY. Yes, Senator.

Senator LUJÁN. Probably one of the most knowledgeable people serving in the Coast Guard today about all these activities. I'll ask the question one more time in case there might be an answer. Yes or no, as a lawyer and career Coast Guard officer, do you believe these strikes fall within U.S. and international law?

Admiral LUNDAY. Senator, my focus as the Acting Commandant and, if confirmed, the future Commandant, my focus is on our operations under Coast Guard maritime law enforcement authority, not the Department of War's operations. I will defer to the Department of War to answer the questions on their military activities that you're describing, sir.

Senator LUJÁN. Admiral, have you been pulled into any meetings around this?

Admiral LUNDAY. I have not been involved in meetings regarding those military activities specifically, no, Senator.

Senator LUJÁN. The Secretary of Defense—as you refer to, the Secretary of War, Secretary Hegseth—has not had a conversation with you about these strikes?

Admiral LUNDAY. I have not had a conversation with Secretary Hegseth about these strikes, no, Senator.

Senator LUJÁN. Is this Coast Guard responsibility in the Caribbean and the Pacific? You have responsibilities in this area?

Admiral LUNDAY. We do, Senator. So, the Coast Guard provides—under our maritime law enforcement authority and our capabilities, we're continuing to execute the direction of the Secretary of Homeland Security for our traditional counter-drug mission under law enforcement authority. That's one of a series of instruments that are available to the President, and so we are continuing the activities under our authority and making record seizures of drugs. In fact, this morning, the Coast Guard cutter Stone is offloading in Florida a record amount of drugs—cocaine—that they seized in the Eastern Pacific as part of Operation Pacific Viper that the chairman described.

Senator LUJÁN. And this is the Coast Guard's mission?

Admiral LUNDAY. That's a Coast Guard mission and operation.

Senator LUJÁN. I applaud—I applaud you for that. Let's turn there. So, I agree that the U.S. Coast Guard's efforts to interdict vessels has been effective, as you pointed out just this morning, but in 2025, the numbers I have is you disrupted over 402 metric tons of cocaine, an estimated value of \$7.2 billion. I applaud that. Yes or no, do the Coast Guard's interdiction operations yield intelligence opportunities beyond the immediate outcomes of an individual mission?

Admiral LUNDAY. Our interdiction operations—our maritime law enforcement operations do yield intelligence. Yes, they do, Senator.

Senator LUJÁN. Do interdiction efforts contribute to a stable global trade system and help prevent piracy and smuggling?

Admiral LUNDAY. Our operations do, yes, sir.

Senator LUJÁN. Have they resulted in intelligence that can be used to dismantle networks and prosecute the individuals involved?

Admiral LUNDAY. Yes, sir. Traditionally, over the years, we have gathered intelligence that is fed into the investigative cycle, and that work continues today with the interdictions that I've described this calendar year that we've conducted.

Senator LUJÁN. I appreciate that. It sounds like this is all in the mission of the Coast Guard. I'm just surprised that the Secretary of Defense/Secretary of War, they not even talked to you about this. That sounds disrespectful. That sounds irresponsible.

Admiral LUNDAY. Senator, I would say—

Senator LUJÁN. I'm not asking a question, Admiral. I apologize, sir. I'm out of time. Chairman's going to take it from you here in a second. I hope that gets corrected. I hope the Secretary appreciates your expertise, your service to our country, what you have achieved and what you have done, and is willing to pull you in. So, you know, Mr. Secretary, if you're out there, if you're listening to this, you know, give you the benefit of the doubt. If you've ignored the Admiral, give him a holler, pull him in, have a good conversation, and learn from this wise person. I yield back, sir.

The CHAIRMAN. Thank you, Senator Luján. Admiral Lunday, my final question is required of all nominees. If confirmed, do you pledge to work collaboratively with this committee to provide thorough and timely responses to the Committee's requests and to appear before the Committee when requested?

Admiral LUNDAY. Yes, Mr. Chairman.

The CHAIRMAN. Thank you. Senators will have until the close of business on November 21 to submit questions for the record. The nominee will have until the close of business on November 24 to respond to those questions.

That concludes today's hearing. The Committee stands adjourned.

Admiral LUNDAY. Thank you, Mr. Chairman.

[Whereupon, at 12:29 p.m., the Committee was adjourned.]



## A P P E N D I X

### RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. JOHN THUNE TO ADMIRAL KEVIN E. LUNDAY

*Question 1.* Admiral Lunday, what is the status of joint U.S. Coast Guard and Customs and Border Protection coordination for procuring and deploying long-duration and long-range unmanned aircraft to support missions such as border patrol, maritime domain awareness, and drug interdiction?

Answer. We are evaluating all Long-Range Unmanned Aircraft System (UAS) options to meet Coast Guard missions. Separately, the Coast Guard and Customs and Border Protection (CBP) continue to jointly operate CBP's MQ-9 UAS fleet from CBP's National Air Security Operations Center in San Angelo, TX.

*Question 2.* What is the current force structure behind U.S. Coast Guard unmanned aerial system operations, and is this a mission that could be hosted in non-traditional locations, specifically inland cities and states, given the remote nature of the platform?

Answer. We operate our unmanned aircraft systems (UAS) across three lines of effort: Long-Range, Medium-Range, and Short-Range. We currently partner with Customs and Border Protection to operate MQ-9s from San Angelo, Texas for long-range missions.

We employ contractor-owned, contractor-operated UAS onboard our National Security Cutters for medium-range missions, and over 300 small UAS flown by more than 600 trained operators at nearly 100 separate shore and afloat units across the United States support short-range missions. The Coast Guard is evaluating locations, including inland sites, for a potential future Unmanned Systems training center.

*Question 3.* Given the administration's rightful focus on drug interdiction in the Eastern Pacific Ocean and Caribbean Sea, what resources or authorizations would bolster ongoing U.S. Coast Guard and joint force missions to defeat and deter Designated Terrorist Organizations and cartels? How have resources provided in P.L. 119-21, One Big Beautiful Bill Act, enabled ongoing operations?

Answer. The One Big Beautiful Bill Act is vital, funding the new cutters, aircraft, unmanned systems, technology, and shore infrastructure for cutter homeporting and aircraft hangars. We will rely upon this investment for decades ahead for counter-drug operations, and providing \$2.2 billion for depot maintenance on existing assets is critical to sustaining readiness of today's aging assets. This initial capital investment will help ensure the Service emerges from a readiness crisis decades in the making. To enhance efforts against narco-terrorists and cartels in the Eastern Pacific and Caribbean, we need additional and sustained operations and support funding to grow our military workforce by at least 15,000, operate and sustain those newly funded assets, and deliver mission success for the Nation. The Coast Guard is a \$20 billion Service operating with a \$14 billion budget, and, if confirmed, I look forward to working with Congress and the Administration on necessary funding increases to sustain the Service into the future.

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### RESPONSE TO WRITTEN QUESTION SUBMITTED BY HON. JERRY MORAN TO ADMIRAL KEVIN E. LUNDAY

The recently passed Reconciliation bill included more than \$266 million to acquire long-range unmanned aircraft for the Coast Guard. I understand the USCG has pilots that fly the MQ-9 UAS and jointly operates them with Customs and Border Protection. Given the unique capabilities of the MQ-9B—and its commonality with the CBP—this would be a useful solution for maritime ISR.

*Question 1.* Can you provide the status of the Coast Guard's acquisition of such long-range aircraft?

Answer. We are evaluating all potential Long-Range Unmanned Aircraft System solutions and options to best meet Coast Guard missions.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. DAN SULLIVAN TO  
ADMIRAL KEVIN E. LUNDAY

### **Icebreakers and Homeporting**

Congress secured historic Coast Guard funding in the recent One Big Beautiful Bill Act (OBBBA) reconciliation package. Under OBBBA, the Coast Guard will receive nearly \$25 billion, including nearly \$9 billion for icebreakers and is designed to enhance Arctic operations while revitalizing U.S. shipbuilding.

Strategic shipbuilding projects like the new Arctic Security Cutters offer both urgent operational capability and an opportunity to expand U.S. shipbuilding.

Additionally, OBBBA provided approximately \$4.4 billion for shore infrastructure and homeports investments to support the new cutters and aircraft. Alaska has ports capable of accommodating these vessels, and communities are willing to invest in supporting infrastructure, including housing and childcare.

*Question 1.* Will you commit to considering locations in Alaska—where the ice is—for the homeporting of multiple Arctic Security Cutters?

Answer. Yes, if confirmed I will consider locations in Alaska for the home porting of multiple Arctic Security Cutters.

*Question 2.* Private investment can complement and support the needs of Coast Guard personnel and their families, particularly for housing and childcare. But private partners need clarity and predictable assurances before they can commit capital. Will you commit to working with me to provide the assurances and certainty needed to unlock that investment?

Answer. Yes, if confirmed I will work with you and the Committee to support the needs of service members and their families, including options to work with private investment that can appropriately complement and support Coast Guard efforts.

### **Alaska Infrastructure Projects**

The Coast Guard is undertaking major infrastructure investments across Alaska—including new homeports, housing projects, and facility upgrades in Sitka, Seward, St. Paul, Juneau, and Kodiak. These projects support Arctic and Pacific operations, new vessel homeporting, and quality of life for personnel. Alaska's remote construction environment, short building seasons, and high costs make oversight and timely execution critical.

*Question 1.* What internal oversight mechanisms are in place to ensure Alaska infrastructure projects remain on schedule?

Answer. Through Force Design 2028, the Coast Guard is making sweeping changes to streamline decision-making, accelerate contracting and acquisitions projects to deliver capabilities at speed and scale, and strengthen accountability and oversight. To that end, the Service established the Program Executive Office for Shore Infrastructure, which is responsible for the lifecycle planning, execution (including adherence to schedule), accountability, and oversight of shore infrastructure projects, to include both new construction and repair/maintenance activities.

*Question 2.* How are potential delays or funding gaps communicated to leadership and Congress?

Answer. The Coast Guard regularly provides updates on its shore infrastructure projects through informal correspondence, delivery of the Quarterly Acquisition Brief, and topic-specific briefs when requested. Funding gaps are communicated through the annual budget process and the Service's Unfunded Priorities List report to Congress, including the Fiscal Year 2026 Unfunded Priorities List that I released in November 2025.

*Question 3.* Are any Alaska-related projects expected to be submitted in the upcoming budget requests? If so, which projects are top candidates?

Answer. Yes, the FY 2026 Unfunded Priorities List includes a \$30 million request for an aircraft hangar in Saint Paul, AK and \$50 million for additional housing at several Alaska locations, potentially including Kodiak, Seward, Juneau, and/or Sitka. Additionally, personnel readiness funding requests in the Unfunded Priorities List will positively impact all Coast Guard members, include those serving throughout the State of Alaska, if provided for in future appropriations.

### **St. Paul Forward Operating Location**

The Coast Guard is pursuing a Forward Operating Location in St. Paul, Alaska. Preliminary hangar repair costs are \$30 million, while new construction would be

more expensive. The Coast Guard included \$20 million for this project in its FY2025 Unfunded Priorities List.

*Question 1.* What is the current plan for restoring or rebuilding hangar capability in St. Paul, and how will the FY2025 Unfunded Priorities List request be prioritized if not fully funded?

Answer. The FY 2026 Unfunded Priorities List includes a \$30 million request that provides for an aircraft hangar in Saint Paul, AK.

#### **Sitka Homeport and Housing Projects**

Sitka will serve as a key homeport for Fast Response Cutters (FRCs) and a vital housing hub for Coast Guard personnel. The Coast Guard awarded a contract for FRC and WLB pier improvements in August 2025, and long-term housing recapitalization and construction plans are underway.

*Question 1.* Do you anticipate needing additional funds to complete the Sitka homeporting and housing projects? If so, how does the Coast Guard plan to secure that funding—through future budget requests or reprogramming actions?

Answer. Yes, the FY 2026 Unfunded Priorities List includes a \$50 million request for additional housing across Alaska, potentially including Sitka.

#### **Seward Homeport and Housing Projects**

Seward is slated to become a new homeport for FRCs, with a new waterfront facility and supporting housing. Environmental work and land acquisition are largely complete, and detailed design and contract awards are expected in FY 2026.

*Question 1.* Are you confident current funding will cover both the homeport and housing projects, or should we expect an additional funding request next Fiscal Year?

Answer. No. The Coast Guard fully funded the FRC homeport project in Seward and the FY 2022 Infrastructure Investment and Jobs Act funds the initial housing project. The FY 2026 Unfunded Priorities List includes a \$50 million request for additional housing across Alaska, potentially including Seward.

#### **Petersburg—WCC Program**

Petersburg Borough is a small, but proud Coast Guard community and is the homeport of the PIKE, a Coast Patrol Boat, and the ELDERBERRY, an Inland Buoy Tender. The ELDERBERRY and its Coast Guard crews have performed great service over the years managing aids to navigation in area Southeast Alaska waters that have major tidal swings and often dangerous currents. The ELDERBERRY, however, is aging and in need of replacement. There are currently four inland buoy tenders nationally in the ELDERBERRY's class that the Coast Guard is proposing to replace with three WLIs as part of the WCC Program. The Coast Guard's prior leadership committed to replace the ELDERBERRY with one of those WLIs and homeport it in Petersburg.

*Question 1.* Under your leadership, will the Coast Guard keep that commitment and homeport a future WLI in Petersburg?

Answer. Yes.

#### **Western Alaska Oil Spill Response**

In 2023, Congress enacted Section 11309 of Division K of the Don Young Coast Guard Authorization Act of 2022 (part of the James M. Inhofe National Defense Authorization Act for Fiscal Year 2023, P.L. 117-263) to direct the Coast Guard to develop oil spill response criteria specifically for Western Alaska. These Western Alaska Oil Spill Planning Criteria (WAOSPC) are intended to replace the existing Alternative Planning Criteria (APC), which have been used because National Planning Criteria (NPC) are not suitable for the unique geography, weather, and infrastructure of Western Alaska. Stakeholders continue to raise questions regarding the Coast Guard's implementation of Section 11309, the interim use of APC, and the consideration of subzones before the WAOSPC framework is finalized.

*Question 1.* What is the current status and timeline for implementing the Western Alaska Oil Spill Planning Criteria (WAOSPC)?

Answer. The Coast Guard conducted comprehensive outreach and consultation and assembled a workgroup of subject matter experts to develop a Regulatory Project Proposal that will support WAOSPC regulations. The Service is moving forward with the NEPA analysis, which will take 18–24 months.

*Question 2.* APC has been used in lieu of National Planning Criteria (NPC) because NPC is inappropriate for Western Alaska. Has anything changed regarding this determination?

Answer. No. Under the current program, a vessel owner or operator makes the determination as to whether NPC is appropriate for that specific vessel and operating area. Section 11309 states that the Coast Guard is to determine where in Western Alaska that NPC is inappropriate. The Coast Guard's determination will be incorporated into the WAOSPC implementing regulations.

*Question 3.* What steps have been taken to ensure that updates to existing APC plans—while necessary to maintain coverage until WAOSPC are in place—are accepted in a timely manner?

Answer. The Coast Guard has a uniform review process applied to all APC submissions. The time required for the review depends on the complexity of the APC submission and the scope of the proposed updates. Each plan is unique to the submitter and therefore review timelines vary accordingly.

*Question 4.* What steps have been taken to ensure that APC plans are fully consistent with the statutory requirements of Section 11309 and not reliant on outdated APC criteria wherever possible?

Answer. The Coast Guard reviews each submission independently and according to a uniform review process. While Section 11309 does not have requirements for APC submissions, the Coast Guard does review submissions for consistency with all applicable requirements of the Clean Water Act.

*Question 5.* Given that subzones have previously been attempted and proven ineffective in Western Alaska, and that Section 11309 only allows such consideration after WAOSPC are finalized, why is the Coast Guard exploring subzones now, before the necessary framework and regional lessons learned are fully integrated?

Answer. The Coast Guard has not developed subregions or subzones in Western Alaska with respect to planning criteria at this time.

#### **Tribal Consultation**

15 years ago, under 33 U.S.C. § 1321c, Congress directed the Coast Guard to develop a tribal consultation policy and authorized the Service to enter into cooperative agreements with Indian tribes to improve oil-spill prevention, preparedness, and response. That authority has never been utilized.

In the Senate-passed Coast Guard Authorization Act, Sections 144, 169, and 216 would reinforce this direction by requiring the Coast Guard to consult with Indian tribes, establishing a Special Advisor for Tribal and Native Hawaiian Affairs, and assessing the adequacy of emergency-response capabilities at Alaska ports near Bering Strait vessel traffic, including Point Spencer, Nome, and Kotzebue.

All of these provisions are aimed at addressing the long-standing gaps in spill prevention and response that put our coastal villages, communities, and environments at risk.

*Question 1.* Given the existing authority Congress provided, the direction offered in the Senate-Passed Coast Guard Authorization Act, and the growing risks to our coastal communities, will you commit to take specific steps to work with tribal governments to close these gaps in oil-spill prevention and response?

Answer. Yes.

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#### RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. TODD YOUNG TO ADMIRAL KEVIN E. LUNDAY

*Question 1.* How should we be working with our international partners to combat illegal, unregulated, and unreported (IUU) fishing and other Chinese gray zone activities?

Answer. First, the Coast Guard enforces U.S. sovereignty over the vast areas of U.S. Exclusive Economic Zone in Oceania, protecting U.S. fish stocks from IUU fishing. We also combat IUU fishing by assisting other nations, leveraging strong partnerships through joint patrols supported by 12 bilateral law enforcement agreements. We deploy and embark those nation's shipriders, share intelligence, and build capacity to counter illegal fishing and malign Chinese activity. This asserts U.S. leadership, protects our shared interests, and ensures a free, open, and secure maritime domain.

a. What regions are the most troubling to you in the IUU fishing space? Answer. The Indo-Pacific and West Africa regions are the most troubling for Illegal,

Unreported, and Unregulated (IUU) fishing, where state-sponsored fleets undermine U.S. and partner national security and economic interests.

b. What other gray zone threats are you focused on?

Answer. In addition to combating illegal fishing, the Coast Guard is laser focused on securing port infrastructure against physical and cyber threats, including Chi-

nese-made cranes that, if compromised, could disrupt the flow of commerce vital to America's economic prosperity and strategic mobility.

*Question 2.* How can the Coast Guard work with the Navy to boost our partnerships with other countries, especially as it relates to Chinese malign activity?

Answer. The Coast Guard is integrated with the U.S. Navy and other parts of the Department of War to counter Chinese malign influence, including conducting joint patrols, exercises, and training with partner nations to enhance their maritime law enforcement capabilities and protect their sovereign waters from illegal fishing and other illicit activities. The Coast Guard's unique blend of military, law enforcement and intelligence authorities makes us a trusted partner in regions like the Indo-Pacific.

a. What unique attributes does the Coast Guard bring to these partnerships?

Answer. The Coast Guard is uniquely positioned to support these partnerships as the only U.S. Federal agency with the capability and authority to project law enforcement presence throughout the U.S. Exclusive Economic Zone and on the high seas.

b. Are there any authorities that the Coast Guard needs to be able to implement and manage these international partnerships?

Answer. Yes, the Coast Guard requires its own organic authority and funding to unilaterally provide training and other security assistance to international partners. The Service currently relies on the Department of State and the Department of War for both the funding and authority to conduct these security cooperation missions, which is inefficient and limits the ability to respond to emerging opportunities. Additionally, using foreign ports for homeporting or operations may require authority to negotiate new status of forces and other international agreements.

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RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. MARIA CANTWELL TO  
ADMIRAL KEVIN E. LUNDAY

### **Cape Disappointment**

The Coast Guard must address the emergency damage and shoaling that has taken place at Station Cape Disappointment ("Cape D"), a critical Coast Guard unit in the Pacific Northwest. We need a long-term strategy to invest in Cape D and the National Motor Lifeboat School overall. That plan must include solutions to stop the shoaling, new docks that can accommodate the replacement 52's, and cutting-edge facilities to support the workforce such as housing and training facilities.

*Question 1.* Yes or No: Will you commit that the entire funding included in the Coast Guard reconciliation spend plan will be used to rebuild the critical infrastructure at Cape D?

Answer. Yes, we will use approximately \$115 million of the funding provided by the One Big Beautiful Bill Act to fund shore infrastructure projects at Station Cape Disappointment.

*Question 2.* Will you work with the Army Corps to come up with a more sustainable plan for dredging to protect search and rescue capacity in Ilwaco?

Answer. Yes, if confirmed, I will continue to work with the Army Corps of Engineers to address shoaling and persistent silting issues at Station Cape Disappointment.

### **Base Seattle**

Coast Guard Base Seattle is currently the homeport for all Coast Guard Polar icebreaking operations—a critical program for our national security.

The Coast Guard recently began a contract for Base Seattle's modernization and homeporting program which includes dredging Slip 36 and construction of two modernized major cutter berths that are capable of hosting two Polar Security Cutters.

*Question 1.* Will you work with stakeholders in Seattle, including labor groups and tribes, to ensure that future development at Base Seattle also supports the long-term economic growth of the region?

Answer. Yes, the Coast Guard will continue to work with stakeholders, including labor groups and tribes, to consider long-term impacts of any future development at Base Seattle.

Yes or No: Will you commit to using all \$4.3 billion enacted in the reconciliation law to continue construction of the PSC fleet?

Answer. Yes.

### **Tribal Engagement**

The Coast Guard Authorization Act would provide the Coast Guard with new authorities to support habitat conservation and other resilience projects with state, local, and tribal governments. This new authority would ensure tribes can partner with the Coast Guard to protect treaty fishing rights and maintain access to cultural and natural resources—a priority in the state of Washington.

*Question 1.* Do you support the Coast Guard having the authority to partner with Tribes, which would be parity with the Department of Defense?

Answer. Yes.

*Question 2.* Do you commit to working with Tribes on Coast Guard Base Seattle negotiations and treaty fishing right issues?

Answer. Yes.

### **Operation Fouled Anchor**

On June 30, 2023, a CNN article revealed that the Coast Guard had conducted a number of investigations, known as “Operation Fouled Anchor,” from 2014 to 2020 concerning cases of rape, sexual assault, and sexual harassment that occurred at the Coast Guard Academy (the “Academy”) from 1988 to 2006. That same day, Senator Baldwin and I sent a letter to the Coast Guard seeking additional information regarding the investigations, and more specifically what the Coast Guard did in response to the “Operation Fouled Anchor” findings. Admiral Fagan began a 90-day review and identified 33 specific actions the Service needed to implement. You mentioned 24 of those have been completed.

*Question 1.* What are the specific steps that you have taken since January 20, 2025, to address the issue of sexual assault and harassment within the ranks of the Coast Guard and at the Academy, specifically regarding “Operation Fouled Anchor”?

Answer. I have taken decisive action to combat and eliminate sexual assault and sexual harassment from our Service. We have completed 24 of the 33 Commandant’s Directed Actions, including six since January 20, 2025. We are on track to fully complete all 33 actions in 2026. Further, we will take additional actions to continue to combat and eliminate sexual assault and sexual harassment from the Coast Guard.

*Question 2.* I appreciated your commitment to implement all 33 Directed Actions, as well as to continue the work to mitigate sexual misconduct in your ranks. When will the nine remaining Directed Action items be completed?

Answer. We continue to make progress on the remaining items and are on track to complete all in 2026. The Coast Guard will continue to provide updates on this progress.

*Question 3.* Have you changed any internal Coast Guard policies on sexual assault or sexual harassment since January 20, 2025? If so, what are they? How do any new internal policies specifically help members? If no new policies have been created, please explain why.

Answer. Yes, as part of the Commandant’s Directed Actions, the Coast Guard implemented the new Servicemember Transformation and Readiness Training (START) course in Spring 2025. This course provides the Service’s newest members a better understanding of sexual assault prevention, workforce resilience, suicide indicators and intervention, and alcohol awareness. This complements other key policies like our “Safe to Report” framework, which protects victims who come forward.

In May, we significantly upgraded the physical security at the Coast Guard Academy’s Chase Hall with comprehensive camera surveillance and new electronic locks on all cadet room doors. Additionally, we improved career leadership courses to better prepare servicemembers for leadership roles.

In July, we improved the workforce resiliency organizational structure to enhance field support and victim care and staffed new regional coordinator positions to improve care coordination.

In November, the Coast Guard focused on improving tools for addressing improper conduct, reinforcing its commitment to fostering a safe and accountable environment for all personnel.

*Question 4.* What steps have you taken since January 20, 2025, to institute cultural change within the Coast Guard (including at the training centers such as Cape May) to protect cadets and the Coast Guard workforce from sexual assault and harassment?

Answer. On January 23, 2025, I issued my Acting Commandant’s intent, which emphasized the Coast Guard Core Values and the importance of respect for each other. On February 21, 2025, I issued direction and expectations for all Commanding Officers, Officers-in-Charge, and Command Senior Enlisted Leaders that gave my intent and specific expectations on leadership and climate within the Serv-

ice. In March 2025, I delivered a leadership address to the Coast Guard Academy cadets, faculty, and staff that reinforced our Core Values. Also, we have completed 24 of the 33 Commandant's Directed Actions, including six since January 20, 2025, including: establishing a preparatory course (START) for new recruits which they attend immediately following Basic Training; enhancing physical security in the Coast Guard Academy barracks; developing more effective career leadership courses; improving the workforce resiliency organizational structure; improving victim recovery policy by staffing new regional coordinator positions; and addressing improper conduct through non-judicial punishment reform.

*Question 5.* What barriers, including any legislative, policy, cultural, institutional, or other, contributed to the failure of the Coast Guard to publicly release Operation Fouled Anchor?

Answer. I was not aware of or part of this past decision. I will continue to lead by example to ensure the Coast Guard is transparent to enable Congress to conduct its constitutional oversight role and that we maintain the sacred trust of the American people we serve.

*Question 6.* Is the Coast Guard fully cooperating with the Inspector General investigation into Operation Fouled Anchor, including providing access to all documents, personnel, and any other information requested?

Answer. Yes.

*Question 7.* Has the Inspector General requested any specific material that the Coast Guard has not provided? If so, please specifically identify what requested material the Coast Guard has thus far withheld and the basis for withholding.

Answer. No, the Coast Guard has not withheld information from the Inspector General.

*Question 8.* If confirmed as Commandant, will you hold perpetrators of sexual assault and harassment accountable to the fullest extent of the law?

Answer. Yes.

*Question 9.* I appreciated your acknowledgement at that the hearing that the Coast Guard independently stood up the Office of the Chief Prosecutor, in line with the other services following the Fiscal Year 2023 NDAA. Yes or No: Do you support the codification of the Office of the Chief Prosecutor, for the Coast Guard?

Answer. Yes.

#### **Office of the Inspector General**

The DHS Inspector General does not have the resources to meet all Coast Guard oversight needs, and they lack a dedicated staff to handle military law related matters.

*Question 1.* Do you support establishing a Coast Guard Office of Inspector General to improve oversight of military crimes and to improve oversight of the Coast Guard?

Answer. Yes.

#### **Illegal, Unreported, and Unregulated Fishing**

Illegal, Unreported, and Unregulated (IUU) fishing is a national security threat with destabilizing effects on vulnerable coastal States and world markets. As the only agency with the infrastructure and authority capable of maintaining a law enforcement presence throughout the 3.36 million square mile U.S. exclusive economic zone (EEZ) and in key areas of the high seas, the U.S. Coast Guard is uniquely positioned to combat IUU fishing. Importantly, a major part of being able to effectively combat IUU fishing is the ability to create a presence in partner nations with limited enforcement capacity.

*Question 1.* Is the Coast Guard actively working to identify partner nations with limited enforcement capacity? If so, are they adding counter-IUU fishing to existing U.S. bilateral enforcement agreements and pursuing new agreements with flag States and countries in the identified priority regions?

Answer. Yes.

*Question 2.* As the primary U.S. agency responsible for monitoring at-sea compliance with bilateral enforcement agreements, does the Coast Guard find that it requires new policies and/or laws to ensure it is able to uphold current and future agreements effectively guaranteeing the management of transboundary and highly migratory fish stocks? If yes, what are the new policies and/or laws needed to ensure the Coast Guard can uphold current and future agreements?

Answer. Yes, the Coast Guard requires its own authority and funding to unilaterally provide training and other security assistance to international partners. The Service currently relies on the Department of State and the Department of War for

both the funding and authority to conduct these security cooperation missions, which is inefficient and limits our ability to quickly respond to emerging opportunities.

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RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. BRIAN SCHATZ TO  
ADMIRAL KEVIN E. LUNDAY

The U.S. Coast Guard's adoption of a new policy that labels clearly hateful symbols, such as swastikas and nooses, as "potentially divisive" is appalling. There should be no room for discussion in the Coast Guard about whether symbols such as swastikas or nooses can be "considered" hateful.

*Question 1.* Your statement after news of this change was reported says that "any display, use or promotion of such symbols, as always, will be thoroughly investigated and severely punished"—why adjust Coast Guard policy to call these symbols only as "potentially divisive" when they are outright hateful?

Answer. My November 20, 2025, policy and lawful order doubles down and clarifies the strength of our existing policies that prohibit divisive or hate symbols and flags, and our processes for preventing and responding to hate incidents.

The claims that the U.S. Coast Guard will no longer classify or are "downgrading" the classification of swastikas, nooses or other extremist imagery as prohibited symbols are categorically false. Through the November 20 policy and lawful order, I clarified that the display of divisive or hate symbols and flags is prohibited as a violation of Coast Guard policy and the Uniform Code of Military Justice. This action was to combat any misinformation and affirm that the U.S. Coast Guard forbids these symbols.

*Question 2.* The policy change now gives 45 days to report an incident; the previous policy had no time limit—why limit how long a servicemember has to report hateful symbols?

Answer. The November 13, 2025, version of the Harassing Behaviors Prevention, Response, and Accountability Instruction strengthens our ability to report, investigate and prosecute those who violate anti-harassment policy. The 45-day reporting requirement aligns Coast Guard policy with the Federal EEO complaint process reporting timeframes to facilitate timely investigations of allegations and effective resolutions.

However, the policy does not prevent an aggrieved individual from reporting harassing behavior after the 45 calendar days and provides broad discretion for accepting reports after the initial 45-day period. This timeline for reporting has no bearing on the responsibility of unit commanders to maintain good order and discipline within their command and respond to any harassing behaviors.

*Question 3.* How does this time limit make servicemembers who may be deployed at sea for long stretches safer?

Answer. The November 20, 2025, policy and lawful order doubles down and clarifies the strength of our existing policies that prohibit divisive or hate symbols and flags, and strengthens our processes for preventing and responding to hate incidents. If a member is delayed in the opportunity to file a report beyond 45 days due to deployment, or another reasonable grounds, then they will still be able to file a complaint.

*Question 4.* Before November 20, 2025, issuing of the "Coast Guard Policy and Lawful Order Prohibiting Divisive or Hate Symbols And Flags" general order, would the updated policy have allowed a swastika or noose to remain displayed if no official report were made to have it removed?

Answer. No.

*Question 5.* What rationales did the Coast Guard and the U.S. Department of Homeland Security use to describe a swastika or a noose as only "potentially divisive" and not hateful?

Answer. There was never an intent to change the absolute prohibition on the display of swastikas or nooses and other widely recognized symbols of hate. The Coast Guard Civil Rights Manual, COMDTINST 5340.4E (October 2020, updated 5 March 2025), which categorically prohibits such hate incidents, remains in effect.

*Question 6.* Did the Coast Guard or the Department of Homeland Security consult with any civil rights groups, stakeholders, or other experts when crafting this new policy? If so, which groups?

Answer. Yes, the Coast Guard Office of Civil Rights was consulted.

*Question 7.* If not, why were credible civil rights stakeholders not consulted?

Answer. We did consult with the Coast Guard Director of Civil Rights, who is an expert in Federal government civil rights law and policy.

*Question 8.* If the Coast Guard was attempting to address a wider range of symbols that are problematic, what other symbols or views was this new policy attempting to account for?

Answer. Under the new policy commanders, commanding officers, officers-in-charge, and supervisors can prohibit the public display of any symbol or flag co-opted or adopted by hate-based groups as representations of supremacy, racial or religious intolerance, or other improper bias when the display adversely affects good order and discipline, unit cohesion, command climate, morale, or mission effectiveness.

*Question 9.* Why would potentially broadening the categories of hateful symbols require downgrading imagery such as swastikas and nooses?

Answer. The new policy does not downgrade hate symbols such as swastikas and nooses. It absolutely prohibits them as hate symbols. It also broadens the scope to prohibit display of any other symbols that may be adopted or co-opted by hate or extremist groups as representations of supremacy, racial or religious intolerance, anti-semitism, and other improper bias.

*Question 10.* What steps is the Coast Guard taking to ensure the general order remains in force in perpetuity, so that it is not rescinded or modified in the future?

Answer. The November 20, 2025 policy and lawful order doubles down and clarifies the strength of our existing policies that prohibit divisive or hate symbols and flags, and strengthens our processes for preventing and responding to hate incidents. This includes a body of existing Coast Guard policies that remain in place:

- *Coast Guard Policy and Lawful Order Prohibiting Divisive or Hate Symbols* (November 2025)
- *Harassing Behaviors Prevention, Response, and Accountability, 5350.6A* (November 2025)
- *Coast Guard Civil Rights Manual, COMDTINST 5350.4E* Chapters 3F (Hate Incidents and CO/OIC Responsibilities) and 3G (Notification and Processing for Potential and Actual Hate Incidents) (updated 5 March 2025)
- *Anti-Discrimination and Anti-Harassment Policy Statement* (Updated February 2025)
- *Equal Opportunity Policy Statement* (Updated February 2025)
- *Tattoo, Branding, Body Piercing, and Mutilation Standards, COMDTINST 1000.1F* (Updated May 2024)

The U.S. Coast Guard plays a valuable role in the U.S. Indo-Pacific strategy through addressing security threats that fall under its mandated mission. It's unique blend of law enforcement authority, humanitarian response capacity, and maritime domain expertise makes it a versatile tool for advancing U.S. interest in the region. One of the most visible elements of this presence are the bilateral Shiprider agreements with various Pacific Island Forum nations remain a cornerstone of U.S. presence, strengthening sovereignty and deterring illicit activities such as illegal, unregulated, and unreported (IUU) fishing and trafficking.

*Question 1.* Given NOAA's analysis that Chinese IUU fishing imperils the global ocean ecosystem, what are your plans for the U.S. Coast Guard's international collaboration in the Indo-Pacific to fight IUU fishing and trafficking?

Answer. We will continue combating Illegal, Unreported, and Unregulated fishing that threatens our national and economic security by using existing bilateral ship rider agreements, enabling our partners to enforce their laws from our assets. The Coast Guard is expanding its presence in the Indo-Pacific to counter malign influence, strengthen partnerships, and enhance maritime domain dominance.

*Question 2.* How can the United States Coast Guard leverage recent Quad maritime exercises with Japan, Australia, and India to expand multilateral enforcement against IUU fishing and trafficking?

Answer. With increased collaboration and operational coordination, the Quad exercises can focus on additional threats including IUU fishing, maritime environmental response, or other illicit maritime activity. In addition to operational deployments, the Quad is working to provide joint training to partners in both Oceania and South/Southeast Asia. These combined activities, consistently exercised, are expected to serve as a force multiplier to address shared threats.

*Question 3.* Where should the Coast Guard be conducting more port visits and where should it have more sustained presence to best build key partner capacity,

provide assurance, deter adversaries and address illegal and destabilizing activities to best support U.S. national security?

Answer. The Coast Guard is expanding its permanent presence in the Indo-Pacific, which will enable more port visits and operations throughout the region where partner nations face challenges that likewise threaten U.S. national and economic security.

*Question 4.* What role should Coast Guard assets play in multilateral exercises alongside allies to counterbalance China's growing maritime footprint?

Answer. Coast Guard assets play a valuable role as our Nation's lead Federal maritime law enforcement agency in multilateral exercises in the Atlantic and Pacific, including Operation North Pacific Guard, an annual multi-mission effort between the U.S., Canada, Japan, and South Korea.

The Fiscal Year 2023 *National Defense Authorization Act* (NDAA) required a report and briefing on the U.S. Coast Guard's resourcing strategy for the Western Pacific region. This report is nearly two years delayed.

*Question 1.* If confirmed, can you guarantee that you will work in consultation with the U.S. Coast Guard Commander of the Pacific Area, the Commanders of the U.S. Indo-Pacific Command, and the Under Secretary of Commerce for Oceans and Atmosphere to ensure that this report is submitted as soon as possible given the delay?

Answer. Yes.

In July, the Coast Guard commissioned three new Fast Response Cutters in Guam to enhance Pacific coverage amid rising concerns over overfishing and strategic competition with China. Recent updates show cutters like the USCGC Frederick Hatch returning to Guam after extended deployments and maintenance while additional cutters are expected by 2026.

*Question 1.* As Acting Commandant, how have these Fast Response Cutters been integrated into regional patrols?

Answer. The Coast Guard's Fast Response Cutters (FRCs) are vital to the Service's efforts in the region to assure U.S. sovereignty, combat illegal, unreported, and unregulated fishing, and enhance cooperation with allies and partners in the face of malign influence by China. Coast Guard FRCs based in Hawaii and Guam are key enablers to control, secure, and defend the U.S. border and maritime approaches around Hawaii, Guam, the Commonwealth of Northern Mariana Islands, and American Samoa. They also enable partnership growth and sustainment, appropriately situated to support regional partners across a range of missions from disaster response to shiprider programs.

*Question 2.* How do you assess the need for additional cutters or offshore patrol vessels to meet rising demands, especially in Micronesia and the Philippines?

Answer. The Coast Guard continues to explore options to stretch its limited resources to meet the rising demand for operations, activities, and security cooperation requests in the Western Pacific region. Additional cutters will increase our capacity to control, secure, and defend our border and maritime approaches, while enabling the Coast Guard to strengthen partnerships, deter our adversaries, and counter malign influence. However, to operate more cutters in the region, the Coast Guard requires a significant and sustained investment in robust shore-based operating locations with the appropriate shoreside logistical, operational, and administrative support and increased funding. Ports that can viably meet the Coast Guard's needs in the region are scarce. Traditional homeporting of a fleet of cutters at ports other than Guam and Hawaii is challenged by port size and the ability to adequately support assigned cutter families and crews.

*Question 3.* If confirmed, will you commit to protecting these resources and advancing U.S. maritime priorities in the Pacific?

Answer. Yes.

Given its international role, the U.S. Coast Guard works closely with the U.S. Department of State and other Federal agencies to conduct international port security assessments and share information on foreign maritime security. To support these efforts, the U.S. Coast Guard of the Pacific Area is seeking to lay down a Coast Guard Liaison Officer (CGLO) or attaché billets in the region.

*Question 1.* How would the establishment of a Coast Guard Liaison Office or related attaché billets impact current U.S. Coast Guard operations in the Indo-Pacific region?

Answer. Establishing additional Coast Guard Liaison Officer or attaché billets in the Indo-Pacific would enhance our operational effectiveness by strengthening day-to-day engagement and trust with key partner nations. This persistent engagement

allows for more seamless coordination, targeted training to build partner capacity, and improved information sharing to counter Illegal, Unreported, and Unregulated fishing and other maritime threats.

*Question 2.* What are the potential locations for additional positions?

Answer. The Coast Guard continues to assess locations for additional Coast Guard Liaisons and attaché billets.

Those who live in Pacific Island countries face difficulties accessing U.S. consular services due to travel restrictions. The *Pacific Ready Coast Guard Act* that I introduced this Congress alongside Senator Wicker aims to conduct a feasibility assessment of attaching U.S. Department of State consular officers to U.S. Coast Guard and U.S. Navy missions in Pacific Island countries.

*Question 1.* What challenges do you anticipate in integrating Department of State consular officers into U.S. Coast Guard mission in the Indo-Pacific region?

Answer. The Coast Guard has not assessed the feasibility of integrating Consular officers into Coast Guard missions in the region.

*Question 2.* How would you coordinate with the U.S. Navy to ensure consular support missions are feasible, efficient, and aligned with broader U.S. Indo-Pacific strategy?

Answer. The Coast Guard defers to the Department of State.

*Question 3.* What operational adjustments would the Coast Guard need to make to host consular officers aboard cutters or during deployments?

Answer. The Coast Guard has not assessed the operational adjustments necessary to host Consular officers aboard cutters.

*Question 4.* What resources or authorities would be necessary to make consular integration into Coast Guard missions viable?

Answer. The Coast Guard has not assessed the resources or authorities necessary to integrate Consular officers into Coast Guard missions in the region.

The U.S. Coast Guard is facing significant challenges with its shore infrastructure for both new construction and deferred maintenance projects. These shortfalls were analyzed in a recent GAO report (GAO-25-108064), which highlighted an estimated \$7 billion backlog.

*Question 1.* If confirmed, how to plan to address this infrastructure backlog?

Answer. The \$24.6 billion capital investment provided in the One Big Beautiful Bill Act for depot maintenance and recapitalization of shore facilities will help the Coast Guard begin to emerge from its decades long readiness crisis. The Coast Guard requires significant and sustained investments in depot maintenance and shore infrastructure to fully address the backlog and appreciates the support of Congress already provided.

*Question 2.* Given the role of Hawaii as a hub for the Oceania District, what infrastructure improvements are most urgent to sustain operations in the Indo-Pacific region?

Answer. Coast Guard assesses that port facilities in Hawaii and Guam are currently insufficient to meet the Service's growing needs in the region. Furthermore, many of the Western Pacific islands' infrastructure is currently insufficient to meet traditional homeporting requirements due to lack of adequate maintenance facilities, access to supplies, medical care, and servicemember housing options. The Service needs resources in addition to, and not at the expense of, continuing progress on our major cutter acquisitions and sustainment of our current fleet.

The heroic response of the U.S. Coast Guard to various disasters, including the Maui wildfire in August 2024, underscores the critical role of search and rescue operations. However, a GAO report (GAO-25-107224) indicates a shortfall of 2,600 active-duty staff and projections of nearly 6,000 enlisted members missing by 2025

*Question 1.* As Acting Commandant, where have you identified personnel shortfalls, and how are they impacting mission execution?

Answer. Our most significant personnel shortfall is in the active duty enlisted workforce. While our recruiting efforts last Fiscal Year were the most successful in over three decades, bringing in more than 5,200 active-duty recruits, we are still working to close a gap of nearly 1,500 members.

This shortage is most acute in our technical ratings. We need the specialists who maintain our cutters and aircraft and execute complex operations. Specifically, we project critical shortages through in ratings like Aviation Survival Technician, Electrician's Mate, Electronics Technician, and Operations Specialist. This creates a strain on our experienced members and impacts the maintenance and long-term health of our assets.

To manage this risk, we made difficult but necessary decisions under the Force Alignment Initiative. This was not a move to reduce missions, but a strategic reallocation of our most vital resource—our people—during a time when that resource was terribly strained. We temporarily ceased operations on four of our oldest medium endurance cutters and laid up eleven 87-foot patrol boats. This allowed us to consolidate our skilled crews onto our most capable assets and prioritize readiness where it was needed most.

*Question 2.* If confirmed, how will you make necessary adjustments to address these gaps, including recruitment and retention?

Answer. If confirmed, my top priority will be our people. To address workforce gaps, we will build on our recent recruiting success—the best since 1991—by expanding our recruiting force, opening new recruiting offices, and professionalizing our recruiting enterprise. To keep our best personnel, we will use targeted monetary and non-monetary incentives to fill critical vacancies and expand career-broadening opportunities. With the support of Congress, we will also invest in quality of life by expanding housing options, fixing our childcare funding gap, and increasing access to medical care, especially for members and their families at remote units. Through Force Design 2028, we will pursue growing both our workforce and annual budget to reflect the value and need for a dependable, responsive Coast Guard.

*Question 3.* What role can Coast Guard auxiliaries play in filling manpower gaps while long-term solutions are pursued?

Answer. Auxiliaries are critical partners in our mission. They are already filling gaps in recreational boating safety, marine environmental protection, and search and rescue support and are expanding their role in vessel safety checks, public education, chaplain programs, and administrative support.

*Question 1.* Can you describe your vision for leveraging uncrewed systems across the service, and particularly in the Pacific?

Answer. The Coast Guard plans to acquire multi-mission unmanned systems and counter-unmanned systems capabilities that seamlessly integrate with and amplify existing capabilities across all domains, including in the Pacific. We stood up the Robotics and Autonomous Systems Program Executive Office to consolidate disparate efforts and rapidly operationalize our Unmanned Systems Strategic Plan. The data collected from these systems will contribute to the robust, integrated sensor network the Coast Guard is developing through our Coastal Sentinel initiative to inform the Service's common operating picture and enhance operational decision making.

*Question 2.* How would you propose analyzing the data and information from uncrewed systems?

Answer. The Coast Guard will analyze data and information collected from unmanned systems using artificial intelligence and trained Coast Guard professionals to enhance efficient and effective operational decision making. The expansion and formalization of data processes and creation of data teams will further enable the Service to focus efforts and maximize utility of resources.

*Question 3.* Would you be willing to partner with other Federal agencies to include additional sensors for any uncrewed systems the Coast Guard might deploy?

Answer. Yes, if confirmed I will work with our Federal partners to consider including additional sensors on Coast Guard uncrewed systems.

*Question 4.* Do you have any plans on how the Coast Guard might use its uncrewed systems data and analysis to collaborate with allied nations?

Answer. The Coast Guard maintains operational information sharing agreements with numerous partner nations. When appropriate, those agreements may be updated to include unmanned systems' data and analysis.

In October, the U.S. Coast Guard launched Operation River Wall indicating that U.S. Coast Guard assets, such as aircraft, cutters, small boards, and crews, were diverted under its "operational control" to the southern border.

*Question 1.* How did the Coast Guard make up for the withdrawal of resources that were redistributed to the southern border?

Answer. Operational commanders have the authority and responsibility to allocate resources based on mission demand and evaluate the risk associated with the current operational environment.

*Question 2.* Where were these resources diverted from?

Answer. The Coast Guard shifted resources from units across the organization to support Operation River Wall while minimizing the impact on individual units or specific regions.

*Question 3.* If confirmed, how will you ensure that any continuation of redistributing resources does not weaken our national security?

Answer. Operation River Wall is vital to U.S. national security. If confirmed, I will continue to evaluate mission demands and ensure operational commanders apply the necessary resources, informed by risk considerations, to support national security priorities.

Recently, U.S. Immigration and Customs Enforcement (ICE) visited U.S. Coast Guard base Fort Wadsworth in New York, which could potentially be used as a new ICE detention center. Since then, there has been additional reporting that the U.S. Department of Homeland Security relocated an essential Coast Guard helicopter away from Newport, Oregon and is working to relocate other Coast Guard assets away from Newport to make room for a new ICE detention facility in Newport.

*Question 1.* Do you support the use of U.S. Coast Guard facilities as ICE detention centers and the relocation of essential Coast Guard resources away from communities that rely on these services to make room for detention centers?

Answer. The Coast Guard will continue to assist our Department of Homeland Security partners to control, secure, and defend the U.S. border. I have not relocated essential Coast Guard resources for the purpose of making room for detention centers.

*Question 2.* If confirmed, how will you ensure that, if these facilities are used as ICE detention centers or if there is a removal of Coast Guard assets from other communities throughout the U.S., the Coast Guards' ability to do their job and support these communities will not be negatively impacted?

Answer. The Coast Guard's dedication to the American public remains resolute. If confirmed, I will continue to ensure we meet operational requirements, support our maritime communities, and evaluate the use of all assets as part of Force Design 2028.

*Question 3.* If confirmed, will the Coast Guard work closely with ICE and allow ICE to use the Coast Guard's facilities or relocate the Coast Guard's resources to make room for new ICE facilities?

Answer. If confirmed, I will continue to assist our law enforcement partners to control, secure, and defend the U.S. border and allocate Coast Guard resources to fulfill all our statutory missions.

### **Women in the Service**

Women represent 14.5 percent of the active-duty force in the Coast Guard. Leadership changes along with a recent decline in top female leaders across all services are compounding this issue. Furthermore, recent policy shifts, such as changes in physical standards and the disbanding of advisory groups, have raised concerns among female service members about their place in the military.

*Question 1.* As Commandant, do you believe women play an important role to the Coast Guard's success as a military service?

Answer. Yes.

*Question 2.* As Commandant, what actions will you take to ensure women in the Coast Guard are treated as equals to their male counterparts?

Answer. Women are vital members of the Coast Guard with the ability to fill every role the Coast Guard conducts. If confirmed, I will continue to prioritize taking care of all Coast Guard men and women.

*Question 3.* The Commandant is ultimately liable for any policies that are enacted in the Service. Will you stand up for all female service members in the Coast Guard by not enacting policies that are biased or promote unfair treatment of women?

Answer. Yes.

### **Search and Rescue**

During the hearing we discussed the 23 search and rescue stations the Coast Guard has temporarily closed. You told me that you have no plan to currently reopen them. I am deeply concerned about the fishermen in my state, and their ability to have the necessary resources for their safety.

*Question 1.* Please explain your plan in detail for ensuring all areas impacted by the 23 stations will have the necessary coverage for their safety.

Answer. The safety of all mariners, including fishermen, remains a top priority for the Service. The Coast Guard has not made final decisions regarding permanent closures or reopening of any station impacted by temporary changes made in the Force Alignment Initiative. All communities currently impacted by the Force Alignment Initiative temporary changes are served by nearby stations with overlapping areas of responsibility, enabling us to adhere to our rigorous response standards.

*Question 2.* How many additional stations does the Coast Guard intend to close (temporary or otherwise)?

Answer. The Coast Guard has not made final decisions regarding permanent closures or reopening of any station impacted by Force Alignment Initiative. As part of Force Design 2028, the Coast Guard is evaluating force posture and structure, which will include deliberate evaluation of these stations.

*Question 3.* As you noted at the hearing, the law requires the Coast Guard to hold public meetings and seek comment prior to any station closures. Have you done that or initiated that process with any stations?

Answer. No.

*Question 4.* Is the Coast Guard considering privatizing any aspect of search and rescue operations?

Answer. No, the Coast Guard is not seeking to privatize or reduce its role in Search and Rescue.

#### **Former Coast Guard Commandant**

The former Commandant, Admiral Fagan, was fired without reason and then evicted from her home with effectively no notice.

*Question 1.* Yes or No: were you involved in this decision to evict Admiral Fagan? If so, please detail the role you played and who else was involved in making this decision.

Answer. No, I was not part of the decision.

*Question 2.* Did you try recommending alternative courses of action? Answer. I was not part of the decision.

#### **Limited Coast Guard Resources Used for the Secretary of Homeland Security**

The Secretary of Homeland Security moved into the home traditionally reserved for the Commandant, where she's been living for months.

Coast Guard resources—which are always stretched thin—are being diverted away from purchasing critical search-and-rescue aircraft to instead buy two luxury executive jets costing more than \$172 million.

*Question 1.* As the highest-ranking attorney in the Coast Guard, what is the legal justification for a civilian DHS Secretary living in Coast Guard military housing?

Answer. I was not part of this decision and refer you to the Office of the Secretary regarding this matter.

*Question 2.* Was Secretary Noem or other DHS political appointees involved in the Coast Guard's decision to purchase the Gulfstream 700 jets? If so, please specify whom and to what extent.

Answer. As Acting Commandant of the Coast Guard, I made the decision to purchase the two newer model Long Range Command and Control aircraft in coordination with Department of Homeland Security and Office of Management and Budget.

#### **Hate Symbol Policies at the Coast Guard**

On November 20, 2025, media reports documented a new Coast Guard policy under which the Nazi swastika, nooses, and other abhorrent symbols would no longer be classified as a hate symbol, instead reclassifying them as “potentially divisive.” Admiral Lunday, I understand you met with my staff on November 20, 2025, and committed to changing this policy within 24 hours. Later on November 20, you issued a memorandum to all Coast Guard personnel stating: “Divisive or hate symbols and flags are prohibited. These symbols and flags include, but are not limited to, the following: a noose, a swastika, and any symbols or flags co-opted or adopted by hate-based groups as representations of supremacy, racial or religious intolerance, antisemitism, or any other improper bias.” The memo further stated: “The display of any divisive or hate symbol is prohibited and shall be removed from all Coast Guard workplaces, facilities, and assets.”

*Question 1.* Admiral Lunday, will your November 20 memorandum be formally reflected in the Coast Guard Harassing Behavior Prevention, Response, and Accountability policy (COMDTINST 5350.6A)?

Answer. The November 20, 2025, policy and lawful order doubles down and clarifies the strength of existing Coast Guard policies that prohibit divisive or hate symbols and flags and strengthens the Service's processes for preventing and responding to hate incidents. This includes a body of existing Coast Guard policies:

- *Coast Guard Policy and Lawful Order Prohibiting Divisive or Hate Symbols* (November 2025)

- *Harassing Behaviors Prevention, Response, and Accountability, 5350.6A* (November 2025)
- *Coast Guard Civil Rights Manual, COMDTINST 5350.4E* Chapters 3F (Hate Incidents and CO/OIC Responsibilities) and 3G (Notification and Processing for Potential and Actual Hate Incidents) (updated 5 March 2025)
- *Anti-Discrimination and Anti-Harassment Policy Statement* (Updated February 2025)
- *Equal Opportunity Policy Statement* (Updated February 2025)
- *Tattoo, Branding, Body Piercing, and Mutilation Standards, COMDTINST 1000.1F* (Updated May 2024)

*Question 2.* Will you formally rescind the provisions of the Coast Guard Harassing Behavior Prevention, Response, and Accountability policy regarding “potentially divisive symbols and flags”?

Answer. No. The updated 2025 policy will not be rescinded; I issued a November 20, 2025 lawful order that clarifies and doubles down on current policies prohibiting the display, distribution or use of divisive or hate symbols and flags by Coast Guard personnel.

*Question 3.* Please explain why the Coast Guard had classified the display of Nazi swastikas, nooses, and similar abhorrent symbols as only “potentially” divisive?

Answer. The November 2025 changes strengthened the policy on divisive or hate symbols and flags. There was never an intent to change the absolute prohibition on the display of swastikas or nooses and other recognized symbols of hate. The Coast Guard Civil Rights Manual, COMDTINST 5340.4E (updated 5 March 2025), which categorically prohibits such symbols, remains in effect.

*Question 4.* Did anyone outside of the Coast Guard direct you or anyone else Coast Guard leadership to classify Nazi swastikas, nooses, or other abhorrent symbols as “potentially divisive”?

Answer. No.

### **Jones Act**

There is bipartisan agreement that it is critical we increase American-built ships to support our economy, our national security, and to shore up our maritime industrial base. Despite this, the Coast Guard is planning to build four Arctic Security Cutters in Finland.

*Question 1.* Yes or No: Do you support the Jones Act and other build-America requirements that apply to the Coast Guard under U.S. law?

Answer. Yes, the Coast Guard supports and fully complies with U.S. law.

*Question 2.* Yes or No: Putting the Arctic Security Cutter aside for the moment, if you are confirmed will you approve the construction of any additional Coast Guard cutters overseas?

Answer. If confirmed, I will not. The Commandant does not have authority under U.S. law to approve construction of Coast Guard cutters overseas.

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RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. GARY PETERS TO  
ADMIRAL KEVIN E. LUNDAY

### **Operational Adjustments:**

*Question 1.* For each unit, please provide data points and analysis used by USCG to determine the locations in Michigan selected for operational adjustments in 2023.

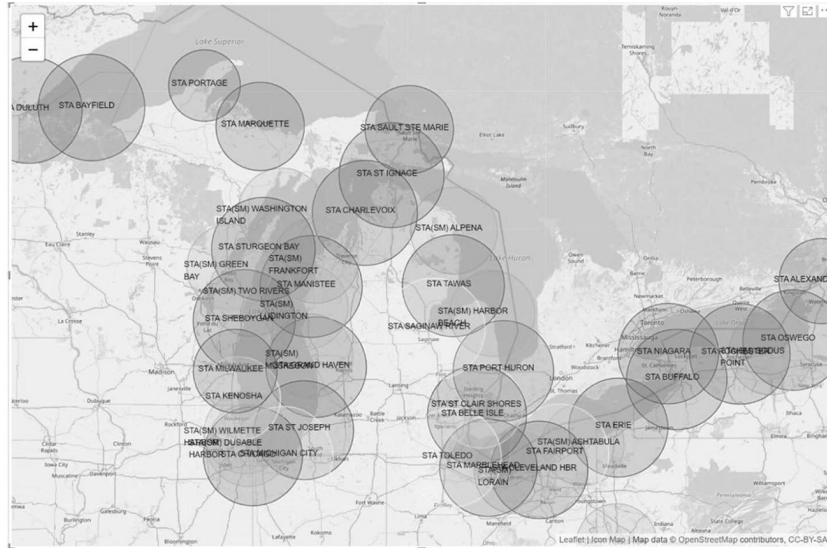
Answer. We made necessary operational adjustments across the country, including in Michigan, to manage a critical, service-wide workforce shortage in 2023.

Seven Michigan stations were impacted. Five seasonal stations were transitioned to forward operating locations: Harbor Beach, Alpena, Frankfort, Ludington, and Muskegon. Two stations were adjusted to scheduled mission stations: St. Clair Shores and Saginaw River.

Our analysis focused exclusively on maintaining Search and Rescue (SAR) coverage to protect the maritime public. We performed a data-driven review to identify stations that provided redundant SAR response capabilities. This allowed us to make adjustments while ensuring adjacent primary and secondary stations could still meet our rigorous response standard.

Below is an overview of the range ring analysis involving the State of Michigan's Coast Guard Boat Stations and across the Coast Guard Great Lakes District. Green circles indicate SAR coverage for primary stations, yellow circles indicate SAR coverage for secondary stations, and orange circles indicate SAR coverage for tertiary stations.

- Primary: Stations that provide the first layer of multi-mission response boat coverage.
- Secondary: Stations that provide the second layer of multi-mission response boat coverage
- Tertiary: Stations that are currently seasonal Stations (Station Smalls), non-response Stations & detachments, or Stations that provide additional (3+) layers of response boat coverage.



**Recruitment and retention:**

*Question 1.* Please provide the number of enlisted members, officers, and reserve members onboard for Fiscal Years 2023–2025 and identify where shortages exist.  
Answer.

	FY 2023	FY 2024	FY 2025
Active Duty Enlisted	29,638	30,638	31,930
Active Duty Officer	7,196	7,348	7,558
Active Duty Warrant Officer	1,797	1,787	1,835
Selective Reserve	6,185	6,347	6,406

Our most significant personnel shortfall is in the active duty enlisted workforce. While our recent recruiting efforts have been the most successful in over three decades, bringing in more than 5,200 active duty recruits last Fiscal Year, we are still working to close a gap of nearly 1,500 members.

*Question 2.* Please provide the number of personnel accessed for Fiscal Years 2023–2025.

Answer. The below table provides the requested information, but does not reflect the regular departure of members from the Service through regular processes (retirement, end of enlistment, etc.). To overcome the workforce gap, the Coast Guard must continue to seek

ways to retain personnel, but also increase accessions, particularly as we seek to grow the military workforce by 15,000 under Force Design.

FY 2023	FY 2024	FY 2025
3,126	4,422	5,204

**Healthcare:**

*Question 1.* Please provide your plans to address challenges with healthcare access for Coast Guard members in Michigan and their dependents.

Answer. If confirmed, through Force Design 2028, and with the continued support of Congress, the Service will increase the number of Coast Guard medical care pro-

viders and support staff by at least 500 people. Additionally, as we pursue growing to a \$20 billion Service, we will expand access to primary healthcare medical services for Coast Guard men, women, and their families in remote locations, including those located in Michigan, by leveraging deployable medical capabilities and optimizing the use of telehealth.

**Policy Changes:**

*Question 1.* Please provide an explanation of the changes made to USCG policy as described in ALCOAST 459/25-NOV 2025 UPDATE TO HARASSING BEHAVIOR PREVENTION, RESPONSE, and ACCOUNTABILITY POLICY and in Harassing Behavior Prevention, Response, and Accountability (COMDTINST 5350.6A, November 2025) and what entities were included in making these changes. In particular:

a. Why USCG policy is no longer using the term “hate incident” and why the handling of hate incidents has been changed.

Answer. The November 2025 changes clarified and strengthened the policy on divisive or hate symbols and flags. There was never an intent to change the absolute prohibition on the display of swastikas or nooses and other recognized symbols of hate. The Coast Guard Civil Rights Manual, COMDTINST 5340.4E (updated 5 March 2025), which categorically prohibits such hate incidents, remains in effect.

b. Whether there are any activities that would be labeled under hate incident that would now neither be classified as harassment nor display of “divisive flags and symbols.” For example, how will the USCG categorize incidents that are more severe than harassment, like bullying or hazing, that are motivated by hate against a protected class?

Answer. No, the scope of prohibited conduct covered under Coast Guard policy has not changed, including hate incidents, sexual harassment, harassment, bullying or hazing.

c. Why the terminology “potentially divisive” was used to describe known hate symbols.

Answer. My November 20, 2025 policy and lawful order doubles down and clarifies the strength of our existing Coast Guard policies that prohibit divisive or hate symbols and flags and our processes for preventing and responding to potential and actual hate incidents. This includes an absolute prohibition on displays of hate symbols, such as a swastika or noose, that are widely identified with oppression or hatred, anti-semitism, racial or religious intolerance, or other improper bias. Further, Coast Guard policy more broadly also prohibits display of other divisive or hate symbols and flags that may be co-opted or adopted by hate or extremist groups. Hate incidents or potential hate incidents will be immediately reported, thoroughly investigated, and severely punished.

There is no change to effective Coast Guard policy governing notification and processing for potential and actual hate incidents, including responsibility for inquiry or investigation into reported incidents contained in Chapter 3F and 3G of the Coast Guard Civil Rights Manual, COMDTINST M5350.4E. The policy, which remains unchanged, directs the unit commanding officer or officer-in-charge in the case of a hate incident, such as display of swastika or noose, to immediately conduct an investigation. In the case of a potential hate incident, where there may be insufficient evidence of a hate incident at the start, the commanding officer or officer-in-charge is authorized to conduct a preliminary inquiry to gather evidence to inform the conduct of an investigation. In either case, however, the actual or potential hate incident must be immediately reported up the chain of command and to the Civil Rights Service Provider.

d. The requirement for reports of harassing behavior to be filed within forty-five calendar days and any analysis of whether this might limit reporting of such incidents.

Answer. The 2025 version of the Harassing Behaviors Prevention, Response, and Accountability Instruction strengthens our ability to report, investigate and prosecute those who violate such policy. The 45-day reporting requirement aligns Coast Guard policy with the Federal EEO complaint process reporting timeframes to facilitate timely investigations of allegations and effective resolutions.

That said, the policy does not prevent or limit a person from reporting harassing behavior after the 45 calendar days if there is a reason for the extension and provides broad discretion for accepting reports after 45 calendar days. This timeline for reporting has no bearing on the responsibility of unit commanders to maintain good order and discipline within their command and respond to any harassing behaviors.

*Question 2.* Please confirm whether any of these changes are intended to be reversed in an updated version of this policy document.

Answer. No. The November 20, 2025, policy and lawful order doubles down and clarifies the strength of existing Coast Guard policies that prohibit divisive or hate symbols and flags, and strengthens the Service's processes for preventing and responding to hate incidents.

*Question 3.* Please explain who will be responsible for determining what is a divisive symbol or flag.

Answer. For known and widely recognized divisive or hate symbols and Flags, there is no discretion to determine that they are not prohibited. For other potentially divisive or hate symbols and flags, including those adopted or co-opted by hate or extremist groups, the determinations are made by unit commanders, commanding officers, officers-in-charge, and supervisors, in consultation with their servicing legal office, with immediate notification to their chain of command and the Anti-Harassment Program Office, as appropriate.

*Question 4.* Given the lack of definition of divisive and the possibility that there are disagreements on issues unrelated to hate, how will you ensure that this policy will not be improperly used?

Answer. I have directed that unit commanders, commanding officers, officers-in-charge, and supervisors remain vigilant to strictly enforce the prohibitions on divisive or hate symbols and flags in Coast Guard policy, including my letter and lawful order of 20 November 2025.

#### **Drug Interdictions and Prosecutions:**

*Question 1.* Please provide monthly drug interdiction data for Fiscal Years 2023–2025. Answer.

	Fiscal Year		
	2023	2024	2025*
October	3,288 kgs cocaine 0 lbs marijuana	7,691 kgs cocaine 2,140 lbs marijuana	32,056 kgs cocaine 2,771 lbs marijuana
November	12,811 kgs cocaine 9,730 lbs marijuana	14,183 kgs cocaine 0 lbs marijuana	6,972 kgs cocaine 5,740 lbs marijuana
December	3,633 kgs cocaine 4,200 lbs marijuana	3,212 kgs cocaine 9,473 lbs marijuana	19,033 kgs cocaine 0 lbs marijuana
January	1,232 kgs cocaine 0 lbs marijuana	2,470 kgs cocaine 3,180 lbs marijuana	38,172 kgs cocaine 0 lbs marijuana
February	8,643 kgs cocaine 8,456 lbs marijuana	18,946.3 kgs cocaine 7,604 lbs marijuana	19,458 kgs cocaine 5,141 lbs marijuana
March	6,895 kgs cocaine 8,416 lbs marijuana	16,794 kgs cocaine 3,094 lbs marijuana	10,332 kgs cocaine 0 lbs marijuana
April	7,922 kgs cocaine 0 lbs marijuana	7,780 kgs cocaine 3,802 lbs marijuana	12,285 kgs cocaine 6,502 lbs marijuana
May	11,582 kgs cocaine 1,636 lbs marijuana	5,751 kgs cocaine 97 lbs marijuana	26,976 kgs cocaine 2,599 lbs marijuana
June	7,822 kgs cocaine 2,091 lbs marijuana	1,503 kgs cocaine 2,229 lbs marijuana	22,336 kgs cocaine 3,317 lbs marijuana
July	7,253 kgs cocaine 6,547 lbs marijuana	5,404 kgs cocaine 0 lbs marijuana	15,725 kgs cocaine 9,168 lbs marijuana
August	8,842.8 kgs cocaine 5,325 lbs marijuana	9,689 kgs cocaine 4,418 lbs marijuana	30,947 kgs cocaine 8,030 lbs marijuana
September	16,299 kgs cocaine 4,967 lbs marijuana	12,869 kgs cocaine 5,763 lbs marijuana	29,293 kgs cocaine 150 lbs marijuana
TOTAL	96,222.3 kgs cocaine 51,368 lbs marijuana	106,293 kgs cocaine 41,800 lbs marijuana	263,584.2 kgs cocaine 43,418 lbs marijuana
Data validated through Q3 FY 2025			

*Question 2.* As it relates to drug interdictions, please provide the following data broken down by month for Fiscal Years 2023–2025:

a. The total number of detainees taken into USCG custody and the unique number of detainees taken into custody.

Answer. The Coast Guard does not maintain data for the unique number of detainees taken into custody. The table below lists the totals number of detainees taken into custody.

	FISCAL YEAR		
	2023	2024	2025*
October	16	33	50
November	27	32	15
December	13	16	37
January	5	12	66
February	26	44	45
March	24	32	25
April	32	16	30
May	33	10	36
June	15	24	40
July	21	10	28
August	17	26	64
September	38	33	52
<b>TOTAL</b>	<b>267<sup>^</sup></b>	<b>288<sup>^</sup></b>	<b>488<sup>^</sup></b>

Data validated through Q3.  
<sup>^</sup> Detainees not landed ashore in the U.S. or a partner nation for prosecution were either medically evacuated or treated as SAR survivors if no contraband was located.

b. Detainees remanded to U.S. for possible prosecution.

Answer. Starting in April 2025, the monthly totals below do not include detainees landed ashore in the U.S.

	Fiscal Year		
	2023	2024	2025*
October	16	31	44
November	27	29	15
December	13	12	32
January	2	10	63
February	22	42	39
March	22	32	25
April	27	10	2 <sup>**</sup>
May	29	9	0
June	14	21	0
July	21	10	0
August	17	26	11
September	35	30	2 <sup>^^</sup>
<b>TOTAL</b>	<b>245<sup>^</sup></b>	<b>262<sup>^</sup></b>	<b>233<sup>^</sup></b>

\* Data validated through Q3  
<sup>^</sup> Detainees not landed ashore in the U.S. or a partner nation for prosecution were either medically evacuated or treated as SAR survivors if no contraband was located.  
<sup>\*\*</sup> Detainees were prosecuted for assault on Federal officers, not drug related charges.  
<sup>^^</sup> Detainees were U.S. citizens and therefore not subject to the MDLEA pause.

c. Detainees not remanded to U.S. for possible prosecution.

Answer. Data includes detainees turned over to partner nations but does not include SAR survivors or detainees that were medically evacuated.

	Fiscal Year		
	2023	2024	2025*
October	0	2	6
November	0	3	0
December	0	4	0
January	3	0	0
February	0	2	6
March	2	0	0
April	0	6	28
May	4	0	36
June	0	0	40
July	0	0	27

	Fiscal Year		
	2023	2024	2025*
August	0	0	53
September	3	2	50
TOTAL	12 <sup>^</sup>	19 <sup>^</sup>	246 <sup>^</sup>
* Data validated through Q3 <sup>^</sup> Detainees not landed ashore in the U.S. or a partner nation for prosecution were either medically evacuated or treated as SAR survivors if no contraband was located.			

*Question 3.* Please indicate any changes made to USCG operations, processes, and criminal referrals based on the implementation of the memorandum titled “Total Elimination of Cartels and Transnational Criminal Organizations,” issued by Attorney General Pam Bondi on February 5, 2025.

a. Please provide any guidance or memorandum issued to USCG personnel related to implementation.

Answer. The Coast Guard has not made any changes to its operations, processes, or criminal referrals based on the implementation of the referenced DOJ memorandum.



## Interim MOTR protocol.pdf

### Flight Operations:

*Question 1.* Please provide the total number of flights Coast Guard has conducted in support of U.S. Immigration and Customs Enforcement (ICE) in calendar year 2025, with a description of the purpose of each flight.

Answer. 763 flights. The purpose of each flight is the transfer of illegal aliens between ICE detention centers within the continental U.S.

*Question 2.* Please provide the total number of noncitizens the Coast Guard has transported in support of ICE in calendar year 2025.

Answer. The Coast Guard transported 8,234 aliens in support of ICE in calendar year 2025.

*Question 3.* Please provide the total cost per flight, including the personnel costs, fuel costs, and other expenditures.

Answer. The average total cost per flight is approximately \$56,485.00 for a HC-130 and \$77,834.00 for a C-27 flight.

*Question 4.* When conducting a transportation flight in support of ICE, does USCG maintain its own manual for operations or is ICE guidance utilized? If USCG maintains its own manual, please provide.

Answer. The Coast Guard operates in accordance with its own Standard Operating Procedure.



## Alien Transportation Ope

*Question 5.* Do USCG personnel operating flights in support of ICE receive training before conducting a transport flight?

Answer. Coast Guard personnel arrive having completed and been certified in standardized Law Enforcement qualifications. Deployed personnel receive additional on-the-job training from ICE for mission-specific parameters prior to their first operational sortie.

*Question 6.* Please provide a list of any non-Coast Guard personnel present on flights in support of ICE and a description of each of their roles for the flight.

Answer. As described in the provided Standard Operating Procedure, non-Coast Guard personnel present on flights in support of ICE include U.S. Federal Deportation Agents, who maintain legal custody and accountability of all aliens and associated personal belongings onboard the flight. Deportation Agents will direct embarkation and disembarkation procedures (with concurrence of the Security Team and aircrew), orderly security and care of aliens during the flight, and tasking/positioning of Security Team members. Deportation Agents are responsible for any follow-on LE investigative activity resulting from actions of aliens during AEO. The lead agency is responsible for providing food, water, and consumables for the care of aliens in flight. The Coast Guard defers to the Department of Homeland Security and ICE regarding any other specific roles and responsibilities of personnel outside of the Coast Guard.

### **Support to other agencies:**

*Question 1.* When USCG receives a request for support from another agency, what is your process of reviewing such requests and determining USCG's ability to fulfill its statutory missions?

Answer. Decisions are typically delegated to the Coast Guard operational commander to assess current operations and capacity to dedicate or provide assets in support of an agency request. For larger, planned events requesting Coast Guard support, such as the United Nations General Assembly or Boston Marathon, the Coast Guard evaluates the events through an executive board to recommend the level of planned support. Operational commanders have the authority to divert resources from planned support if more emergent mission needs arise.

*Question 2.* Beyond the flight operations discussed above, please provide a list of all support provided to ICE or U.S. Customs and Border Protection pursuant to 14 USC § 701(a) for calendar year 2025.

Answer. In addition to the flight operations above, the Coast Guard has provided temporary personnel augmentation for missions such as alien intake, transport, and processing functions at ICE staging facilities in Florida and Texas, and deployable specialized forces support to CBP at Border Control Tactical Unit operations.

*Question 3.* In calendar year 2025, have any USCG facilities been used for ICE holding or immigration detention? If so, please provide:

a. The name of the facility, the dates the facility was used for detention, the number of individuals detained (broken down by minors and adults), the maximum number of individuals detained at one time, and the maximum amount of time any minor and adult has been detained at each of the facilities.

Answer. No Coast Guard facilities have been used for immigration detention.

*Question 4.* What, if any, USCG resources are being used for operations at Naval Station Guantanamo Bay?

Answer. There is a permanent Aviation Detachment at Naval Station Guantanamo Bay consisting of four Coast Guard members who primarily support cutter logistics and aircrew deployments.

**Operation River Wall**

*Question 1.* Please provide operation details for Operation River Wall, including:  
 a. The Federal agency that is the lead on Operation River Wall and other participating agencies.

Answer. The Coast Guard is the lead Federal agency for Operation River Wall. Other agencies operating in this area include Joint Task Force—Southern Border, the Texas Military Department, the Texas Parks and Wildlife, the Texas Department of Public Safety, the U.S. Border Patrol, and the U.S. Custom and Border Protection Air and Marine Operations.

b. Duties of USCG personnel supporting the operation.

Answer. Coast Guard forces lead maritime law enforcement operations to control, secure, and defend approximately 260 river miles of the Rio Grande River along the U.S. maritime border in eastern Texas.

c. The planned duration for the operation.

Answer. The Coast Guard has not determined the duration for the operation.

d. The geographic locations covered by the operation.

Answer. The operation includes the Rio Grande River in Cameron and Hidalgo counties in eastern Texas, extending to the sea.

e. USCG assets being used for the operation.

Answer. The Coast Guard has employed various small boats and air boats capable of operating in the shallow waters along the Rio Grande.

f. The number of USCG personnel supporting the operation, and whether any personnel have been reassigned from other operating locations or USCG missions.

Answer. There are currently (as of 24 November 2025) 364 personnel supporting Operation River Wall, reassigned from various units and deployable specialized forces to minimize the impact at any single unit or region.

*Question 2.* Please provide the number of apprehensions made by USCG as part of Operation River Wall.

Answer. As of November 22, 2025, the Coast Guard supported the apprehension of 79 aliens and deterred 98 aliens from reaching the United States.

a. Of these apprehensions, please provide the number of individuals have been referred for criminal prosecutions, broken down by charges.

Answer. The Coast Guard defers to U.S. Border Patrol on criminal prosecution data.

b. Of these apprehensions, please provide the number of individuals that have been charged with civil immigration violations, broken down by charges.

Answer. The Coast Guard defers to U.S. Border Patrol for charges brought against illegal aliens.

**Maritime Migration**

*Question 1.* Please provide the number of migrants interdicted at sea by USCG and transferred to Naval Station Guantanamo Bay in calendar year 2025, broken down by month.

Answer.

Calendar Year 2025 Migrant Transfers to Naval Station Guantanamo Bay	
Month	# of Migrants
January	1
February	1
March	0
April	1
May	0
June	0
July	1
August	0
September	1
October	0
November	1
December	–

a. Of these individuals, please identify whether any are minors.

Answer. No aliens transferred were minors.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. TAMMY BALDWIN TO  
ADMIRAL KEVIN E. LUNDAY

Since the public disclosure of Operation Fouled Anchor regarding the investigation of sexual assault and sexual harassment, the Coast Guard has issued 33 directed actions to prevent and respond to sexual misconduct. Of those actions, 24 have been completed.

*Question 1.* If confirmed, what is your plan to fully implement the remaining recommendations?

Answer. I have taken decisive action to combat and eliminate sexual assault and sexual harassment from our Service. We have completed 24 of the 33 Commandant's Directed Actions, including six since January 20, 2025. We are on track to fully complete all 33 actions in 2026. Further, we will take additional actions to continue to combat and eliminate sexual assault and sexual harassment from the Coast Guard.

*Question 2.* How much funding is required to fully implement the remaining recommendations and sustain the already completed recommendations each Fiscal Year?

Answer. The Fiscal Year 2026 President's Budget provides adequate resources to complete the Commandant's Directed Actions, including targeted investments to support sexual assault prevention, trauma-informed survivor services, and independent investigations.

In addition, the Fiscal Year 2026 Unfunded Priorities List includes a request for \$18.4 million for additional Commandant's Directed Actions Enhancements to further cultivate and maintain a workplace free of sexual assault and other harmful behaviors.

*Question 3.* How is the Coast Guard measuring the success of these directed actions in preventing and responding to sexual misconduct?

Answer. As part of the Commandant Directed Action "Survey Analysis and Trend Development," the Coast Guard is developing a tool utilizing data from existing workforce surveys to track the effect of the directed actions. Additionally, the Coast Guard seeks direct feedback from the force through commanding officers, officers-in-charge, supervisors, and command senior enlisted leaders on the success of these actions.

Due to the unique nature of the Coast Guard, Coast Guardsmen are often stationed in remote or rural locations that lack many key services they depend on for the quality of life of themselves and their families.

*Question 1.* If confirmed, what actions would you take to improve the quality of life of Coast Guardsmen and their families stationed in remote or rural locations?

Answer. Supporting our members at remote units is one of my top priorities, and Force Design 2028 offers the Coast Guard a way to deliver on this priority. If confirmed, I will work with Congress to increase medical staff, improve housing options, and enhance childcare services for our members and their families, particularly at remote units.

*Question 2.* If confirmed, how would you ensure that Coast Guardsmen and their families in remote or rural duty stations have access to broadband internet?

Answer. We are modernizing our network infrastructure by transitioning to Enterprise Infrastructure Services and deploying OneWeb satellite services in remote locations. We have already upgraded 58 percent of our legacy data circuits and will complete the transition by the end of Fiscal Year 2026. We intend to deploy OneWeb satellite Internet to all areas lacking reliable terrestrial connections by the end of calendar year 2026.

This effort will provide high-speed, low-latency broadband that supports mission and mission support activities, such as telehealth, remote education, and communications with family members.

*Question 3.* If confirmed, how would you ensure that Coast Guardsmen and their families in remote or rural duty stations have access to high quality medical care?

Answer. If confirmed, through Force Design 2028 we will increase the number of Coast Guard medical care providers and support staff by at least 500 people to ensure the ability to meet the health care needs of the workforce. Additionally, as we pursue growing to a \$20 billion Service, we will expand access to primary healthcare medical services for Coast Guard members and their families in remote locations by leveraging deployable medical capabilities and optimizing the use of telehealth.

RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. TAMMY DUCKWORTH TO  
ADMIRAL KEVIN E. LUNDAY

### **Military Personnel Career Management**

*Question 1.* If confirmed, do you commit that you will not support firing flag officers simply for executing lawful policies of a past administration?

Answer. Yes.

*Question 2.* If confirmed, do you commit not to retaliate against flag officers or military servicemembers for executing lawful policies enacted by a previous administration?

Answer. Yes.

*Question 3.* If confirmed, do you commit that you will not use military officers' record of executing policy or their personal beliefs as promotion criteria either formally or informally?

Answer. Yes.

*Question 4.* If confirmed, do you commit to providing timely documented justifications to this Committee for any removals or re-details of flag officers from command?

Answer. Yes.

*Question 5.* If confirmed, do you commit to providing timely documented justifications to this Committee for any actions taken to execute the Secretary of Homeland Security's direction to reduce the flag officer corps?

Answer. Yes.

*Question 6.* If confirmed, you will be the senior-most Coast Guard officer, setting the tone for professionalism and integrity across the service. In an environment where officers worry about retaliation for providing candid advice, what would you say to reassure Coast Guard officers and enlisted servicemember that their duty to provide their best military judgment will be respected and protected?

Answer. Coast Guard personnel have a duty to provide candid advice based on their professional judgment, consistent with their oath of office or oath of enlistment.

*Question 7.* How will you ensure that the Coast Guard continues to provide honest military advice to civilian leaders—even when those recommendations may be politically inconvenient?

Answer. Coast Guard personnel are bound by duty and their oath of office or oath of enlistment to provide honest military advice to civilian leaders.

On January 21, 2025, an unnamed "senior DHS official" defended President Donald Trump's firing of Admiral Linda Fagan by stating, "She was terminated because of her leadership deficiencies, operational failures, and inability to advance the strategic objectives of the U.S. Coast Guard."

*Question 8.* Please describe in detail the leadership deficiencies, operational failures and inability to advance the strategic objectives of the U.S. Coast Guard that you witnessed Admiral Fagan engage in while serving as Commandant—or if you disagree with the assessment of the senior DHS official, please explain why.

Answer. I was not part of the decision to relieve Admiral Fagan and refer you to the Department of Homeland Security.

*Question 9.* If the Trump administration truly believes it terminated Admiral Fagan for cause, why do you believe that you were not also removed, given your tenure as Vice Commandant under Commandant Fagan, as well as your significant command responsibilities in the years leading up to becoming Vice Commandant?

Answer. I was not part of the decision to relieve Admiral Fagan and refer you to the Department of Homeland Security.

### **Oversight Responsibilities**

*Question 1.* If confirmed, do you commit that your deliberations and decisions will only be communicated through official, secure channels and any decisions properly documented for both oversight and institutional memory?

Answer. Yes.

*Question 2.* Would you follow an illegal, unlawful or immoral order?

Answer. No.

*Question 3.* If confirmed, do you commit to executing the Coast Guard budget faithfully, and rooting out instances of waste, fraud and abuse?

Answer. Yes.

*Question 4.* How do you plan to balance shipbuilding challenges with ensuring the timely delivery of the critical polar icebreaker program?

Answer. The Coast Guard restructured its acquisition organization with single points of accountability for each program area. The Deputy Commandant for Systems oversees all major programs, and I chair a weekly Investment Council to ensure rigorous oversight for management and execution of all funding provided by the One Big Beautiful Bill Act. For Polar Security Cutters, we achieved design maturity, resolved contract issues, and are on track to deliver PSC #1 in 2030.

*Question 5.* Will you commit to increased transparency and engaging with Congress on considered cuts or changes to ensure the full impacts are understood prior to decisions being made?

Answer. If confirmed, I will ensure transparency and engage with Congress as required on decisions I make.

*Question 6.* Will you commit to ensuring a timely response to requests for information?

Answer. Yes.

### Station Closures

During our call, you stated you would provide data on station closures and manning decisions, particularly in the Great Lakes region. I am concerned by recent actions of this Administration to withhold funding from constituents solely because they did not vote for this President.

*Question 1.* If confirmed, do you commit to providing any and all data and requirements used in determining Coast Guard station manning requirements to the Committee?

Answer. Yes.

*Question 2.* If confirmed, do you commit to non-partisan decision making when determining staffing decisions?

Answer. Yes.

### Diversity, Equity, and Inclusion

Recent reporting indicates that earlier this month, the Coast Guard attempted to rewrite its policy on “Harassing Behavior, Prevention, Response, and Accountability” to classify nooses and Nazi-era swastika insignia as only “**potentially** divisive (emphasis added),” which triggered intense backlash and forced the Coast Guard to issue a new policy on Thursday, November 20, 2025, clarifying that the Coast Guard “specifically sees swastikas and nooses as hate symbols” and that they are “expressly prohibited.”

*Question 1.* Did you personally approve or reject any effort, formally or informally, to cease considering nooses and swastikas to be hate symbols and instead merely “potentially divisive?”

Answer. My November 20, 2025 policy and lawful order doubles down and clarifies the strength of our existing policies that prohibit divisive or hate symbols and flags and strengthens our processes for preventing and responding to hate incidents. The claims that the Coast Guard will no longer classify or are “downgrading” the classification of swastikas, nooses, or other extremist imagery as prohibited symbols are categorically false. There is no reversal in Coast Guard policy on this matter.

*Question 2.* Were you aware of any effort, formally or informally, to cease considering nooses and swastikas to be hate symbols and instead merely “potentially divisive?”

Answer. My November 20, 2025 policy and lawful order clarified the display of divisive or hate symbols and flags remains prohibited as a violation of Coast Guard policy and the Uniform Code of Military Justice. This action was to combat any misinformation and affirm that the U.S. Coast Guard forbids these symbols. The claims that the Coast Guard will no longer classify or are “downgrading” the classification of swastikas, nooses, or other extremist imagery as prohibited symbols are categorically false.

*Question 3.* If you neither approved, rejected or were aware of this effort to change Coast Guard policy to remain open to the possibility that nooses and swastikas are not divisive in the Coast Guard, why do you believe despite serving as Acting Commandant, Coast Guard personnel sought to make such a deeply alarming policy change without your knowledge or approval?

Answer. The claims that the Coast Guard will no longer classify or are “downgrading” the classification of swastikas, nooses, or other extremist imagery as prohibited symbols are categorically false. The term “potentially divisive” was used to broaden the scope of prohibited divisive or hate symbols and flags to include not only those known and widely recognized hate symbols (e.g., swastikas and nooses), but also prohibit those symbols and flags that are adopted or co-opted by hate

groups or extremists and displayed as symbols of supremacy, racial or religious intolerance, anti-semitism, or other improper bias.

*Question 4.* Do you believe this scandal may be fairly interpreted as a negative reflection of the command climate you have fostered since President Trump's firing of Admiral Linda Fagan on January 21, 2025?

Answer. No.

*Question 5.* What actions have you personally taken to address the concerns that even a failed attempt by the Coast Guard to classify nooses and Nazi swastikas as potentially unifying undermines unite cohesion, weakens trust and calls into question Coast Guard leadership's commitment to foundational constitutional principles, including equal protection under the law and religious freedom?

Answer. My November 20, 2025, policy and lawful order doubles down and clarifies the strength of our existing policies that prohibit divisive or hate symbols and flags and strengthens our processes for preventing and responding to hate incidents. The claims that the Coast Guard will no longer classify or are "downgrading" the classification of swastikas, nooses, or other extremist imagery as prohibited symbols are categorically false.

*Question 6.* If confirmed, how will you ensure non-white and non-Christian members of the Coast Guard are confident that segments of leadership—especially individuals involved in the scandal related to the failed effort to reclassify nooses and swastikas as only "potentially divisive" symbols—do not harbor hatred toward them and sympathy towards the Nazis and/or racists that lynched Black Americans?

Answer. The Coast Guard prohibits and does not tolerate the display of divisive or hate symbols and flags, including those identified with supremacy, racial or religious intolerance, anti-semitism, or other improper bias. Display of these and other hate symbols violate Coast Guard policy, military law, and our core values.

*Question 7.* Have you ever owned or displayed swastikas in a professional or personal setting?

Answer. No.

*Question 8.* Have you ever owned or displayed a noose in a professional or personal setting?

Answer. No.

*Question 9.* Do you believe a noose is a symbol of hate?

Answer. Yes.

*Question 10.* Do you believe a swastika is a symbol of hate?

Answer. Yes.

*Question 11.* Do you believe a swastika can be a unifying symbol for the United States Coast Guard?

Answer. No.

*Question 12.* Do you believe a noose can be a unifying symbol for the United States Coast Guard?

Answer. No.

*Question 13.* Given the Trump administration's gaslighting denials that this scandal ever took place, will you commit to immediately requesting the U.S. Department of Homeland Security Office of Inspector General conduct an independent investigation into this deeply troubling incident that occurred under your leadership?

Answer. The claims that the Coast Guard will no longer classify swastikas, nooses or other divisive or hate symbols and flags as prohibited are categorically false. I welcome the Office of Inspector General's review of Coast Guard policy on the matter.

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RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. BEN RAY LUJÁN TO  
ADMIRAL KEVIN E. LUNDAY

The Coast Guard has done an admirable job interdicting vessels, which often leads to arrests and information that can be used to prosecute drug traffickers and those associated with their operations. It is my understanding that the Department of Justice (DOJ) has lost over 5,000 employees since January 2025.

*Question 1.* How many lawyers does the U.S. Coast Guard currently have detailed to the Department of Justice to assist with prosecutions of drug related crimes?

Answer. Four full-time and two part-time Coast Guard attorneys are detailed to the Department of Justice. However, their portfolios are not exclusively to assist with prosecutions of drug offenses.

*Question 2.* Do you think that the Department of Justice could more effectively use Coast Guard attorneys to prosecute these drug smugglers given their successful history?

Answer. The Coast Guard legal program has long had a mutually beneficial relationship with the Department of Justice (DOJ) and worked collaboratively to ensure accountability for those who violate Federal law. We will continue to work closely with our DOJ partners.

On November 20th multiple news outlets reported that the Coast Guard would no longer classify certain symbols or flags co-opted or adopted by any hate-based groups, such as swastikas and nooses, as hate symbols. While I understand a new policy memo was released that re-classified these symbols and flags as hate symbols, I am concerned about the processes and decision that allowed this change to even be under consideration.

*Question 1.* What approval process did the policy memo that de-classified these symbols go through?

Answer. There is no reversal in Coast Guard policy on this matter. The November 20, 2025 policy and lawful order doubles down and clarifies the strength of our existing policies that prohibit divisive or hate symbols and flags, and strengthens our processes for preventing and responding to hate incidents. The claims that the Coast Guard de-classified these symbols or are “downgrading” the classification of swastikas, nooses, or other hate symbols as prohibited are categorically false.

*Question 2.* Did you, as acting commandant, approve the release of the policy memo?

Answer. Yes.

*Question 3.* What involvement did the Department of Homeland Security have in the drafting and approval of this policy memo?

Answer. None.

*Question 4.* The reported policy change would only trigger a supervisory inquiry instead of an investigation. In light of your statement that “any display, use, or promotion of such symbols, as always, will be thoroughly investigated and severely punished,” can you explain how these cases will be investigated differently than before this policy change?

Answer. My November 20, 2025 policy and lawful order doubles down and clarifies the strength of our existing policies that prohibit divisive or hate symbols and flags, and strengthens our processes for preventing and responding to hate incidents. As always, hate incidents will be immediately reported, thoroughly investigated, and severely punished. There is no change to effective policy governing notification and processing for potential and actual hate incidents, including responsibility for inquiry or investigation into reported incidents, contained in Chapter 3F and 3G of the Coast Guard Civil Rights Manual, COMDTINST M5350.4E.

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RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. JOHN FETTERMAN TO  
ADMIRAL KEVIN E. LUNDAY

Admiral Lunday, while the Coast Guard’s station in Erie, PA has not been included in the Coast Guard’s lists of stations to be closed, the station in Ashtabula, OH—about 50 nautical miles west of Erie—was included. In 2025, Station Ashtabula was adjusted from a seasonally operated station to not being staffed at all.

As a result, Station Erie and local first responders in Pennsylvania are now expected to cover hundreds of nautical miles more for search and rescue missions, without any additional resources or manpower.

In 2025, five people tragically lost their lives across three separate incidents along the Pennsylvania coast of Lake Erie, which is an abnormally high number for the area. Two of those three incidents occurred on the same weekend in July.

In response to Senator Baldwin questions on the closure of Coast Guard stations along the Great Lakes, you said you took part in the decision on where to reduce staffing at [Coast Guard] stations” and that these decisions were made “due to a shortage in the enlisted workforce”.

In your response to Senator Peters’ questions, you mentioned that the Coast Guard “recruited more this year than any other time since 1991”.

*Question 1.* Given the increase in drownings this past year along the Pennsylvania coast of Lake Erie and the fact that the Coast Guard’s recruitment numbers are at the highest levels since 1991, will you commit to either reopening Station Ashtabula or committing additional staffing to Station Erie to ensure adequate coverage along the Lake Erie coast?

Answer. The Coast Guard has not made final decisions on any stations impacted by the Force Alignment Initiative. If confirmed, I will continue to ensure adequate search and rescue coverage along the Lake Erie coast.

In your response to Senator Baldwin’s question regarding the Coast Guard’s plans to close stations in Wisconsin, you mentioned there will be an assessment as part of Force Design 2028 on the Coast Guard’s force structure and where its stations are.

*Question 2.* Will you commit to completing this assessment and implementing any necessary changes before next April, to ensure that stations along Lake Erie and the Great Lakes are staffed adequately for the summer of 2026?

Answer. If confirmed, I will direct the assessment and implementation of any necessary adjustments as swiftly as possible.

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RESPONSE TO WRITTEN QUESTIONS SUBMITTED BY HON. ANDY KIM TO  
ADMIRAL KEVIN E. LUNDAY

**Cape May Training Center**

*Question 1.* Admiral Lunday, Cape May is the Coast Guard’s only enlisted basic training facility. It produces every new Coast Guardsman we send into the field, yet the infrastructure has suffered from decades of deferred maintenance—crumbling foundations, outdated barracks, and systems that simply aren’t built for today’s recruitment demand. With record enlistments and \$425 million now headed to Cape May, we must finally bring this facility into the 21st century. Can you commit to me that, if confirmed, you will make Cape May’s modernization a top leadership priority and work with me to ensure the facility is fully restored to meet the demands of the Coast Guard’s growing workforce?

Answer. Yes.

**Coast Guard Policy on Extremism**

*Question 2.* *Recent reporting* revealed that a November 2 Coast Guard policy update appeared to reclassify extremist symbols—including swastikas and nooses—from ‘potential hate incidents’ to ‘harassment’ or ‘divisive symbols,’ removing the term ‘hate incident’ from policy language, before the service later issued a clarification reaffirming that such symbols remain prohibited. This inconsistency raises concerns about internal policy clarity, communication, and oversight. If confirmed, will you commit to ensuring that extremist symbols such as swastikas, nooses, and other hate-based imagery are consistently and explicitly classified, reported, and treated as prohibited hate symbols across all Coast Guard policies, and that any future changes to classification or reporting protocols are communicated transparently and handled with the seriousness they warrant?

Answer. Yes. There is no reversal in Coast Guard policy on this matter. My November 20, 2025, policy and lawful order doubles down and clarifies the strength of our existing policies that prohibit divisive or hate symbols and flags and strengthens our processes for preventing and responding to hate incidents. Claims that the Coast Guard will no longer classify or are “downgrading” the classification of swastikas, nooses, or other hate symbols as prohibited symbols are categorically false.