

Sikorsky Flight-Tests Scalable 'Rotor Blown Wing' UAS for DARPA Project



Sikorsky is flight testing a rotor blown wing tail sitter VTOL UAS. Prop rotors, electrification, and autonomy are key enabling technologies for efficient vertical and horizontal flight. © 2024 Lockheed Martin Corporation. All Rights Reserved.

The VTOL tail sitter features proprotors for flight efficiency

STRATFORD, Conn., May 22, 2024 – Sikorsky, a Lockheed Martin company (NYSE: LMT), is conducting flight tests to mature the control laws and aerodynamics of a novel vertical takeoff and landing uncrewed aerial system (VTOL / UAS). The flight tests are intended to prove the efficiency and scalability of a twin proprotor 'rotor blown wing' configuration that sits on its tail to take-off and land like a helicopter, and transitions easily to horizontal forward flight for long-endurance missions, such as intelligence, surveillance, reconnaissance

and targeting.

The ongoing flight tests support the [ANCILLARY](#) initiative by the Defense Advanced Research Projects Agency (DARPA), which seeks to develop a Class 3 UAS VTOL X-Plane that can operate in most weather conditions from ship decks and unprepared surfaces without infrastructure. Sikorsky is one of several competitors down-selected to advance their UAS conceptual designs into the next development phase.

The term 'rotor blown wing' refers to the constant airflow from the proprotor wash across the wing. Sikorsky chose the design to reduce drag on the wing in hover mode and when transitioning to forward flight, and to increase cruise efficiencies and endurance.

The design is just one of the many ways Sikorsky is advancing 21st Century Security® technologies and innovations, said Igor Cherepinsky, director of rapid prototyping group Sikorsky Innovations.

"Flight tests are underway to verify our tail-sitting rotor blown wing UAS can launch and land vertically with high stability, and cruise efficiently on wing," said Cherepinsky. "Key enablers to flight maneuverability, and future vehicle scalability, are our [MATRIX autonomy](#) flight control system, and an articulated rotor system similar to those in traditional helicopters."

For the flight tests now underway, Sikorsky is flying a proof-of-concept vehicle powered by a battery. If selected to produce an air vehicle for a future ANCILLARY phase, Sikorsky plans to build a 300-pound hybrid-electric version to include a 60-pound ISR payload.

Sikorsky Innovations was formed in 2010 to overcome technological challenges to rotary wing speed, autonomy, and intelligence. [Learn more](#) about the engineering team's

achievements in speed and intelligence, and its current focus on electrification and VTOL UAS to support 21st Century Security® missions.

Navy Admiral Selects Three Littoral Combat Ships for 2025 Basing with 5th Fleet



An unmanned surface vehicle is craned aboard the Independence-variant littoral combat ship USS Canberra (LCS 30), as a part of the first embarkation of the Mine Countermeasures (MCM) mission package, April 23. The MCM mission package is an integrated suite of unmanned maritime systems and sensors which locates, identifies, and destroys mines in the littorals while increasing the ship's standoff distance from the threat

area. Littoral Combat Ships are fast, optimally-manned, mission-tailored surface combatants that operate in near-shore and open-ocean environments, winning against 21st-century coastal threats. (U.S. Navy photo by Mass Communication Specialist 1st Class Vance Hand)

By Richard R. Burgess, Senior Editor

ARLINGTON, Va. – The admiral in charge of U. S. Navy surface forces has named the three Independence-class littoral combat ships (LCS) slated to be forward-deployed to the U.S. 5th Fleet to replace the Avenger-class mine-countermeasures ships (MCMs).

“MCMs are reaching their end-of-service-lives, and we have to replace them, as great as they are,” said Vice Admiral Brendan McLane, commander, U.S. Naval Surface Forces, speaking May 23 at the International Mine Warfare Technology Symposium in San Diego. “Secretary of the Navy [Carlos] Del Toro has approved the strategic laydown which confirmed the deployment of LCS 2 variants – including [USS] Tulsa [LCS 16], Santa Barbara [LCS 32], and Canberra [LCS 30] – to deploy to Bahrain in 2025, and four more to Sasebo [Japan] in 2027.

“The platforms will have the MCM mission package and will replace our legacy MCMs,” McLane said. “But even with these mission packages, we’ll have to incorporate them into a team to be able to combat enemy mining operations. Joining the LCS will be a theater expeditionary MCM team {than} will deploy a combination of unmanned systems, divers, and sensors teamed together to defeat enemy mining. We’re already doing some of that teamwork.”

Two LCS have been deployed to the 5th Fleet area of responsibility so far: Freedom-class LCS USS Sioux City (LCS 11) in 2022 and USS Indianapolis (LCS 17) in 2023, the latter still deployed there.

“The Sioux City teamed with CTF-52’s MCM expeditionary capability and embarked Helicopter Sea Combat 22 detachment to

augment MCM capabilities in 5th Fleet,” McLane said. “Sioux City paved the way for future LCS operations within 5th Fleet and showed what a valuable contributor and teammate the LCS platform can be. The full LCS with mission packages will bring even more capability to the 5th Fleet team.”

McLane said he is “tremendously excited for the long-term viability of LCS as our enduring mine warfare platform due to their modularity and the ability to quickly design, develop, and deploy new subsystems within the MCM mission package will give the Navy persistent competitive advantage as mine warfare continues to evolve.”

Marine Corps set to receive new Light Assault Weapon System



The M72 Fire from Enclosure (FFE) system with A8 and A10 munition. (Courtesy photo from Nammo)
From Marine Corps Systems Command, May 20, 2024

MARINE CORPS BASE QUANTICO, Va. – Marine Corps Systems Command is pleased to

announce the acquisition of the M72 Light Assault Weapon Fire from Enclosure Munition.

The M72 LAW Fire from Enclosure (FFE) is a compact, lightweight, single-shot weapon system. It incorporates an improved launcher featuring an enhanced in-line trigger mechanism and improved sling design. The M72 FFE comprises two configurations: the M72A8 anti-armor and the M72A10 multi-purpose, anti-structure munition. The M72A8 contains a high-explosive charge warhead that improves armor penetration, while the M72A10 provides Marines with increased capability for eliminating structures.

The M72 FFE is designed to deliver versatility and

reliability, enabling Marines to counter threats effectively in close-range

combat. Its performance is optimized for urban environments, vehicles, and complex terrain, ensuring operational effectiveness in these challenging scenarios.

The M27A FFE variants will replace the current LAW weapon system capability. The new system allows Marines to fire multiple shots daily from inside a room and has less flash and back blast than an M9 pistol. The reduced visibility increases the lethality and safety of Marines.

“This new capability removes the Marine from exposure to enemy engagement by introducing the FFE capability, said Mr. Scott Adams, Product Manager, Ammo. “The FFE and the reduced thermal signature provides the Marine with an added layer of protection.”

The MCSC team worked closely with their Army counterparts to procure this new capability. All shoulder-fired rocket ammunition is procured through the U.S. Army Joint Munitions Command, the Single Manager for Conventional Ammunition. This enables the services to combine orders to realize cost savings by leveraging economic order quantity prices.

The M72 FFE rocket underscores the Marine Corps’ ongoing efforts to lighten the warfighter’s load and increase lethality. PdM Ammo expects to begin fielding the M72A FFE in calendar year 2024.

SECNAV Del Toro Names Future Guided Missile Frigate USS Hamilton (FFG 66)

SEAPOWER

The Official Publication of the Navy League of the United States

From SECNAV Public Affairs, May 23, 2024

Secretary of the Navy Carlos Del Toro announced that a future Constellation-class Guided Missile Frigate (FFG 66) will be named USS Hamilton. Secretary Del Toro made the announcement, May 23, while joining New York Mayor Eric Adams at Gracie Mansion for the New York City Mayor's Fleet Week Welcome Breakfast.

The future USS Hamilton honors Secretary of the Treasury and Founder of the U. S. Coast Guard Alexander Hamilton and the crews of previous Navy vessels to bear the name.

"Secretary Hamilton was a fierce advocate for our Nation to establish a Navy. He understood that we, as a maritime nation, needed to establish ourselves from the outset as a maritime power, both commercial and naval," said Secretary Del Toro. "USS Hamilton, once constructed, will sail around the world,

representing the freedom and ideals its namesake spent his life advocating for.”

During the Revolutionary War, Hamilton served for four years as an aide-de-camp for General George Washington and later, in 1781, commanded a light infantry battalion at the battle of Yorktown. He subsequently contributed significantly to the adoption of the United States Constitution by serving as a delegate to the Constitutional Convention, drafting a large portion of the Federalist Papers, and providing pivotal support for New York’s adoption of the proposed document.

As President Washington’s first Secretary of the Treasury, Hamilton was the architect of policies that greatly strengthened the country’s credit and economy. He consistently advocated for a strong Navy, and encouraged the development of dock yards, naval arsenals, and shore facilities. To counter the large number of smugglers who were undercutting the new nation’s finances by evading import taxes, Secretary Hamilton in 1790 spurred the establishment of the U.S. Revenue Cutter Service—forerunner of today’s United States Coast Guard. Ships previously named in honor of Alexander Hamilton have served in the U.S. Navy, U.S. Coast Guard, and Revenue Cutter Service.

USS Hamilton, the fifth of the new Constellation-class frigates, was appropriated in 2024. The other ships in the class are USS Constellation (FFG 62), USS Congress (FFG 63), USS Chesapeake (FFG 64), and USS Lafayette (FFG 65), [which Secretary Del Toro named last year in France.](#)

The Constellation-class guided-missile frigate represents the Navy’s next generation small surface combatant. This ship class will be an agile, multi-mission warship, capable of operations in both blue-water and littoral environments, providing increased combat-credible forward presence that provides a military advantage at sea.

The Constellation-class will have multi-mission capability to conduct air warfare, anti-submarine warfare, surface warfare, electronic warfare, and information operations.

SECNAV Del Toro Names Two Future Guided-Missile Destroyers (DDG 143) and (DDG 144)



From SECNAV Public Affairs, May 22, 2024

Secretary of the Navy Carlos Del Toro announced the names of the Navy's newest Arleigh Burke-class Guided Missile Destroyers, the future USS Richard J. Danzig (DDG 143) and the future USS Michael G. Mullen (DDG 144) during a U.S. Naval Academy Commencement Week ceremony, May 22.

DDG 143 honors the Honorable Richard J. Danzig, the 71st Secretary of the Navy, and DDG 144 honors retired Admiral Michael J. Mullen, the former Chairman of the Joint Chiefs of Staff and Chief of Naval Operations. These are the first ships to bear their names.

“Secretary Danzig and Admiral Mullen were visionary leaders in the mold of the greatest naval leaders that came before. Together they have nearly 100 years of service,” said Secretary Del Toro. “Both Secretary Danzig and Admiral Mullen worked tirelessly to ensure our Sailors and Marines had the resources, technologies, and capabilities to set them up for success. I am proud to honor them with these new DDGs.”

Born in New York City in 1944, Secretary Danzig received a B.A. degree from Reed College, a J.D. degree from Yale Law School, and Bachelor of Philosophy and Doctor of Philosophy degrees from Oxford University.

Secretary Danzig served in the Office of the Secretary of Defense from 1977 to 1981, first as a Deputy Assistant Secretary, then as the Principal Deputy Assistant Secretary of Defense for Manpower, Reserve Affairs and Logistics. In these roles, he contributed to the Department’s mobilization and deployment of manpower and material. Secretary Danzig later served as Under Secretary of the Navy from November 1993 to May 1997, before being sworn in as Secretary of the Navy on Nov. 16, 1998.

Secretary Danzig’s tenure emphasized four themes: ridding the Services of “a conscript mentality” by treating Sailors and Marines as skilled workers and supporting them with new capital investments and personnel systems; achieving better synergy between the Navy and Marine Corps; strengthening the ability of the sea services to influence events ashore; and embracing new technologies to better achieve those goals. Since the end of his tenure, he has served in multiple technology and national security-oriented think tanks,

councils, and panels.

“This is such a wonderful honor. It’s certainly a wonderful and touching thing,” said Secretary Danzig. “What is most important to me is that this provides a connection among all of the Sailors who will be on this ship.”

Commissioned in 1968, Mullen first deployed aboard the USS Collett (DD 730) for operations off the coast of Vietnam as part of U.S. Seventh Fleet. His command tours include the USS Noxubee (AOG 56), USS Goldsboro (DDG 20), USS Yorktown (CVN 10), Cruiser-Destroyer Group TWO with concurrent duties as commander of the USS George Washington (CVN 73) Aircraft Carrier Battle Group, U.S. Second Fleet with concurrent command of NATO Striking Fleet Atlantic, and U.S. Naval Forces, Europe with concurrent command of Allied Joint Force Command located in Naples, Italy. Staff and shore tours include service at the Office of the Secretary of Defense, the Bureau of Naval Personnel, and multiple tours in the Office of the Chief of Naval Operations.

As Chief of Naval Operations, Mullen led the united maritime strategy, oversaw support for the Global War on Terror, and expanded relations with partners and allies.

As Chairman of the Joint Chiefs of Staff, he focused on Joint/combined combat operations in Afghanistan and Libya as well as a major humanitarian operation in Japan; implemented the repeal of Don’t Ask/Don’t Tell; and stood up U.S. Africa Command and U.S. Cyber Command.

“This is an honor of a lifetime and one I certainly never expected. It says so much about the Navy that I love, and it represents most of my life at sea,” said Mullen. “So, along with my wife, Deborah, and my family, this is just something that is so very, very special.”

Arleigh Burke-class destroyers, built around the Aegis Combat System, are the backbone of the U.S. Navy’s surface fleet

providing protection to America around the globe.

“DDG 143 and DDG 144, once built and commissioned, will be the most technologically advanced warships ever built, just as Jack H. Lucas, Carney, Arleigh Burke, and each of their predecessors in the long and storied life of the class,” said Secretary Del Toro.

They incorporate stealth techniques, allowing these highly capable, multi-mission ships to conduct a variety of operations, from peacetime presence to national security, providing a wide range of warfighting capabilities in multi-threat air, surface and subsurface domains. These elements of sea power enable the Navy to defend American prosperity and prevent future conflict abroad.

May 22 U.S. Central Command Update

SEAPOWER

The Official Publication of the Navy League of the United States

From U.S. Central Command, May 22, 2024

TAMPA, Fla. – At approximately [3:16](#) p.m. (Sanaa time) on May 22, U.S. Central Command (USCENTCOM) forces successfully engaged four uncrewed aerial systems (UAS) in an Iranian-backed Houthi controlled area of Yemen.

It was determined these systems presented an imminent threat to U.S., coalition forces, and merchant vessels in the region. These actions are taken to protect freedom of navigation and make international waters safer and more secure for U.S., coalition, and merchant vessels.

HASC TACAIR Mark-Up Would Assign Newest Super Hornets to Navy Reserve



PACIFIC OCEAN (May 19, 2024) An F/A-18E Super Hornet, assigned to Strike Fighter Squadron (VFA) 151, takes off from the flight deck of the Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72). (U.S. Navy photo by MCI Kevin J. Steinberg)
By Richard R. Burgess, Senior Editor

ARLINGTON, Va. – The mark-up of the House Armed Services Committee’s TACAIR and Land Forces subcommittee for the 2025 National Defense Authorization Act would assign the newest F/A-18E/F Super Hornet strike fighters to the Navy Reserve.

The mark-up would “require the Secretary of the Navy to assign only to the Navy Reserve all F/A-18E/F Super Hornet aircraft procured using funds appropriated for the Navy for fiscal year 2022 or fiscal year 2023,” the text of the mark-up said.

“The Secretary of the Navy shall ensure that all covered [F/A-18] aircraft are (1) provided only to the Navy Reserve; and (2) used only to recapitalize and maintain, within the Navy Reserve (A) a deployable tactical strike-fighter capability; and (B) a threat representative adversary support

capability that may be used in support of training activities of the Department of Defense,” the document said.

The Super Hornets would be Block III versions. The only Navy Reserve squadron currently equipped with Super Hornets – Fighter Composite Squadron 12 – operates older versions of the F/A-18E.

The subcommittee’s mark-up also approved multiyear procurement authority beginning in 2025 for Marine Corps’ CH-53K King Stallion heavy lift helicopters and the T408 engines that power them.

**Combined Maritime Forces’
Combined Task Force 154 Marks
Productive First Year**



MANAMA, Bahrain (May 21, 2024) Royal Jordanian Naval Force Capt. Ayman Salem Alnaimat, commander of Combined Task Force (CTF) 154, bottom right, and service members from CTF 154 pose for a photo outside of U.S. Naval Forces Central Command headquarters in Manama, Bahrain, May 21. CTF 154 conducts multinational maritime training at locations across the Middle East, enabling more CMF partner-nations to participate in training opportunities without ships or aircraft, particularly during courses that are facilitated ashore. **(Photo by Courtesy Photo)**

By Combined Maritime Forces Public Affairs | May 22, 2024

MANAMA, BAHRAIN – Combined Maritime Forces' Combined Task Force (CTF) 154 marked one year as the partnership's multinational maritime training task force, May 22.

CTF 154 provides multinational maritime training across the Middle East, centered on five core areas: maritime awareness, law of the sea, maritime interdiction, maritime rescue and assistance, and leadership development. CTF 154 customizes training to meet partner needs, enabling more nations to

participate in training evolutions, even without ships or aircraft.

Since standing up last year, CTF 154 has completed nearly 30 training exercises across five operations: Compass Rose I and II in Bahrain; Southern Readiness in the Seychelles, and Northern Readiness I and II in Jordan. These events connected more than 135 subject matter experts with over 400 participants from 23 countries.

“Working and training collectively allows us to operate more effectively,” said Vice Adm. George Wikoff, CMF commander. “With CTF 154 we’re boosting regional maritime security by providing the ‘go-to’ training that partners and members need to keep the advantage in a dynamic environment.”

The task force conducted their inaugural event, Compass Rose, in Bahrain May 22-25, 2023. The training included more than 50 participants from Bahrain, Kuwait, Oman, Pakistan, Saudi Arabia, the United Kingdom and United States and focused on first aid and vessel boarding procedures. The second Compass Rose exercise also occurred in Bahrain that December, with training on visit, board, search and seizure procedures, vessel security, and watch officer fundamentals.

In July, CTF 154 traveled to the Seychelles for Exercise Southern Readiness. The exercise involved vessel boarding, search-and-rescue operation techniques, maritime law and navigation. This was undertaken by field experts from Canada, Australia, France, United Kingdom, India, Italy and the United States of America, including experts from Seychelles Coast Guard and the locally based office of the United Nations on Drugs and Crimes.

CTF 154 conducted operation Northern Readiness at the Royal Jordanian Naval Base in Aqaba, Jordan, in October. More than 30 CMF facilitators from eight nations led training courses on maritime awareness, law of the sea, VBSS, search and rescue,

medical evacuations, seamanship development, public affairs, and leadership development.

In February, the Task Force held its largest scale event to date, Operation Northern Readiness II. Approximately 150 participants, facilitators, and observers took part, including representatives from CMF, European Union Naval Force Operation, and the United Nations Institute for Training and Research.

“Being the commander of Combined Task Force 154 is an honor for the Royal Jordanian Navy and for myself,” said Capt. Ayman Salem Alnaimat, who became CTF 154’s second commander in November. “As we celebrate a year of impressive accomplishments, I believe the task force has more to achieve. All CMF members and our regional maritime partners support our efforts, which promote interoperability, capacity, capability and cooperation.”

CMF is the largest multinational naval partnership in the world, with 43 nations committed to upholding the international rules-based order at sea, which promotes security, stability, and prosperity across approximately 3.2 million square miles of international waters, encompassing some of the world’s most important shipping lanes.

CMF’s other task forces include CTF 150 that focuses on maritime security in the Gulf of Oman and Indian Ocean; CTF 151, which leads regional counter-piracy efforts; CTF 152, dedicated to maritime security in the Arabian Gulf; and CTF 153 in the Red Sea.

USS Greeneville Arrives at New Homeport of Naval Base Point Loma



NAVAL BASE SAN DIEGO (May 20, 2024) The Los Angeles-class fast-attack submarine USS Greeneville (SSN 772) arrives at its new homeport at Naval Base Point Loma, Calif., May 20, 2024, following a 30-month engineered overhaul at Portsmouth Naval Shipyard in Kittery, Maine. (U.S. Navy photo by MC1Tiarra N. Brown)

20 May 2024

From MC1 Tiarra Brown, Commander, Submarine Squadron 11 Public Affairs

The Los Angeles-class fast-attack submarine USS Greeneville (SSN 772) and its crew of approximately 155 Sailors arrived at its new homeport of Naval Base Point Loma, San Diego, May 20,

2024.

Greenville is conducting a homeport shift to San Diego following the completion of a 30 month Engineered Overhaul (EOH) at Portsmouth Naval Shipyard in Kittery, Maine. Prior to beginning its EOH, Greenville was homeported at Joint Base Pearl Harbor-Hickam, Hawaii.

Submarine EOHs are comprehensive maintenance periods, ranging from 24 to 36 months in duration, and are normally conducted near the mid-point of a submarine's service life. The EOH period encompasses necessary repairs, maintenance, equipment modernization and upgrades, and system alterations. The production work accomplished during the EOH will ensure the submarine operates at full technical capacity and mission capability, and remains certified for unrestricted operations over the long term.

"It is a wonderful feeling to be here in San Diego," said Cmdr. Chad Tella, Greenville's commanding officer. "This crew has worked incredibly hard over the course of the last 30 months while Greenville was in the shipyard. Over the past month of operations, the crew has demonstrated their professionalism and resilience in safely bringing Greenville to our new home. I could not be more proud of each and every crewmember, and I am happy to join the warfighters of Submarine Squadron 11."

Greenville will be joining the four Los Angeles-class fast-attack submarines already assigned to Submarine Squadron 11. More than half of the U.S. Navy's submarine force is based in the Indo-Pacific region due to the area's strategic importance.

"We are excited to welcome Greenville to the Submarine Squadron 11 family," said Capt. Kenneth Douglas, Commander, Submarine Squadron 11. "They bring increased experience and

capability under the water to our already impressive arsenal and we are looking forward to seeing what they will do.”

Changing homeports can be challenging for crews, as it requires a lot of communication and coordination between multiple organizations.

“We are extremely proud of our Sailors and their families who have worked tirelessly to return our ship back to the fleet,” said Greeneville’s Chief of the Boat, Senior Chief Logistics Specialist (Submarine) Dan Dumitrache. “They have persevered through months of shift work, several arduous crew certification events, countless numbers of complex ship system testing, household goods shipments, and geographic separation from their loved ones. Their hard work and preparation has ensured that Greeneville will continue to be an undersea warfighting asset for years to come. We are excited to show our operational commanders what we are capable of. Our Sailors and their families exemplify the ship’s motto, ‘Second to None.’”

Greeneville was built by Virginia-based Newport News Shipbuilding and DryDock Company beginning in 1990 and was commissioned in February 1996 at Naval Station Norfolk. It is the only vessel in United States Naval history named after Greeneville, Tennessee.

Greeneville is now assigned to U.S. 3rd Fleet. An integral part of U.S. Pacific Fleet, U.S. 3rd Fleet leads naval forces in the Indo-Pacific and provides the realistic, relevant training necessary to execute the Navy’s role across the full spectrum of military operations—from combat operations to humanitarian assistance and disaster relief. U.S. 3rd Fleet works together with allies and partners to advance freedom of navigation, the rule of law, and other principles that underpin security in the Indo-Pacific.

SECNAV Del Toro Discusses Building Comprehensive U.S. and Allied Maritime Power at National Maritime Day Ceremony



SECNAV Public Affairs, May 22, 2024

Secretary of the Navy Carlos Del Toro today reiterated his commitment to restoring the Nation's vital strategic shipping and shipbuilding industry.

Secretary Del Toro made the remarks at the U.S. Department of Transportation, Maritime Administration (MARAD) National

Maritime Day ceremony, May 22, in Washington, D.C.

“History reveals that no nation has endured as a great naval power without also being a commercial maritime power, both in shipbuilding and shipping,” said Secretary Del Toro. “And for the first time in 125 years, we have a full-spectrum, global maritime competitor. That is why, as Secretary of the Navy, I have advocated so forcefully to revive commercial shipbuilding and the U.S. Merchant Marine.”

To achieve this goal, Secretary Del Toro has engaged across the Cabinet to advance a whole-of-government effort to rebuild the Nation’s comprehensive maritime power.

For example, last May, Secretary Del Toro met with Secretary of Transportation Pete Buttigieg and Administrator for the Department of Transportation Maritime Administration (MARAD) retired Rear Adm. Ann C. Phillips to begin laying key groundwork for interagency collaboration that is at the center of our new national Maritime Statecraft.

“Our collective efforts have catapulted the importance of restoring America’s comprehensive maritime power to the top of the national agenda. We are now participating in multiple White House-led interagency processes on naval and commercial shipbuilding,” said Secretary Del Toro.

In addition, last year, Secretary Del Toro brought together the Maritime Administration, the U.S. Coast Guard, National Oceanic and Atmospheric Administration (NOAA), and the Army to form a Government Shipbuilder’s Council to tackle common challenges.

“We are also working closely at the state level, including with the Governors of Wisconsin and Michigan, on improving shipyard communities and mobilizing the ‘North Coast’s’ world-class industrial workforce,” said Secretary Del Toro.

Other efforts include:

Engaging with organized labor. Last month, Senior Advisor Steve Brock was present at the signing ceremony of an innovative union contract between Bartlett Maritime and the President of the Boilermakers Union. This new program will train union welders in the construction trades in shipbuilding work and deploy them as a rotational force to shipyards around the country.

Working to restore competition in the U.S. shipbuilding marketplace. Earlier this year, Secretary Del Toro traveled to Asia to meet with the top executives of the world's most advanced and productive commercial shipbuilders. He brought to the table a simple, yet profound opportunity: "Invest in America"—modernize and invigorate the U.S. shipbuilding ecosystem with your cutting-edge technology and processes.

Expanding opportunities. Recently, the Department of Energy (DOE) expanded eligibility for its significant infrastructure and IRA loan program to include new and modernized commercial shipyards, as well as, construction of commercial ships at scale. These incentives should open a path for U.S. built ships to once again be part of our commercial sealift programs.

"On this National Maritime Day, I want mariners and those who love and support them to know a renaissance in American maritime power has begun, and we, in the Department of the Navy, are with you," said Secretary Del Toro.

Congress established National Maritime Day in 1933 to honor the maritime industry's significant contributions to the United States. Congress established National Maritime Day to honor the American steamship Savannah's historic voyage from the United States to England, marking the first successful transatlantic crossing using steam propulsion, 91 years ago.

Read Secretary Del Toro's full [remarks online](#).