RTX, Anduril Complete Successful Test of Advanced Solid Rocket Motor

Recent test demonstrates collaborative innovation in rocket motor development

ARLINGTON, Va. (October 7, 2025) – Raytheon, an RTX (NYSE: RTX) business, and Anduril have successfully conducted a static fire test of an advanced solid rocket motor under a

contract with the Air Force Research Laboratory Munitions Directorate.

In response to the increasing global demand for munitions, Raytheon has been working with domestic and international partners to enhance U.S.-based rocket motor manufacturing capacity.

“This test demonstrates more than just a technical achievement,” said Colin Whelan, president of Advanced Technology at Raytheon. “It’s about building a more robust and adaptable supply base for solid rocket motors that can rapidly respond to emerging national security needs.”

By partnering with Anduril, Raytheon is expanding the defense technology ecosystem and addressing critical limitations in the rocket motor supply base. This collaboration exemplifies the company’s composable weapons strategy, which aims to create more flexible and adaptable missile systems through strategic partnerships.

“Designing and firing a Highly Loaded Grain rocket motor is one of the most technically demanding tasks in the solid rocket motor industry,” said LTG (ret.) Neil Thurgood, Senior Vice President, Anduril Industries. “Achieving this result highlights the strength of Anduril’s engineering team and demonstrates our ability to deliver high-performance propulsion solutions in a domain long defined by a small set of providers.”

Marines Bid Farewell to the

Assault Amphibious Vehicle

CAMP PENDLETON, Calif. (June 29, 2021) U.S. Marines with 3d Assault Amphibian Battalion, 1st Marine Division, emerge from the water in an AAV-P7/A1 amphibious assault vehicle (AAV) during water operations training at Marine Corps Base Camp Pendleton, California, June 29, 2021.(U.S. Marine Corps photo

by Sgt. Jamin M. Powell)
By Staff Sgt. Claudia Nix, U.S. Marine Corps Training and Education Command

Oct. 2, 2025

MARINE CORPS BASE QUANTICO, Va. – The Assault Amphibious Vehicle was officially decommissioned during an AAV Sundown Ceremony at the Assault Amphibian School at Camp Pendelton, California, Sept. 26.

The ceremony honored both the vehicle's 53 years of service to the Marine Corps and the Marines and Sailors who served with

it, while marking the transition to the Corps' next amphibious platform, the Amphibious Combat Vehicle. Col. Lynn W. Berendsen, commanding officer of the Assault Amphibian School, delivered remarks paying tribute to those who operated and maintained the AAV throughout its service.

The AAV replaced the Landing Vehicle, Tracked, which entered combat in August 1942 during the Solomon Islands Campaign. The LVT was the first vehicle capable of moving Marines from ship to shore and continue inland under fire. It proved decisive in battles like Tarawa, Inchon and later in during the Vietnam War where the following generations of amphibious vehicles carried Marines across beaches, rivers and flooded terrain.

The AAV was introduced in 1972, originally designated as the Landing Vehicle, Tracked, Personnel-7, featuring a water-jet propulsion system and a stern ramp that sped up ship-to-shore movement. Service life extension programs during the 1980s upgraded the vehicles with new engines, transmissions and weapon stations, after which it was redesignated the AAV-7A1. Over the decades, AAVs received additional upgrades to meet operational demands.

"The AAV-P7 has been many things, a ship to shore connector, an armored fighting vehicle, a troop carrier, a logistics platform and even sometimes a live boat," said Berendsen. "Most importantly it was in a place where Marines made their mark in combat in service and in sacrifice."

From Grenada and Somalia to the Persian Gulf and Iraq, the AAV carried Marines throughout combat, supported humanitarian missions, and amphibious landings. During its service, it transported personnel, delivered supplies, and provided protected mobility in both littoral and inland environments. Its legacy is not only in its capabilities but also in the countless Marines who operated it and relied on it to accomplish their missions.

“The AAV gave Marines both mobility and armored protection allowing them to close with the enemy and seize objectives at speed,” said Berendsen. “In the desert, just as in the Pacific beaches decades earlier, showed it was more than a connector, it was a fighting vehicle at the heart of the Marine Air Ground Task Force.”

The ACV, successor to the AAV, is an eight-wheeled armored personnel carrier built for expeditionary operations. With multiple variants for personnel transport, command and control, recovery, and fire support, the ACV integrates seamlessly with naval shipping and amphibious connectors. The introduction of the ACV supports the Marine Corps’ modernization efforts aligning with Force Design, advancing a lighter, faster, and more resilient force capable of operating in contested environments and contributing to joint and naval operations.

The final pass of three AAVs drove across the parade deck marked the close of a historic chapter and the Marine Corps’ continued evolution toward modern, expeditionary amphibious operations.

Former PEO, Ships, Joins Hanwha Defense USA as President of U.S.

Shipbuilding

Release From Hanwha

ARLINGTON, Va., Oct. 6, 2025 – Retired U.S. Navy Rear Admiral and former Program Executive Officer, Ships Tom Anderson has joined Hanwha Defense USA as President of U.S. Shipbuilding.

Anderson served in the U.S. Navy for 34 years, including leadership roles as PEO, Ships and acting Commander, Naval Sea Systems Command (NAVSEA), where he was responsible for acquiring, maintaining and modernizing the U.S. Navy's ships.

Over the course of his career, he served in a variety of industrial, fleet, program office and headquarters assignments in ship design and construction, maintenance, budgeting and requirements for the Navy's ships, submarines and systems.

Anderson will be responsible for the execution of Hanwha's U.S. shipbuilding programs and shipyard operations, including developing the company's strategy for future shipbuilding programs as well as building the company's shipbuilding infrastructure and associated workforce to accommodate future growth.

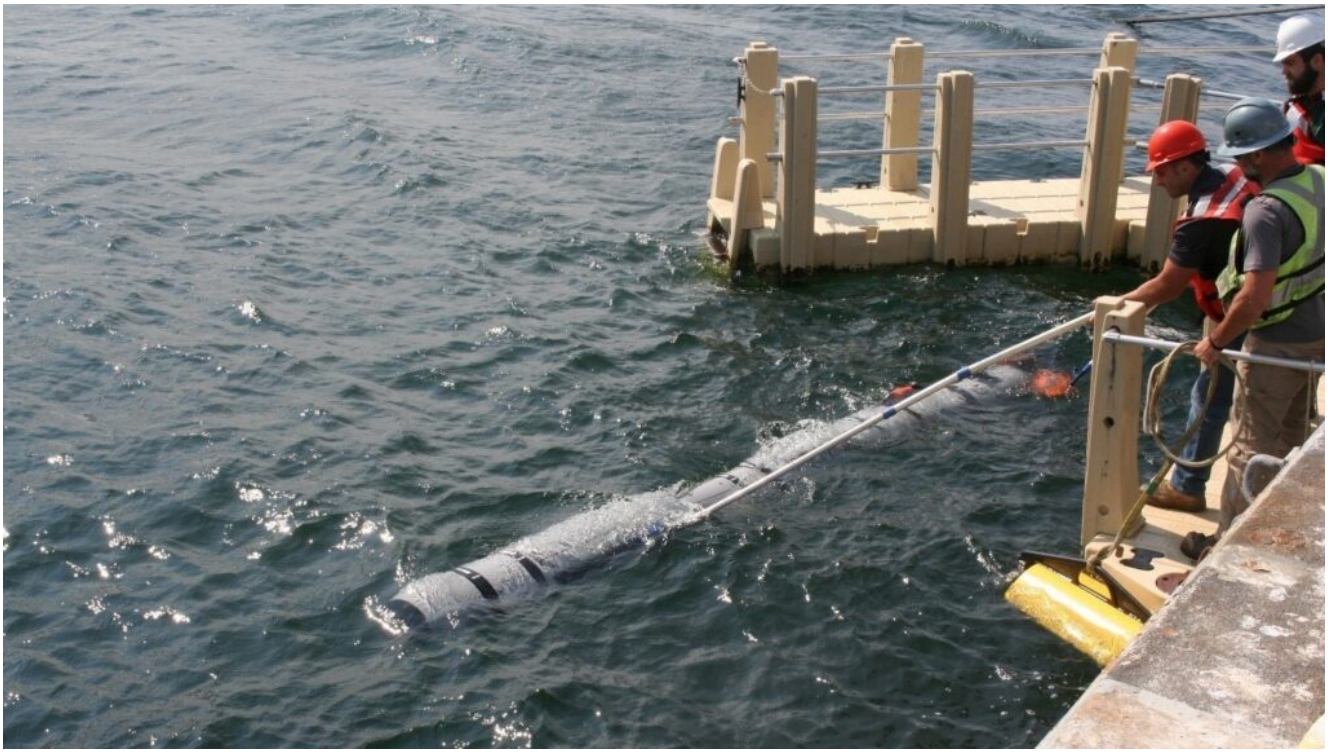
“Tom has had a distinguished and impactful naval career, and we are delighted to bring his deep industry expertise, creative thinking, and demonstrated leadership to Hanwha,” said Mike Smith, President and CEO of Hanwha Defense USA. “This is a pivotal time for the Navy and U.S. shipbuilding writ large. Tom brings a wealth of experience and unique perspectives that will accelerate the delivery of novel solutions to our customers’ most elusive industrial base challenges.”

“Hanwha’s global defense strategy is focused on our evolution into a multi-domestic company that brings leading technology, deeper partnerships and sovereign capacity to each of the markets we serve,” said Michael Coulter, Hanwha Global Defense President and CEO. “I am excited to welcome Tom to our team as we continue to invest in capacity in the United States.”

Last December, Hanwha—a global conglomerate with a world-class shipbuilding arm—acquired the Philly Shipyard for $100 million. With the acquisition, Hanwha is focused on revitalizing the Hanwha Philly Shipyard as part of its wider goal of increasing U.S. maritime capacity and the U.S. maritime industrial base.

Drawing on its decades of shipbuilding expertise and know-how, Hanwha is making significant investments in expanding its Philadelphia shipyard’s capabilities with technological advancements, workforce training and smart systems, creating significantly more shipbuilding capacity and thousands of new skilled manufacturing jobs in the U.S.

REMUS 620 Conducts First Torpedo Tube Recovery and Swimout



Joint Team Hits Key Milestone in Submarine-Launched UUV Ops

Release From HII

NEWPORT NEWS, Va., Oct. 06, 2025 (GLOBE NEWSWIRE) — A joint team from HII (NYSE: HII), Woods Hole Oceanographic Institution (WHOI), and the U.S. Navy's Naval Undersea Warfare Center Division Newport (NUWC Division Newport) has successfully completed the first recovery of a second-generation REMUS 620 into a *Virginia*-class submarine torpedo tube and shutterway test fixture at Seneca Lake, New York.

This milestone, achieved less than seven months after integrating WHOI's Yellow Moray torpedo tube launch and recovery (TTL&R) technology into the next-generation REMUS 620 medium unmanned undersea vehicle (UUV), marks a major step forward in the U.S. Navy Submarine Force's efforts to launch

and recover autonomous undersea vehicles from submarine torpedo tubes.

An in-water test by the joint team confirmed the ability of REMUS 620 to conduct complex autonomous navigational and communication protocols in safely docking with the shock and fire enclosure capsule (SAFECAP) loaded into a submerged *Virginia*-class submarine fixture. The REMUS 620 also successfully demonstrated reverse swimout launch and safe separation during this test period.

“This successful docking validates the research and development investments and efforts of HII; specifically the REMUS 620 engineers working in close cooperation with our WHOI teammates. We leveraged WHOI’s previous three years of TTL&R work, lessons learned, and expertise to greatly accelerate our progress in successfully getting to this important milestone,” said Duane Fotheringham, president of the Unmanned Systems group in HII’s Mission Technologies division.

Carl Hartsfield, director and senior program manager at Oceanographic Systems Lab (OSL) of the Woods Hole Oceanographic Institution, stated: “Despite a highly compressed schedule, our teams rapidly conducted testing runs, quickly evaluated the data, and made substantive adjustments to the vehicle. This is a real testament to the teamwork and professionalism between our three organizations. The REMUS 620 team’s thorough preparation working hand in hand with our technical experts at the OSL in advance was clear during all phases of the successful testing. We were also extremely impressed with the Seneca Lake NUWC support provided throughout the test schedule.”

Blue Water Autonomy Appoints Senior Leaders from Defense and Tech to Advisory Board

Former Navy and Pentagon leaders join to support scale-up, autonomy roadmap, and strategic positioning.

Release From Blue Water Autonomy

BOSTON – Oct. 6, 2025 – Blue Water Autonomy, the Boston-based technology and shipbuilding company designing and producing highly adaptable unmanned ships for the U.S. Navy, today announced the formation of its Advisory Board. Blue Water Autonomy's founding Advisory Board members include:

- **RADM (ret.) Tom Anderson**, former Program Executive Officer, Ships (PEO Ships)
- **Stephen Rodriguez**, Chairman of Blue Forge Alliance & dual-use investor
- **Michael Stewart**, former Director, Navy Disruptive Capabilities Office and Unmanned Task Force
- **VADM (ret.) Roy Kitchener**, former Commander, Naval Surface Forces Pacific

Together, these leaders bring decades of experience in shipbuilding, naval operations, autonomy, and innovation policy, and have scaled defense technologies from government and the private sector.

“As we enter the next phase of growth, this advisory board brings the expertise and leadership we need to scale fast — and to do it right,” said Rylan Hamilton, CEO and co-founder of Blue Water Autonomy. “We’re thrilled to welcome such a distinguished group who’ve spent their careers solving the exact problems we’re tackling today: how to accelerate naval capability, integrate new technologies responsibly, and strengthen the industrial base. Each of these leaders brings a firsthand understanding of Navy acquisition priorities and operational needs.”

This announcement follows a string of recent company milestones, including a $50 million Series A investment led by Google Ventures, securing a shipyard partnership with Conrad Shipyards to begin vessel construction, a new Washington D.C. office, and recent executive hires.

Deep Naval Experience and Technical Vision

Rear Adm. Anderson most recently served as the Navy’s Program Executive Officer for Ships, where he oversaw the acquisition and delivery of surface combatants, amphibious ships, logistics support vessels, and more. His leadership at NAVSEA included multiple roles in design, maintenance, and modernization across 30+ ship programs.

Stephen Rodriguez is a leading voice in dual-use technology adoption and national security investment. He is currently Chairman of Blue Forge Alliance, a key Navy partner focused on maritime industrial base revitalization. He also chairs Booz Allen Hamilton’s Defense Technology Board and works with dual-use startups through One Defense, a strategic advisory he founded. An Operating Partner at DCVC focused on defense investing, he is a Board Advisor or Director to 15 companies including several in the maritime industrial base.

Michael Stewart brings a unique mix of operational, policy, and business experience to Blue Water. As Director of the

Navy’s Disruptive Capabilities Office, he led efforts to rapidly field emerging technologies to operational commanders. He previously served as Executive Director of the Unmanned Task Force and has held senior roles at the Office of the Secretary of Defense, The Boeing Company, and NATO.

With 39 years of dedicated service, ***Vice Adm. Roy Kitchener*** deployed and served around the world. He commanded destroyers, a cruiser, and an expeditionary strike group. His last assignment on active duty was as commander, Naval Surface Forces/Naval Surface Force U.S. Pacific Fleet – “the SWO Boss”.

“Blue Water Autonomy is revolutionizing naval operations by tackling the toughest hull, mechanical, and electrical (HM&E) autonomy challenges. These challenges have hindered delivering long endurance, long range, cutting-edge USVs that enhance the U.S. Navy’s mission readiness and operational reach,” said Michael Stewart, former Director of the Navy’s Disruptive Capabilities Office. “The company’s innovative approach and strategic partnerships position them as a game-changer in maritime technology.”

“We are at an inflection point where the future of naval dominance will not be measured solely by the tonnage of our manned fleet, but by our ability to field a resilient, distributed, and software-defined force,” said Rodriguez from Washington D.C. “Long-range unmanned surface vessels represent the vanguard of this new maritime paradigm. They are not merely assets; they are a critical test of our entire defense industrial ecosystem. If we fail to create the agile acquisition pathways and collaborative bridges between our traditional shipbuilders and the autonomous systems trailblazers, we risk building a hollow navy – possessing the hardware of the 21st century but lacking the software-driven adaptability and scalable industrial base required to win a future conflict.”

Advancing Autonomy with Urgency

Blue Water Autonomy was founded in 2024 by robotics engineers and Navy veterans to accelerate the deployment of autonomous surface ships for operational use — not just R&D demos. The company's platform is designed for modular multi-mission operations, rapid production at U.S.-based shipyards, and months-long autonomy at sea.

The new advisory board reflects Blue Water's commitment to combining startup speed with real-world accountability, Navy mission alignment, and credibility in front of government stakeholders.

Secretary Phelan Welcomes Under Secretary of the Navy Hung Cao

Release From SECNAV Public Affairs, Oct. 3, 2025

Today, Secretary of the Navy John C. Phelan announced a wide-ranging cross departmental portfolio for the Under Secretary of the Navy (UNSECNAV) that unifies the Department's most consequential levers for rebuilding warrior ethos and quality of service.

Secretary Phelan also congratulated Under Secretary of the Navy Hung Cao on his swearing-in by Secretary of War Pete Hegseth and warmly welcomed him back to the Department of the Navy.

"It is my pleasure to welcome Hung Cao to my Navy team; I look forward to having this experienced patriot lead on the highest priorities of the Secretary of War." Secretary Phelan added, "I want to recognize with sincere gratitude, Dr. Brett Seidle, who over the past year has served as Acting Assistant Secretary of the Navy for Research, Development and Acquisition and has performed the duties of the Under Secretary of the Navy. His steady leadership in these roles has been vital to our Navy and our nation. Dr. Seidle has informed me of his intention to retire after twenty-five years of federal service following a smooth transition to Under Secretary Cao. The Department thanks him for his distinguished service and extends its best wishes for his future endeavors."

As Secretary of War Hegseth told Flag and General Officers at Marine Corps Base Quantico earlier this week: "…at the War Department first and foremost we must restore a ruthless, dispassionate and common sense application of standards…Standards must be uniform, gender neutral and high. If not, they're not standards. They're just suggestions, suggestions that get our sons and daughters killed."

"That is why I am putting my Under Secretary on the field to tackle the issues that affect the daily lives of Sailors and Marines," said Secretary Phelan. "From his years in uniform and his record of leadership, he will cut through bureaucracy,

drive real solutions and keep our people first.”

“Readiness starts at home and shows up on target,” Secretary Phelan said. “The Under Secretary’s new remit puts one quarterback and one playbook on the field to execute my gameplan for upgrading how we recruit, train, equip and take care of our people, so the Fleet stays the world’s premier, most lethal maritime force.”

“This is about speed, standards and service,” Phelan added. “When Sailors and Marines know their families are supported, housing is right, chow is quality and systems work the first time, morale rises, performance sharpens and the force delivers.”

Under the Secretary’s direction and consistent with governing statutes and the Department of the Navy priorities, the UNSECNAV will lead and synchronize the following lines of effort across the Department of the Navy:

Quality of Service: The UNSECNAV will drive rapid inspections and upgrades of family housing, recreational, healthcare and educational facilities on Navy and Marine Corps installations; tighten oversight of public-private ventures and modernize nutrition both ashore and afloat to align fueling the force with warfighter readiness.

Digital and Business Systems: As Chief Management Officer, the UNSECNAV will partner with the Department of the Navy Chief Information Officer to modernize unclassified Information Technology systems and critical Defense Business Systems. Cut downtime. Simplify processes. Get Sailors, Marines, civilians and families the tools they need fast.

Audit: The UNSECNAV will supervise the Auditor General and accelerate the Navy and Marine Corps to clean audit opinions, strengthening trust, transparency, speed of resourcing and accountability across the enterprise.

Recruiting: The UNSECNAV will visit, assess and raise Navy and Marine Corps recruiting standards, management and organization to meet and exceed end-strength. He will capitalize on the surge of Americans motivated to serve by President Trump's call to revitalize strength and pride in our armed forces. In line with Secretary Hegseth's charge, standards will be high, uniform and non-negotiable. They will not be suggestions. They will be the foundation of combat power.

Reserve Reform: The UNSECNAV coordinating with Assistant Secretary of the Navy for Manpower and Reserve Affairs, Chief of Naval Reserve and Deputy Commandant for Manpower and Reserve Affairs, will implement my plan for reserve reform that is already underway and produce actionable changes that integrate Reserve components as ready, lethal teammates with the active force maximizing the skills of Sailors and Marines and ensuring that reform translates into real capability.

Wellness & Suicide Prevention: The UNSECNAV will spearhead efforts across the Department to reduce mental health incidents and strengthen the performance of our force, serving as the primary representative to interagency and Department of War bodies on prevention, response and personnel readiness.

PCS, Families and Education Options: The UNSECNAV will represent the Department on the Permanent Change of Station Joint Task Force to streamline PCS orders, review on-base education and support homeschooling options so families can choose what works best for them.

Personnel Policy: The UNSECNAV will coordinate implementation of policies for service members impacted by the rescinded COVID-19 vaccine mandate and update

physical fitness standards, with a particular focus on combat units, so standards are clear, fair and combat-credible.

Guam as a Power-Projection Platform: As the Senior Defense Official for Guam, the UNSECNAV will review and assess island

infrastructure and clear barriers, including energy and material challenges, so Guam delivers as a frontline power-projection platform for Indo-Pacific operations.

Standards and Warfighter Ethos: The UNSECNAV will implement Departmental direction on the elimination of divisive concepts and eradication of DEI initiatives within the Department of the Navy to keep time, talent and dollars on warfighting outcomes.

The UNSECNAV portfolio ties quality of service to combat power by design so we turn everyday friction points into force multipliers that show up on time and on target. We will fix faster, cut red tape and deliver better outcomes for families and commands. Minutes saved are minutes gained in the fight."

"Our mission to defend the American homeland and put America first, starts in the homes of Sailors and Marines who stand the watch every day," he continued. "When the basics work the first time, ships sail more, aircraft fly further, crews rearm and recover faster, lethality rises, risk falls and American sea power wins."

"One Team, One Mission, One Vision is the way we operate, the way we win, the way we lead," Secretary Phelan said. "With this move I am giving my Under Secretary the responsibility and the tools to fix what slows us down and to fuel what makes us unbeatable."

Navy SEAL Museum Opens

Showcase Location in Downtown San Diego

The museum lets visitors gain a better understanding of the lives and missions of Navy SEALs. *Photo credit: Navy SEAL Museum San Diego*.

SAN DIEGO – Seeking to inspire service and personal excellence among all visitors, the Navy SEAL Museum San Diego is opening its doors, unlocking exclusive access and insight into the world and ethos of U.S. Navy SEALs and their predecessors.

Positioned near San Diego's waterfront at 1001 Kettner Blvd., the museum's collection of interactive exhibits, state-of-the-art galleries, and firsthand docent accounts brings the story of Naval Special Warfare to life.

"The Navy SEAL Museum San Diego is a world-class tribute to the courage, perseverance, and dedication of these unparalleled special operators," said Brian Drechsler,

executive director of the Navy SEAL Museum San Diego, a retired U.S. Navy Captain and former Navy SEAL. “It is our honor to share this legacy, and inspire future generations to lead with integrity, serve with purpose and rise to life’s challenges.”

Building on the legacy of the existing location that opened in Fort Pierce, Florida in 1985, the Navy SEAL Museum selected San Diego for its expansion west. Central to SEAL training and home to Naval Special Warfare Command, San Diego is a heritage city for SEALs as an indelible part of their storied history. The opening of the Navy SEAL Museum’s showcase location downtown will serve as a launchpad for a larger San Diego venue in the future, for which the search is actively underway.

With an innovative blend of technology, personal narrative and historical context, the museum provides exclusive insights into the evolution, missions and mindset of the Navy SEALs. Visitors can experience an up-close look at Operation Neptune Spear, the Navy SEAL mission to neutralize Osama bin Laden, through a 3D animation narrated by retired U.S. Navy Four-Star Admiral William McRaven that walks viewers through the operation’s major steps from planning to execution.

Other exhibits include a SEAL delivery vehicle suspended above a hands-on gameplay opportunity to operate the covert submersible; a 270-degree immersive theater bringing guests into the life and service of Navy SEALs through documentary style personal accounts; artifacts and rich storytelling that bring the 80-year evolution and adaptations of Naval Special Warfare to life; and a Memorial Wall, where the fallen are never forgotten and their stories continue to inspire.

The museum includes an immersive, 3D experience. *Photo credit: Navy SEAL Museum San Diego*.

Visitors can also immerse themselves in the Navy SEAL Xperience, a virtual reality mission, which uses advanced VR technology to take visitors on a pulse-pounding, first-person journey into a high-stakes hostage rescue mission.

Beyond the exhibits and attractions, the docents, mostly comprised of retired and veteran SEALs and Special Warfare Combat Crewman, make each visit a deeply personal and intimate experience. By revealing untold stories and lived values of the Navy SEALs through the voices of those who have lived the legacy – docents shine a light on the resilience, sacrifice and spirit that define the Naval Special Warfare operators.

Following in the footsteps of the flagship museum in Fort Pierce, the San Diego location will extend the museum's inspirational mission far beyond its physical space through strategic community partnerships and proven programs that will instill hope, resilience and service-minded leadership by leveraging the Navy SEALs Ethos.

Visitors can experience these real stories, missions and heroes beginning Oct. 4, 2025. Advanced bookings are encouraged, as the museum operates on a time-entry basis. Advance ticket prices are $20 for adults, with free admission for reserve and active-duty military (with ID). Visit NavySEALMuseumSD.org for details.

Navy Concludes Helicopter Aviator Training in TH-57 SeaRanger

PENSACOLA, Fla. (Feb. 23, 2017) Two U.S. Navy TH-57C Sea Ranger helicopters conduct a formation training flight over Pensacola Beach, Fla. (U.S. Navy photo by Ensign Antonio More)

By Richard R. Burgess, Senior Editor

ARLINGTON, Va. — The. U.S. Navy has retired the Bell TH-57 Sea Ranger helicopter from training naval aviators after 57 years of training Navy, Marine Corps, Coast Guard, and foreign naval aviators to fly helicopters.

The last Sea Ranger in Training Air Wing Five, TH-57C Bureau Number 162668, side number E-106, based at Naval Air Station (NAS) Whiting Field, Florida, made its last flight on Sept. 19, 2025, and was delivered to the National Naval Aviation Museum at NAS Pensacola, Florida. The helicopter was presented that day to museum director Sterling Gillum by the pilot, Commander James Gelsinon.

Another of the wing's TH-57Cs was delivered to the USS Lexington Museum in Corpus Christi, Texas.

The TH-57 in its three versions — A, B, and C — provided flight training over the years to student rotary wing aviators by Training Air Wing Five's Helicopter Training Squadrons HT-8, HT-18, and HT-28. The Navy procured a total of 40 TH-57As, 51 TH-57Bs, and 89 TH-57Cs.

The TH-57 is not quite gone, however, being used at NAS Patuxent River, Maryland, by an air test and evaluation squadron, HX-21.

"HX-21 still flies TH-57 for readiness flights, not testing," said Connie Briggs, a spokeswoman for the Naval Air Systems Command. "Right now, there are no immediate plans to retire the aircraft."

The TH-57 has been succeeded by the TH-73A Thrasher for training naval helicopter pilots at Whiting Field. The Thrasher is built by AgustaWestland Philadelphia, a Leonardo company.

HII Names Roger Kelly as Vice President of Contracts and Pricing at Newport News Shipbuilding

From HII

NEWPORT NEWS, Va., Oct. 02, 2025 (GLOBE NEWSWIRE) – HII (NYSE: HII) announced today that Roger Kelly has been promoted to vice president of contracts and pricing at its Newport News Shipbuilding division. Kelly succeeds Matt Mulherin Jr., who has been appointed vice president of supply chain and strategic sourcing at NNS.

Kelly will have overall responsibility for contracts, pricing, and export/import licensing and compliance for NNS. He will report to Don Godwin, NNS vice president of business

management and chief financial officer.

“I am confident Roger has the leadership, business and technical expertise required to lead impactful contract negotiations on behalf of our team,” Godwin said. “I know he will continue to build upon Matt’s strong leadership of the contracts organization.”

Starting his career with the company in 1999 as a nuclear engineer, Kelly supported the Virginia-class submarine program. Since then, he has held positions of increasing responsibility across business management, most recently serving as director of contracts and pricing, overseeing all new construction contracts at the shipyard.

Kelly holds a bachelor’s degree in civil engineering and an MBA, both from Old Dominion University.

Sea Power: The Decisive Factor in the American Revolution

On Oct. 13, 1775, Congress authorized the outfitting of two warships and the recruiting of Sailors to create a fleet to pursue and capture British merchant vessels. The Naval Committee purchased the merchant ship Black Prince from John Barry and renamed it Alfred. The ship was placed in commission on Dec. 3, 1775. *Image credit: Naval History and Heritage Command | William Nowland Powell*

"The Continental Navy, with few exceptions, was a wasteful and humiliating fiasco." So wrote Ian Toll in his introductory chapter in "Six Frigates" in his effort to set the stage for the construction of the ships that would lay the foundation for our present navy. In contrast, Tim McGrath, author of "Give Me a Fast Ship," argues that beginning with five converted merchantmen, "America's Sailors became formidable warriors, matching their wits, skills, and courage against the best of the British fleet."

Whatever your assessment of the "Navy of the United States," as John Paul Jones referred to it in his proposed regulations for officer uniforms, an aspect of the American Revolution that cannot be emphasized enough is the role sea power played as a determiner for the American colonies being unshackled from British rule. What started as a rebellion of the colonies

against the Crown for a variety of factors, to include tariffs imposed on imported goods, grew into a global war that overtaxed the capabilities of the Royal Navy.

Ironically, sea power was one of the key factors leading to revolution. The decisive Royal Navy triumph over the French at Quiberon Bay near Saint-Nazaire on Nov. 20, 1759, during the Seven Years' War, and British success with American colonial help in the French and Indian War (the North American component of the Seven Years' War), which brought Canada under British rule, meant France and its allied Native American tribes no longer posed a threat that fostered colonial dependence on British armed forces. Of course, establishing Pax Britannica came at a cost, and the British sought colonial help in footing the bill.

"Taxation without representation" drove a wedge between the British Crown's overseas subjects and the motherland, especially in New England as illustrated by the Boston Tea Party. The attempt to quell revolt by garrisoning troops in Boston would backfire in the spring of 1775 at Lexington and Concord, and soon the British found themselves in an uncomfortable situation as colonial militias formed to become an army under George Washington, who took command on July 3, 1775. Surveying the situation, Washington recognized he could change the British situation from uncomfortable to untenable by interdicting British supply ships.

The battle between Bonhomme Richard, center, commanded by Captain John Paul Jones, and HMS Serapis off Flamborough Head, England. *Image credit: Naval History and Heritage Command | Thomas Mitchell*

In his assessment, he likely was inspired by a failed early-June trading mission to Machias, located northeast of present-day Bar Harbor, Maine. Hoping to exchange food for lumber, the British commander, Midshipman James Moore, would have his two cargo ships Polly and Unity seized as local Sailors, led by Jeremiah O'Brien and inspired by events at Lexington and Concord, then captured Moore's schooner Margaretta and in doing so dispatched Moore and nine of his crew. O'Brien armed Unity with Margaretta's guns; renamed Machias Liberty, this first American warship would immediately capture two British vessels on a surveying mission without firing a shot.

To clear the British from Boston, Washington turned to John Glover, who commanded the 21st Massachusetts Regiment from Marblehead, which was composed mostly of Sailors. In his 2021 bestseller of the same name, Patrick K. O'Donnell would dub the Marblehead men "The Indispensables," members of whom would

crew Glover's schooner Hannah. On Sept. 7 the schooner, under the command of Nicholson Broughton, seized back an American merchantman that had been pressed into British service to deliver supplies to the British Army. Seeking to replicate Hannah's success, additional schooners quickly claimed some 55 prizes.

Birth of the U.S. Navy and Marine Corps

The success bolstered efforts by John Adams in Philadelphia to authorize a national navy. An initial step had been taken over the summer to allow each colony to form their own fleet as they saw fit. Resistance had come from the South, which had yet to experience hostile actions from the Royal Navy. Attitudes changed as September turned to October as John Barry returned from a trip to England with newspaper accounts of the Royal Navy fitting out additional ships for duty in North America. Adams was joined in calling for the creation of a navy by Rhode Island delegate Stephen Hopkins, who learned of a bombardment conducted against Bristol. However, Samuel Chase of Maryland exclaimed, "It is the maddest idea in the world to think of building an American fleet." Reports of additional British reinforcements en route and fear of the potential of Royal Navy men-of-war roving along the Eastern seaboard, leveling towns and villages, led Congress to act on Oct. 13, 1775, to fit out two vessels to serve in a national navy.

The fears were justified. Five days after the birth of the navy, a British squadron bombarded and then landed a raiding party to torch Falmouth in present-day Maine. That action spurred Congress to approve the acquisition of additional ships. Of course, to crew the ships, officers and enlisted Sailors, stores and supporting infrastructure were needed. Esek Hopkins, the younger brother of the Rhode Island delegate, was appointed to command America's first naval squadron. With the Navy established, Stephen Hopkins saw the need for two battalions of Marines. Formed on Nov. 10, 1775, the Marines' first commissioned officer would be a Quaker,

Samuel Nicholas. The ship Alfred would be the first converted merchantman to be commissioned on Dec. 3, 1775. Four days later John Paul Jones received his officer commission. On Dec. 13, Congress would authorize the construction of 13 frigates to build on the number of converted merchantmen coming into service.

“It is the maddest idea in the world to think of building an American fleet.” – Samuel Chase, delegate, Continental Congress

In March 1776 the warring parties displayed aspects of sea power that factored into the course of the war. For the British, the arrival of transports meant General William Howe could extract his troops to fight another day. Meanwhile, the American squadron under Esek Hopkins headed south to the Bahamas to pull off a raid to extract arms and gunpowder. Returning from the Bahamas, the squadron experienced its first engagement with the Royal Navy in coming upon HMS Glasgow off Block Island. After Hopkins failed to exploit his numerical superiority, the British 20-gun warship was able to escape to Newport.

In the coming months, sea power would prove nearly decisive for the British. As Congress met in Philadelphia to draft the Declaration of Independence, a massive armada arrived off New York in what David Hackett Fischer declared “was the largest projection of seaborne power ever attempted by a European State.” Some 70 warships, half the order of battle for the Royal Navy, oversaw the offloading of 23,000 Redcoats and 10,000 Hessians onto Staten Island. The Royal Navy and ground forces worked in tandem to defeat Washington’s forces on Long Island.

John Paul Jones served as lieutenant on the first American Navy ship, Alfred, in 1775 and soon became captain of Providence in 1776. While operating in British territorial waters with his flagship Bonhomme Richard in 1779, Jones fought HMS Serapis and won one of the bloodiest naval battles of the American Revolution. *Image credit: Naval History and Heritage Command | Arthur S. Conrad*

Small craft proved to be Washington's salvation as the

Marblehead Sailors were able to extract him and some 9,000 troops from Brooklyn under cover of fog. In an attempt at asymmetric warfare, Washington approved the use of David Bushnell's submersible Turtle, which failed early on Sept. 8, 1776, to attach an explosive to the hull of the British flagship Eagle. Dodging that bullet, a week later, the Royal Navy supported the army's landings on Manhattan. Washington's troops would repeatedly fail in battle, and by December they were hunkered down at Valley Forge in Pennsylvania. As documented by Fischer in "Washington's Crossing," it was those "Indispensable" Marblehead Sailors who crewed the boats that delivered Washington's force across the Delaware for a successful raid on Trenton.

Sea power proved consequential during the pivotal year of 1777. Though Benedict Arnold's gunboats were soundly defeated at the Battle of Valcour Island on Lake Champlain in October 1776, the action delayed British efforts to drive south from Canada to reach the Hudson River Valley until the following year. Eventually, British General John Burgoyne's army would be defeated at Saratoga in October 1777. This blow came in part due to General Howe's decision not to head north to link up with Burgoyne but rather to use sea power to transport a portion of his army up the Chesapeake Bay to offload regiments near present-day Elkton, Maryland.

Following the American defeat at Brandywine, British troops seized Philadelphia. Perhaps a motivating factor for Howe in seizing the revolutionary seat of government was not to cause the Congress to flee to York but rather to shut down a part of the infrastructure needed to sustain an American Navy. As British forces worked their way up the Delaware to open the waterway to support the new garrison in Philadelphia, they met resistance from vessels of the Continental and Pennsylvania state navies. One of the 13 authorized frigates, Delaware, would run aground and be captured. To prevent their capture, Washington ordered the scuttling of two of the other frigates

trapped further upriver, Effingham and Washington. In a bombardment that would be replicated at Fort McHenry during the War of 1812, Royal Navy warships fired broadsides at Fort Mifflin. The fort would be pummeled but at a cost: The British lost HMS Augusta, a 64-gun ship-of-the-line. Credit the Army, not the Navy, for the greatest loss ever inflicted against His Majesty's navy.

Privateers and Irregular Warfare

There is a reason Ian Toll wrote about six frigates instead of 13, as the fate of the other congressionally authorized frigates mirrored that of the three mentioned above. But elements of sea power began to work to support the newly declared United States' effort to free itself from British rule. Privateers became the ultimate force multiplier. Congress and the individual states provided some 2,000 letters of marque to enterprising merchantmen to interdict British commerce. Motivated by prize money obtained through the sale of captured vessels and their cargoes, the privateers prowled the Atlantic in search of British merchants. Rising insurance premiums would influence British attitudes about the cost of sustaining the effort to quell the rebellion. In addition to having to divert assets to protect its merchant fleet, the Royal Navy had an even bigger challenge with the French decision to support the rebellion.

With France and eventually Spain joining the American cause, the British saw not only their other overseas possessions at risk – especially in the Caribbean, but also the homeland itself. French entry in the war and the threat of French sea power caused the British government to direct the abandonment of Philadelphia to redistribute troops to New York, Canada and the Caribbean. The veiled maritime threat had accomplished what Washington's troops could not: the liberation of the new nation's capital. Unfortunately, French naval deployments would not contribute toward an immediate change in the direction of the war. A potential game-changing showdown off

Rhode Island on Aug. 11, 1778, between a superior French force commanded by Vice Admiral Charles-Henri d'Estaing and a British force led by Admiral William Howe was thwarted by a storm causing the two fleets to scurry to the safety of American-held Boston and British-occupied New York. However, the British would not be able to prevent the landing of French troops or block the steady stream of arms arriving from Europe.

Before the Franco-American alliance, French authorities tended to look the other way when American naval vessels fit out and operated from French ports, an arrangement that led to Lambert Wickes in Reprisal and Gustavus Conyngham in Revenge having very successful commerce-raiding deployments off the British Isles early in the conflict. With the alliance, France became an operating base for several American skippers, with the best-known being John Paul Jones – a master of what historian B.J. Armstrong has dubbed "irregular warfare" – a component of sea power that can be seen today with Navy SEALs. Having commanded Ranger in operations against his native land that included a raid on Whitehaven, Jones turned Ranger over to his First Lieutenant to take command of Duc de Duras, a merchantman of considerable size that Jones armed and transformed into the Bonhomme Richard.

The French fleet (left), commanded by Vice Admiral the Comte de Grasse, engaging the British fleet under Rear Admiral Sir Thomas Graves off the mouth of Chesapeake Bay. *Image credit: Naval History and Heritage Command | V. Zveg*

Sailing out as part of a Franco-American raiding squadron, Bonhomme Richard engaged HMS Serapis off the Yorkshire coast of England on Sept. 23, 1779. With the rigging of the two ships becoming entangled and Jones losing the use of several of his guns, the American commander refused to surrender. Having “not yet begun to fight,” Bonhomme Richard’s crew boarded and seized Serapis, an outcome that would be tops on the Continental Navy’s rather limited highlight reel for the American Revolution. In contrast, a month earlier, a good portion of that navy chose to scuttle itself in the Penobscot River to avoid capture from a superior British naval force, a tragic conclusion of what may have been the young nation’s mightiest attempt to flex its sea power muscle in assembling an armada of 19 warships including the frigate Warren and 25 support ships to sail north from Boston to eliminate British footholds along the coast of present-day Maine. The disastrous Penobscot Expedition illustrated how sea power could prove

decisive – unfortunately, in this case, on behalf of the British.

A few months later the British used their superior naval forces to good advantage by loading 90 transports, crewed by 5,000 Sailors, at the end of December in New York with some 8,700 troops and 396 horses to sail south past Cape Hatteras to seize Charleston. Although few horses survived the stormy journey, the troops did and were skillfully deployed by General Henry Clinton to entrap the defending American garrison. In addition to surrendering some 6,700 men, the Americans lost two more of its 13 frigates authorized by Congress.

Though the British were exploiting sea power to good effect in 1779–1780, in the end it would work to their disadvantage. Through attrition, the British did succeed in whittling the Continental Navy to just a handful of ships, with the 36-gun frigate Alliance being the most powerful warship to survive the war. A 74-gun ship-of-the-line America, completed after the battle at Yorktown, would be offered to the French as a gift for their support of American effort to achieve independence. That effort culminated with the arrival of a French fleet under the command of Vice Admiral Comte de Grasse off the mouth of Chesapeake Bay. In the Battle of the Capes, fought Sept. 5, 1781, de Grasse defeated an inferior British squadron commanded by Rear Admiral Thomas Graves, sealing the fate of General Charles Cornwallis's troops at Yorktown.

Faced with debt, Congress would not continue to fund a navy, and with the auctioning of Alliance in August 1785, the navy that Congress created a decade earlier was no more. However, the new nation's political leaders would quickly appreciate the consequences of their folly. In a new constitution that replaced the Articles of Confederation, in Article 1, Section 8, Congress was authorized "To raise and support armies, but no appropriation of money to that use shall be for a longer term than two years." In contrast, the founders enshrined the

need “To provide and maintain a navy.”

Dr. Winkler has been nominated to be the next Historian General of the Naval Order of the United States. This article originally appeared in the October issue of Seapower *magazine*.