

Secretary Noem Terminates Contract for Two Coast Guard Offshore Patrol Cutters



From the U.S. Department of Transportation, July 11, 2025

"This Administration is unwavering in its commitment to the American taxpayer"

WASHINGTON – Today, United States Department of Homeland

Security Secretary Kristi Noem announced the partial termination of a wasteful shipbuilding contract to protect American taxpayer dollars while revolutionizing the United States Coast Guard for the 21st century.

“This Administration is unwavering in its commitment to the American taxpayer and to a strong, ready Coast Guard,” said a senior Homeland Security official. “We cannot allow critical shipbuilding projects to languish over budget and behind schedule. Our Coast Guard needs modern, capable vessels to safeguard our national and economic security, and we will ensure every dollar is spent wisely to achieve that mission. This action redirects resources to where they are most needed, ensuring the Coast Guard remains the finest, most-capable maritime service in the world.”

As part of that commitment, the Coast Guard is reviewing contracts which are failing to meet delivery agreements. An existing Offshore Patrol Cutter (OPC) contract with Eastern Shipbuilding Group (ESG) has been slow to deliver four OPCs, harming the U.S.’s defense capabilities and wasting American’s hard-earned money. In light of that, Secretary Noem partially canceled ESG’s contract for two out of the four OPCs expected from ESG in Panama City, Florida because it was not an effective use of taxpayer money.

ESG’s delivery of OPC 1 was initially due in June 2023 but will now be completed by the end of 2026 at the earliest. ESG missed its April 2024 delivery for OPC 2. The Coast Guard stopped work on OPCs 3 and 4 after ESG notified the service earlier this year they could not fulfill their contractual duty to deliver all four OPCs without unabsorbable loss. The money saved will be redirected to ensure it’s actually benefiting the Coast Guard.

Due to decades of neglect by previous Administrations and Congress, the Coast Guard has been underfunded, underequipped, and ignored for too long. President Donald Trump is ending

that era of neglect with the passage of the One Big Beautiful Bill and Force Design 2028 – Homeland’s plan to transform the Coast Guard into a more agile, capable fighting force. Now, a massive injection of nearly \$25 billion is coming to the Coast Guard.

The Coast Guard’s goal is to procure 25 OPCs – and that has not changed. The Coast Guard remains intent on acquiring and delivering the full OPC class as fast as possible to address the Nation’s security and safety needs.

The OPC fleet will complement the capabilities of the Service’s National Security Cutters, Fast Response Cutters and Polar Security Cutters as an essential element of the Nation’s layered maritime security strategy. They will be especially critical to the counter-drug and migrant interdiction missions along the southeast border.

U.S. Coast Guard, Mexican Navy Team to Disrupt Suspected Maritime Smuggling Venture



From U.S. Coast Guard Pacific Southwest Public Affairs, July 15, 2025

SAN DIEGO – The crew of the Coast Guard Cutter Robert Ward (WPC 1130) and the Mexican Navy vessel ARM Revolución successfully collaborated to deter a suspected maritime smuggling attempt approximately 11 miles southwest of Point Loma, Sunday.

At approximately 4 p.m., the crew of Robert Ward detected a vessel transiting north from Mexican waters into U.S. territorial waters. As the cutter prepared to deploy its small

boat to conduct a boarding, the suspected smuggling vessel suddenly reversed course and fled south at a high rate of speed.

The Robert Ward pursued the vessel to the U.S.–Mexico Maritime Boundary Line. ARM Revolución was observed operating nearby, and Robert Ward relayed a description of the suspect vessel via VHF radio. Mexican Navy personnel aboard Revolución located, stopped and conducted a boarding of the approximately 24-foot center-console vessel with four people aboard within Mexican territorial waters.

The outcome of the boarding is unknown at this time; however, the coordinated effort between the U.S. Coast Guard and Mexican Navy successfully deterred a potential smuggling venture and underscored the value of international maritime cooperation in combating transnational criminal activity.

USS Mount Whitney Returns to Homeport



From Ensign Samantha Mendiguren, July 15, 2025

GAETA, Italy – The Blue Ridge-class command and control ship USS Mount Whitney (LCC 20) returned to homeport in Gaeta, Italy, after operating in the Mediterranean Sea, Atlantic Ocean, and Baltic Sea. The underway underscored the U.S. Navy’s commitment to regional security and strong partnerships with European and African nations.

During the ship’s underway, it conducted port visits to several nations in Africa and Europe and held numerous key leader engagements, fostering international cooperation and

addressing shared security concerns in both theaters. These countries included Tunisia, Libya, Cabo Verde, Mauritania, Spain, Germany, Poland, Latvia and Sweden.

“From the Mediterranean to the Baltic Sea, we worked alongside our allies and partners, building relationships and demonstrating the U.S. Navy’s unwavering commitment to security and stability in both regions,” said Capt. Colin Price, commanding officer of USS Mount Whitney. “I am incredibly proud of the professionalism and dedication exhibited by Team 20 and grateful to have had the opportunity to work with our many great partners in Africa and Europe.”

Mount Whitney also participated in Baltic Operations (BALTOPS) 25, the premier annual maritime-focused military exercise in the Baltic region. This year marked the 54th iteration of the exercise, bringing together sixteen NATO allies. Over 40 ships, 25 aircraft, and approximately 9,000 personnel participated, working to enhance warfighting capabilities, demonstrate layered defense strategies, and reinforce the strength of partnerships within the Baltic region.

As the U.S. 6th Fleet command and control ship, Mount Whitney supports naval combatants to deter regional adversaries, conduct naval operations in defense of the homeland, and defend the sovereignty of our partners and allies in Europe and Africa.

Mount Whitney, forward deployed to Gaeta, Italy, operates with a combined crew of U.S. Sailors and Military Sealift Command civil service mariners in the U.S. 6th Fleet area of operations in support of U.S. national security interests in Europe and Africa.

Commander, U.S. 6th Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied and interagency partners to advance U.S. national interests, security and stability in

Europe and Africa.

USS Omaha Returns to Homeport



Cmdr. Ryan Doyle, commanding officer of the Independence-variant littoral combat ship USS Omaha (LCS 12), speaks to families as the ship is moored pier-side at its homeport of Naval Base San Diego, July 11, 2025. (U.S. Navy photo by MC2 Kassandra Alanis)

From Petty Officer 2nd Class Kassandra Alanis and Lt.j.g. Tahj Clements, July 14, 2025

SAN DIEGO – The Independence-variant littoral combat ship USS Omaha (LCS 12) arrived at its San Diego homeport July 11, following a 10-month rotational deployment to the U.S. 7th

Fleet area of operations.

“I’m excited to welcome home the crew of this mighty warship, who showed incredible dedication and leadership during their deployment,” said Capt. Jose Roman, commodore, Littoral Combat Ship Squadron 1. “From multiple exercises with our partners to ensuring maritime security and freedom of navigation in critical waterways throughout the Indo-Pacific, Omaha has a great deal to be proud of.”

Throughout deployment, the Omaha participated in several multi-national events including the Oceania Maritime Security Initiative (OMSI), Cooperation Afloat Readiness and Training (CARAT) Brunei, the Republic of Palau 30th Independence Anniversary, a joint sail with the Royal Australian Navy (RAN), Exercise Noble Wolverine, Exercise Cobra Gold 2025, and Exercise Noble Dingo.

“It’s been an honor to serve with this crew as they’ve achieved outstanding operational milestones and risen to meet every challenge,” said Cmdr. Kevin Smith, commanding officer of the Omaha Gold crew. “Today we welcome home the USS Omaha and the Blue crew, and celebrate the commitment and perseverance of every Sailor onboard, as well as their families who support them.”

In August 2024, the Omaha participated in OMSI, a Secretary of Defense program aimed at diminishing transnational illegal activity on the high seas in the Pacific Island nations of Oceania’s Exclusive Economic Zones (EEZ), as well as increasing interoperability with partner nations. The Omaha’s range and capabilities allowed the embarked U.S. Coast Guard law enforcement detachment the ability to access the remote U.S. and Pacific Island nations’ EEZs.

The Omaha participated in CARAT Brunei 2024 alongside the Royal Brunei Armed Forces and other U.S. military assets.

During the exercise, a variety of subject matter expert exchange events were conducted. They focused on topics such as cyber security, emission control, force protection, international maritime law, maritime domain awareness, and public affairs for humanitarian assistance and disaster response. Bilateral training opportunities included best practices for a medical evacuation; mine countermeasures; visit, board, search and seizure; underwater demolition; and other topics. CARAT Brunei 2024 focused on dynamic naval capabilities, featuring cooperative evolutions that highlighted the U.S.-Brunei partnership and their shared goals of ensuring a free and open Indo-Pacific.

The Omaha participated in several events which celebrated the 30th anniversary of the independence of the Republic of Palau, marking the Republic of Palau's independence from the United Nations trusteeship administered by the U.S.

In the early months of 2025, the Omaha participated in Exercise Noble Wolverine, Exercise Cobra Gold 2025, and Exercise Noble Dingo. Noble Wolverine was a joint U.S. and Canadian exercise. During Cobra Gold 2025, Omaha, alongside Republic of Korea, Republic of Singapore, and Kingdom of Thailand navies conducted division tactics and crew exchanges. Noble Dingo included several operations as part of a joint sail with the RAN's Hobart-class air warfare destroyer HMAS Sydney (DDG 42) in support of a free and open Indo-Pacific.

"These Sailors are returning home to their families with significant operational experience.," said Cmdr. Ryan Doyle, commanding officer of the Omaha Blue crew. "I am particularly proud of the resiliency and self-sufficiency that our Sailors demonstrated throughout the deployments."

During deployment, the Omaha conducted eight port visits, including six to partner and allied nations: Singapore, the Philippines, Thailand, Brunei, Malaysia, Guam, the Republic of

the Marshall Islands, and Hawaii.

The Omaha is a fast, optimally-manned, mission-tailored surface combatant that operates in near-shore and open-ocean environments, winning against 21st-century threats. LCS integrate with joint, combined, manned and unmanned teams to support forward presence, maritime security, sea control, and deterrence missions around the globe.

For more news from Commander, Littoral Combat Ship Squadron 1, visit <https://www.surfpac.navy.mil/comlcsron1/> or follow on Facebook at www.facebook.com/COMLCSRONONE/

Saronic Technologies, Vigor Marine Group Announce Strategic Partnership



VANCOUVER, Wash. (July 14, 2025) – [Saronic Technologies](#) and [Vigor Marine Group](#) today announced a strategic partnership focused on rapidly advancing the delivery of autonomous maritime capabilities and strengthening operational support for defense and commercial customers. This partnership brings together two trusted maritime innovators with complementary capabilities, whose combined expertise can help support U.S. government and commercial customers in a rapidly changing environment.

Vigor brings decades of experience in complex aluminum and small vessel fabrication, ship repair, and sustainment as one

of the leading maintenance and modernization prime contractors in the United States, with a robust presence on both the West and East coast, supporting both defense and commercial operations. Saronic, one of the fastest-growing defense technology companies in the U.S., blends deep expertise in maritime autonomy, platform design and development, and high-rate production, enabling the rapid delivery of Autonomous Surface Vessels (ASVs) at speed and scale.

Under the agreement, Vigor and Saronic will work closely to identify opportunities to advance the priorities of core U.S. government and commercial maritime customers. Together, the partners are focused on accelerating innovation while expanding the industrial and operational support required for autonomy at scale.

“This partnership brings together two leaders in the maritime industry to collaboratively create a full lifecycle solution that can ensure our maritime customers are mission-ready today and into the future,” said Dino Mavrookas, Co-Founder and CEO of Saronic. “Combining Saronic’s technical leadership in autonomous maritime systems and scaled production with Vigor’s strategically located infrastructure and experience in maintenance, repair, and overhaul (MRO) and lifecycle sustainment creates new opportunities to accelerate capability delivery and ensure that government and commercial customers can count on a reliable, trusted sustainment network to meet the readiness requirements for larger autonomous ships today and into the future.”

“Partnering with Saronic is a tremendous opportunity for Vigor Marine Group to harness our innovative spirit and long history in the marine fabrication and MRO markets to provide solutions for our customers in this rapidly changing maritime environment,” said Francesco Valente, CEO of Vigor Marine Group. “As an industry leader, we are always looking ahead at our customers’ future needs, whether in military readiness or commercial uses. With this partnership, we are aligning our

core strengths to advance autonomous maritime capabilities that meet the urgent and evolving needs of our defense and commercial customers.”

This partnership reflects a shared commitment to advance U.S. maritime systems and shipbuilding in a way that is operationally effective, economically sustainable, and aligned with national security priorities. By combining Vigor and Saronic’s expertise, proven experience, and industry knowledge, the collaboration can help shape the future of maritime capability delivery and industrial base readiness across the full mission lifecycle.

“Exploring the combination of Saronic’s autonomy technologies and Vigor’s experience in marine vessel fabrication, subsystem integration, and MRO support enables us to find solutions to better support the warfighter,” said Mark Norris, Vice President of Vigor Marine Fabrication.

Raytheon Awarded \$74M Navy Contract for RAM Guided Missile Launching System



From RTX, July 14, 2025

System is the world's most modern short-range ship self-defense weapon

LOUISVILLE, Ky., July 14, 2025 /PRNewswire/ – Raytheon, an RTX (NYSE: RTX) business, was awarded a \$74 million contract to produce RAM Guided Missile Launching Systems (GMLS) for the U.S. Navy.

Under the contract, Raytheon will provide several new launcher systems, refurbishments on current systems, and hardware required to support upgrades as well as various spares.

“This contract marks the largest single order of U.S. RAM launchers in over two decades and will ensure our naval assets remain well-protected against anti-ship threats,” said Barbara Borgonovi, president of Naval Power at Raytheon. “Our continued investment in modernizing production capacity enables us to meet the growing global demand for the world’s most modern short range ship self-defense weapon system.”

Celebrating its 50th anniversary next year, the RAM weapon system – which consists of the RAM launcher and missiles – is

a bilateral partnership between the U.S. and Germany with Raytheon serving as a prime contractor for U.S. Navy requirements. The system is currently deployed on more than 165 ships in 11 countries ranging from fast patrol boats to aircraft carriers and is being installed on several new U.S. Navy ship classes, including the Arleigh Burke class of guided-missile destroyers.

Majority of work under this contract will be performed in Louisville, Kentucky, and is expected to be completed by 2028.

Coast Guard Cutter Blacktip Arrives at New Homeport in Valdez, Alaska



Coast Guard Cutter Blacktip (WPB 87326) arrives at new homeport in Valdez, Alaska.

VALDEZ, Alaska – Coast Guard Cutter Blacktip (WPB 87326) arrived at its new homeport in Valdez Monday after transiting approximately 2,800 miles.

Blacktip, an 87-foot Marine Protector-class patrol boat, is replacing the recently decommissioned 110-foot Island-class cutter Liberty and will conduct various missions throughout the Arctic District, including maritime law enforcement and security, living marine resources, and search and rescue.

“We are extremely happy to be in Alaska and to continue serving the community of Valdez,” said Senior Chief Petty Officer Andre Pinault, officer in charge.

Blacktip was commissioned in 2000 and previously homeported in Oxnard, California.

Marine Protector-class patrol boats are 87-feet long and 19.5-feet wide with a 100 long-ton displacement. They have a top speed of 25 knots and a range of 1,000 miles. They can hold a crew of up to 12. The Blacktip is equipped with advanced electronics and navigation systems for multi-mission operations, including search and rescue, law enforcement, and homeland security.

Rocket Lab Taps Bollinger Shipyards to Support Modification of Neutron Landing Platform



Long Beach, Calif. 10 July, 2025: Rocket Lab Corporation (Nasdaq: RKLB) (“Rocket Lab” or “the Company”), a global leader in launch services and space systems, today announced it has awarded a contract to Bollinger Shipyards, the largest privately owned new construction and repair shipbuilder in the United States, to support the build out of Rocket Lab’s ocean landing platform for its Neutron reusable rocket.

Modification and fit-out of Rocket Lab technology to its 400-ft-long landing platform named ‘Return On Investment’ has begun and is taking place at Bollinger Shipyards, primarily at its shipyard in Amelia, Louisiana, with delivery of the vessel to Rocket Lab expected in early 2026. Bollinger Shipyards, a premier builder of high-performance vessels, will leverage its extensive experience in marine engineering to complete the Rocket Lab-led design of the rocket-landing platform that includes autonomous ground support equipment, blast shielding for on-deck equipment protection during Neutron landings, and station-keeping thrusters for the platform to hold its position during Neutron return-to-Earth missions at sea.

Reusability is key to Rocket Lab’s development of Neutron. To meet the increasing demand for regular and reliable launch to space for large single satellites, multi-satellite constellation deployment, and high assurance national security missions, Rocket Lab expects to quickly scale Neutron and double its launch capacity annually once it enters service – with “Return On Investment” integral to that effort. Rocket Lab’s development of recovery infrastructure in Louisiana builds upon the Company’s existing U.S. expansion plans for Neutron’s operations and development, with “Return On Investment” to be operated out of the U.S. East Coast to support timely delivery and return of Neutron rockets to its launch site on Wallops Island, Virginia.

Rocket Lab Vice President – Neutron, Shaun D’Mello, says: “Neutron’s ability to return to Earth on “Return On

Investment” and launch again and again will be foundational to its success. With Bollinger’s extensive experience in marine engineering and shipbuilding, they have been selected to deliver this critical project. We’re looking forward to working with Bollinger to create the conditions to modernize Louisiana’s shipyard capabilities to meet the demands of the aerospace industry’s cutting-edge capabilities.”

Bollinger Shipyards President and CEO, Ben Bordelon, says: “Bollinger is proud to partner with Rocket Lab on a project that showcases both the ingenuity and innovation of American shipbuilding and the future of space flight. At Bollinger, we’ve spent decades building some of the most advanced vessels in the world. We’re honored to have been selected to bring our deep expertise and experience in marine engineering and fabrication to a program that pushes the boundaries of what’s possible.”

**L3Harris Delivers First
Overhauled P-8A Poseidon
Aircraft to US Navy**



L3Harris is performing program depot maintenance along with repair and overhaul for NAVAIR's fleet of 139 aircraft. NAVAIR aircraft perform missions that include maritime patrol, long-range anti-submarine warfare, anti-surface warfare and intelligence, surveillance and reconnaissance. Credit L3Harris Technologies

[Release From L3Harris Technologies](#)

WACO, Texas, July 10, 2025 – L3Harris Technologies (NYSE: LHX) has delivered the first overhauled P-8A Poseidon aircraft to Naval Air Systems Command (NAVAIR) – a key milestone that supports the U.S. Navy's readiness goals.

L3Harris is performing program depot maintenance along with repair and overhaul for NAVAIR's fleet of 139 aircraft. NAVAIR aircraft perform missions that include maritime patrol, long-range anti-submarine warfare, anti-surface warfare and intelligence, surveillance and reconnaissance. L3Harris will also support foreign military sales of P-8A aircraft.

"We're keeping the Navy's fleet mission-ready with this first P-8A delivery," said Jason Lambert, President, Intelligence, Surveillance and Reconnaissance, L3Harris. "Our proven expertise in aircraft maintenance enables us to enhance performance and extend fleet longevity."

L3Harris anticipates up to nine aircraft inductions during the first contract year. The company is currently overhauling seven aircraft, with all on track for delivery this year. Work on the Navy's P-8A fleet began in 2024 at L3Harris' aircraft modification facility in Waco and continues through September 2029.

U.S. Navy Accepts Delivery of Final Independence-Variant Littoral Combat Ship, Pierre



MOBILE, Ala – The future USS Pierre (LCS 38) conducts sea trials in Mobile, Alabama, June 2025. Pierre is the 19th and final ship marking the completion of the Independence-variant littoral combat ship (LCS) construction phase. (Photo courtesy of Austal USA)

[From Program Executive Office Unmanned and Small Combatants \(PEO USC\) Public Affairs](#)

MOBILE, Ala. – The U.S. Navy accepted delivery of the future USS Pierre (LCS 38) from Austal USA's shipyard in Mobile, Alabama, July 11.

Pierre is the 19th and final ship marking the completion of the Independence-variant littoral combat ship (LCS) construction phase—a sustained acquisition effort involving Navy personnel, industry partners, and program management teams for over two decades.

[Pierre successfully completed acceptance trials](#) the week of June 9, achieving the highest measured quality score of any LCS in the past 15 years. This performance reflects the notable progress made over the course of the program and the expertise honed by the LCS shipbuilding and acquisition teams.

“The delivery of the final Independence-variant LCS marks the end of a chapter, but not the story,” said Capt. Matthew Lehmann, program manager of the LCS Program Office. “The LCS program, for all its complexities, has pushed the boundaries of naval design and operational concepts. The LCS represents a bold vision for a more agile and adaptable Navy. We are seeing the Fleet operating these ships with the advanced mission packages they were designed for and they are continuing to evolve those operational concepts as more unmanned technologies come online.”

Following commissioning later this fall, the ship will be homeported in San Diego, California, –supporting forward presence, maritime security, sea control, and deterrence in key operational theaters.

“Pierre is more than just the last number – it represents the hard work of manufacturers, suppliers and builders from across the nation culminating in a warship that will serve as the Navy's most versatile workhorse for years to come,” said Melissa Kirkendall, acting program executive officer for Unmanned and Small Combatants (PEO USC). “The legacy of Pierre and her sister littoral combat ships is the vibrant shipbuilding industrial base that we now have

in the mid-tier yards that are now constructing the Navy's next-generation warships."

LCS is a fast, agile, mission-focused warship designed to operate in near-shore environments to counter 21st-century threats. It is a class of small surface combatants armed with capabilities to defeat challenges in the world's littorals. LCS can operate independently or in high-threat scenarios as part of a networked battle force that includes larger, multi-mission surface combatants such as cruisers and destroyers.

PEO USC designs, develops, builds, maintains, and modernizes the Navy's unmanned maritime systems; mine warfare systems; special warfare systems; expeditionary warfare systems; small boats/craft; and small surface combatants.

For more news from PEO USC, visit: <https://www.navsea.navy.mil/Media/News/>