Ultra Maritime and General Atomics Announce Strategic Partnership

From Ultra Maritime, May 20, 2025

COLUMBIA CITY, Indiana – General Atomics Aeronautical Systems, Inc. (GA-ASI) and Ultra Maritime are proud to announce a strategic partnership to substantially advance the state of the art in unmanned airborne detection and tracking of enemy submarines. By combining the world's most advanced and prolific unmanned aerial system (UAS), GA-ASI's MQ-9B SeaGuardian®, with the world's only miniaturized, low power sonobuoys and receivers, the strategic partnership will make it possible for the U.S. and its allies to use sophisticated techniques to track submarines in hostile, GPS-denied environments.

As adversary submarines proliferate and become stealthier, unmanned underwater vehicles grow in number and GPS jamming becomes more prevalent, the need for assured and affordable anti-submarine warfare (ASW) solutions is more critical than ever. While unmanned technologies are the clear best solution to this challenge, limitations to date in suitable ASW technologies have prevented real world solutions from emerging. This strategic partnership will provide a significant new capability where small form factor sonobuoys and receivers, aboard a long-range unmanned aircraft, can provide autonomous, low cost ASW in a GPS-denied environment.

The GA-ASI MQ-9B SeaGuardian provides unmatched multi-domain intelligence, surveillance, reconnaissance and targeting (ISR&T). GA-ASI will integrate the MQ-9B SeaGuardian with Ultra Maritime's exclusive small form factor (half size)

sonobuoys to double UAS capacity. These sonobuoys will provide Multi-static Active (MSA) capabilities achieving unprecedented wide-area search. Furthermore, Ultra Maritime's new acoustic receivers will be half the traditional size, making them ideal for UAS deployment. The receivers will enable more effective ASW in GPS-denied environments and will monitor more sonobuoys per MQ-9B mission through advanced communications technology. The solution is fully funded by internal research and development, and an integrated operational demonstration of this capability will occur in the Indo Pacific and other theaters beginning in 2025.

Keel Laid for Future USS Quentin Walsh

From the Navy Office of Information, May 20, 2025

BATH, Maine – The keel for the future USS Quentin Walsh (DDG 132), an Arleigh Burke-class Flight III guided missile destroyer, was laid during a ceremony on May 20, at Bath Iron Works (BIW).

The keel laying represents the start of a ship's construction. During the ceremony, the keel is authenticated when the ship's sponsor welds their initials into the keel plate, with the assistance of a BIW welder.

The ship's sponsor is Madison Ann Zolper, great-granddaughter of the ship's namesake, Coast Guard Capt. Quentin R. Walsh, who was awarded the Navy Cross for his heroic actions during World War II.

Walsh received the Navy Cross for his leadership during the

1944 Battle of Cherbourg, where his 53-man reconnaissance unit captured 750 German soldiers and liberated 52 American prisoners of war. After World War II, he served during the Korean War and held various roles at Coast Guard headquarters. After his Coast Guard career, he worked as a teacher and parole officer in Maryland and became known for his dedication to community preservation.

“We are honored to mark the beginning of the construction for the future USS Quentin Walsh and celebrate his legacy with his family,” said Capt. Jay Young, Arleigh Burke-class Destroyer program manager, Program Executive Office, Ships (PEO Ships). “DDG 132 will provide our Navy with critical strategic capabilities to support Fleet readiness.”

Arleigh Burke-class Flight III destroyers feature the AN/SPY-6(V)1 Air and Missile Defense Radar and incorporate upgrades to the electrical power and cooling capacity plus additional associated changes to provide enhanced warfighting capability to the fleet.

The keel laying of future USS Quentin Walsh (DDG 132) symbolizes the Navy’s 250-year commitment to innovation and maritime dominance. From seabed to space, the Navy delivers power for peace – always ready to fight and win. This milestone marks the Navy’s enduring legacy and commitment to shaping the future of maritime power.

PEO Ships, one of the Department of Defense’s largest acquisition organizations, is responsible for executing the development and procurement of all destroyers, amphibious ships and craft, and auxiliary ships, including special mission ships, sealift ships, and support ships.

RTX’s Raytheon Awarded $580M Production Contract for Next Generation Jammer Mid-Band

An NGJ-MB pod is mounted outboard under the starboard wing of this EA-18G Growler electronic attack aircraft.
From RTX, May 16, 2025

Electronic attack capability will counter new and emerging adversary threats

MCKINNEY, Texas, May 16, 2025 /PRNewswire/ — Raytheon, an RTX (NYSE: RTX) business, has been awarded a $580 million follow-on production contract from the U.S. Navy for the Next Generation Jammer Mid-Band (NGJ-MB) system.

Under the contract, Raytheon will provide additional production NGJ-MB pod shipsets, including pods for the Royal Australian Air Force, as well as spares and peculiar support equipment.

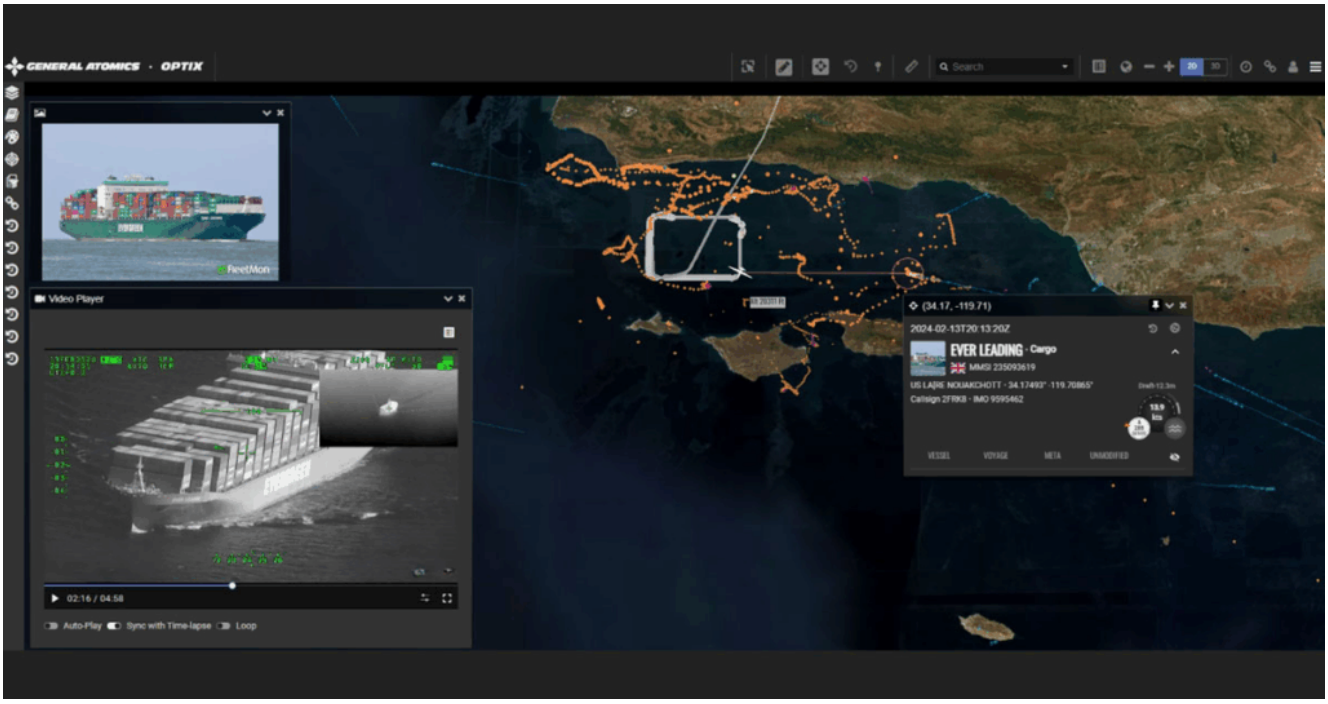
“Offensive Electronic Attack provides a tremendous combat

capability, protecting strike packages, kinetic weapons and high-value airborne assets across a broad range of missions," said Barbara Borgonovi, president of Naval Power at Raytheon. "With this contract, we'll ensure that our naval aviators in all theaters are better prepared to counter adversary threats and support the Joint Fight."

NGJ-MB is a cooperative development and production program with the Royal Australian Air Force. It is an airborne electronic attack system consisting of two pods containing active electronically scanned arrays that radiate in the mid-band frequency range. The U.S. Navy employs NGJ-MB on the EA-18G Growler to target advanced radar threats, communications, data links and non-traditional radio frequency threats.

Work under this contract will take place in Forest, Mississippi; McKinney, Texas; El Segundo, California; and Andover, Massachusetts through 2028.

GA Integrates OPTIX Software for USMC Common Intelligence Picture WTI Course



From General Atomics Aeronautical Systems, Inc.

SAN DIEGO – 19 May 2025 – General Atomics Aeronautical Systems, Inc. (GA-ASI) has successfully integrated the advanced Optix software—developed by General Atomics Integrated Intelligence, Inc. (GA-i3)—into the U.S. Marine Corps (USMC) Common Intelligence Picture (CIP) for a multi-service Weapons and Tactics Instructor (WTI) course.

This milestone marks a significant enhancement in the USMC's Intelligence, Surveillance, and Reconnaissance (ISR) capabilities, delivering a unified operational view critical to the training of future aviation leaders. For the USMC, this integration directly supports the deployment and effectiveness of the GA-ASI-supplied MQ-9A Medium-Altitude, Long-Endurance (MALE) Unmanned Aircraft System within the Marine Air-Ground Task Force (MAGTF).

Achieved through close collaboration with Marine Aviation Weapons and Tactics Squadron One (MAWTS-1) and Marine Operational Test and Evaluation Squadron One (VMX-1), the integration brought together engineers from GA-ASI and GA-i3 alongside USMC unmanned aviation operations experts. Their combined efforts enabled the seamless deployment of the Optix

software during the rigorous WTI 2-25 training cycle.

USMC MQ-9A operations during the exercise took place at Yuma, Arizona, and the Strategic Expeditionary Landing Field (SELF) at Twenty-Nine Palms, California—the Marine Corps' only expeditionary runway in the U.S. The live-fire training environment provided an invaluable opportunity to evaluate the MQ-9A's role in complex combat scenarios.

By introducing Optix into this high-demand setting, Marines gained access to real-time data fusion, a shared operational picture, and enhanced collaborative decision-making—tools critical for modern battlefield success.

"The integration of Optix software represents a key step toward the effective deployment of the MQ-9A MUX MALE platform within the MAGTF and joint operations," said Doug Brouwer, Senior Director for USMC Programs at GA-ASI. "It enables near real-time situational awareness and improves the decision-making process across the battlespace."

Andrew Majchrowicz, Project Manager for Department of Defense Programs at GA-i3, added: "Equipping Marines with advanced ISR tools like Optix enhances the common intelligence picture and operational readiness in live-fire environments. This is a critical milestone in our shared goal of enabling joint-force effectiveness and full operational integration of the MQ-9A."

The successful deployment of Optix within the WTI course underscores General Atomics' continued commitment to delivering cutting-edge solutions that empower the U.S. military with unmatched intelligence and operational capabilities for future multi-domain operations.

USCGC Calhoun Offloads More than $141M in Illegal Narcotics at Port Everglades

Crew members aboard U.S. Coast Guard Cutter Calhoun (WMSL 759) pose before preparing to offload pallets of illegal narcotics in Port Everglades, May 16, 2025. Calhoun's crew offloaded more than 19,055 pounds of cocaine and marijuana valued at approximately $140.9 million in Port Everglades, May 16, 2025. (Coast Guard photo by Petty Officer 3rd Class Jessica Walker)
From U.S. Coast Guard 7th District, May 16, 2025

MIAMI – U.S. Coast Guard Cutter Calhoun's crew offloaded approximately 19,055 pounds of cocaine and marijuana, worth an estimated $140.9 million, Friday, at Port Everglades.

The seized contraband was the result of five interdictions in the Atlantic Ocean and Caribbean Sea by interagency partners. The resulting criminal investigations are linked to

substantial amounts of transnational criminal organizations and including the foreign terrorist organization, Tren de Aragua.

On April 12, the Calhoun's crew, under tactical control of Coast Guard Atlantic Area, detected a suspicious fishing vessel in international waters exhibiting behavior consistent with narcotic trafficking approximately 1,200 miles west of Las Palmas, Canary Islands. The crew interdicted the suspicious vessel, seizing approximately 10,000 pounds of cocaine.

On May 1, a military patrol aircraft located a suspicious vessel approximately 100 miles off Colombia. A Coast Guard law enforcement detachment deployed on **USS Minneapolis Saint Paul** interdicted the vessel, seizing approximately 1,500 pounds of cocaine.

On May 5, a military patrol aircraft located a suspicious vessel approximately 80 miles off Dominican Republic. Calhoun's crew interdicted the vessel, seizing approximately 825 pounds of cocaine.

On May 6, Calhoun's crew interdicted a suspicious vessel approximately 85 miles off Haiti. A law enforcement crew stopped the vessel, seizing approximately 3,135 pounds of cocaine and 14 pounds of marijuana.

On May 7, a military patrol aircraft located two suspicious vessels approximately 155 miles off Dominican Republic. Calhoun's crew interdicted both vessels, seizing approximately 3,580 pounds of cocaine.

"I'm incredibly proud of Calhoun's role in continuing to disrupt the flow of illicit narcotics," said Capt. Matthew Hammond, Calhoun's commanding officer. "The Coast Guard and our partners work tirelessly to deny drug trafficking organizations access to smuggling routes bound for the United States and dismantle transnational criminal activity abroad,

which threaten Americans here at home.”

The following crews also assisted with interdiction operations:

- **Joint Interagency Task Force-South (JIATF-S)**
- Seventh Coast Guard District watchstanders
- U.S. Coast Guard Tactical Law Enforcement Team-South

Detecting and interdicting illicit drug traffickers on the high seas involves significant interagency and international coordination. Joint Interagency Task Force-South, in Key West, conducts the detection and monitoring of aerial and maritime transit of illegal drugs. Once an interdiction becomes imminent, the law enforcement phase of the operation begins, and control of the operation shifts to the U.S. Coast Guard for the interdiction and apprehension phases. Interdictions in the Caribbean Sea are performed by members of the U.S. Coast Guard under the authority and control of the Seventh Coast Guard District, headquartered in Miami.

These interdictions relate to Organized Crime Drug Enforcement Task Forces’ Strike Force initiatives and designated investigations. OCDETF identifies, disrupts, and dismantles the highest-level criminal organizations that threaten the United States using a prosecutor-led, intelligence-driven, multi-agency approach. Additional information about the OCDETF program can be found at **https://www.justice.gov/OCDETF**.

Calhoun, commissioned in 2024, is the newest 418-foot Legend-class national security cutters homeported in North Charleston, South Carolina. The cutter’s primary missions are counter-drug operations and defense readiness.

Read more about **Calhoun**'s April 13 interdiction.

Read more about **USS Minneapolis Saint Paul** interdiction.

For breaking news, follow us on **X (formerly Twitter)**. For additional information, find us on **Facebook** and follow us on **Instagram**.

Make a difference on land, at sea or in the air with the Coast Guard. Visit **GoCoastGuard.com** to learn more about active duty and reserve, officer and enlisted opportunities. Information on how to apply to the U.S. Coast Guard Academy can be **found here**.

RTX's Raytheon Delivers 250th RAM Launcher to U.S. Navy

From RTX, May 19, 2025

RAM is a vital component of naval defense, protecting high-value assets and the lives of thousands of sailors and marines

TUCSON, Ariz. (May 19, 2025) – Raytheon, an RTX (NYSE: RTX) business and German industrial partner RAM-Systems GmbH, delivered the 250th RAM MK49 Guided-Missile Launching System (GMLS) to the U.S. Navy. It will be deployed on the USS Pittsburgh, a new-construction San Antonio-class amphibious transport dock.

The RAM program, which will celebrate its 50th anniversary next year, is a bilateral partnership between the U.S. and Germany with Raytheon serving as a prime contractor. In addition to the U.S. and Germany, RAM customers include Egypt, Greece, Japan, the Republic of Korea, Mexico, Netherlands, Saudi Arabia, Qatar, Türkiye and the United Arab Emirates.

"The RAM missile system has been a cornerstone of naval defense capabilities for decades, and this 250th GMLS delivery is a testament to the important role it plays in defending U.S. and allied forces," said Barbara Borgonovi, president of Naval Power at Raytheon. "As we continue to modernize and expand the deployment of RAM, it remains a critical asset in protecting our sailors and ships from evolving threats."

As the world's premier ship self-defense effector, RAM protects naval assets ranging in size from 220-foot corvettes to 1,100-foot nuclear powered aircraft carriers from advanced anti-ship cruise missiles, aircraft, drones, and other incoming threats.

Raytheon and its German industrial partners continue to invest in modernizing the RAM system to increase production capacity to meet growing global demand as well as enhance the capabilities of the RAM effector and launching system. This includes Raytheon's GMLS manufacturing facilities – which have

recently doubled production capacity – in addition to weapon system upgrades and supporting RAM integration aboard new naval platforms.

Coast Guard to Reduce Flag Officer Positions by 25%

By Richard R. Burgess, Senior Editor

ARLINGTON, Va. – The U.S. Coast Guard has been ordered to reduce the number of admirals by at least 25% before next year, the service announced.

In a May 25 directive from Acting Commandant Adm. Kevin Lunday, the service announced that the reductions were part of its Force Design 2028 initiative.

"As part of Force Design 2028, the Secretary of the Department of Homeland Security has determined that there is redundant executive oversight in our force structure which hinders efficient decision making and Service effectiveness," The opening statement of the announcement said.

"As a result, and consistent with similar efforts within the Department of Defense, the Secretary has ordered a reduction of no less than 25% of flag officer positions by 1 January 2026," the announcement said. "The positions to be eliminated and the plan to reorganize the flag corps will be announced in separate correspondence."

The Coast Guard currently has approximately 45 flag officers.

The service also has negated the results of its fiscal 2025

promotion board for the rank of rear admiral (lower Half) while folding opportunity in next year's selection board.

"The Secretary also disapproved the Promotion Year (PY) 2025 rear admiral (lower half) (RDML) selection board report after determining that the guidance to that board did not align with this Administration's policies," the announcement said. "The Secretary's action also supports planning to reorganize the leadership structure. Officers who were considered by the PY25 RDML selection board and who are otherwise eligible, including those previously selected, will be considered by the PY26 RDML selection board that will convene under new guidance."

Harrier Finds Final Home in Fort Worth Aviation Museum

Retired AV-8B II+ Harrier, BUNO 165357, was inducted into its final landing spot at the Fort Worth Aviation Museum on May 13.
From Naval Air Systems Command, May 16, 2025

FORT WORTH, Texas – After years of soaring through the skies, a retired AV-8B II+ Harrier found its new home May 13 at the Fort Worth Aviation Museum, ready to inspire a new generation of aviators and engineers.

A collaborative effort between the AV-8B Weapons Systems Program Office (PMA-257), Headquarters, U.S. Marine Corps, Marine Aircraft Group 14 and Marine Attack Squadron (VMA) 231 ensured the retired Harrier was demilitarized and safe for display, ready for its new role as a museum exhibit.

VMA-231's Capt. Zach "Yoda" Moore flew the aircraft to the museum initially performing a fly-by at the observation area before vertically landing.

"Of over 40 aircraft [at the Fort Worth Aviation Museum], this is one of the most unique and interesting aircraft to have been flown into our museum," said Ben Guttery, the museum's collections manager. "This aircraft's extensive combat history is very important to us and will be greatly appreciated by the public. The AV-8B II+ will eventually be bookend displayed next to the AV-8A demonstrating the many changes of the Harrier from when it first went into service with the U.S. Marines."

This aircraft, BUNO 165357, originally entered service with the U.S. Marine Corps as a Day Attack variant on Sept. 16, 1985. It was stricken and remanufactured reentering service on June 12, 1998 as an AV-8B Harrier II+. It flew with Marine Attack Squadrons (VMAs) 223, 231 and 542, logging 995 recorded combat flight hours and a combined total of 8,955 flight hours in support of multiple Marine Expeditionary Unit deployments, Operation Iraqi Freedom, Operation Enduring Freedom deployments, humanitarian efforts and Request for Forces.

Pablo “Louie” Sanchez, PMA-257 logistics assistant program manager and museum task force lead, said, “The Marine demilitarization crew led by Chief Warrant Officer 2 Neil Vislosky has done a phenomenal job in preparation for this event to include coordination with the Marines of Marine Aviation Logistics Squadron 41 and Marine Fighter Attack Squadron 112 at Joint Reserve Base Fort Worth demonstrating professionalism every step of the way to make this a successful event.”

According to its official website, the Fort Worth Aviation Museum has the “most touchable warbirds in North Texas” and aims to preserve, inspire and educate. The museum’s vision is to celebrate and showcase the people and aviation accomplishments of North Texas, in a museum and science center that can preserve and display our heritage, educate the community, and inspire young people to stay in school and achieve their full potential. Its slogan, “Giving wings to youth and community through our aviation roots,” highlights the importance of Harrier’s preservation initiatives.

The AV-8B Harrier II+ is a vertical/short takeoff and landing, light attack jet used by the U.S. Marine Corps, and the Italian and Spanish navies. In service for four decades, its mission is to destroy surface targets and escort friendly aircraft in austere conditions during expeditionary, joint and combined operations.

The platform provides close and deep air support, including armed reconnaissance and air interdiction, and conducts offensive and defensive anti-air warfare. The AV-8B Harrier II+ can operate from carriers and other suitable seagoing platforms, advanced bases, expeditionary airfields and remote tactical landing sites offering versatility, firepower and mobility to effectively counter enemies engaged by U.S. and allied ground forces.

Readiness, Shipbuilding Top Priorities for Navy

May 15, 2025 | By C. Todd Lopez, DoD News

On Capitol Hill yesterday, Navy Secretary John Phelan told lawmakers that increasing shipbuilding to better outfit the Navy, developing an accountable and innovative warfighter culture and improving the welfare of the fighting force were his top priorities.

Phelan, alongside Acting Chief of Naval Operations Adm. James W. Kilby, and Commandant of the Marine Corps Gen. Eric M. Smith, briefed the House Appropriations Committee's defense subcommittee on current challenges and their plans to address them.

“My North Star, or No. 1 priority as secretary, is the readiness of our sailors and Marines,” Phelan said, adding that the priorities he outlined will guide his decision-making as he leads the department.

After Phelan was sworn in as the Navy secretary in late March, he visited troops and facilities in the Indo-Pacific region, the southern border, the USS Gravely, several military installations, as well as public and private shipyards.

“Rebuilding our hollowed-out maritime industrial base is a national security imperative, as outlined in the Restoring America’s Maritime Dominance executive order signed by President [Donald J.] Trump,” he said. “Over the past month, I visited … eight shipyards across the nation’s East Coast and the Indo-Pacific. I spoke directly with shipyard leaders and the hard-working tradesmen essential to our maritime operations. I now have a clear picture of where our shipbuilding dollars have been going, and [I] am developing a plan to fix what’s broken.”

Phelan told lawmakers that submarine building challenges include the complexity of the ship, workforce experience, supply chain issues and, in some cases, a lack of modernization at shipbuilding facilities. During his meetings with shipyard workers and industry leaders, he discussed the state of shipbuilding and identified ways to improve workflow.

“It was very interesting in some of [the leaders’] assessments of what they did not perceive to be as problems,” Phelan said, adding that when he met with the workers, he received the opposite response.

His visit to a shipyard in Japan showcased the difference in shipbuilding processes. There, he found workers get the same productivity in one shift that American shipyards might get in three shifts.

“I believe that’s for two reasons,” Phelan said. “One, their average worker is 50 years old; it is a career … they’ve been in that shipyard a very long time. Two, when I spoke to the welders in Japan, they … spend zero time on paperwork. Our welders spend between 30% and 40% of their time filling out paperwork … that is a problem.”

Phelan said he saw positive things at U.S. yards that might be implemented across the rest of the U.S. shipbuilding industry to speed up things like U.S. submarine production.

“I do think we can get the calendar shifted left, but it’s going to take a lot of hard work and a lot of effort,” he said.

Kilby told lawmakers the Navy faces three challenges, and it is working to solve them with congressional assistance.

First, he said, is a shortage of approximately 23,000 sailors manning ships.

“Thanks to process improvements and targeted investments, we are on plan to reduce that number significantly by the close of fiscal year 2026,” Kilby said. “We’re committed to attracting and developing Americans who can innovate, solve hard problems and dominate in combat.”

The Navy missed recruiting goals in fiscal year 2023 but raised its goals in fiscal year 2024 and then exceeded its target when it recruited more than 40,000 new sailors.

“[That’s] the most since 2003, and we are currently on pace to exceed our recruiting goal for fiscal year 2025,” he said.

Kilby said a second issue involves strain on the munitions industrial base. Ordinance expenditures in the Red Sea against the Houthis have highlighted challenges with manufacturing replacement munitions.

“The Navy is working with both our traditional [prime

contractors] and new entrants to close this gap, developing kinetic and non-kinetic weapons at speed and at scale," he said.

In submitted testimony, Kilby said the Navy is investing in expanding capacity and adding new suppliers across its weapons portfolio, including rocket motors, warheads and engines.

Finally, Kilby said, platform readiness is a priority for the Navy.

"Our platforms are not as ready as they need to be," he said. "We set an ambitious goal to make 80% of our ships, submarines and aircraft combat surge ready by Jan. 1, 2027. To do that, we are reducing maintenance delays. We are improving manning, training, modernization and sustainment. In all of these efforts, consistent and predictable funding is foundational. We appreciate the continued support of this committee."

Smith said as the commandant of the Marine Corps, his top priority is achieving a 3.0 amphibious ready group/marine expeditionary unit presence. He added that this would mean the Marines have one amphibious ready group constantly deployed off the East Coast, one deployed off the West Coast and one sporadically deployed out of the naval force in Japan.

"The amphibious ready group with marine expeditionary unit embarked is the most versatile tool in our nation's arsenal," he said. "It is the Swiss Army knife of the joint force, and we're working closely with our Navy partners to maximize this capability."

Smith said accelerating force design is another priority for the Marines, adding that the Marines are in the implementation phase – integrating new technology, refining organizational structure and strengthening the joint force.

"Force design is our righteous journey to adapt to the changing character of war. The nature of war remains the same,

but the character changes," Smith said.

Regarding quality of life, Smith said Marines want the basics. He told lawmakers, "Every Marine deserves a clean, safe place to lay their head at night. They don't ask for much, but they do ask for that."

Smith called the Barracks 2030 program the most consequential infrastructure investment in Marine Corps history. He noted that it will provide every Marine with safe, modern living conditions.

"And quality of life goes beyond our barracks," he added. "We're also investing in the well-being of Marine families, because retaining our Marines means supporting those who stand by them."

USS Normandy Returns from Deployment to 4th Fleet

From U.S. 2nd Fleet, May 15, 2025

NORFOLK, Va. – The Ticonderoga-class guided-missile cruiser USS Normandy (CG 60) returned to Naval Station Norfolk May 15, concluding a nearly three-month deployment to the U.S. 4th Fleet area of responsibility.

The crew departed Feb. 25, 2025 with their mission focused on strengthening maritime partnerships, enhancing regional security, and conducting multinational naval operations in the Caribbean and surrounding waters.

“I could not be more proud of Normandy’s sailors and their relentless drive to execute the nation’s tasking,” said Capt. Nathan Diaz, commanding officer of USS Normandy. “While independently deployed, it was an honor for our crew to reinforce the maritime commons with partners like Colombia, France, Guyana, the Netherlands, Panama and the U.K.”

During the deployment, Normandy engaged in several notable

exercises to include the Trilateral Maritime Exercise March 3 and the Bilateral Exercise with Guyana March 27. The Trilateral Maritime Exercise was executed alongside the Royal Navy's HMS Medway and the Royal Netherlands Navy's HNLMS Groningen. This operation included coordinated maneuvers and aviation drills, featuring a Royal Netherlands NH-90 helicopter, aimed at enhancing interoperability among allied naval forces.

The Bilateral Exercise with Guyana was conducted in partnership with the Guyana Defence Force patrol vessel GDFS Shahoud. Supported by Normandy's embarked MH-60R Seahawk helicopter from Helicopter Maritime Strike Squadron 50, the exercise focused on formation maneuvers and communication drills to bolster regional maritime cooperation.

Throughout its deployment, Normandy also participated in Theater Security Cooperation port visits and collaborative operations with regional partners, reinforcing the U.S. Navy's commitment to unity, security, and stability in the Caribbean, Central, and South American maritime regions.

"The crew of Normandy has exceeded all expectations while operating with partner and ally nations and strengthening maritime partnerships in the Caribbean," said Rear Adm. Paul Lanzilotta, commander of Carrier Strike Group Twelve. "The successful completion of their third deployment in the last year and a half is a testament to the grit, determination, and selflessness of the Sailors and their families."

Normandy is a multi-mission Air Warfare, Undersea Warfare, Naval Surface Fire Support and Surface Warfare surface combatant capable of supporting carrier battle groups, amphibious forces or operating independently and as flagships of surface action groups.

Normandy was commissioned in Dec. 1989 and was named after the

World War II Battle of Normandy.

U.S. 2nd Fleet, reestablished in 2018 in response to the changing global security environment, develops and employs maritime ready forces to fight across multiple domains in the Atlantic and Arctic in order to ensure access, deter aggression and defend U.S., allied, and partner interests.

For more U.S. 2nd Fleet news and photos, visit www.facebook.com/US2ndFleet, https://www.c2f.usff.navy.mil/, X – @US2ndFleet, and https://www.linkedin.com/company/commander-u-s-2nd-fleet.