SubSea Craft Selects Virginia Beach for U.S. Expansion

VIRGINIA BEACH, Va. – May 20, 2026 – SubSea Craft, a United Kingdom-based maritime technology and defense company specializing in advanced surface, subsurface, and autonomous maritime capabilities, today announced plans to expand its operations to Virginia Beach. The company's expansion into Virginia Beach represents a strategic step in growing its U.S. footprint, while strengthening collaboration opportunities

within one of the world’s most concentrated maritime and defense ecosystems.

As part of its expansion, the company anticipates hiring for a range of positions spanning leadership, operations, field engineering, and technicians.

Founded in the United Kingdom, SubSea Craft develops next-generation maritime platforms and technologies designed to support modern naval and defense operations in complex maritime environments.

Virginia Beach will serve as a strategic location for the company as it continues expanding engagement with U.S. defense stakeholders, maritime industry partners, and technology collaborators, including local company Global Technical Systems. The city’s proximity to military installations, maritime infrastructure, advanced manufacturing capabilities, and a highly specialized workforce make the region an attractive fit for the company’s continued growth.

“Virginia Beach offers an exceptional environment for a company operating at the intersection of maritime innovation and defense technology,” said Tom Harkin, Chief Commercial Officer. “The city’s access to maritime infrastructure, defense assets, industry expertise, and technical talent strongly aligns with our long-term vision for growth and collaboration in the United States.”

The project was led by Virginia Beach Economic Development and the Hampton Roads Alliance, and received an Economic Development Investment Program grant from the Virginia Beach Development Authority. The company was recruited with support from Virginia Economic Development Partnership.

“The expansion of SubSea Craft in Virginia Beach underscores the powerful momentum our city is building in defense innovation,” said Bobby Dyer, Mayor of Virginia Beach. “Their decision to grow here reflects the strategic advantages of our

region, the strength of our advanced manufacturing and technology ecosystem, and the trusted transatlantic partnership we've developed with UK industry. Over the past several years, the City has invested in strengthening our international relationships, building a deliberate connection with the United Kingdom's defense and technology sectors. SubSea Craft's growth here reflects the trust and momentum that has come from those efforts. This investment not only brings cutting-edge capabilities to our city but also reinforces Virginia Beach as a destination where global defense innovators choose to thrive. We are excited to welcome them to our business community."

Doug Smith, President and CEO of the Hampton Roads Alliance, said "SubSea Craft's decision to establish operations in Virginia Beach reflects the unique strengths of the Hampton Roads region – where naval operations, shipbuilding, advanced manufacturing, autonomy, and maritime engineering expertise come together in one ecosystem. We are proud to support their expansion and connect them to the region's world-class maritime and defense industrial base."

"GTS is proud to support and collaborate with SubSea Craft as they establish operations in Virginia Beach," said Terry Spitzer, CEO of Global Technical Systems. "Their advanced maritime capabilities, combined with the region's deep defense ecosystem and industrial base, create significant opportunities for innovation, partnership, and long-term growth supporting allied maritime missions."

The company's expansion also reflects the growing alignment between Hampton Roads' maritime and defense capabilities and broader strategic priorities associated with the AUKUS partnership, particularly under Pillar II initiatives focused on advanced capabilities, autonomy, artificial intelligence, undersea technologies, and defense innovation collaboration. As the Hampton Roads region continues positioning itself within the evolving AUKUS ecosystem, projects

like SubSea Craft represent the type of transatlantic collaboration that strengthens defense industrial partnerships between allied nations while advancing next-generation maritime capabilities.

Navy's MQ-25A Stingray secures Milestone C approval

The Navy's MQ-25A Stingray takes its first flight April 25 at Boeing's facility at MidAmerica Airport in Mascoutah, Ill. The MQ-25 is the Navy's first operational carrier-based unmanned aircraft. (Photo courtesy of Boeing)

From Neil Lobeda, May 19, 2026

Following a successful first flight in April, Acting Secretary of the Navy Hung Cao announced today that the MQ-25A Stingray

received Milestone C approval to move into Low-Rate Initial Production (LRIP).

The milestone marks a major step forward in the Navy's commitment to unmanned carrier aviation. An LRIP Lot 1 contract for three aircraft is expected to be awarded this summer and include priced options for Lot 2 (3 aircraft) and Lot 3 (5 aircraft).

"Unmanned refueling extends our reach against any adversary," stated Acting Secretary of the Navy Hung Cao. "Moving the MQ-25A Stingray to Milestone C and into production is arming our warfighters with a capability that increases the lethality of our Carrier Strike Groups. This is a decisive advantage that delivers our warfighters what they need to fight and win."

As the world's first fully integrated, carrier-based unmanned aerial vehicle, the MQ-25A serves as the pathfinder for the future of unmanned carrier aviation. Stingray will provide the Carrier Air Wing (CVW) with essential organic refueling, allowing more F/A-18E/F aircraft to focus on strike missions. This will expand the operational reach of the air wing while preserving the service life of F/A-18E/Fs, improving readiness across the Super Hornet fleet. The Stingray is also at the forefront of integrating unmanned systems alongside manned platforms within the CVW, setting the stage for future advancements in naval aviation.

"Milestone C approval represents an important step for this program," said Vice Adm. John E. Dougherty IV, Portfolio Acquisition Executive Aviation. "MQ-25A will provide persistent aerial refueling and unlock greater capacity across the air wing, ensuring our carrier strike groups remain lethal, flexible, and forward-ready."

"The aircraft is ready, production is ready, and the program is ready to move this groundbreaking capability forward,

paving the way for unmanned carrier aviation and enhancing fleet capability, capacity and lethality," said Capt. Daniel Fucito, Unmanned Carrier Aviation program manager.

The MQ-25A program is managed by the Unmanned Carrier Aviation Program Office (PMA-268), which is responsible for the MQ-25A Stingray unmanned air system and the Unmanned Carrier Aviation Mission Control System (UMCS). PMA-268 is aligned under the Carrier Strike Deputy Portfolio Acquisition Executive (DPAE), within the Portfolio Acquisition Executive for Aviation (PAE(A)).

Editor's note: Boeing released the following statement:

"Boeing is honored to work alongside our U.S. Navy partner in achieving this historic milestone in the MQ-25A Stingray's development life cycle," said Troy Rutherford, vice president, Boeing MQ-25 program. "We remain focused on getting this game-changing unmanned aircraft into the hands of the fleet and integrated into the carrier air wing."

Fueling the Fight: USNS Kanawha Completes Strategic Deployment

May 18, 2026 | By LaShawn Sykes, Military Sealift Command

At long last, the familiar blue and yellow stripes around the top of the main smokestack appeared against the coastal sky, marking the successful completion of months of dedication and support to U.S. naval forces.

Family and friends gathered on the pier at Naval Station Norfolk, Virginia, May 16, to welcome home the crew of the USNS Kanawha. The fleet replenishment oiler and its 92 civil service mariners returned after a 204-day deployment, including 156 days actively at sea.

Operating in the U.S. 4th, 5th and 6th Fleets, the crew served as a strategic enabler. They delivered more than 17 million gallons of fuel, 3,000 pallets of supplies and transported 45 personnel, performing 113 replenishments to 29 U.S. and coalition vessels. As a floating warehouse, the ship enabled sustained operations during key missions, including Operations Southern Spear and Epic Fury.

“I would like to thank the Kanawha crew and their families,” said Navy Capt. Elizabeth A. Nelson, Military Sealift Command Atlantic commodore. “The Kanawha was underway for seven long months supporting [the USS] Iwo Jima Amphibious Ready Group and the USS Gerald R. Ford Carrier Strike Group. Without the support of their families, they would not have been able to accomplish their mission. Kanawha’s performance exemplifies how MSC’s combat logistics force powers modern naval operations, directly fueling U.S. Navy readiness at sea.”

As part of MSC’s combat logistics force, oilers like the Kanawha are integral to the Navy’s logistics system, enabling combatant ships to remain forward-deployed to protect American interests. These logistics forces are the backbone of sustained operations at sea, and the crew who operate these ships – resupplying the fleet with fuel, stores and ammunition – are a strategic piece of Navy operations.

Replenishments at sea involve supplies being transferred from logistics force ships to combatant ships via underway replenishment. The two primary methods are connected replenishment, which transfers fuel and dry cargo via lines between ships sailing side by side, and vertical replenishment, which uses helicopters to ferry goods between the two vessels.

Extending the Navy’s operational reach across the Caribbean, Mediterranean and the Middle East, the Kanawha leveraged 19 port visits in strategic locations, including Augusta Bay, Italy; Ponce, Puerto Rico; Souda Bay, Greece; and Yambu, Saudi Arabia.

Through these port calls and ongoing logistical services, the crew acted as essential ambassadors, directly enhancing both diplomatic ties and combat readiness.

Nelson praised the Kanawha crew.

“Their MSC family owes them a debt of gratitude for their sacrifice – not just for the delivery of fuel and spare parts, but for delivering letters and packages from home that keep the fleet motivated. MSC’s [crews] are the best because they fuel the fight with more than just cargo; they fuel it with care.”

Crewed and operated by civil service mariners, the ship entered noncommissioned service with the Navy Dec. 6, 1991, to support MSC. The ship is named after the Kanawha River in southwestern West Virginia.

Insitu Pacific Showcases Integrator UAS, Maritime Autonomy and AI

From Insitu

FARNBOROUGH, United Kingdom – 18 May 2026 – Insitu Pacific will attend the Combined Naval Event (CNE) from 19–21 May 2026 in Farnborough, Booth F19, showcasing how the Integrator Uncrewed Aerial System (UAS), advanced payloads and mission-ready AI deliver credible, persistent maritime domain awareness for the UK and allied navies.

“Combined Naval Event is an important forum for navies looking to move from concepts to practical, reliable uncrewed capability,” said Andrew Duggan, Managing Director, Insitu Pacific. “Insitu Pacific has deep experience integrating sovereign technologies and strengthening local supply chains, while delivering the persistence and reliability required for real maritime domain awareness.”

With more than 1.6 million operational flight hours and customers in over 35 nations, Insitu platforms have a proven track record in complex maritime environments.

At CNE, the company will focus on shipborne and shore-based applications for the Integrator VTOL platform, highlighting how range, endurance and autonomy combine to enhance naval ISTAR and maritime security. Integrator is designed for long-range, long-endurance missions, supporting 13+ hours on station at 500 nautical miles – reducing the number of launches and recoveries required for effective operations. Integrator VTOL adds vertical take-off and landing to proven fixed-wing performance – supporting operations from naval vessels, austere shore locations and confined sites without sacrificing payload capacity or time on station.

Insitu Pacific's participation at CNE will include Insitu's Oxford-based Autonomy Centre of Excellence, which is developing autonomy and practical AI behaviours tailored to maritime operations.

The company will also discuss the application of superior maritime payloads and sensors on Integrator, including advanced EO/IR, maritime radar, SIGINT, SAR and communications relay options. These modular payload configurations support a broad range of naval missions, from task group protection to the protection of critical offshore infrastructure and support to multi-domain operations.

"Our UAS solutions are proven, interoperable and ready today for modern maritime missions," added John Kelly, Vice President Global Growth, Insitu. "With STANAG and MOSA-compliant systems, advanced autonomy development in Oxford, and a growing UK supply chain, we're focused on supporting partners with capabilities that integrate seamlessly into existing fleets and coalition operations."

HII, MetalCraft Marine Deliver Autonomous USV Prototypes for U.S. Marine Corps

From HII

MCLEAN, Va., May 15, 2026 (GLOBE NEWSWIRE) – HII (NYSE: HII), in partnership with MetalCraft Marine, has delivered and sea tested two unmanned surface vessels (USV) awarded in a Defense Innovation Unit (DIU) contract for smaller form factor autonomous boat prototypes for the U.S. Marine Corps.

The two ROMULUS-25 autonomous USVs were delivered in December 2025 and supported successful testing and demonstration of advanced autonomous mission behaviors at sea.

“Successfully delivering on this prototype contract with the Defense Innovation Unit and the U.S. Marine Corps is a strong

recognition of HII’s deep experience and the maturity of our proven autonomous technologies,” said Andy Green, executive vice president of HII and president of HII’s Mission Technologies division. “The ROMULUS-25, powered by our Odyssey autonomy suite, builds on thousands of hours of successful at-sea operations and demonstrates how scalable, AI-enabled unmanned systems can extend the reach, endurance, and effectiveness of naval forces.”

The ROMULUS-25 is a 27-foot high-speed interceptor vessel designed to deliver up to 1,000 pounds of payload with a range of up to 1,000 nautical miles. Fully capable of autonomous operation, the vessel is powered by HII’s Odyssey AI-based autonomy system, which integrates multiple sensors and effectors to enable coordinated, cross-domain maritime operations in support of the U.S. Marine Corps, as well as U.S. and allied navies.

Over the past five years, Odyssey autonomy has been validated through more than 2,200 hours of autonomous operations during government-led tests and exercises.

Odyssey autonomy has been deployed on more than 30 platforms, accumulating over 12,000 hours of successful at-sea operations. Its modular open systems architecture (MOSA), service-based design enables integration with the HII Minotaur targeting network, enhancing mission-level operations and edge capabilities through AI-based contact recognition and identification.

The ROMULUS-25 is part of HII’s broader family of USVs, which range from 7-foot micro-USVs to the ROMULUS-190, a 190-foot aluminum USV capable of carrying multiple containerized payloads.

The successful execution of this award represents one of several ongoing commitments by HII and MetalCraft Marine to advance hybrid manned-unmanned fleet capabilities and enable

next-generation autonomous operations in support of naval missions worldwide.

BlackSea’s Comet USV in Tampa for SOF Week 2026

BlackSea’s Comet USV in Tampa for SOF Week 2026 (BlackSea Technologies Photo)

A high-speed combat ready unmanned surface vessel, bristling with vital capabilities for global special operations missions

From BlackSea Technologies

TAMPA, Fla., May 18, 2026, BlackSea Technologies will showcase its Comet unmanned surface vessel during SOF Week 2026, bringing the company’s larger, high speed combat

ready platform to the Tampa Convention Center (TCC) Waterfront at Dock 18 and inside the TCC at Booth 2600.

Comet is designed to bridge the gap between small tactical unmanned surface vessels and larger unmanned combat craft. The 13.1 meter vessel can exceed 45 knots, carry a 10,000 pound payload including fuel, and support advanced payloads for a wide range of missions, including counter UAS, mine countermeasures, surface warfare, antisubmarine warfare, electronic warfare, maritime domain awareness and high value unit escort.

“Comet brings BlackSea’s proven operational success with our family of unmanned surface vessels to the global special operations community at a time when maritime forces must be faster, more distributed and more adaptable,” said Bob Pudney, president of BlackSea Technologies. “This platform gives special operations forces a combat ready unmanned vessel that can support defensive and offensive missions against current and emerging threats, while carrying the payloads, sensors and effects needed for today’s fight and future operating environments.”

Comet will showcase mission contributions from several leading industry partners, including Sierra Nevada Corp. with the BRAWLR missile system, EOS Defense Systems USA for the 30mm gun system, Leonardo DRS RADA with the RPS 42 MHR array radar, Seakeeper for gyro stabilization, Volvo Penta for propulsion, and DECPT for a unique signature management wrap designed to increase survivability in contested maritime environments.

World’s Largest Aircraft Carrier, Strike Group Return from Historic 11-Month Deployment

NORFOLK, Va. (May 16, 2026) – Aircrew Survival Equipmentman 2nd Class Ireland Lowe, assigned to the world’s largest aircraft carrier, USS Gerald R. Ford (CVN 78), hugs her family on the pier at Naval Station Norfolk, May 16, 2026, following a historic 11-month deployment to U.S. 2nd, 4th, 5th, and 6th Fleets as part of the Gerald R. Ford Carrier Strike Group. Before returning to Norfolk after 326 days, the Gerald R. Ford crew conducted 23 replenishments-at-sea and sailed over 57,713 nautical miles. Embarked Carrier Air Wing 8 logged more than 5,760 flight hours and 12,200 flight launches. (U.S. Navy photo by Mass Communication Specialist 1st Class Clay M. Whaley)

From Commander, U.S. Fleet Forces Command, May 16, 2026

NORFOLK, Va. - Nearly 4,500 Sailors of the Gerald R. Ford Carrier Strike Group aboard USS Gerald R. Ford (CVN 78) returned to Naval Station Norfolk the morning of May 16, following a historic and successful 11-month deployment to the U.S. 4th, 5th and 6th Fleets.

The aircraft carrier returned with its accompanying destroyers, USS Bainbridge (DDG 96), and USS Mahan (DDG 72). USS Winston Churchill (DDG 81) also returned to its homeport of Naval Station Mayport.

Before returning to Norfolk after 326 days, the Gerald R. Ford crew conducted 23 replenishments-at-sea and sailed over 57,713 nautical miles. Embarked Carrier Air Wing (CVW) 8 logged more than 5,760 flight hours and 12,200 flight launches.

Secretary of War Pete Hegseth greeted the Norfolk-based ships upon their return home.

Hegseth spoke to the Gerald R. Ford crew over the ship’s announcement system (1MC) recognizing the Sailors for their resilience and toughness throughout the deployment.

“For nearly a year, you have held the line for our nation,” he said. “Your voyage took you to places you never expected, from the Mediterranean Sea and 6th Fleet, where you thought you would be, to 4th Fleet, down in Southern Command for Operation Southern Spear and Absolute Resolve. Then, you fought through all the way to finish the latter part of your mission, which was to 5th Fleet in Operation Epic Fury, from Europe to Southern Command to Central Command. There, you had an unmistakable message to the world: no one can match the USS Ford. No one can match the United States military.”

At the homecoming, Hegseth presented Carrier Strike Group 12 with the Presidential Unit Citation (PUC). The PUC is the highest honor a military unit can receive, awarded for

extraordinary heroism in action against an armed enemy.

“Individual valor is something we talk about a lot in our military, but what we honor today is something rarer: the collective soul of a unit that encountered the challenges of modern warfare and maintained an unbreakable resolve,” he said. “To wear this ribbon is to tell the world that everyone in this formation fought with an indomitable spirit. You operated with a grit and defiance that sets you apart. By your conduct, you have secured a permanent place in the hallowed lineage of our naval history.”

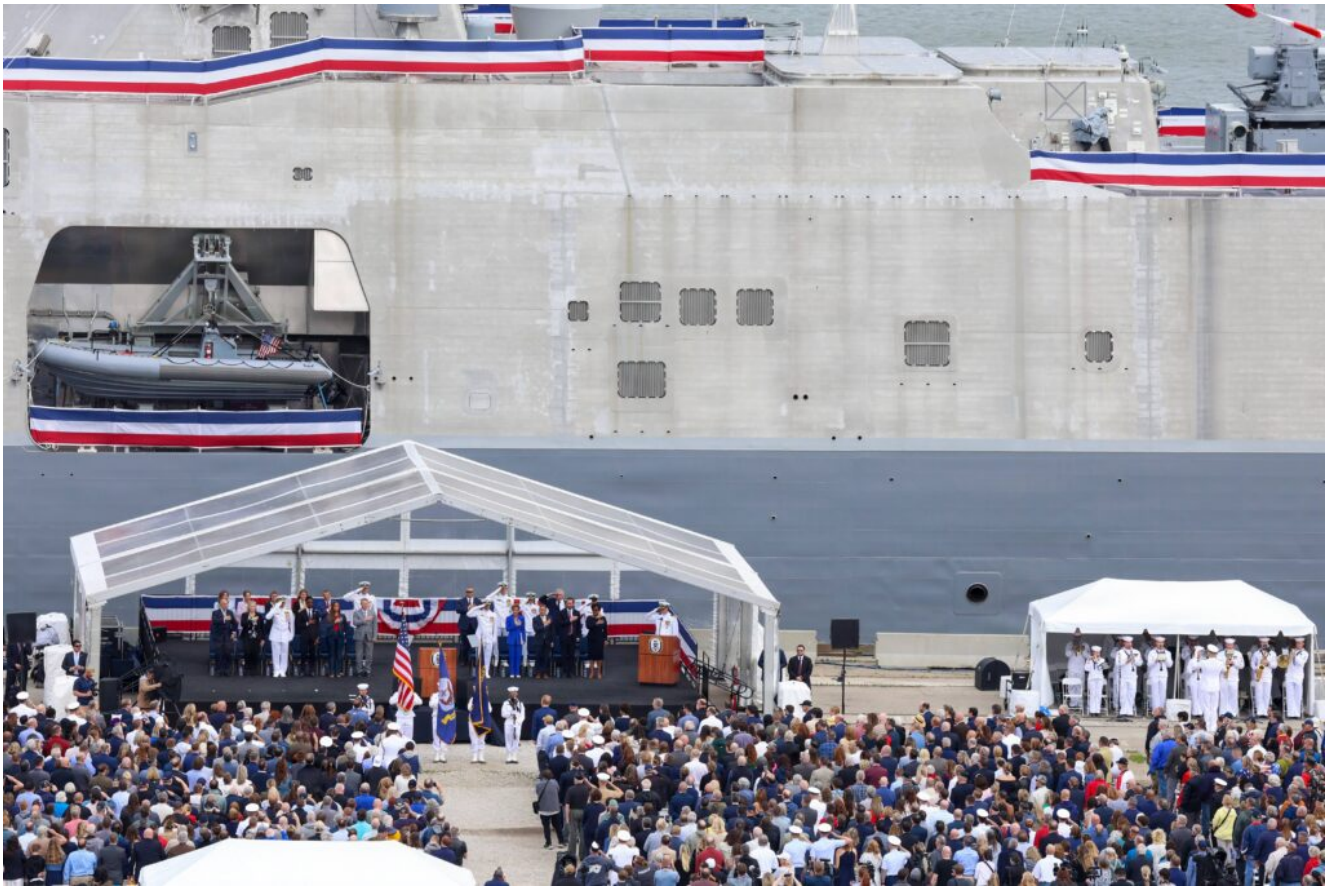
Carrier Strike Group 12, commanded by Rear Adm. Gavin Duff, deployed June 24, 2025, and includes flagship USS Gerald R. Ford (CVN 78), commanded by Capt. Dave Skarosi; the nine squadrons of Carrier Air Wing (CVW) 8, commanded by Capt. Jacob Rose; Arleigh Burke-class destroyers within Destroyer Squadron (DESRON) 2, commanded by Capt. Mark Lawrence; and Arleigh Burke-class destroyer USS Winston S. Churchill (DDG 81), commanded by Capt. Judson Mallory. The guided-missile destroyers of DESRON 2 include USS Mahan (DDG 72) and USS Bainbridge (DDG 96).

Squadrons of CVW 8 embarked aboard Gerald R. Ford include Strike Fighter Squadron (VFA) 37, “Ragin’ Bulls”; Strike Fighter Squadron (VFA) 213, “Blacklions”; Strike Fighter Squadron (VFA) 31, “Tomcatters”; Strike Fighter Squadron (VFA) 87, “Golden Warriors”; Electronic Attack Squadron (VAQ) 142, “Gray Wolves”; Airborne Command and Control Squadron (VAW) 124, “Bear Aces”; Helicopter Sea Combat Squadron (HSC) 9, “Tridents”; Helicopter Maritime Strike Squadron (HSM) 70, “Spartans”; and a detachment from Fleet Logistics Support Squadron (VRC) 40 “Rawhides.”

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.

Littoral Combat Ship USS Cleveland Commissioned in Namesake City



CLEVELAND (May 16, 2026) – Attendees salute while colors are paraded during the commissioning ceremony of the Navy's last Freedom-variant littoral combat ship USS Cleveland (LCS 31) in Cleveland. Cleveland is the fourth warship to be named after Ohio's second largest city and is the 16th and final Freedom-variant littoral combat ship (LCS) to be built and commissioned in the U.S. Navy. (U.S. Navy photo by Mass Communication Specialist 2nd Class Kenneth Blair)

From Lt.j.g Rachael Jones and Ensign Dylan Barron, Commander, Naval Surface Force, U.S. Pacific Fleet Public Affairs

CLEVELAND (May 16, 2026) – The U.S. Navy commissioned its newest and last Freedom-variant littoral combat ship USS Cleveland (LCS 31) in Cleveland.

During the ceremony, Acting Secretary of the Navy The Honorable Hung Cao highlighted the significance of the crew's role in bringing the ship to life as it began its commissioned service.

"Today we celebrate the sailors who breathe life into this ship. To the officers and crew of USS Cleveland, today is your day," said Cao.

LCS 31 is the fourth ship to be named in honor of the city of Cleveland. The first was a cruiser (C-19) commissioned in 1903 that served during World War I. The second was the lead ship of her class of light cruisers, USS Cleveland (CL-55), which earned 13 battle stars for its service during World War II. The third was the Austin-class amphibious transport dock, USS Cleveland (LPD 7), which served from 1967 to 2011, providing critical support during the Vietnam War, Operation Desert Shield/Storm, and various humanitarian missions.

LCS 31 is the 16th and final Freedom-variant littoral combat ship (LCS) to be built and commissioned in the U.S. Navy.

Cleveland's commanding officer, Cmdr. Bruce Hallett, emphasized the significance of the crew's role in shaping the ship's legacy as it enters service.

"You are not simply serving aboard this ship. You are writing the first chapter of her history. You are forging a legacy that will endure long after all of us have left these decks," said Hallett.

The ship's sponsor, Robyn Modly, gave the traditional order to

“man our ship and bring her to life,” at which point the crew ceremonially ran aboard.

“Every day we do something to support this ship and her sailors will be a glorious day. Today is just the first step toward the many glorious days that will follow,” said Modly.

USS Cleveland (LCS 31) was built by Lockheed Martin and Fincantieri Marinette Marine in Marinette, Wisconsin. Following the commissioning, the ship will transit to its assigned homeport at Naval Station Mayport, Florida.

In the week leading up to the commissioning ceremony, the Cleveland crew spent time with their ship’s sponsor, Mrs. Robyn Modly, a native Clevelander and wife of the former Secretary of the Navy, Thomas Modly. The Sailors also participated in community events to build a strong connection with their namesake city.

Littoral Combat Ships (LCS) are fast, agile, mission-focused warships designed to operate in near-shore environments to counter 21st-century threats. It is a class of small surface combatants equipped to defeat challenges in the world’s littorals. LCS platforms 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.

The commissioning of USS Cleveland underscores the Navy’s commitment to building America’s Fleet of the Future. For 250 years, American naval power has projected strength globally. That mission continues – and intensifies. We operate forward 24/7, 365 days a year. This operational tempo demands continuous capability delivery, and the Fleet of the Future is our answer.

The mission of Commander, Naval Surface Force, U.S. Pacific Fleet (CNSP) is to man, train, and equip the Surface Force to provide fleet commanders with credible naval power to control

the sea and project power ashore.

For more news from Commander, Naval Surface Force, U.S. Pacific Fleet, visit https://www.surfpac.navy.mil/.

More information on the Littoral Combat Ship Program can be found at: https://www.navy.mil/Resources/Fact-Files/Display-FactFiles/Article/2171607/littoral-combat-ship-class-lcs/

BlackSea Technologies Demonstrates GARC Capabilities During Arctic Sentry 2026 in Norway

RAMSUND, Norway (May 12, 2026) – A Global Autonomous Reconnaissance Craft, attached to Commander, Task Force (CTF) 66, operates in Breivika Bay during Arctic Sentry 2026. Launched in February 2026, Arctic Sentry reflects Allies' collective understanding that NATO must do even more as an alliance to ensure security in the Arctic and the High North, and to further strengthen its ability to operate in the region. (U.S. Navy photo by Mass Communication Specialist 1st Class Brandie Nuzzi)
From BlackSea

BALTIMORE, May 15, 2026, BlackSea Technologies recently participated in Arctic Sentry 2026, a NATO enhanced vigilance activity in the High North, demonstrating its Global Autonomous Reconnaissance Craft in Ramsund, Norway, alongside partners from U.S. 6th Fleet, U.S. Unmanned Surface Vessel Squadron 3 (USVRON-3) and the Royal Norwegian Navy.

The exercise gave BlackSea's GARC unmanned surface vessels an opportunity to operate in the far north, demonstrate autonomous surface vessel capabilities in cold weather maritime conditions, integrate with

NATO partners and serve as training tools for the next generation of naval warfighters.

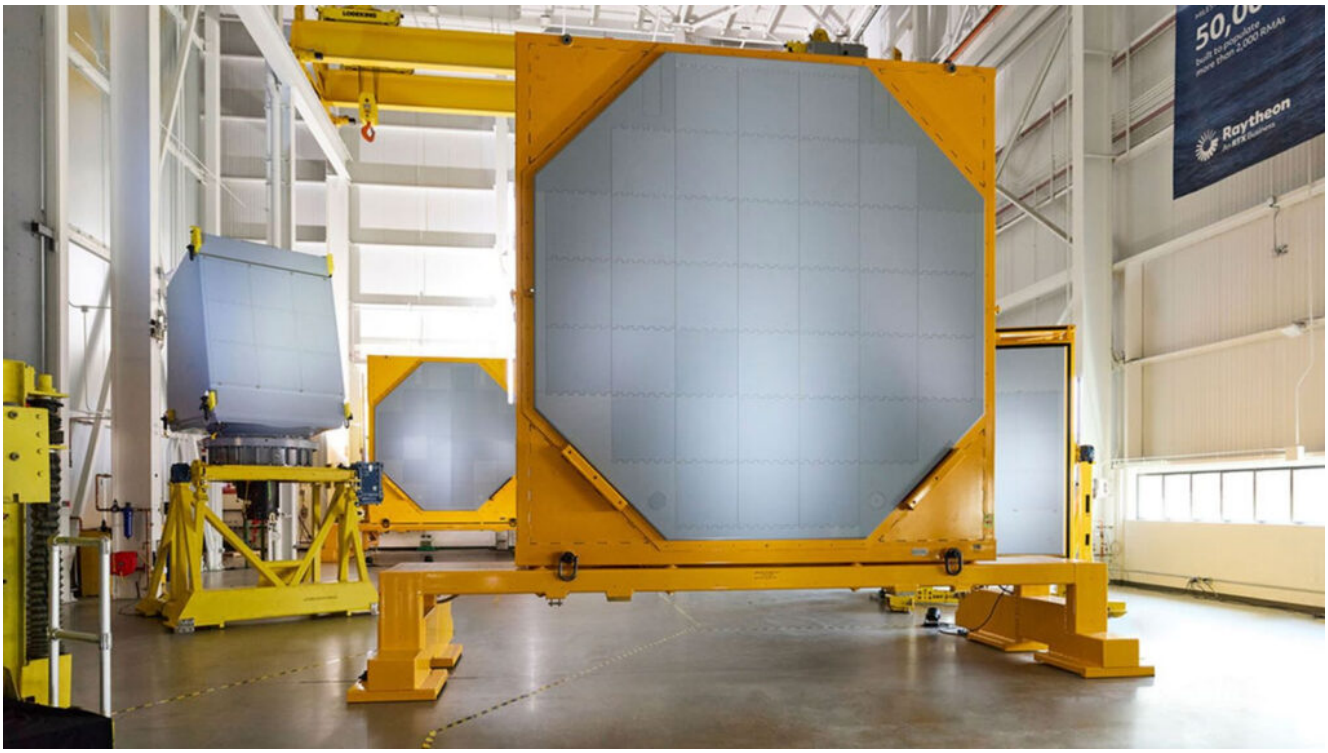
“Arctic Sentry proves that GARC can operate effectively in dynamic, contested maritime environments north of the Arctic Circle,” said Lunsford Schock, mission director for BlackSea Technologies. “The exercise further cements our nation’s military partnerships with key European allies and reflects BlackSea’s commitment to preserving freedom of action at sea by delivering scalable, intelligent tools to naval forces around the world.”

NATO launched Arctic Sentry in February as a multi-domain activity to strengthen the alliance’s posture in the Arctic and High North. NATO has said the activity brings NATO and allied exercises, forces and capabilities together under one overarching operational approach to the region. The activity is led by Joint Force Command Norfolk, with overall strategic direction from Allied Command Operations.

U.S. Navy imagery released May 15 showed a Global Autonomous Reconnaissance Craft attached to Commander, Task Force 66 operating in Breivika Bay during Arctic Sentry 2026. The Navy identified the activity as taking place in Ramsund, Norway, and noted Arctic Sentry’s role in strengthening allied security in the Arctic and High North.

BlackSea’s participation underscored the role of small, scalable autonomous surface vessels in distributed maritime operations, allied interoperability and training in strategically important waters. The demonstration also highlighted GARC’s ability to support naval forces in demanding operating environments where endurance, adaptability and autonomous capability are increasingly essential.

Raytheon to Further Develop Next-Generation Software-Defined Radar Capability



Raytheon has been awarded a contract from the Office of Naval Research to further develop advanced radar software for next-generation naval radars. Photo from RTX.

New software gives naval radars multi-mission flexibility and improved spectrum sharing with 5G

From RTX

ARLINGTON, Va. (May 18, 2026) – Raytheon, an RTX (NYSE: RTX) business, has been awarded a contract from the Office of Naval Research to further develop advanced radar software for next-generation naval radars.

Under the contract, Raytheon's Advanced Technology team will develop software that enables each building block within a

radar to operate independently, allowing a single radar to perform multiple missions simultaneously. By treating each building block as its own software-defined aperture, the radar can rapidly adapt to changing operational needs and better share crowded frequency bands with commercial networks such as 5G.

“The electromagnetic spectrum is more crowded than ever, and our systems have to be smarter about how they operate in it,” said Colin Whelan, president of Advanced Technology at Raytheon. “With precise, software-driven control over where and how we radiate, we’re taking an important step forward in how we use software-defined apertures to keep pace with evolving mission demands.”

Building on Raytheon’s long-standing work in software-defined apertures, this flexible, modular architecture delivers capability enhancements through software rather than hardware redesign. This approach allows radar performance to be adapted and expanded over time with greater speed, lower cost, and reduced risk.

Once the software development is complete, Raytheon will conduct a series of demonstrations to validate independent control of radar modules and associated capabilities such as multi-mission operation and spectrum sharing. Upon successful validation, the technology is expected to be transitioned into operational naval radar systems.