USS Wayne E. Meyer Returns to Pearl Harbor

From by Carrier Strike Group 11, Nov. 29, 2025

PEARL HARBOR, HAWAII—Arleigh Burke-class guided-missile destroyer USS Wayne E. Meyer (DDG 108) returned to its homeport of Pearl Harbor following nine months underway in the U.S. 3rd, 5th and 7th Fleet areas of operations, Nov. 29.

Wayne E. Meyer departed Pearl Harbor, March 9, and operated as

part of both the Nimitz Carrier Strike Group (NIMCSG) and Carl Vinson Carrier Strike Group (VINCSG).

“Our crew has spent nine months contributing to the enduring missions of deterrence and promoting regional stability and maritime security, including successfully executing combat operations against the Houthi threat in the Gulf of Aden,” said Cmdr. Gerard Mauer, commanding officer of Wayne E. Meyer. “This ship and crew amazes me daily, and I am a proud Captain.”

Wayne E. Meyer conducted defense operations in support of both NIMCSG and VINCSG while operating in the U.S. 5th Fleet area of operations (AOO).

In addition to defense operations with NIMCSG and VINCSG, Wayne E. Meyer also worked alongside U.S. Central Command joint forces and United Kingdom Naval forces while conducting maritime operations to promote increased global maritime security.

While in the U.S. 5th Fleet AOO, Wayne E. Meyer participated in multinational operations and exercises to increase interoperability and promote regional stability and maritime security throughout the Gulf of Aden, Arabian Sea, and Arabian Gulf.

While operating in the U.S. 7th Fleet, Wayne E. Meyer supported operations to uphold a free and open Indo-Pacific, operating as part of the NIMCSG to provide credible deterrence and reassure allies and partners of enduring U.S. commitment to the region.

Wayne E. Meyer, with an air wing detachment from Helicopter Maritime Strike Squadron (HSM) 73, traveled over 50,000 nautical miles, conducted 24 replenishments-at-sea, 20 sea-and-anchor details, and conducted eight port visits. Wayne E.

Meyer Sailors were awarded the Combat Action Ribbon for their actions against the Houthi threats in the U.S. 5th Fleet AOO.

Wayne E. Meyer was led by Mauer, Executive Officer Cmdr. Matthew Felton, and Command Master Chief Franklin Dominguez Jr.

BAE Systems Awarded $1.7B Navy Contract for APKWS Laser-Guidance Kits

Contract enables production of tens of thousands of guidance kits for effective, cost-efficient precision strikes
Release From BAE Systems

HUDSON, N.H. – December 10, 2025 – The U.S. Navy has awarded BAE Systems a new five-year, indefinite delivery, indefinite

quantity contract for APKWS® laser-guidance kits to equip U.S. armed forces with tens of thousands of additional low-cost precision munitions. The contract has a maximum value of $1.7 billion, with an initial $322 million order.

The new contract supports increased domestic and international demand, enabling the Navy to purchase APKWS guidance kits over a five-year period. The kits are available to all U.S. armed forces, as well as allies via foreign defense sales. The APKWS guidance kit completes the mission and controls the cost. APKWS kits are combat proven as an air-to-surface, surface-to-surface, surface-to-air, and air-to-air munition.

“This award reinforces the value of proven and cost-efficient precision munitions, which have consistently demonstrated their effectiveness and versatility across multiple platforms and missions,” said Neeta Jayaraman, director of Precision Guidance and Sensing Solutions at BAE Systems. “The APKWS guidance kit provides advanced capabilities to our armed forces and foreign allies, and high-volume production ensures rapid and efficient delivery to the warfighter.”

APKWS guidance kits transform unguided 2.75-inch rockets into laser-guided rockets for precision strikes. Operators can use the combat-proven kit to engage a range of soft and armored stationary and moving targets, minimizing collateral damage. APKWS guidance kits accurately strike air and ground targets, giving operators the ability to use them in a wide range of missions. The highly versatile kit can be fired by various platforms, including rotary- and fixed-wing aircraft, as well as unmanned aerial vehicles, static and mounted ground platforms, and maritime vessels.

The APKWS guidance kit is compatible with new and existing inventories of rocket motors, warheads, and fuzes. It requires minimal training to use in the field and has a simple, affordable maintenance concept, making it an efficient way to transform an unguided rocket into the precision munition of

choice.

BAE Systems has been in full-rate production with its APKWS guidance kit for more than 12 years, allowing the U.S. armed forces and its allies to engage a variety of targets at a fraction of the cost of traditional munitions. BAE Systems leverages a robust supply chain and proven manufacturing capacity to deliver the guidance kit with speed and reliability.

APKWS laser-guidance kits are produced at BAE Systems' state-of-the-art manufacturing facilities in Hudson, New Hampshire and Austin, Texas.

For more information about APKWS guidance kits, visit: www.baesystems.com/apkws.

HII Deepens Partnership with Babcock International Group for Submarine Construction

Release From HII

ARLINGTON, Va., Dec. 09, 2025 (GLOBE NEWSWIRE) – HII (NYSE: HII) and Babcock International Group (Babcock) announced today they have signed a contract that expands their strategic partnership to further support *Virginia*-class submarine construction throughput at HII's Newport News Shipbuilding (NNS) division. Additionally, the contract will build resiliency within HII's submarine supply base.

This is the first *Virginia*-class outsourced contract to Babcock in support of NNS-specific submarine work, authorizing Babcock to build complex submarine assemblies at the Rosyth facility in Scotland for *Virginia*-class Block VI fast-attack submarines.

The expansion of the partnership with Babcock will increase the number of suppliers that can perform large structure work with requisite quality.

"This is a significant next step in delivering on our joint commitment to enhance both organizations' capabilities, for the benefit of U.S. and U.K. programs," said Chris Kastner, HII president and CEO. "Leveraging Babcock's reach and

expertise in the U.K. will reinforce our supplier base, strengthen submarine production in the U.S., and support the trilateral AUKUS partnership."

David Lockwood, CEO Babcock International Group said, "Babcock's advanced manufacturing expertise has enabled us to build on our established missile tube assembly capability, to deliver additional components for the U.S. submarine fleet. This expansion of our strategic partnership with HII enables us to optimize our joint capabilities for the benefit of the wider AUKUS security partnership."

In July 2023, HII and Babcock entered into a strategic agreement to collaborate on naval and civil nuclear decommissioning and construction opportunities in the U.K. and U.S.

Since then, the companies have successfully worked across the United States, United Kingdom and Australia, including the Australian Submarine Supplier Qualification (AUSSQ) program to accelerate the identification and qualification of Australian suppliers and products into the U.S. submarine industrial base. The program is working toward expanding to include products entering the U.K. submarine industrial base for the *Astute*-class.

At Defence and Security Equipment International (DSEI) earlier this year, Babcock and HII signed a memorandum of understanding to bring together HII's REMUS unmanned underwater vehicles (UUVs) and Babcock's world-leading submarine Weapon Handling and Launch Systems (WHLS). The collaboration aims to deliver UUV torpedo tube launch and recovery (TTLR), strengthening the undersea advantage of the U.K. Royal Navy and allied navies.

BAE Systems Selected to Modernize USS Forrest Sherman

Release From BAE Systems

BAE Systems has received a $123 million contract from the U.S. Navy to modernize the Arleigh Burke-class guided-missile destroyer USS Forrest Sherman (DDG 98).

The total value of the competitively awarded contract could reach $139 million if all options are exercised.

BAE Systems' Norfolk shipyard will begin work aboard the 9,200-ton ship in February 2026 under the Navy Depot Modernization Period (DMP) contract. In addition to underwater hull preservation work, the team will also recondition the ship's engineering spaces, upgrade its command-and-control equipment, and refurbish the crew's living spaces. The DMP work is expected to be completed in early 2027.

“The modernization of USS Forrest Sherman will be a major project for our team, building upon our recent DMP work,” said David M. Thomas, Jr., vice president and general manager of BAE Systems Maritime Solutions Norfolk. “More importantly, our work will ensure that the Forrest Sherman is fit to provide a high level of service in the fleet for many years.”

The shipyard completed similar work aboard the guided-missile destroyer USS Nitze (DDG 94) in June 2024, and other types of repair work are currently being performed aboard five Navy and commercially operated vessels.

USS Forrest Sherman is the 48th ship of the Arleigh Burke class and was commissioned in January 2006. The ship is named in honor of former Chief of Naval Operations Admiral Forrest P. Sherman. A previous U.S. Navy destroyer, USS Forrest Sherman (DD 931), also bore the admiral’s name and was the lead ship in a class of 18 destroyers built in the 1950s.

BAE Systems recently renamed its U.S. maritime business to Maritime Solutions, reflecting the broadened mission of its shipyards and continued investment in serving a wider range of customers. Today, the company is a leading provider of maintenance and modernization services to the U.S. Navy’s fleet of combatant ships; refit and hauling services for privately held leisure vessels and workboats; and fabrication services for U.S. submarine and ship builders. The company operates three full-service shipyards in California, Florida, and Virginia, and it employs a highly skilled, experienced workforce and a large team of suppliers and subcontractors.

Navy Invests $448M in AI and Autonomy to Accelerate Shipbuilding

Release From SECNAV Public Affairs

Secretary of the Navy John Phelan today announced a $448 million strategic investment in the Shipbuilding Operating System (Ship OS) to accelerate the adoption of artificial intelligence and autonomy technologies across the industrial base.

The announcement was made during the first Department of the Navy Rapid Capabilities Office Industry Day where Phelan was joined by Palantir Chief Executive Officer, Alex Karp. Ship OS will leverage Palantir's software to bring modern best practices to the complex, data heavy environment of Navy shipbuilding.

"This investment provides the resources our shipbuilders, shipyards, and suppliers need to modernize their operations and succeed in meeting our nation's defense requirements," Phelan said. "By enabling industry to adopt AI and autonomy tools at scale, we're helping the shipbuilding industry improve schedules, increase capacity, and reduce costs. This is about doing business smarter and building the industrial capability our Navy and nation require."

The initiative, managed by the Maritime Industrial Base (MIB) Program in collaboration with Naval Sea Systems Command (NAVSEA), will aggregate data from enterprise resource planning systems, legacy databases, and operational sources to identify bottlenecks, streamline engineering workflows, and support proactive risk mitigation, providing a unified, data-driven approach to production management that enables faster, more informed decisions.

During pilot deployments, these AI-powered capabilities demonstrated transformative results. At General Dynamics Electric Boat, submarine schedule planning was reduced from 160 manual hours to under 10 minutes, while Portsmouth Naval Shipyard cut material review times from weeks to under one hour. These early outcomes demonstrate that integrating AI and autonomy directly into shipbuilding operations can dramatically improve efficiency, accuracy, and output.

The initial investment will focus on Submarine Industrial Base shipbuilders, shipyards, and critical suppliers. The expansion beyond the Submarine Industrial Base will be systematic and informed by lessons learned, with the Navy validating approaches and developing proven implementation strategies that can be adapted for surface ship programs.

This initiative is designed to deliver measurable cost savings over time through improved schedules, reduced delays, and increased production efficiency, with productivity gains offsetting the initial investment while establishing a more capable and resilient industrial base.

The Ship OS launch marks a critical milestone in the Navy’s broader effort to revitalize the maritime industrial base and foster innovation.

AN/TPS-80 G/ATOR Software Upgrade Boosts Air

Surveillance Range and Fire Control Precision

USMC Lance Cpl. Tanner Angiletta readies a G/ATOR during a joint fire support rehearsal training in August. (Photo Credit: USMC Cpl. Evelyn Doherty)

BALTIMORE, Md. – Dec. 9, 2025 – A software update to Northrop Grumman Corporation's (NYSE: NOC) AN/TPS-80 Ground/Air Task-Oriented Radar (G/ATOR) has enabled new, extended range capabilities, allowing the U.S. Marine Corps (USMC) and U.S. Air Force (USAF) to detect threats at greater distances and respond more swiftly.

In addition to a new extended range mode, this update refines G/ATOR's identification friend or foe system and enhances interoperability. These improvements enable the radar to better categorize detected threats and share intelligence with friendly assets through an open architecture command and control connection. All currently deployed G/ATOR systems

received this update.

“G/ATOR’s extended range and improved identification systems provide U.S. and allied forces with a crucial tactical advantage,” said Bob Gough, vice president, maritime and land systems and sensors, Northrop Grumman. “Our radar system is designed to perform in the most complex air defense environments – detecting, tracking and targeting threats in real time.”

G/ATOR is a highly mobile, long range active electronically scanned array (AESA) radar system that operates in the S-band frequency range. G/ATOR provides precise fire control and real-time 360-degree, four-dimensional tracking of a wide range of airborne threats, including cruise missiles, hypersonic missiles, crewed aircraft and uncrewed aerial systems.

Currently, thirty-nine G/ATOR radars have been delivered to the USMC and USAF, with the 40th delivery anticipated later this year. The radar incorporates Northrop Grumman’s U.S.-manufactured microelectronics to support advanced multifunction and multi-mission capability.

Northrop Grumman is a leading global aerospace and defense technology company. Our pioneering solutions equip our customers with the capabilities they need to connect and protect the world, and push the boundaries of human exploration across the universe. Driven by a shared purpose to solve our customers’ toughest problems, our employees define possible every day.

HII Hosts Keel Laying of Virginia-Class Attack Submarine Barb (SSN 804)

From HII
NEWPORT NEWS, Va., Dec. 09, 2025 (GLOBE NEWSWIRE) — HII's (NYSE: HII) Newport News Shipbuilding (NNS) division hosted the keel laying ceremony today for *Virginia*-class attack submarine Barb (SSN 804).

"Our reason to come together this morning represents not only the laying down of our next submarine keel, but a solemn commitment we are making to our country," NNS President Kari Wilkinson said. "It marks the beginning of a construction journey, and while it is a journey measured in inches of weld, amount of pipe, and amount of cable pulled, it is fueled by the strength and determination of shipbuilders and our partners working together toward a common objective."

SSN 804 will be the third U.S. Navy submarine to carry the name Barb. The first, SS 220, was commissioned in 1942. During

World War II, the submarine conducted missions under the command of Eugene “Lucky” Fluckey, earning the submarine four Presidential Citations, a Navy Unit Commendation and eight battle stars for outstanding service. The second, SSN 596, was a nuclear-powered submarine commissioned in 1963. It was sponsored by Marjorie Fluckey, the wife of Rear Adm. Fluckey. The submarine took part in special operations during the Vietnam War.

Pamela Bove serves as ship’s sponsor for the newest *Barb.* Bove began her analytical career working as a civilian within the submarine division at the Navy Operational Intelligence Center. She later accepted a position with a defense company where she met her husband Thomas “Tom” Bove, grandson of Rear Adm. Fluckey.

“It is an honor to serve as sponsor for Barb and see the legacy of this historic submarine carried forward to a new generation,” Bove said. “I am humbled knowing that the third Barb and her crew will soon serve silently in the depths of the world’s oceans and seas protecting this great nation of ours. I am grateful for the shipbuilders who are working diligently to construct this mighty vessel and all the sailors who will selflessly serve aboard her for decades to come.”

During Tuesday’s ceremony, NNS welder Andrew Kahler etched Bove’s initials onto a metal plate, signifying the keel of SSN 804 as being “truly and fairly laid.” The metal plate will remain affixed to the submarine throughout its life.

Barb is the 31st Virginia-class fast attack submarine and will be the 15th delivered by NNS.

The advanced capabilities of Virginia-class submarines increase firepower, maneuverability and stealth.

U.S. Navy UAS surpass one million hours in ISR operations

A Textron MQ-19 Aerosonde Unmanned Aircraft system is launched from the expeditionary sea base USS Hershel “Woody” Williams. (U.S. Navy photo)

From Naval Air Systems Command, Dec. 9, 2025

NAS PATUXENT RIVER, Md. – The Navy and Marine Corps Small Tactical Unmanned Aircraft Systems (UAS) program office (PMA-263) recently announced that the Intelligence,

Surveillance, and Reconnaissance (ISR) Services UAS surpassed one million flight hours in support of operations on land and at sea.

Sailors aboard achieved the one million flight hours milestone during routine mission support in the 6th Fleet.

Since the program's inception in 2005, PMA-263 has successfully completed more than 50 UAS installations aboard Navy and Military Sealift Command (MSC) ships and operated from more than 50 land-based locations worldwide. The ISR Services team ensures ships in the 4th, 5th,6th and 7th fleets, as well as land-based operations worldwide are equipped to provide day and night ISR support to joint force and coalition partners.

"Every hour flown represents more than mission success – it reflects the resilience of our people, the trust of our partners and the impact we've had on history," said Gregg Skinner, PMA-263 program manager. "Together, we've supported operations in every corner of the globe, advanced unmanned systems into the fight, and stood ready in times of uncertainty"

Currently, more than a dozen ships are equipped with ISR Services UAS, enabling naval vessels to deploy and retrieve aircraft in support of missions. Sea- and land-based systems include the Boeing Insitu MQ-27 ScanEagle and the Textron MQ-19 Aerosonde, both delivering unique capabilities to the warfighter. They provide day and night surveillance, supporting around the clock mission support.

The UAS installations are optimized to facilitate the seamless transfer of full-motion video and other sensor data to personnel in critical locations. The information gathered by these systems plays a vital role in tactical operational decision-making and long-term intelligence gathering, enhancing the Navy and Marine Corps' ability to maintain

maritime domain awareness and operational readiness.

PMA-263 manages a portfolio of small unmanned systems for U.S. and international partners and leads training operations for all service branches.

Navy Demonstrates Multi-Day Solar UAS Flight

The Navy, in partnership with Skydweller Aero, recently achieved continuous solar-powered unmanned flight during a nonstop three-day test from Stennis, Mississippi. Led by the Naval Air Warfare Center Aircraft Division (NAWCAD), the test of Skydweller UAS marks a significant advancement in both

long-endurance solar-powered UAS technology and its potential to enhance maritime intelligence, surveillance, and reconnaissance (ISR). (U.S. Navy)
From Naval Air Warfare Center Aircraft Division, Dec. 5. 2025

PATUXENT RIVER, Md. – The Navy, in partnership with Skydweller Aero, recently achieved continuous solar-powered unmanned flight during a nonstop three-day test from Stennis, Mississippi.

Led by the Naval Air Warfare Center Aircraft Division (NAWCAD), the test of Skydweller UAS marks a significant advancement in both long-endurance solar-powered unmanned air systems (UAS) technology and its potential to enhance maritime intelligence, surveillance and reconnaissance (ISR).

“This demonstration is a prime example of how NAWCAD partners with industry to deliver what the fleet needs,” said NAWCAD Commander Rear Adm. Todd Evans. “It also reflects the technical depth of our workforce and our ability to translate ideas into capability.”

The 73-hour flight proved Skydweller’s ability to maintain continuous solar-powered operation and demonstrated the feasibility of achieving a positive energy balance to power the aircraft during extended flights. It also validated the system’s communication links, autonomous real-time decision making and ability to adapt to turbulent weather.

“Integrating Skydweller into the Navy’s ISR architecture creates a layered and resilient network that maximizes the capabilities of all our assets,” says NAWCAD’s Special Purpose UAS lead Bill Macchione. “This collaborative approach ensures we have the right platform for the right mission, optimizing our resources and enhancing our overall maritime domain awareness.”

Skydweller’s strength lies in its ability to provide continuous, wide-area surveillance over extended periods, enabling more advanced systems to focus on missions that require such specialized capabilities as rapid response and advanced sensor packages.

NAWCAD began experimentation with Skydweller’s solar-powered UAS capabilities in 2020 to address U.S. Southern Command (SOUTHCOM) operational challenges, including drug trafficking and border security. This technology provides continuous surveillance over vast areas, enabling the U.S. and its allies to enhance maritime security and disrupt illicit activities.

Coast Guard seizes 150,000 pounds of cocaine through Operation Pacific Viper, interdicts drug smuggling vessel loaded with over 20,000 pounds of cocaine

From U.S. Coast Guard Headquarters, Dec. 9, 2025

WASHINGTON – The U.S. Coast Guard announced Tuesday it has seized more than 150,000 pounds of cocaine in the Eastern Pacific Ocean since launching Operation Pacific Viper in early August.

With a dose of 1.2 grams of cocaine being enough to kill a person, the amount seized through Operation Pacific Viper equates to over 57 million potentially lethal doses.

“Operation Pacific Viper has proven to be a crucial weapon in the fight against foreign drug traffickers and cartels in

Latin America and has sent a clear message that we will disrupt, dismantle and destroy their deadly business exploits wherever we find them," U.S. Department of Homeland Security Secretary Kristi Noem said. "In cutting off the flow of these deadly drugs, the Coast Guard is saving countless American lives and delivering on President Trump's promise to Make America Safe Again and reestablish our maritime dominance."

Through Operation Pacific Viper, the Coast Guard has been accelerating counter-drug operations in the Eastern Pacific Ocean, where significant transport of illicit narcotics continues from Central and South America. The Coast Guard surged additional assets – cutters, aircraft and tactical teams – to interdict, seize and disrupt transshipments of cocaine and other bulk illicit drugs. Operation Pacific Viper continues the Coast Guard's efforts to protect the Homeland, counter narco-terrorism and disrupt Foreign Terrorist Organizations, Transnational Criminal Organizations and cartels seeking to produce and traffic illicit drugs into the United States. 80% of all U.S.-bound narcotics seizures occur at sea, highlighting the impact of maritime drug interdiction.

"This milestone is a testament to the vigilance and tenacity of our crews," said Adm. Kevin Lunday, the Coast Guard's acting commandant. "When we say we own the sea, it reflects our relentless pursuit to securing the maritime domain and disrupting the criminal networks that threaten our communities."

Recent operations have highlighted the effectiveness of this surged posture, including multiple record-setting efforts. On Dec. 2, Coast Guard Cutter Munro seized over 20,000 pounds of cocaine in a single interdiction, after utilizing disabling fire on a heavily laden go-fast vessel. This was the Coast Guard's largest at-sea interdiction since March 2007. The crew of the Coast Guard Cutter James executed a remarkable run of four significant seizures across 10 days in November, netting

19,819 pounds of cocaine. This series of interdictions included 9,581 pounds on Nov. 15, 3,225 pounds on Nov. 23, and two separate seizures on Nov. 25 totaling 7,055 in coordination with Coast Guard Cutter Active.

The success of Operation Pacific Viper is marked by unprecedented seizure amounts, demonstrating continued success in the fight against narco-terrorism and Transnational Criminal Organizations. These operations deny smugglers from using Eastern Pacific maritime routes to transport illicit narcotics from South and Central America to the United States. **The Coast Guard Cutter Stone made history in November, offloading approximately 49,010 pounds of illicit narcotics worth over $362 million at Port Everglade**s – the largest single-patrol seizure by any Coast Guard cutter.

These continuous interdictions deny criminal organizations more than $1.1 billion dollars in illicit revenue. By disrupting the flow of cocaine and other bulk illicit drugs, the Coast Guard is cutting off revenue that fuels the ability for narco-terrorists to produce and traffic illegal fentanyl, threatening American communities.

Detecting and interdicting narco-terrorism on the high seas involves significant interagency and international coordination. U.S. Southern Command's Joint Interagency Task Force-South, based in Key West, Florida, detects and monitors both aerial and maritime transit of illegal drugs. Once interdiction becomes imminent, the law enforcement phase of the operation begins, and control of the operation shifts to the U.S. Coast Guard throughout the interdiction and apprehension. Interdictions in the Eastern Pacific Ocean are performed by members of the U.S. Coast Guard under the authority and control of the Coast Guard's Southwest District, headquartered in Alameda, California.

The Coast Guard is the United States' lead federal agency for maritime drug interdiction. We are part of the Department of

Homeland Security team protecting our nation and are at all times a military service and part of the joint force defending it.