RTX’s Raytheon awarded $515 million contract for SPY-6 family of radars

Over the next decade, SPY-6 is expected to be deployed on more than 50 U.S. Navy ships, enhancing defense against air, surface, ballistic and electronic warfare threats. (Photo credit: Huntington Ingalls Industries)

Contract accelerates integration and test support for the U.S. Navy’s most advanced maritime radar

From RTX

ANDOVER, Mass. (June 3, 2026) – Raytheon, an RTX (NYSE: RTX) business, has been awarded a $515 million contract from the U.S. Navy for the SPY-6 family of radars. The contract is a follow-on to the Integration and Production Support contract, which was awarded in June 2025, and includes upgrading Flight IIA destroyers with the SPY-6(V)4 variant.

Under the sole source award, Raytheon will provide continued support for the SPY-6 family of radars to the U.S. Navy,

including the government of Germany with the potential for other countries to be added under the Foreign Military Sales program.

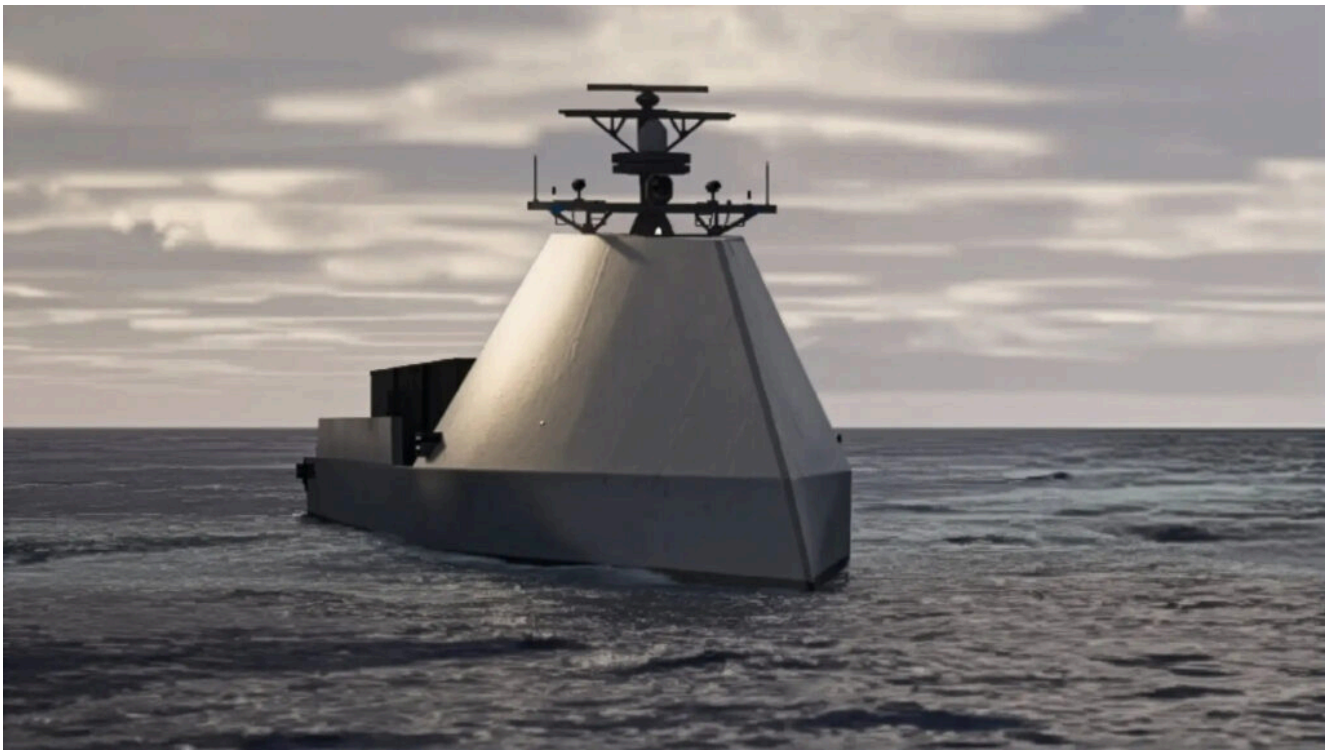
“With over a decade of demonstrated success at sea, SPY-6 remains the U.S. Navy’s most advanced maritime radar, providing the fleet with unmatched sensing power and multi-mission readiness to counter evolving threats,” said Barbara Borgonovi, president of Naval Power at Raytheon. “Backed by an $800 million investment to modernize our radar manufacturing facilities, we’re accelerating production and are expecting to double SPY-6 output by 2028.”

SPY-6 is now aboard two commissioned U.S. Navy ships and is installed on 11 others, all of which are undergoing various stages of testing. Over the next decade, SPY-6 is expected to be deployed on more than 50 U.S. Navy ships, enhancing defense against air, surface, ballistic and electronic warfare threats.

SPY-6 is one of several radar programs designed and manufactured at Raytheon’s Radar Development Facility in Andover, Massachusetts, a 30,000-square foot site supporting the production of diverse types of radars for U.S. and allied forces. This vertically integrated and highly automated site is one of the most advanced in the world, complete with a gallium nitride (GaN) foundry to produce the semiconductors essential for SPY-6 and other Raytheon radars.

Raytheon is actively hiring engineers across multiple disciplines to support this critical program. Interested candidates can learn more by visiting our website.

HII’s Romulus USV Advances to U.S. Navy Medium Unmanned Surface Vessel At-Sea Testing Phase



From HII

MCLEAN, Va., Statement by Andy Green, executive vice president of HII and president of HII’s Mission Technologies division, on the U.S. Navy’s selection of HII’s Romulus Unmanned Surface Vessel to advance to the at-sea testing phase of the Medium Unmanned Surface Vessel (MUSV) program:

“HII is proud that Romulus USV has advanced to the U.S. Navy’s Medium Unmanned Surface Vessel evaluation phase, a milestone that reflects HII’s longstanding track record for delivering mission-ready autonomous capabilities that support the U.S. Navy’s evolving operational requirements.

“At the core of the Romulus USV is HII’s extensive experience as a global leader in autonomous unmanned maritime systems, combined with HII’s Odyssey Autonomous Control Solutions, a proven autonomy software suite and a key differentiator of our solution. Demonstrated across programs supporting the U.S. Navy, U.S. Marine Corps, U.S. Coast Guard, and allied partners, Odyssey enables intuitive command and control of autonomous platforms and swarms across domains, enhancing fleet lethality, survivability, and operational effectiveness.

“Romulus brings together advanced autonomy, scalable platform design, and efficient manufacturing in a production-ready solution engineered to meet the demands of distributed maritime operations and integrated manned-unmanned teaming. Its endurance, flexibility, and payload capacity provide the operational versatility required for future naval missions.

“We appreciate the U.S. Navy’s confidence in Romulus and look forward to demonstrating the platform’s maturity, reliability, and operational effectiveness in support of the service’s vision for autonomous maritime operations.”

U.S. Defends, Disables Threats in Response to Iranian Aggression

From U.S. Central Command, May 31, 2026

TAMPA, Fla. – U.S. Central Command (CENTCOM) conducted self-defense strikes on Iranian radar and command and control sites for drones in Goruk, Iran and Qeshm Island this weekend.

The measured and deliberate strikes occurred on Saturday and Sunday in response to aggressive Iranian actions that included the shootdown of a U.S. MQ-1 drone that was operating over international waters. U.S. fighter aircraft swiftly responded by eliminating Iranian air defenses, a ground control station, and two one-way attack drones that posed clear threats to ships transiting regional waters.

No American service members were harmed. CENTCOM will continue to protect U.S. assets and interests in response to unwarranted Iranian aggression during the ongoing ceasefire.

22nd MEU (SOC) Concludes 10-Month Deployment

From II MEF Communication Strategy & Operations, June 1, 2026

MARINE CORPS BASE CAMP LEJEUNE, N.C. – Marines and Sailors of the 22d Marine Expeditionary Unit (Special Operations Capable) began returning home in waves June 1, 2026, after completing a nearly 10-month deployment in support of Operation SOUTHERN SPEAR and U.S. Southern Command's priorities of countering illicit threats, strengthening regional partnerships, and protecting the homeland.

The 22d MEU (SOC) is comprised of Battalion Landing Team 3/6, Combat Logistics Battalion 26, and Marine Medium Tiltrotor Squadron 263 (Reinforced). The unit was embarked aboard the Iwo Jima Amphibious Ready Group, which included USS Iwo Jima (LHD 7), USS San Antonio (LPD 17), and USS Fort Lauderdale (LPD 28). Initially slated for deployment to 5th and 6th Fleet, the ARG/MEU pivoted south shortly after departing Norfolk, answering SOUTHCOM's call for a flexible, sea-based formation capable of responding across the competition continuum.

During the ten-month deployment, the 22d MEU (SOC) executed five distinct MEU Mission Essential Tasks, demonstrating its operational flexibility. Embassy reinforcement missions in Haiti and Venezuela provided security during periods of regional instability; five Maritime Interception Operations disrupted illicit trafficking networks across the Caribbean Basin; integration with Special Operations Forces (SOF) during Operation Absolute Resolve showcased the MEU's ability to set the theater for sensitive joint missions; and foreign humanitarian assistance operations in Jamaica highlighted the MEU's capacity to rapidly project aid from the sea. Together, these accomplishments underscored the strategic value of a forward-postured naval expeditionary force.

"This deployment proved a fundamental truth about our naval expeditionary forces: nobody can do what a ARG/MEU can do

organically, across all warfighting functions and all domains," said Col. Tom "Banshee" Trimble, commanding officer of the 22d MEU (SOC). "I am incredibly proud of this blue-green team. Watching them pivot from high-stakes power projection one day, to embassy reinforcement and a massive humanitarian relief effort the next was nothing short of eye-watering.

The deployment included several operational milestones for the IWOARG/22d MEU (SOC) team. During Operation Absolute Resolve, the ARG/MEU operated alongside joint and interagency partners to open and set the theater for special operations forces. Additionally, the MEU enhanced security at U.S. embassies in Port-au-Prince, Haiti, and Caracas, Venezuela. The unit played a key security role on Mar. 14, 2026, during the raising of the American flag at the U.S. embassy in Venezuela, and months later executed a quick-reaction force and casualty-evacuation rehearsal in Caracas that included transporting the SOUTHCOM Commander via MV-22B Osprey.

"The Navy and Marine Corps team demonstrated its flexibility and operational reach," said Capt. Chris Farricker, Commodore, Iwo Jima Amphibious Ready Group and commander, Amphibious Squadron Eight. "Together, the IWO JIMA ARG and 22D MEU (SOC) showcased the United States' ability to maintain a persistent maritime presence and respond effectively from the sea to meet regional challenges, with zero reliance on foreign basing."

The ARG/MEU spent more than 90 percent of its deployment in the Central Caribbean Basin, steaming over 130,000 nautical miles.

"Our ability to create our own training opportunities, both from the sea and ashore, was a critical factor in our sustained readiness," said Col. Trimble. "Our Marines and Sailors built a logistical hub where none existed and improved Camp Santiago to the point that the BLT was able to

employ nearly every weapon in its arsenal. That ensured we maintained our tactical edge through month ten.”

When natural disaster struck the region, the ARG/MEU rapidly transitioned to humanitarian assistance operations. From Oct. 31 to Nov. 13, 2025, in partnership with Joint Task Force–Bravo, the 22d MEU (SOC) delivered large-scale relief to Jamaica following Hurricane Melissa. Leveraging ARG shipping, organic aviation, and sea-based sustainment, the force reached isolated communities cut off by storm damage. Working alongside the Jamaica Defence Force and the U.S. State Department’s Disaster Assistance Response Team, the MEU delivered more than 780,000 pounds of supplies, dispensed 6,190 pounds of fuel at forward refueling points, and mapped 72 hasty landing zones using organic intelligence and reconnaissance assets.

Beyond crisis response, the 22d MEU (SOC) strengthened regional partnerships and reinforced deterrence across the Caribbean. Marines and Sailors conducted two military exchanges with the Trinidad and Tobago Defence Force, focusing on infantry skills, Tactical Combat Casualty Care, and live-fire mortar employment. Regional interoperability expanded further through a major bilateral exercise in Ecuador and participation in Exercise Tres Kolos alongside French and Dutch forces in Martinique.

As the 22d MEU (SOC) returns home, it sets the stage for the incoming 24th MEU, deploying as the 24th Littoral Combat Force, to continue SOUTHCOM’s mission in the Caribbean. This deliberate transition ensures the region maintains a continuous, capable, and ready ARG/MEU presence in the Western Hemisphere.

Navy Accepts Accelerated Delivery of Future USS Patrick Gallagher

Image Credit: US Navy

From the Navy's Office of Information, June 1, 2026

WASHINGTON – The U.S Navy accepted delivery of future USS Patrick Gallagher (DDG 127), the final Flight IIA Arleigh Burke-Class destroyer, from Bath Iron Works, May 28.

The delivery, which marks the official transfer of the ship from the shipbuilder to the Navy, was accelerated by more than two months, due to exceptional builder's sea trials. The trials executed hull, mechanical, electrical and combat systems at sea testing in series, during a single accelerated effort.

"Our nation's leadership, including Secretary Hegseth and

Acting Secretary Cao have been very clear—build ships faster," said William Mahan, Performing the Duties of Assistant Secretary of the Navy for Research, Development and Acquisition. "Thanks to innovative collaboration between the Navy and industry, we're doing exactly that."

"DDG 127 conducted an accelerated block builder's sea trial as a result of the phenomenal coordination between the Navy and Bath Iron Works. The ship's outstanding material condition during sea trials paved the way for accelerating ship delivery by over two months, which will allow the fleet to employ this capability even sooner," said Capt. Jay Young, DDG 51 Class program manager, Deputy Portfolio Acquisition Executive, Combatants.

"Accelerated delivery of the future USS Patrick Gallagher signals our ongoing commitment to urgency in shipbuilding and this momentum will carry forward as we continue to build and deliver these advanced warships to the fleet."

To accelerate delivery, the Navy and industry team identified opportunities to streamline the process and maximize operational value with specific focus on ensuring complete construction and reducing the time between trial events.

"Our shipbuilders are a national strategic asset. Achievements like this aren't possible without their incredible dedication, craftsmanship and work ethic. Our Fleet and our nation appreciate them greatly." Mahan said.

With the accelerated delivery, the Fleet now receives additional time for crew ownership enabling expanded timelines for training and certification.

The ship is named in honor of Marine Corps Cpl. Patrick Gallagher who immigrated to the United States from Ireland and joined the United States Marine Corps. He received the Navy Cross for heroism during the Vietnam War when he jumped on and

threw an enemy grenade into a river to save his fellow Marines. He was killed in action just one year later.

The delivery of DDG 127 underscores the Navy’s commitment to building America’s Fleet of the Future. For 250 years, American naval power has projected strength globally, operating forward 24/7, 365 days a year. This operational tempo demands continuous capability delivery, and the Fleet of the Future is our answer.

Insitu Integrator VTOL Proves Long-Range Multi-INT Capability at Balikatan 2026

Integrator VTOL with FLARES ready to launch from FARP location From Insitu

BINGEN, WASH, June 2, 2026: Insitu, a Boeing company, successfully demonstrated its Integrator VTOL Uncrewed Aerial System (UAS) during Exercise Balikatan 2026, showcasing long-endurance, extended-range, multi-INT and AI-enabled battle management integration capabilities at density altitudes including above 12,000 feet and in heat indices reaching 107°F.

Integrator VTOL delivered expeditionary performance and remote split operations in extreme heat and humidity while operating from unimproved, austere sites replicating Forward Arming and Refueling Positions (FARPs) at Balikatan 2026.

During the exercise, Integrator VTOL:

- Completed a 22.4-hour sortie at 6,500–9,000 feet density altitude, returning with 1.5 hours of reserve fuel

- Performed extended Maritime Domain Awareness and ISR operations at 200 NM ranges with 6+ hours of time on station in a multi-INT configuration employing the IMSAR NSP-5 Synthetic Aperture Radar, cross-cueing a Hood Technologies multi-spectral EOIR6 gimbal

- Demonstrated detection of vessels at 35 NM through marine haze using Arkeus' Warden passive Hyper-Spectral Optical Radar (HSOR), cross-cuing an onboard ACO9 narrow field of view gimbal.

- Used the small-packout FLARES VTOL system to execute landing and relaunch cycle from a covert austere position in just 38 minutes, demonstrating the agility required for USMC Expeditionary Advanced Base Operations (EABO)

- Detected, identified, and collected detailed imagery of vessels from combat-relevant stand-off ranges

- Employed a backpack-portable, battery-powered Ground Control Station at the FARP demonstrating truly mobile ground control

- Integrated safely into uncontrolled airspace using Boeing's airspace management and deconfliction software, PLEO SATCOM, and advanced avionics

- Seamlessly integrated senor data with an AI-enabled battle management system (BMS), providing real-time actionable intelligence across a networked common operating picture

“Integrator with FLARES VTOL offers significant range and endurance while carrying multiple-intelligence payload sets, and our recent demonstrations at Balikatan in extreme heat and high-density altitude conditions prove that it’s not just marketing,” said Diane Rose, Insitu CEO. “We brought our systems into some of the most challenging conditions, and they performed as designed. Integrator truly delivers Group 4–5 ISR and targeting capabilities at a fraction of the cost.”

Integrator VTOL was operated by Insitu Field Services Representatives with decades of combined combat operations experience. Exercise evaluators praised Insitu’s team as “obvious professionals,” underscoring the company’s ability to support the warfighter.

“I’m incredibly proud of our teammates for demonstrating operational excellence in harsh, demanding conditions,” added Rose. “From rucking the system into an austere FARP site, to operating in extreme heat while responding to dynamic tasking, our team showed the best of what our systems can offer.”

As W88 Warhead production ends, Sandia looks to next

phase

The W88 Alt 370 program addressed aging issues identified during routine surveillance, enhancing the reliability of a critical element of the sea-based leg of America’s strategic deterrent. (Photo courtesy of the U.S. Navy)

From Sandia National Laboratories, May 28, 2026

ALBUQUERQUE, N.M. — Sandia National Laboratories and the nuclear security enterprise completed production of the W88 Alteration 370 and fully transitioned the modernized warhead into the U.S. nuclear stockpile, shifting the program’s focus to long-term sustainment.

The last production unit was completed at the Pantex Plant in Amarillo, Texas, in November.

“I remember talking about the Alt 370 when we were just putting together plans,” said Troy Savoie, now a manager at Sandia leading the team that oversees stockpile sustainment of

the warhead.

Savoie started his Sandia career helping with specification requirements for environmental testing of the W88 Alt 370, which is carried onboard Ohio-class ballistic missile submarines as the warhead component of the Trident II D5 strategic weapons system.

Sandia is the design agency for non-nuclear components and is the lead systems integrator for nuclear weapon programs. In addition, Sandia served as the production agency for several components within the weapon.

“Completing the W88 Alt 370 is the latest instance of NNSA delivering modernized nuclear weapons to the Department of War at the pace and scale needed to fulfill our deterrence requirements,” NNSA Administrator Brandon Williams said. “Achieving two last production units for the B61-12 and W88 and the first production unit for the B61-13 all within a single year demonstrates our ability to execute NNSA’s fundamental production mission.”

The W88 first entered the U.S. nuclear stockpile in 1988. The Alt 370 modernization program addressed aging-related issues identified through routine surveillance and refreshed key non-nuclear components to extend the warhead’s service life.

The effort reached full-rate production in 2022.

Warhead modernization

Michael Steward, who served as W88 Alt 370 system production manager, said his team was responsible for the design, development and qualification of the Alt 370. Most recently, the team has focused on supporting rate production of components and the system as the program moved toward completion.

His job entailed working closely with NNSA, the Navy, the Kansas City National Security Campus, Los Alamos National Laboratory, the Pantex Plant, Lockheed Martin and other partners across the enterprise to address technical challenges and ensure on-time delivery of warheads to the customer.

“The key to overcoming them was working with subject matter experts here at Sandia, at our peer labs, at the production agencies, NNSA and the Navy,” Steward said. “Leveraging all the partnerships and relationships across the nuclear security enterprise ensured that we delivered to the customer.”

At Sandia alone, hundreds of employees played a role in the modernization.

“The W88 is the backbone of the sea-based leg of the U.S. nuclear triad,” Steward said. “It provides the president with a highly survivable strategic deterrent against attacks on the U.S. and its allies.”

Sustainment role

Steward and his team worked closely with the sustainment team throughout production to ensure a smooth transition to the stockpile. The teams are co-located and shared knowledge and lessons learned through daily in-person interactions and formal reviews.

“Sandia’s role in those sustainment activities as the systems integrator will remain just as important,” Savoie said.

That will include annual assessment of the W88’s state of health in the stockpile, maintaining and extending the underlying technical basis for those assessments and supporting logistics operations, field operations and production operations for surveillance rebuilds, or units taken out of the stockpile for inspection.

Forward-looking activities include assessing compatibility

with the next version of the delivery platform and refreshing the surveillance flight test body when it reaches the end of its life.

As most production work wraps up, teams at Sandia are ready for the next chapter.

“It’s not the end. It’s basically the beginning of stockpile life for the W88 Alt 370,” Savoie said. “There’s W88 work at Sandia for years to come.”

Coast Guard, partners seize vessel off Cape Florida loaded with 6.7M worth of cocaine

A U.S. Coast Guard Station Miami Beach law enforcement boat crew along with Customs and Border Protection Air and Marine Operations and CBP Office of Field Operations officers seize approximately 900 pounds of cocaine from a suspected drug

smuggling vessel at Coast Guard Station Miami Beach, May 29, 2026. Coast Guard Station Miami Beach's crew interdicted the suspected drug smuggling vessel one mile east of Cape Florida, with approximately $6.7 million worth of cocaine. (U.S. Coast Guard photo by Petty Officer 2nd Class Eric Rodriguez)
From U.S. Coast Guard Southeast District, May 29, 2026

MIAMI – A U.S. Coast Guard Station Miami Beach law enforcement boat crew along with Customs and Border Protection Air and Marine Operations and CBP Office of Field Operations officers seized approximately 900 pounds of cocaine, worth approximately $6.7 million, from a suspected drug smuggling vessel one mile east of Cape Florida, Sunday.

Federal agents from the Drug Enforcement Agency Miami Division took custody of three suspected smugglers and narcotics for further investigation.

"The Coast Guard and our federal, state and local law enforcement partners remain vigilant in our shared efforts to keep our maritime borders safe by preventing illicit narcotics from reaching our communities," said Lt. Matthew Ross, Coast Guard Station Miami Beach commanding officer. "I couldn't be more proud of the professionalism of our law enforcement crews and our continued collaboration with our partners to safeguard American lives."

We are part of a whole-of-government approach to secure our borders by dismantling Foreign Terrorist Organizations and Transnational Criminal Organizations, including narco-trafficking and human smuggling operations.

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. As a member of the joint force, a law enforcement organization, a regulatory agency and a member of the U.S. intelligence community, the Coast Guard employs a unique mix

of authorities to ensure the safety and integrity of the maritime domain to protect the economic and national security of the nation.

U.S. Customs and Border Protection is America’s frontline: the nation’s largest law enforcement organization and the world’s first unified border management agency. The 67,000+ men and women of CBP protect America on the ground, in the air, and on the seas. We enforce safe, lawful travel and trade and ensure our country’s economic prosperity. We enhance the nation’s security through innovation, intelligence, collaboration, and trust.

Nimitz Hosts Caribbean Leaders During Southern Seas 2026 Deployment

From U.S. Naval Forces, U.S. Southern Command/U.S. 4th Fleet, May 29, 2026

ATLANTIC OCEAN – The Nimitz-class aircraft carrier USS Nimitz (CVN 68) hosted several delegations from Caribbean nations during the latest leg of U.S. Naval Forces Southern Command (USNAVSOUTH)/U.S. 4th Fleet's Southern Seas 2026 deployment in the Atlantic Ocean, from the end of May into the beginning of June.

Delegations, consisting of government and military leaders, from Suriname, Guyana, Trinidad and Tobago, and Grenada were hosted aboard the deployed carrier, and given the opportunity to observe shipboard operations and capabilities, including flight operations.

While onboard, each delegation met with Rear Adm. Cassidy

Norman, commanding officer of Carrier Strike Group 11 and Capt. Joseph Furco, commanding officer of USS Nimitz to discuss the Southern Seas 2026 mission and the strong security partnerships between their respective countries and the U.S.

Visitors were also able to observe flight demonstrations from Nimitz' flight deck.

The delegations were led by Suriname Minister of Defense Uraiqit Ramsara, President of the Cooperative Republic of Guyana Mohamed Irfaan Ali, Trinidad and Tobago Minister of Defense Wayne Sturge, and Grenada Prime Minister Dickon Mitchell.

Nimitz Carrier Strike Group Sailors of Caribbean heritage also joined the tours, proudly representing the U.S. Navy as the ship hosted leaders from their nations of origin.

Most notably, Aviation Structural Mechanic 2nd Class Neil DeAndrade, assigned to the "Indians" of Helicopter Sea Combat Squadron 6 and originally from Guyana, was able to help deliver the tour for the Guyana delegation, which included his cousin, Cooperative Republic of Guyana Minister of Home Affairs Oneidge Walrond.

Southern Seas 2026 marks the 11th iteration of the exercise to the region since 2007. Like the previous deployments, Southern Seas 2026 is designed to foster goodwill, strengthen maritime partnerships, counter threats, and build the U.S. Navy's team alongside partner nation maritime services.

During the deployment, the Nimitz Carrier Strike Group (NIMCSG) has conducted passing exercises and operations at sea with partner nation maritime forces as the ships circumnavigate the continent of South America.

NIMCSG consists of the USS Nimitz, Carrier Air Wing (CVW) 17, Destroyer Squadron (DESRON) 9, and Arleigh Burke-class guided missile destroyer USS Gridley (DDG 101).

USNAVSOUTH/FOURTHFLT is the trusted maritime partner for Caribbean, Central and South America maritime forces improving regional unity and security.

MARTAC Partners with Mystic Powerboats to Expand Production Capacity for Autonomous USV Deliveries

MARTAC T18 USV
From Tactical Systems Inc.

Partnership combines autonomous maritime expertise and advanced composite manufacturing to accelerate U.S. and allied defense vessel production

MELBOUORNE, Fla., June 1, 2026 – Maritime Tactical Systems Inc. (MARTAC), a leading provider of high-performance autonomous unmanned surface vehicles (USVs), and Mystic Power boats (Mystic), a leader in high-performance composite vessel construction, today announced a co-production partnership to increase MARTAC's domestic production capacity to meet growing requirements from U.S. and allied customers.

Demand for autonomous maritime systems is accelerating as defense and national security organizations expand their use of autonomous capabilities in distributed maritime operations, maritime domain awareness, logistics support and force protection. MARTAC's family of USVs, including the Devil Ray™ and MANTAS™ platforms, has been operationally proven for over ten years in multiple government programs and exercises. The company is now positioned to expand current capacity that meets both near-term needs and can scale with the market demands over time.

Mystic Powerboats brings three decades of expertise in advanced carbon-fiber and composite manufacturing, operating from a nearly 100,000-square-foot production facility equipped with the tooling, workforce and processes required to produce high-strength, lightweight hull structures at scale. Mystic's proven capabilities in epoxy resin infusion, carbon-fiber lamination and foam-core construction align directly with the materials and methods used in MARTAC's Devil Ray and MANTAS platforms, making the company an ideal co-production partner for scaling autonomous vessel deliveries.

"Accelerating autonomous maritime capability is imperative as nations place greater emphasis on maintaining maritime awareness, ensuring force protection across distributed maritime operations and protecting critical shipping lanes" said John Cosker, Founder and Chief Executive Officer of Mystic Powerboats. "We are proud to leverage our heritage of applying advanced technology to deliver high-performance, rigorously tested watercraft to now help advance the autonomous capabilities our nation and our allies need."

"The United States is home to exceptional marine manufacturing companies with deep expertise in advanced composites and maritime construction," said "Seamus Flatley, Chief Growth Officer at MARTAC. "Mystic Powerboats is a great example of this 'made in America' ingenuity. They are a world-class

builder with the advanced composite manufacturing capabilities and skilled workforce needed to produce the high-performance hull structures our platforms require. Partnering with Mystic is a key step in our strategy to rapidly scale production while ensuring that our systems remain operationally proven and ready to deploy.”

MARTAC’s partnership with Mystic is the first of several pending domestic co-production partnerships the company is finalizing that will support a significant expansion of its co-production framework. The distributed production model strengthens MARTAC’s ability to meet operational demand by increasing surge capacity, diversifying the supply chain, and accelerating delivery timelines.