Coast Guard Offloads $5.4M in Seized Cocaine Following Interdiction off Puerto Rico

The crew of the Coast Guard Cutter Joseph Napier offloaded approximately 725 pounds of seized cocaine worth an estimated $5.4 million to Coast Guard Investigative Service and Drug Enforcement Agency Special Agents custody in San Juan, Puerto Rico, May 7, 2025. The interdiction occurred April 28, 2025, in waters north of Aguadilla, Puerto Rico, and is the result of multi-agency efforts in support of the Caribbean Corridor Strike Force. (U.S. Coast Guard photo)
From U.S. Coast Guard 7th District, May 7, 2025

SAN JUAN, Puerto Rico – The crew of the Coast Guard Cutter Joseph Napier offloaded approximately 725 pounds of seized cocaine worth an estimated $5.4 million to Coast Guard Investigative Service and Drug Enforcement Agency Special Agents custody in San Juan, Wednesday.

The interdiction is the result of multi-agency efforts in support of the Caribbean Corridor Strike Force. The Coast Guard Cutter Joseph Napier crew transferred custody of five suspected smugglers apprehended in this case, Dominican Republic nationals, to the Dominican Republic Navy off Punta Cana, Dominican Republic, Saturday.

During the night of April 28, 2025, the crew of a Customs and Border Protection Air and Marine Operations multi-role enforcement aircraft detected a suspicious 35-foot go-fast vessel in international waters north of Aguadilla, Puerto Rico. Coast Guard watchstanders in Sector San Juan diverted the cutter Joseph Napier to interdict the suspect vessel. Once on-scene, the cutter Joseph Napier crew launched the cutter's Over the Horizon boat to carryout out the interdiction. During the pursuit, the suspected smugglers attempted to flee the scene while jettisoning suspected contraband cargo overboard. Shortly thereafter, the cutter boat crew stopped and gained compliance from the suspect vessel. Following the interdiction, cutter Joseph Napier's crew recovered eight bales, seven of which had been jettisoned overboard, and they apprehended the five persons onboard. The seized contraband tested positive for cocaine.

"This was an excellent case that would not have been possible without the support provided by Customs and Border Protection Caribbean Air and Marine Branch," said Lt. John M. Groen, Coast Guard Cutter Joseph Napier commanding officer. "Their flight remained on scene for several hours and communicated flawlessly with the pursuit team. I am so incredibly proud of the entire Joseph Napier crew's outstanding performance. The interdiction highlights Sector San Juan and the Seventh Coast Guard District's unwavering commitment to combat drug trafficking organizations and secure America's maritime borders."

The specific mission of the Caribbean Corridor Strike Force (CCSF) is to identify, disrupt, and dismantle Transnational Criminal Organizations. The CCSF is comprised of agents and officers from the Drug Enforcement Administration, Federal Bureau of Investigation, United States Immigration and Customs Enforcement-Homeland Security Investigations, United States Coast Guard Investigative Service, and United States Marshals Service, and the United States Attorney's Office for the District of Puerto Rico.

U.S. Coast Guard Cutter Joseph Napier is 154-foot Sentinel-class fast response cutter homeported in San Juan, Puerto Rico.

Coast Guard Offloads Over $12M in Illicit Drugs Interdicted in Caribbean Sea

A USCGC Tampa (WMEC 902) crew member passes a bale of illicit drugs to another crew member during a drug offload at Port Everglades in Fort Lauderdale, Florida, April 30, 2025. The crew offloaded 59 bales of illicit drugs worth more than $12 million resulting from two interdictions in the Caribbean Sea by the crew of USS Minneapolis-Saint Paul and their embarked Navy helicopter. (U.S. Coast Guard photo by Petty Officer 1st Class Diana Sherbs)
From U.S. Coast Guard 7th District

MIAMI – U.S. Coast Guard Cutter Tampa's crew ended Fleet Week Fort Lauderdale with the offload of approximately 3,750 pounds of cocaine and marijuana worth an estimated $12.3 million, Wednesday, at Port Everglades.

The seized contraband was the result of two interdictions in the Caribbean Sea by the crew of USS Minneapolis-Saint Paul and their embarked Navy helicopter and Coast Guard law enforcement detachments.

"We train diligently and stand ready to execute interdiction missions at moment's notice," said Cmdr. Steven Fresse,

Minneapolis-Saint Paul commanding officer. “To be able to make an immediate impact so early on during our maiden deployment is a testament to the hard work and skills of the ship’s crew.”

The following assets and crews were involved in the interdiction operations:

- **USS Minneapolis-Saint Paul (LCS 21)**
- U.S. Coast Guard Tactical Law Enforcement Team (TACLET) South, LEDET 406
- U.S. Navy Helicopter Maritime Strike Squadron (HSM) 50, DET 3
- **Joint Interagency Task Force-South (JIATF-South)**
- Seventh Coast Guard District command center watchstanders

“Fleet Week Fort Lauderdale was a great opportunity for our Coast Guard, Navy and Marine Corps crews to showcase our sea services to communities here in South Florida,” said Cmdr. Walter Krolman, Tampa commanding officer. “Today’s offload demonstrates the value of our collaborative joint force operations far out to sea in protecting and defending Americans here at home from threats abroad.”

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.

To read more about the USS Minneapolis-Saint Paul's interdictions, **click here**.

USCGC Tampa is a 270-foot Famous-class medium endurance cutter homeported in Portsmouth, V.A. under **U.S. Coast Guard Atlantic Area Command**.

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**.

USS Forrest Sherman Departs Norfolk for Routine Deployment

From U.S. 2nd Fleet, May 7, 2025

NORFOLK, Va. – Arleigh Burke-class guided missile destroyer USS Forrest Sherman (DDG 98) departed Naval Station Norfolk for a scheduled deployment on May 6, 2025.

USS Forrest Sherman (DDG 98) departed Norfolk as part of the Gerald R. Ford Carrier Strike Group (CSG-12) for a scheduled deployment to the U.S. 5th Fleet area of operations. The deployment will underscore the U.S. Navy's commitment to maritime security and stability in the region.

"Our crew has relentlessly prepared for this deployment and are ready for any challenge we may face; I could not be more proud to lead these Sailors on deployment," said Cmdr. Andrew Darjany, commanding officer of Forrest Sherman. "Thank you to our families and the Norfolk community for your support as we head out to sea."

Forrest Sherman's last deployment was in 2022, when they served as the flagship for Standing NATO Maritime Group Two and operated in the European theater. As the flagship, Forrest Sherman led a multinational maritime group in operations throughout the Mediterranean Sea, ensuring security and

stability in the region while supporting deterrence and defense of NATO territory. The ship conducted five multinational exercises with NATO Allies and partners, strengthening relationships with these critical allies and partners and reinforcing the U.S. commitment to the NATO Alliance and to the region.

“The Sailors of USS Forrest Sherman are headed to do our nation’s work at sea,” said Rear Adm. Paul Lanzilotta, commander of CSG-12. “The combat capabilities that this ship brings to a fight will be ready whenever tasked to deter, and if necessary, defeat, aggression in defense of America’s interests around the world.”

“Relentless Fighting Spirit,” Forrest Sherman’s motto, highlights the crew’s commitment to their mission and to the U.S Navy and our Allies and partners. Commissioned on January 28, 2006, USS Forrest Sherman is named in honor of Adm. Forrest Sherman, the 12th Chief of Naval Operations.

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.

Bollinger Shipyards and Edison Chouest Offshore Launch United Shipbuilding

Alliance (USA)

USA has capacity to utilize any of its 19 strategically located shipyards and 14 fabrication facilities across Louisiana, Mississippi and Florida to optimize labor resources and accelerate project timelines

USA responds to Arctic Security Cutter RFI with a 33-month contract award-to-delivery timeline utilizing a commercial vessel construction for national security purpose model

WASHINGTON, D.C. – [May 6, 2025] – Bollinger Shipyards, the largest privately-owned and operated shipbuilder and vessel repair company in the United States, and Edison Chouest Offshore (ECO), a global leader in advanced commercial vessel construction and operation, today announced the formation of a strategic partnership called United Shipbuilding Alliance (USA).

This partnership is designed to offer a fully integrated solution to expedited design, construction, and delivery of next-generation icebreakers to directly meet the urgent Arctic operational needs. USA recently responded to the U.S. Coast Guard's April 11th Request for Information titled, "Arctic Security Cutter (ASC): Icebreaking Capable Vessels or Vessel Designs that are Ready for Construction," outlining the utilization of a commercial vessel for national security purposes acquisition process that spans 33 months from contract award to delivery.

The viability and effectiveness of commercial vessel construction for national security purposes have been firmly demonstrated through the recent acquisition of the USCGC STORIS (WAGB-21) [ex – M/V AIVIQ]. The STORIS is an American-built icebreaker designed for Arctic conditions and delivered in under three years.

The proposed commercial acquisition method will save U.S. taxpayers more than 40% by reducing and eliminating excess program bloat, government vendor source selection mandates, and redundant bureaucratic reporting mandates. The streamlined approach enables agile execution, smart vendor selection, and the flexibility to shift work across multiple facilities, ensuring projects stay on schedule, minimize disruption, and remain on budget. Programs benefit from stable, contract-driven workforces and flexible timelines, with the ability to shift work across multiple facilities to stay on schedule and control costs. In contrast, government acquisition often suffers from regulatory delays, rigid change management, and increased costs.

“If the mission demands speed, efficiency, and innovation, the answer is clear, let American industry lead,” said Ben Bordelon, President and CEO of Bollinger Shipyards. “The formation of the United Shipbuilding Alliance comes at a pivotal moment and answers President Trump’s call to action in making American Shipbuilding Great Again. I am excited by President Trump’s efforts to reinvigorate America’s shipyards. Through his leadership, he has reignited demand, sparked competition, and challenged American industry to rise to the occasion with urgency and creativity.”

“The creation of the United Shipbuilding Alliance represents a significant evolution in America’s capacity to rapidly address urgent Arctic operational requirements,” said Gary Chouest, President and CEO of Edison Chouest Offshore. “Our collaboration underscores a dedicated commitment to ensuring America retains a decisive edge in maritime capabilities and enhancing national security within the increasingly strategic Arctic region.”

USA will leverage the combined 144 years of expertise and capacity of Bollinger and ECO’s 6,000-plus skilled American workers across their 33 operational shipyards and fabrication facilities across the Gulf of America to rapidly design,

build, and deliver icebreakers for commercial and government customers. Between the two American companies, they have built and delivered four icebreakers in the last three decades, and Bollinger is currently constructing the Polar Security Cutter (PSC) program for the U.S. Coast Guard.

Bollinger took over the struggling PSC program in late 2022 when it acquired Singapored-owned VT Halter, which had amassed more than a quarter billion dollars in losses over the first three years of the program. Last week, Bollinger announced it has received approval from the U.S. Coast Guard to begin full production activities on the PSC program, underscoring the confidence the U.S. Government places in Bollinger to deliver the nation's first heavy polar icebreaker in nearly fifty years. Bollinger has delivered over 180 vessels for the U.S. Coast Guard in its more than 40 years of building for the U.S. government.

Bordelon continued, "It is critically important that any vessel transporting U.S. servicemembers and projecting American power abroad be built here in the United States. The United Shipbuilding Alliance is proof that American industry can and will deliver faster, better, and more cost-effectively, by aligning commercial innovation with national security priorities. Together with our partners at Edison Chouest Offshore, we're leveraging our combined experience, infrastructure, and skilled American workforce to give the United States the tools it needs to lead in the Arctic."

The U.S. government has demonstrated a clear need for growing, strengthening and accelerating America's Arctic operational capabilities. Emphasizing innovation, fiscal responsibility, and efficiency, USA will leverage the speed and advanced maritime engineering, naval architects, and designer techniques of commercial construction to streamline the procurement of each vessel, significantly expediting production schedules, and achieving substantial cost efficiencies, benefiting both government needs and taxpayers.

About United Shipbuilding Alliance

United Shipbuilding Alliance (USA) is a teaming agreement between Bollinger Shipyards and Edison Chouest Offshore, combining over 140 years of government and commercial maritime construction experience, during which they have constructed and delivered over 4,000 vessels. The alliance is specifically organized to rapidly design, build and deliver advanced, mission-critical icebreaking vessels, directly addressing operational needs and enhancing strategic national capabilities of the United States in Arctic waters. Together, Bollinger and ECO have 33 operational shipyard and fabrication facilities.

About Bollinger Shipyards

With an 80-year legacy of excellence, Bollinger Shipyards is a leading designer and builder of high-performance military patrol boats, salvage vessels, research vessels, and a wide array of specialized maritime assets. With 13 strategically located shipyards and 22 dry-docks across Louisiana and Mississippi, Bollinger is the largest privately-owned shipbuilder in the Gulf of America region, dedicated to innovation and the highest standards of quality in shipbuilding.

About Edison Chouest Offshore

Founded in 1960, Edison Chouest Offshore (ECO) is recognized as one of the most diverse and dynamic marine transportation solution providers and commercial shipbuilders in the world. ECO operates a global fleet of nearly 300 vessels, including some of the most technically advanced ships serving the offshore, research, and national security sectors. With capabilities spanning vessel design, new construction, port operations, and subsea services, ECO maintains shipyards, fabrication facilities, and port terminals throughout the Americas. ECO continues to be an innovative leader in new

technologies, integrated bridge systems, and global vessel monitoring technologies.

EOS Awarded Laser Powder Bed Fusion Training Contract by U.S. Navy

The U.S. Navy's Maritime Industrial Base (MIB) Program, in partnership with BlueForge Alliance, has funded the EOS Additive Minds Academy to train the MIB suppliers in laser powder bed fusion (LPBF) process chain to strengthen the industrial 3D printing workforce

MIB suppliers will participate in hands-on and online Additive Minds Academy courses, designed to equip users with critical

skills in additive manufacturing

From EOS

NOVI, Michigan, May 7, 2025 – EOS, a leading supplier of additive manufacturing (AM) solutions for industrial 3D printing, today announced a contract to support the U.S. Navy's Maritime Industrial Base initiative to provide end-to-end LPBF process training for MIB suppliers. The initiative aims to strengthen AM efficiency and bridge the maritime AM education and workforce gap.

Beginning in May 2025, the training program will take place at the Additive Minds Academy Center in Novi, Michigan, and combines online coursework with hands-on experience to equip MIB suppliers with critical skills in AM software, LPBF system operation, and ASTM machine certifications free of charge.

"This program helps the U.S. Navy offer suppliers skilled personnel trained in new technologies like laser powder bed fusion, which will enable us to quickly fill critical component gaps that our traditional manufacturing base can't provide in a timely fashion," according to Dr. Justin Rettaliata, MIB Program Additive Manufacturing Lead. "Through initiatives like this, the MIB Program is advancing more agile and responsive manufacturing technologies in the U.S. Navy's supply chain to quickly produce parts."

The initiative aims to strengthen AM efficiency and bridge the maritime AM education and workforce development gap. All courses will be led by EOS and ASTM certified Additive Minds Academy trainers, and upon completion, participants will earn industry-recognized certifications for metal AM data preparation and metal machine operation, certified by ASTM.

The EOS Additive Minds Academy training courses include:

- Data Preparation Metal Certification

- Metal LPBF System Operator Training

- ASTM Machine Operator Certification

“In recent years, the imperative for faster, more adaptable manufacturing processes to meet the U.S. Navy’s production objectives has become increasingly evident,” said Fabian Alefeld, Director of Business Development and Additive Minds Academy at EOS. “Bridging this manufacturing gap demands innovative thinking, advanced technologies, and – most critically, a skilled workforce equipped to leverage these new tools effectively. We are honored to provide the training and education essential for the MIB and the U.S. Navy to successfully integrate additive manufacturing into their broader operational framework.”

Rite-Solutions Awarded $234M SBIR Phase III Contract for Combat Systems of the Future

From Rite Solutions

MIDDLETOWN, R.I. (May 6, 2025)–On May 1st, the Naval Sea Systems Command (NAVSEA) awarded a 5-year, SBIR Phase III contract to Rite-Solutions. This $243M contract – the largest in the history of the company – will enable Rite-Solutions to provide innovative solutions in systems and software engineering that are geared towards maximizing the

effectiveness and suitability of future combat system while reducing risk and total cost.

“This contract award is one of the most significant achievements in the history of our company,” said CEO and Co-Founder Joe Marino. “We are extremely excited to be able to bring our innovation and energy to the next evolution of combat systems.” Co-Founders and Board members Jim and Linda Lavoie agree, stating that “this contract, resulting from the hard work and excellent support of our workforce, solidifies our place as a significant contributor to the advancement of our Undersea Warfare capabilities.”

The goals of the CSoF initiative include (1) improving mission effectiveness while achieving optimal manning levels and reducing total life-cycle costs; (2) inserting new functionality and capability for current and future ship platform and combat systems improvements in both organic and off-hull systems; and (3) leveraging systems engineering to develop cost-effective improvements in the lab environment for modeling, simulation, test and integration. Efforts will be focused on new submarine platforms, including but not limited to the Next-Generation Attack Submarine (SSN(X)), to support technology innovations and improvements, acquisition, research and development, design, specification development, and test and evaluation.

“This is a big win for Rite-Solutions and our many talented industry partners,” said Laurie Carter, Executive Vice President for Business Development and CSoF Capture Manager. “We are eager to get started – bringing our innovative mindset to the goal of building a more efficient, flexible and adaptable combat system.”

Execution of tasking under the CSoF contract will be managed by Mike Miller, CSoF Director and Program Manager, who will be responsible for coordinating the efforts of Rite-Solutions and nearly 20 industry partners.

SECDEF Directs Flag and General Billet Reductions

From the Department of Defense, May 5, 2025

ARLINGTON, Va. — The following memorandum was issued by Defense Secretary Pete Hegseth:

MEMORANDUM FOR SENIOR PENTAGON LEADERSHIP SUBJECT:

General/Flag Officer Reductions

The Department of Defense is committed to ensuring the lethality of U.S. Military Forces to deter threats and, when necessary, achieve decisive victory. To accomplish this mission, we must cultivate exceptional senior leaders who drive innovation and operational excellence, unencumbered by unnecessary bureaucratic layers that hinder their growth and effectiveness.

A critical step in this process is removing redundant force structure to optimize and streamline leadership by reducing excess general and flag officer positions.

Therefore, I direct the following actions:

• A minimum 20% reduction of 4-star positions across the Active Component;

• A minimum 20% reduction of general officers in the National Guard; and

• An additional minimum 10% reduction in general and flag officers with the realignment of the Unified Command Plan.

Through these measures, we will uphold our position as the

most lethal fighting force in the world, achieving peace through strength and ensuring greater efficiency, innovation, and preparedness for any challenge that lies ahead.

Interdisciplinary Engineering Major Now Offered at CGA

U.S. Coast Guard Academy (USCGA) cadets observe Boston Dynamic's robot, Spot, controlled by a Massachusetts Institute of Technology (MIT) Lincoln Laboratory researcher (left) at USCGA, New London, Connecticut, Nov. 27, 2023. (Photo by U.S. Coast Guard Petty Officer Third Class Matthew Thieme.)
From the U.S. Coast Guard Academy, May 5, 2025

NEW LONDON, Conn. – The **U.S. Coast Guard Academy** has launched a new academic major. **Interdisciplinary Engineering** (IDE)

prepares future officers for careers across a wide spectrum of Coast Guard missions. IDE is open to cadets beginning with the Class of 2028.

The new academic major advances an interdisciplinary approach to prepare cadets to serve in a wide variety of Coast Guard careers. Interdisciplinary Engineering students will be able to customize their plan of study to suit their interests and be well prepared to pursue a Professional Engineer license and graduate school in engineering or other disciplines.

In addition to the core curriculum for all cadets, IDE students will complete required engineering, math, and science courses to meet accreditation criteria in ABET's Engineering Accreditation Commission. The IDE curriculum also leaves room for a series of engineering and free electives, making it much more flexible compared with CGA's other engineering programs. This flexibility allows students to take courses in areas of interest related to **Coast Guard missions** and sub-disciplines. Potential areas of focus include (but are not limited to): Aviation/Aerospace Engineering, Environmental Engineering, Marine Safety Engineering, Cybersecurity, Engineering Management, Industrial Engineering, Ocean Engineering, Power Systems & Control Engineering, and Systems Engineering.

"The Interdisciplinary Engineering major equips cadets with the ability to tackle complex, real-world challenges that don't fit neatly into a single discipline. By blending foundational engineering principles with systems thinking and innovation, our graduates will be uniquely prepared to support the Coast Guard's evolving missions and lead in dynamic, mission-critical environments."

Housed in the School of Engineering and Cyber Systems, the IDE program will give cadets a hands-on educational experience. IDE students will have access to the Academy's power lab, circulating water channel, wind tunnel, towing tank, 3-D printers, and other engineering lab facilities.

The announcement of the new major comes after recent recognition from the Carnegie Foundation on the **Academy's second Carnegie Classification** for continued leadership in providing high-impact, STEM-focused academic programs to prepare cadets for future service.

USS Miguel Keith Completes Overhaul at MHI

From U.S. Naval Ship Repair Facility Japan RMC (SRF-JRMC), May 2, 2025

YOKOHAMA, KANAGAWA, Japan – The U.S. Navy's Lewis B. Puller-class expeditionary mobile base USS Miguel Keith (ESB-5) completed a five-month Regular Overhaul (ROH) availability at Mitsubishi Heavy Industries (MHI), Yokohama, Japan, April 15, 2025.

The ROH marks the first time a Japanese shipyard has bid on and won an ROH contract of this scale for a U.S. Navy Vessel. The ROH is much larger work vice voyage repairs (VRs), which have been conducted at the shipyard previously. 10 U.S.C. § 863 prohibits overhauling, repairing, or maintaining U.S. naval vessels in foreign-owned and operated shipyards outside the United States, except for VRs. Still, since the USS Miguel Keith's availability was under 6 months and the ship was not due to return to the U.S. within 15 months, this statute did not apply.

U.S. Ship Repair Facility and Regional Maintenance Center's (SRF-JRMC) Singapore Detachment, which usually supports the ship's maintenance availabilities, planned the $12 million

project executed by MHI. During the availability, 56,000 square feet of nonskid decking was replaced on the flight deck and mission deck. In twenty-nine spaces, including the galley, scullery, laundry, and berthing areas, deck replacement and preservation were accomplished. Over 10,000 square feet of the forward deckhouse superstructure and MOGAS deck and associated equipment were also preserved. MHI also fabricated, welded, and replaced over 300 feet of flight deck catwalk safety handrails. Additionally, four galley ovens were replaced, and the entire exterior of the ship was painted bow to stern.

This was the first ROH for the Singapore Detachment, according to Douglas Cabacungan, the Project Manager. “Usually, we provide shorter emergent and continuous maintenance repairs outside of Japan,” said Cabacungan. “So, we were able to expand our skill set, work outside of our comfort zone, and work with a contractor we normally do not work with which will pay dividends when we need to start operating in places we aren’t currently.”

“The ability to use Mitsubishi Heavy Industry’s shipyard to conduct this level of maintenance availability has allowed SRF-JRMC’s organic workforce in Yokosuka to focus their efforts on the three other warship maintenance availabilities being conducted simultaneously,” said Capt. Wendel Penetrante, Commander of SRF-JRMC. “We were even able to complete one of those availabilities 3 days early and respond to two unplanned voyage repairs.”

The USS Miguel Keith is a 240-meter-long vessel designed to be a customizable floating command base that can launch helicopters and small boats, provide living quarters for troops, and command-and-control facilities. Her large open decks can accommodate a variety of other capabilities, including berthing for special operations troops, laundry facilities, or cold storage. The ship has been operating in the U.S. 7th Fleet area of operations since September 2020

with a mixed crew of Sailors and civilian mariners from Military Sealift Command (MSC).

For over 75-years, U.S. Naval Ship Repair Facility and Japan Regional Maintenance Center (SRF-JRMC) has been the linchpin of U.S. naval operations in the Indo-Pacific region, providing intermediate-level and depot-level repair for the ships of the U.S. Navy and the U.S. Seventh Fleet.

Department of Defense Demonstrates Reusability of Hypersonic Test Vehicle

From the U.S. Department of Defense, May 5, 2025

The U.S. Department of Defense Test Resource Management Center (TRMC), in partnership with Naval Surface Warfare Center Crane Division (NSWC Crane), conducted a second successful flight of a fully recoverable uncrewed hypersonic test vehicle in March 2025, within three months of the first test in December 2024. This test campaign marks the Nation’s first return to reusable hypersonic flight testing since the manned X-15 program ended in 1968.

In both tests, the Stratolaunch Talon-A hypersonic vehicle launched from the Roc carrier aircraft, flew over the Pacific Ocean and achieved speeds greater than Mach 5 before landing at Vandenberg Space Force Base. The landmark tests supported the ongoing TRMC Multi-Service Advanced Capability Hypersonics Test Bed (MACH-TB) project.

George Rumford, Director of the TRMC, stated, “Demonstrating

the reuse of fully recoverable hypersonic test vehicles is an important milestone for MACH-TB. Lessons learned from this test campaign will help us reduce vehicle turnaround time from months down to weeks.”

MACH-TB accelerates delivery of advanced hypersonic capabilities to the warfighter by providing DoD, other Federal agencies, industry, and academia the capability to affordably and rapidly conduct hypersonic experiments and test hypersonic system components.

NSWC Crane awarded the MACH-TB contract to Leidos through the Strategic and Spectrum Missions Advanced Resilient Trusted Systems (S2MARTS) Other Transaction Authority (OTA) vehicle on behalf of the TRMC. As the prime contractor for MACH-TB, Leidos awarded Stratolaunch, LLC a competitive contract to provide flight test services for the program.

About TRMC

The U.S. Department of Defense Test Resource Management Center (TRMC) is a DoD Field Activity that reports directly to the Under Secretary of Defense for Research and Engineering within the Office of the Secretary of Defense. The mission of the TRMC is to ensure the readiness of DoD to experiment and test.