

Coast Guard Awards Contract to support Mariner Credentialing Program Modernization



WASHINGTON – The U.S. Coast Guard awarded a blanket purchase agreement Sept. 12 to Stealth Solutions Inc. to modernize the service's Mariner Credentialing Program (MCP) information technology system and support revitalization of the maritime

workforce and industry.

The MCP is essential to vetting and denying criminals access to critical maritime infrastructure and supporting the Marine Transportation System (MTS). The National Maritime Center (NMC) processed nearly 75,000 credential requests and 66,000 medical certificate applications in 2024. These actions underscore the Coast Guard's unwavering commitment to facilitating commerce through operations to control, secure, and defend ports, waterways, and shipping in the physical and cyber domains, and to restore U.S. maritime dominance.

The blanket purchase agreement, with a total potential value of \$49.6 million and a five-year period of performance, will include comprehensive efforts to update and streamline the merchant mariner credentialing process and other mariner credentialing requirements.

Concurrent with the award, the Coast Guard issued a \$3.8 million order for development of the first release of NAVITA™, a modernized system for issuing merchant mariner credentials and medical certificates to U.S. merchant mariners. This new system will replace the current labor-intensive manual process with a modern, user-friendly automated system, making the application process faster and more efficient. Mariners will benefit from on-line applications, mariner profiles, and self-service features supporting the timely issuance of mariner credentials.

"The Navita™ system represents a transformative leap forward in supporting America's maritime industry, providing our merchant mariners—who are vital to our nation's economy and security—with a streamlined process to receive their credentials with speed and focus," said Rear Adm. Wayne Arguin, Assistant Commandant for Prevention Policy. By improving our service delivery, we are advancing the effort to Restore American Maritime Dominance and supporting the flow of commerce vital to economic prosperity and strategic mobility

through our Marine Transportation System.”

These efforts are supported in part by the historic investments made through the One Big Beautiful Bill Act. Modernization of the MCP aligns with Force Design 2028, the Coast Guard’s strategic plan to leverage advanced technology, modernize operations to improve service delivery, and transform into a more agile, capable and responsive force.

For media inquiries contact mediarelations@uscg.mil.

About the U.S. Coast Guard

With more than 95,000 miles of shoreline, 25,000 miles of navigable rivers and 4.5 million square miles of U.S. exclusive economic zone, the U.S. Coast Guard defends the Nation, protects the marine transportation system, regulates and safeguards ports and waterways, leads the Nation in drug interdiction and secures the maritime border. 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. The more than 55,000 members of the Coast Guard operate a multi-mission, interoperable fleet of more than 250 cutters, 200 fixed and rotary-wing aircraft, 1,600 boats and its own dedicated cyber command to protect critical maritime infrastructure.

More information about the U.S. Coast Guard can be found at www.uscg.mil. Follow @USCG on [X](#) and [Instagram](#), like us on [Facebook](#), subscribe on [YouTube](#) and follow [LinkedIn](#) – connect with us.

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Coast Guard Cutter Alert Returns to Florida Following 58-Day Patrol



Illicit contraband sits on the deck of the Coast Guard Cutter Alert (WMEC 630) during transfers with Coast Guard Cutter Hamilton (WMSL 753), off the coast of Haiti, Aug. 11, 2025. During their patrol, Alert's crew conducted 10 transfers of contraband and detainees in under two weeks. (U.S. Coast Guard photo by Ensign Nicholas Reeser)

From U.S. Coast Guard Atlantic Area, Sept. 19, 2025

CAPE CANAVERAL, Fla. – The crew of the Coast Guard Cutter Alert (WMEC 630) returned to their home port in Cape Canaveral, Friday, following a 58-day Windward Passage patrol.

Alert's crew deployed to the Coast Guard Southeast District area of responsibility. While in transit to the Windward Passage, the crew responded to an activated emergency position indicating radio beacon in the vicinity of the Old Bahama Channel and came to the aid of U.S. fishing vessel Calico Jack. The vessel experienced a major engine causality. Alert's crew escorted the Calico Jack to Great Inagua, Bahamas, where they were able to make repairs.

While operating in the Windward Passage, the crew carried out transits of the Canal de la Tortue, Haiti, maintaining a continuous presence in support of Operation Vigilant Sentry to protect the safety of life at sea while preventing unlawful maritime entry to the United States and its territories.

"The integrity of our maritime borders is vital to national security," said Cmdr. Mario Gil, commanding officer of Alert. "I am proud of our crew's leadership, professionalism and teamwork throughout this demanding patrol. Their dedicated commitment to deterrence of illegal maritime migration saved lives from dangerous ventures at sea while safeguarding our nation's borders."

While in support of [Operation Pacific Viper](#), Alert's crew conducted 10 transfers of illicit contraband and detainees in under two weeks. These transfers were carried out with Coast Guard cutters [Mohawk](#), Spencer, [Vigilant](#), Diligence, Joseph Tezanos, as well as the [USS Minneapolis Saint Paul](#) and the Royal Netherlands Navy Holland-class offshore patrol vessel [HNLMS Friesland \(P842\)](#). The transfer involved the movement of over 12 tons of contraband via small boat operations. These transfers culminated in the largest ship-to-ship drug transfer in Coast Guard history with [Coast Guard Cutter Hamilton \(WMSL 753\)](#) prior to their drug offload in Port Everglades.

In addition, Alert hosted the Turks and Caicos Islands Minister of Public Safety, members of the TCI Police and the

TCI Regiment for tours while on a port call. Alert's crew assisted members from the TCI Department of Disaster Management & Emergencies with a beach cleanup where they removed trash and unwanted materials that had washed up during Tropical Storm Erin.

Alert is a 210-foot medium-endurance cutter homeported in Cape Canaveral under [U.S. Coast Guard Atlantic Area Command](#). The cutter's primary missions are counter-narcotics operations, migrant interdictions, living marine resources protection and search and rescue in support of U.S. Coast Guard operations throughout the western hemisphere.

To learn more about the OVS mission, watch these videos:

- [Coast Guard executes Operation Vigilant Sentry in the Caribbean Basin](#)
- [Coast Guard maritime interdiction and repatriation b-roll video](#)
- [HSTF-SE OVS maritime detection and interdiction b-roll video](#)

Watch Coast Guard drug interdiction in action here: [How the Coast Guard Seizes 45,000 lbs of Cocaine at Sea – YouTube](#)

[\\$2.2 Billion Seized in Drug Interdictions](#)

The Southeast District is responsible for Coast Guard activities throughout a 1.7 million square mile area including Puerto Rico, the U.S. Virgin Islands, Florida, Georgia, South Carolina, as well as 34 foreign nations and territories.

U.S. Coast Guard Awards Contract for Reconstruction of Pier 1 at Coast Guard Yard



Aerial view of Coast Guard Yard in Baltimore. The Coast Guard awarded a contract for the reconstruction of Pier 1 (first from the left) on Sept. 9, 2025, to support future depot-level maintenance of the offshore patrol cutter class. (U.S. Coast Guard photo)

From U.S. Coast Guard Headquarters, Sept. 17, 2025

WASHINGTON – The Coast Guard awarded a contract valued at nearly \$11 million to Ocean Construction Services Inc. on Sept. 9 for comprehensive modifications to Pier 1 at the Coast

Guard Yard in Baltimore, Maryland.

The scope of work includes lengthening of the pier, construction of new fenders and robust fender boards, removal of deteriorating timber curbs that line the current pier, installation of upgraded shore ties and pier electrical capacity, and strengthening the existing pier's horizontal load-bearing strength to support the future Coast Guard cutter fleet.

"For more than a century, the Coast Guard Yard has provided critical maintenance and repair services to the Coast Guard's surface fleet, and this contract will deliver the improvements necessary to continue that long record of success, including the future sustainment of the Offshore Patrol Cutter class," said Rear Adm. Michael E. Campbell, director of systems integration and chief acquisition officer of the Coast Guard. "Additionally, this work lays the groundwork for future improvements at the Coast Guard Yard – supported through the truly historic investments of the One Big Beautiful Bill Act – to fully transform the facility to meet the needs of the Coast Guard's modern surface fleet."

The Coast Guard Yard is the service's only organic shipbuilding and repair facility. It is the Coast Guard's largest, most modern industrial plant. The Coast Guard Yard is responsible for construction, repairs and renovation of vessels and various aids to navigation, and for the manufacturing of miscellaneous Coast Guard equipment.

Reconstruction of Pier 1 is critical to maintain the Coast Guard's organic capabilities to perform depot-level maintenance for the fleet and to prepare for post-delivery activities as new cutters are delivered. The work awarded is a critical enabler of the larger Coast Guard Yard modernization initiative, which will leverage the historic investments made available under the One Big Beautiful Bill Act to support future sustainment and maintenance of the Coast Guard fleet.

The Coast Guard Yard modernization project will be the largest infrastructure project in Coast Guard Yard's history, and Pier 1 improvements will ensure continuity of operations at the Yard while future construction work proceeds.

Reconstruction of Pier 1 is expected to be substantially completed in 2027.

As part of the Force Design 2028 initiative, the Coast Guard established the new Program Executive Office (PEO) Shore under the Systems Integration Directorate to implement a fully integrated, systems-based approach to asset lifecycle management. The PEO provides comprehensive oversight, planning and execution of shore infrastructure and facilities projects through the capabilities of the Shore Infrastructure Logistics Center, the Facilities Design and Construction Center and six civil engineering units that provide program management and execution capabilities at the regional level. Civil Engineering Unit Cleveland serves all Coast Guard entities in the Great Lakes and Mid-Atlantic regions, which include over 132 facilities, 368 aid to navigation towers and lighthouses, 4,970 small aid to navigation structures and over 8 million square feet of buildings valued at over \$3.9 billion.

Coast Guard Seizes 75,000 Pounds of Cocaine Through Operation Pacific Viper



U.S. Coast Guard crews conduct counter-drug operations in the Eastern Pacific Ocean as part of Operation Pacific Viper. The operation highlights the Coast Guard's commitment to disrupting transnational criminal organizations and preventing the flow of illicit drugs into the United States. (U.S. Coast Guard photo)

From U.S. Coast Guard Pacific Area, Sept. 18, 2025

WASHINGTON – The U.S. Coast Guard announced Thursday it has seized more than 75,000 pounds of cocaine in the Eastern Pacific Ocean since launching Operation Pacific Viper in early August, averaging over 1,800 pounds interdicted daily.

These drug seizures, and the apprehension of 59 individuals suspected of narco-trafficking, were the result of more than 20 interdictions since Aug. 8.

Through Operation Pacific Viper, the Coast Guard is accelerating counter-drug operations in the Eastern Pacific Ocean, where significant transport of illicit narcotics continues from South America. In coordination with international and interagency partners, the Coast Guard is

surging 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 and Transnational Criminal Organizations and cartels seeking to produce and traffic illicit drugs into the United States.

“The Coast Guard's maritime fighting force is relentless in our ongoing operations to counter narco-terrorism,” said Rear Adm. Jeffrey Novak, deputy commander Pacific Area. “Our latest milestone through Operation Pacific Viper – over 75,000 pounds of cocaine seized – underscores our commitment to dismantling Foreign Terrorist Organizations and Transnational Criminal Organizations engaged in narco-trafficking. The Coast Guard is bringing every authority and every capability at our disposal to disrupt cartels and criminal organizations, stop the flow of deadly drugs into the U.S., and secure U.S. borders and maritime approaches. While we continue our crucial work to defend America, I could not be prouder of the men and women of the Coast Guard in celebrating this milestone.”

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.

Coast Guard Cutter Spencer returns home to Portsmouth, Virginia after 83-day maritime border security patrol in the Caribbean Sea, Windward Passage



Coast Guard Cutter Spencer (WMEC 905) conducts flight

operations with an Air Station Elizabeth City MH-60 Jayhawk helicopter aircrew while underway in Chesapeake Bay, June 26, 2025. These operations enhance mission readiness between surface and aviation assets. (U.S. Coast Guard photo by Petty Officer 1st Class Richard Stewart)

From U.S. Coast Guard Atlantic Area, Sept. 18, 2025

PORTSMOUTH, Va. – The crew of Coast Guard Cutter Spencer (WMEC 905) returned to their home port in Portsmouth, Wednesday, concluding an 83-day maritime border security patrol in the Caribbean Sea and Windward Passage.

Spencer's crew deployed in support of Operation Vigilant Sentry while underway in the Coast Guard Southeast District area of responsibility. Crew members worked with interagency and international partners, conducting maritime safety and security operations to deter unlawful migration and protect America's maritime borders.

While on patrol, Spencer watchstanders detected a dangerously overloaded and unlit vessel at night off the coast of Haiti. Spencer's crew launched the cutter's small boat to assess the situation. Recognizing an immediate risk to life, the boarding team provided life jackets and began transferring people to the cutter, safely embarking 191 aliens aboard Spencer. Crew members provided medical screening, food, water and shelter while conducting accountability procedures. All aliens were later repatriated to Haiti in accordance with U.S. law and policy.

"Spencer's efforts over the last 83 days ensured the security of our nation's Southeastern border and maritime approaches," said Cmdr. Justin Strock, commanding officer of Spencer. "This crew, in coordination with our federal and international partners, reinforced the Coast Guard's ability to prevent and deter illegal migration by sea. I am proud of this crew for their determination, dedication and teamwork throughout our patrol."

OVS is the Department of Homeland Security-led operation comprised of federal, state and local partners responsible for preventing and responding to maritime migration. OVS, previously known as Homeland Security Task Force – Southeast, was established in 2003 and is comprised of more than 50 federal, state and local agencies.

Spencer is a 270-foot, Famous-class medium-endurance cutter homeported in Portsmouth. Its missions include search and rescue, maritime law enforcement, marine environmental protection and homeland security operations. The cutter falls under the command of U.S. Coast Guard Atlantic Area, which is based in Portsmouth.

Coast Guard Awards \$68M Contract for New HC-130J Hangars in Hawaii



Coast Guard Air Station Barbers Point aircrews conduct flight formations in the soon to be retired HC-130H Hercules airplane. The HC-130H model is being replaced by the HC-130J model. (U.S. Coast Guard photo by Lt. Cmdr. Scott Handlin)

[Release From Coast Guard Headquarters](#)

WASHINGTON – The U.S. Coast Guard awarded a contract to the Whiting-Turner Contracting Co. for the design and construction of two new membrane tension hangars and associated facilities at Air Station Barbers Point, Hawaii. The award totaling \$68.857 million, will support HC-130J Super Hercules aircraft operations and enhance mission readiness in the Oceania District.

The contract includes the construction of two fully enclosed hangars to provide weather-protected facilities for repairing, servicing, and sheltering HC-130J aircraft assigned to the air station. Additional facilities will include an aviation materials office, aircraft maintenance shops, office space for air station personnel, a locker room, and load cages near the hangars.

Currently, Air Station Barbers Point's hangar facility can only partially enclose one HC-130J aircraft, leaving the

station's four aircraft exposed to the corrosive saltwater environment. The new hangars will provide long-term protection, improve maintenance capabilities, and support critical heavy air transport missions and long-range maritime surveillance patrols across the 12.2-million-square-mile Oceania District.

Construction is scheduled to begin in 2026 and is expected to be completed by early 2028.

The Facilities Design & Construction Center (FDCC), a field command under the Coast Guard Program Executive Office (PEO) Shore, is responsible for planning, designing, and executing major shore facility construction and recapitalization projects. As part of the Coast Guard's Force Design 2028 initiative, the FDCC and the Shore Infrastructure Logistics Center were incorporated into the new PEO Shore domain, which applies a systems-based approach to asset lifecycle management.

The HC-130J Super Hercules represents the Coast Guard's premier long-range surveillance aircraft and carries out many Coast Guard missions, including search and rescue, drug and alien interdiction, cargo and personnel transport, and maritime stewardship, as well as providing critical support to Department of Homeland Security partners.

Coast Guard's Helicopter Interdiction Tactical

Squadron Completes 1,000th Interdiction



Coast Guard crews from the Coast Guard Helicopter Interdiction Tactical Squadron, Coast Guard Tactical Law Enforcement Team – South, Coast Guard Cutter Midgett (WMSL 757) helicopter tie-down members and unmanned aerial vehicle personnel pose for a group photo aboard Midgett from behind three bullet-damaged outboard engine cowlings while underway in the Eastern Pacific Ocean, Aug. 28, 2025. On Aug. 25, HITRON used airborne use of force to stop the non-compliant vessel, marking the unit's 1,000th drug interdiction since the unit's inception in 1999, which resulted in Midgett crew members seizing approximately 3,606 pounds of suspected cocaine worth an estimated \$46 million and apprehending six suspected narco-traffickers. (U.S. Coast Guard photo)

From U.S. Coast Guard Headquarters, Sept. 10, 2025

JACKSONVILLE, Fla. – The U.S. Coast Guard's Helicopter Interdiction Tactical Squadron (HITRON) achieved a significant

milestone in its counter-drug mission, completing its 1,000th interdiction of suspected narco-trafficking vessels Aug. 25.

Since October 1, 2024, HITRON has interdicted \$3.3 billion in illicit narcotics destined for the United States via maritime routes, a three-fold increase over its historic annual average of \$1 billion.

“HITRON embodies the Coast Guard’s spirit of innovation and adaptability,” said Vice Adm. Nathan Moore, commander, U.S. Coast Guard Atlantic Area. “From its humble beginnings as a prototype program, it has evolved into a vital force in our counter-narcotics efforts. This milestone is a powerful reminder of the strategic value of this specialized unit in addressing the evolving complex maritime security challenges.”

On Aug. 25, a HITRON aviation detachment deployed aboard Coast Guard Cutter Midgett (WMSL 757) observed a suspected narco-trafficking vessel approximately 372 nautical miles southwest of Acapulco, Mexico in the early evening. The helicopter directed the vessel to heave to over the radio and with warning shots. When the vessel failed to comply, the crew used precision rifle fire from the helicopter to disable the vessel’s engine, in accordance with airborne use of force policy. A Coast Guard law enforcement boarding team from Midgett seized more than 3,600 pounds of suspected cocaine that was found aboard and jettisoned in the waters around the vessel, estimated to have a street value of \$49 million.

HITRON is based in Jacksonville, Florida and a component of [U.S. Coast Guard Atlantic Area Command](#). It was founded in 1999 as a classified prototype program to test the ability of Coast Guard aircraft to employ precision fire to disable narcotics smuggling vessels. With impressive early results, this team grew from the initial ten personnel to its current size of over 200 Active Duty, Reservists, and civilian

members, including an exchange pilot from the United Kingdom's Royal Navy. Since its founding, HITRON has interdicted \$33.2 billion in illicit drugs during operations in the Eastern Pacific Ocean and Caribbean Sea, and over the past 26 years has averaged one interdiction every nine days.

Through Operation Pacific Viper, the Coast Guard is accelerating counter-drug operations in the Eastern Pacific Ocean, where significant transport of illicit narcotics continues from South America. In coordination with international and interagency partners, the Coast Guard is surging additional assets—cutters, aircraft and tactical teams—to interdict, seize and disrupt transshipments of cocaine and other bulk illicit drugs. These operations continue the Coast Guard's efforts to protect the Homeland, project maritime law enforcement presence and disrupt transnational criminal organizations and cartels seeking to produce and traffic illicit drugs into the United States.

Visit GoCoastGuard.com to learn about active duty and reserve, officer and enlisted opportunities in the U.S. Coast Guard. Information on how to apply to the U.S. Coast Guard Academy can be found [here](#).

**Coast Guard Exercises
Contract Option for 10
Additional Fast Response
Cutters**



STRAIT OF HORMUZ (Aug. 22, 2022) From the left, U.S. Coast Guard fast response cutters USCGC Glen Harris (WPC 1144), USCGC John Scheuerman (WPC 1146), USCGC Emlen Tunnell (WPC 1145) and USCGC Clarence Sutphin Jr. (WPC 1147) transit the Strait of Hormuz, Aug. 22. The cutters are deployed to the U.S. 5th Fleet area of operations to help ensure maritime security and stability in the Middle East region. (U.S. Army photo by Spc. Noah Martin)

From U.S. Coast Guard Headquarters, Sept. 10, 2025

WASHINGTON – The U.S. Coast Guard has exercised a contract option with Bollinger Shipyards of Lockport, Louisiana, to fund initial construction on 10 additional Fast Response Cutters (FRCs), Tuesday. The \$507 million option supports ongoing efforts to modernize the fleet and expand the Coast Guard’s global maritime mission.

The action made possible by the passage of Public Law 119-21, known as the One Big Beautiful Bill Act, increases the total number of FRCs ordered under the current agreement from 67 to 77. Supported by historic investments, this legislation provides nearly \$25 billion – the largest single funding commitment in Coast Guard history – including \$1 billion dollars for additional FRCs. The first FRC funded through this

option is expected to be delivered in fiscal year 2028.

“As the first Coast Guard contracting action to execute over \$100 million in reconciliation funds and the first reconciliation-funded action executed by a cutter program, this is a historic accomplishment for the Service,” said Rear Adm. Mike Campbell, the Coast Guard’s Director of Systems Integration and Chief Acquisition Officer. “Since its introduction to the fleet in 2012 as the successor to the 110-foot Island class patrol boat, the Fast Response Cutter has consistently proven its capabilities, adaptability and effectiveness in a wide range of maritime environments and Coast Guard missions.”

Sentinel-class FRCs are critical assets in the Coast Guard’s mission to control, secure and defend the U.S. border and maritime approaches. To date, 59 of these cutters are in service, replacing the aging fleet of 1980s-era Island-class 110-foot patrol boats. The Sentinel-class FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment; over-the-horizon cutter boat deployment to reach vessels of interest; and improved habitability and seakeeping. Expanding the FRC fleet continues the Coast Guard’s modernization through Force Design 2028, an initiative introduced by Secretary of Homeland Security Kristi Noem to transform the Coast Guard into a more agile, capable and responsive fighting force.

The FRC fleet will complement the capabilities of the service’s national security cutters (NSCs), offshore patrol cutters (OPCs) and polar security cutters (PSCs) as an essential element of the Nation’s layered maritime security strategy.

HII Unveils AI-Enabled ROMULUS Family of USVs Powered by Odyssey to Strengthen the Fleet



[Release From HII](#)

NEWPORT NEWS, Va., Sept. 09, 2025 (GLOBE NEWSWIRE) – HII (NYSE: HII), America’s largest military shipbuilder and a global leader in autonomous maritime systems, today introduced ROMULUS, a modular, AI-enabled family of unmanned surface vessels (USVs) powered by HII’s Odyssey Autonomous Control System (ACS) software suite.

ROMULUS 190, the flagship of the ROMULUS family, is currently under construction. Built on a commercial-standard hull, it is engineered for rapid, repeatable production and immediate

mission readiness. Designed for speeds exceeding 25 knots, the 190-foot vessel is capable of a minimum range of 2,500 nautical miles (nmi) carrying 4 x 40 foot ISO intermodal containers on the payload deck. ROMULUS 190 is being developed in partnership with Breaux Brothers, Beier Integrated Systems, and Incat Crowther.

ROMULUS is designed to meet the current and emerging requirements of the U.S. Navy, U.S. Marine Corps, joint forces, and allies. It delivers high-endurance, sustained open-ocean autonomy with a focus on lethality, cost efficiency, and scalability.

“The future fight demands speed, agility, and resilience, all embedded in the Odyssey-powered ROMULUS family,” said Chris Kastner, HII president and CEO. “By matching world-class shipbuilding with decades of unmanned systems expertise, we are delivering a mission-ready, swarm USV capability built for the next generation of operations.”

An image accompanying this release is available at: <https://hii.com/news/hii-unveils-ai-enabled-romulus-family-of-unmanned-surface-vessels-powered-by-odyssey-to-strengthen-the-fleet/>.

Odyssey: Proven, Open, and Evolving

Odyssey ACS software suite has demonstrated performance on more than 35 USV platforms with over 6,000 operational hours in U.S. Navy, U.S. Marine Corps, U.S. Coast Guard, and international allied programs. Odyssey’s intuitive interface and enhanced, customizable features generate the required mission behaviors for greater lethality and survivability with simplified control of unmanned swarms across domains, making it a force multiplier for the modern fleet.

The software suite’s open-access, government-aligned architecture enables rapid integration of new sensors, payloads, and third-party autonomy technologies. It allows

industry, government, and academia to test and refine capabilities, ensuring ROMULUS evolves in step with emerging naval concepts of operations.

ROMULUS integrates technologies from Shield AI, Applied Intuition, and C3 AI with HII's Odyssey for enhanced autonomy, object classification, and lifecycle sustainment.

Multi-Mission, Multi-Domain Flexibility

ROMULUS's reconfigurable design supports teaming across surface, subsurface, and air domains for missions including counter-unmanned air systems (C-UAS), intelligence, surveillance and reconnaissance (ISR), strike operations, and the launch and recover of unmanned undersea vehicles (UUV) and unmanned aerial vehicles (UAV).

Enhanced-Domain Advantage with HII's REMUS UUV

Paired with HII's proven REMUS UUVs, ROMULUS significantly extends undersea reach, closing anti-submarine warfare sensing gaps and keeping manned platforms at a safer standoff distance. REMUS's decades-long track record in mine counter-measures (MCM) missions accelerates clearance operations and reduces fleet risk. Together, ROMULUS and REMUS deliver a scalable dual-domain solution across surface and subsurface missions.

Reinforcing HII's Leadership

With ROMULUS, HII reinforces its position as the global leader in durable, autonomous unmanned systems. Developed with support from HII's Dark Sea Labs Advanced Technology Group, ROMULUS takes its place alongside the proven REMUS UUV line, of which more than 700 have been delivered to over 30 nations and more than 90% are still operational after more than two decades. Together, ROMULUS and REMUS, powered by HII's Odyssey autonomy, form a dual-domain family of unmanned platforms that expands operational reach, maximizes mission flexibility, and ensures dependable performance across the full maritime spectrum.

Key ROMULUS Capabilities:

Modular, Open Architecture: Built on open standards, including Unmanned Maritime Autonomy Architecture (UMAA), Robot Operating System (ROS), and Data Distribution Service (DDS), Odyssey ensures compatibility with U.S. Navy autonomy requirements and control stations now and into the future. Odyssey's modular architecture also allows for rapid reconfiguration and integration with modular payloads, new sensors and systems.

Multi-Agent Autonomy: Odyssey enables control of either individual assets or swarms, a key capability for enabling the future fight. Odyssey's mission library delivers high-level autonomy with ease in executing rapid single-agent tasks or complex, multi-agent scenarios in coordination with crewed and unmanned platforms. Secure data management enables instant analytics or detailed post-mission review, while its modular design supports seamless integration of customer or third-party sensors, payloads, algorithms, and interfaces.

Intelligent Operations: Autonomous health monitoring, sensor fusion, and perception deliver intuitive mission planning, real-time situational awareness, and diagnostics. Navigation is compliant with the International Regulations for Preventing Collisions at Sea (COLREGS), ensuring operational reliability in all conditions.

Fleet Integration: Designed to align with future fleet Concepts of Operations (CONOPS), supporting unmanned and optionally manned missions and integrated operations with aircraft carrier strike groups and surface action groups.

Coast Guard Exercises Options on \$3 Billion Offshore Patrol Cutter Contract



Release From Austal USA

Mobile, Ala. – The U.S. Coast Guard exercised options worth \$314 million to Austal USA for the Offshore Patrol Cutter (OPC) program. The contract options provide Austal USA approval to order long lead time materials (LLTM) for another 3 OPCs, Austal USA’s 4th, 5th, and 6th cutters. Funds have also been provided for logistic supply items for two OPCs. The original contract was awarded to Austal USA in June 2022 included detail design and construction for up to 11 OPCs with a potential value of \$3.3 billion. To date, 2 of 11 OPCs in the contract have been awarded to Austal USA.

“We are pleased to receive these contract options for long

lead-time materials in support of the U.S. Coast Guard's OPC program," commented Austal USA President Michelle Kruger. "These early awards speak to the strong partnership that has developed between the Coast Guard and Austal USA teams. We look forward to continuing to strengthen our partnership and deliver these much-needed cutters."

Work on Austal USA's first OPC, Pickering (WMSMS 919), is well underway with the keel laying planned for December. Construction began on Icarus (WMSMS 920) in early August.

The 360-foot OPC will support the national security strategy for maintaining the nation's economic, social, environmental and military security mission areas. The OPC will typically conduct its primary missions beyond 12 nautical miles from shore and will be employed anywhere the national interests require the Coast Guard's unique blend of authorities and capabilities. OPC will provide the majority of the Coast Guard's offshore presence conducting a variety of missions including law enforcement, drug and migrant interdiction, and search and rescue.

With a range of 10,200 nautical miles at 14 knots and a 60-day endurance period, each OPC will be capable of deploying independently or as part of task groups, serving as a mobile command and control platform for surge operations such as hurricane response, mass migration incidents and other events. The cutters will also support Arctic objectives by helping regulate and protect emerging commerce and energy exploration in Alaska.