Insitu Awarded $102 Million for ScanEagle, Blackjack UAS

ScanEagle UAV. (Insitu)

BINGEN, Wash., Feb. 18, 2025 – Insitu Inc., Bingen, Washington, is awarded a $102,353,293 modification (P00007) to a previously awarded firm-fixed-price, indefinite-delivery/indefinite-quantity contract (N0001922D0038).

This modification increases the contract ceiling to procure 21 RQ-21A Blackjack air vehicles and 47 ScanEagle air vehicles, as well as associated payloads, turrets, support equipment, spares, tools, and training for both Unmanned Aircraft Systems in support of intelligence, surveillance, and reconnaissance for the Navy, Foreign Military Sales customers, and other international business partnership capacity efforts.

Work will be performed in Bingen, Washington (88%); and various locations outside the continental U.S. (12%), and is expected to be completed in June 2026. No funds will be obligated at the time of award; funds will be obligated on individual orders as they are issued. This modification was

not competed. Naval Air Systems Command, Patuxent River, Maryland, is the contracting activity.

Commanding Officer of USS Harry S. Truman Relieved

U.S. 6th Fleet Public Affairs, Feb. 20, 2025

SOUDA BAY, Greece – Capt. Dave Snowden, commanding officer of USS Harry S. Truman (CVN 75), was relieved Feb. 20 due to a loss of confidence in his ability to command.

Snowden was relieved by Rear Adm. Sean Bailey, commander of Carrier Strike Group 8, after serving as the aircraft carrier's commanding officer since December 2023. Snowden will be temporarily assigned to Naval Air Forces Atlantic.

The relief occurred after Truman was involved in a collision with the merchant vessel Besiktas-M on Feb. 12, while operating in the Mediterranean Sea in the vicinity of Port Said, Egypt.

The U.S. Navy holds commanding officers to the highest standard and takes action to hold them accountable when those standards are not met. Naval leaders are entrusted with significant responsibilities to their Sailors and their ships.

Capt. Christopher Hill, commanding officer of USS Dwight D. Eisenhower (CVN 69), will temporarily serve as Harry S. Truman's interim commanding officer.

Dwight D. Eisenhower is currently undergoing scheduled

maintenance at Norfolk Naval Shipyard after completing a nine-month deployment to U.S. Central Command and U.S. European Command in July 2024.

There is no impact to Harry S. Truman's mission or schedule due to the relief. The Nimitz-class aircraft carrier is currently deployed to the U.S. 6th Fleet area of operations.

Readout of Navy Leadership's Meeting with the Governor of Guam

Performing the Duties of Under Secretary of the Navy Victor Minella meets with Guam Governor Lou Leon Guerrero during a visit to the Pentagon, February 19. Minella emphasized the

importance of working together while improving lethality, warfighting, and readiness. (U.S. Navy photo by Capt. Courtney Hillson).
From SECNAV Public Affairs, Feb.19, 2025

Under Secretary of the Navy Spokesperson Capt. Courtney Hillson provided the following readout:

Victor Minella, who is Performing the Duties of Under Secretary of the Navy, met with Guam's Governor Lou Leon Guerrero at the Pentagon to discuss shared security concerns in the Indo-Pacific region. They both committed to working together on shared goals. Minella emphasized the importance of working together while improving lethality, warfighting, and readiness. He noted the recent live intercept of a ballistic missile target from Guam as an example of how the Department is focused on deterrence and defending Guam. This was the first in-person meeting with the Governor and Minella.

USCGC Clarence Sutphin Jr. Rescues Seven Mariners in Arabian Gulf

CENTRAL ARABIAN GULF – A U.S. Coast Guard team from the fast-response cutter USCGC Clarence Sutphin, Jr. (WPC 1147) rescue seven mariners as their vessel slowly sinks in the Central Arabian Gulf, Feb. 18. The mine countermeasures ship USS Devastator (MCM 6) watches over the scene as backup during the rescue operation. (Photo by U.S. Coast Guard)

By U.S. Naval Forces Central Command Public Affairs | February 19, 2025

U.S. CENTRAL COMMAND AREA OF RESPONSIBILITY – Crewmembers of the U.S. Coast Guard fast-response cutter USCGC Clarence Sutphin, Jr. (WPC-1147) and the mine countermeasures ship USS Devastator (MCM 6) rescued seven mariners from a disabled vessel in the international waters of the Central Arabian Gulf, Feb. 18.

Following a distress signal from the mariners, the Coastguardsmen embarked a rigid-hull inflatable boat to offer assistance. After determining the vessel was no longer sea worthy, the Coastguardsmen brought the mariners back to their ship. Devastator provided back-up support during the operation.

None of the mariners appeared to be injured.

“Providing assistance at sea to mariners in distress is a core Coast Guard mission,” said Coast Guard Lt. Michael O’Dell, Clarence Sutphin, Jr.’s commanding officer. “It is inherently dangerous, but the team executed without hesitation – without fear – to extend their compassion to people in a dire situation. I’m incredibly proud of to be a part of this team.”

Clarence Sutphin, Jr. is forward deployed to the U.S. 5th Fleet area of operations as part of Patrol Forces Southwest Asia. Devastator is an Avenger-class mine countermeasures ship also forward deployed to U.S. 5th Fleet. Both ships help ensure maritime security and stability in the Middle East region.

The U.S. 5th Fleet area of operations encompasses about 2.5 million square miles of water area and includes the Arabian Gulf, Gulf of Oman, Red Sea and parts of the Indian Ocean. The expanse is comprised of 20 countries and includes three critical choke points at the Strait of Hormuz, the Suez Canal and the Strait of Bab al Mandeb at the southern tip of Yemen.

Salvage Efforts Continue for EA-18G Aircraft in San Diego Bay

From Commander, Naval Air Force, U.S. Pacific Fleet, Feb. 16,2025

Members of the Mobile Diving and Salvage Company 3-8, assigned to **Explosive Ordnance Disposal Mobile Unit Three (EODMU-3)**, continued salvage planning and operations today for the EA-18G Growler that crashed in San Diego Bay on Feb. 12.

Amphibious Construction Battalion ONE (ACB 1), along with members from multiple Navy commands and local authorities, supported EOD personnel in positioning and anchoring a barge to support the upcoming salvage operations. Current estimates

suggest the recovery operation may take up to two weeks.

We understand the impact this unfortunate accident has had on our community. Our foremost commitment is to engage in deliberate recovery efforts, prioritizing the safety of everyone involved—including local residents, servicemembers and partners. The **U.S. Navy** takes pride in our deep history here in San Diego and ask for the community's continued patience as we navigate through the recovery efforts. We are dedicated to safely recovering the wreckage, minimizing environmental impact, and ensuring the channel can return to normal traffic as soon as possible.

The **U.S. Coast Guard** has established a temporary safety zone for navigable waters in the vicinity of **Naval Base Point Loma** and Shelter Island in San Diego Bay. The safety zone is needed to protect personnel, vessels, and the marine environment from potential hazards associated with the crash. Entry of vessels or persons into this zone is prohibited unless specifically authorized by the Captain of the Port, Sector San Diego. Civilian vessels will not be permitted to transit in and out of the Shelter Island basin through the southwestern portion of the channel from Feb. 15 until the conclusion of salvage operations.

The public may notice heavy equipment near the Shelter Island harbor entrance as recovery operations continue. Individuals are asked to stay clear of floating cranes, barges, and other recovery vessels in the area and avoid interfering with ongoing recovery efforts.

During the recovery effort, some debris may float and wash ashore in areas away from the crash site. The public is strongly advised not to approach, touch, or collect any debris that may wash ashore. **Naval Base Coronado** has established a reporting option for debris sightings. The public should report debris to: nbc_debris@us.navy.mil.

Additional Navy commands assisting in the recovery effort include **Navy Region Southwest (California,Nevada,New Mexico,Arizona,Colorado,Utah)**, Naval Base Coronado, Naval Base Point Loma, **Naval Facilities Engineering Systems Command** Southwest, **Naval Sea Systems Command** (NAVSEA) Supervisor of Salvage and Diving, and **Commander, Electronic Attack Wing, U.S. Pacific Fleet**. These teams are working together to ensure a safe and efficient recovery operation.

After a 24-hour medical evaluation, the two aircrew members involved in the crash were discharged from the hospital the next day. The pilot and naval flight officer are assigned to @Electronic Attack Squadron (**VAQ-135 World Famous Black Ravens**).

Throughout the recovery, Commander, Naval Air Forces will continue to lead the investigation into the cause of the crash. That investigation is ongoing.

USS Harry S. Truman Conducts Emergent Repair Availability

MEDITERRANEAN SEA (Feb. 15, 2024) An F/A-18E Super Hornet, attached to the “Pukin’ Dogs” of Strike Fighter Squadron (VFA) 143, lands on the flight deck of the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75) Feb. 15. (U.S. Navy photo by MCSN Mekhi Manson)

By USS Harry S. Truman Public Affairs, Feb. 16, 2025

SOUDA BAY, Greece – The Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75) arrived at U.S. Naval Support Activity (NSA) Souda Bay, Greece, on Feb. 16 to conduct an Emergent Repair Availability (ERAV) on the ship’s starboard quarter following a recent collision.

Damage assessed includes the exterior wall of two storage rooms and a maintenance space. External to the ship, damage assessed includes a line handling space, the fantail, and the platform above one of the storage spaces. Aircraft elevator number three sustained no damage and is fully operational. Forward Deployed Regional Maintenance Center (FDRMC) will lead the pier side ERAV, including an assessment and follow-on repairs to damages sustained.

“While the ship is fully mission capable and the ship conducted flight operations following the collision, pulling into port for emergent repairs will enable the ship to continue deployment as scheduled,” said Capt. Dave Snowden, Harry S. Truman’s commanding officer.

An assessment team will conduct a full survey of damaged areas and develop a repair plan to be executed immediately following completion of the assessment. The assessment team includes structural engineers, naval architects, and other personnel from FDRMC and Norfolk Naval Shipyard (NNSY). They will be supported by ship’s force personnel and local industry partners for the repair effort.

“The Forward Deployed Regional Maintenance Center’s ability to mobilize resources within and outside the theater to conduct repairs underscores the warfighting capability of the world’s most powerful Navy,” said Vice Adm. J. T. Anderson, commander U.S. Sixth Fleet.

Deployed U.S. Navy ships routinely undergo planned and emergent maintenance periods such as mid-deployment voyage repairs and ERAVs, allowing forward-deployed ships to sustain maximal operational readiness. The United States’ relationships with Allies and partners provides access to ports around the world, granting the U.S. Navy strategic pier availability and resources critical for operational flexibility.

“The Harry S. Truman Carrier Strike Group (HSTCSG) units remain operational across geographic regions in support of their component commanders,” said Rear Adm. Sean Bailey, commander of HSTCSG. “Our mission has not changed and we remain committed to responding to any challenge in this dynamic and global security environment.”

The carrier strike group includes the flagship USS Harry S. Truman (CVN 75); Carrier Air Wing (CVW) 1, with eight embarked aviation squadrons; staffs from CSG-8, CVW-1, and Destroyer Squadron (DESRON) 28; the Ticonderoga-class guided-missile cruiser USS Gettysburg (CG 64); and three Arleigh Burke-class guided-missile destroyers, USS Stout (DDG 55), USS The Sullivans (DDG 68), and USS Jason Dunham (DDG 109).

HSTCSG's mission is to conduct prompt and sustained combat operations at sea and maintain a forward presence through sea control and power projection capabilities. For more information, visit DVIDS at https://www.dvidshub.net/unit/CVN75.

Fairbanks Morse Defense's American Fan Awarded Contracts for U.S. Navy DDG Cooling and Ventilation Equipment

American Fan working with Ingalls Shipbuilding and other shipbuilders to provide ventilation fans for ten Flight III destroyers

From Fairbanks Morse Defense

BELOIT, Wis. – February 18, 2025 – Fairbanks Morse Defense (FMD), a portfolio company of Arcline Investment Management (Arcline), has been awarded multiple purchase orders for its Ohio-based business unit, American Fan, to provide cooling and

ventilation fans for ten Flight III Arleigh Burke guided-missile destroyers. The equipment will be installed on future destroyers, including USS Thomas Kelley (DDG 140), USS Ernest E. Evans (DDG 141), USS Charles J. French (DDG 142), USS Richard J. Danzig (DDG 143), USS Michael G. Mullen (DDG 144), and DDGs 145-149.

The equipment installed on the destroyers will include Gas Turbine Room Blowers (GTRB), Collective Protection System (CPS) fans for ventilation against nuclear, biological, and chemical substances, and Vaneaxial and Centrifugal fans to provide machinery room and general shipboard cooling and ventilation.

In August 2023, the Naval Sea Systems Command (NAVSEA) awarded contracts to HII's Ingalls Shipbuilding division and another shipbuilder for the fiscal years (FY) 2023 – 2027 multi-year procurement of DDG 51 Arleigh Burke-class destroyers.

HII's Ingalls Shipbuilding division, in turn, awarded American Fan contracts for seven DDG 51 class ships, DDG 141, DDG 142, DDG 143, DDG 145, DDG 146, DDG 147, and DDG 149. These contracts are among the first to support the Navy's FY 2023 plan to construct ten Flight III Arleigh Burke-class guided-missile destroyers over the next five years.

"Fairbanks Morse Defense and American Fan have a long history of supporting national security equipment and services that ensure reliable operations and minimal downtime," said American Fan Vice President and General Manager Paul Brown. "The selection of American Fan to provide ventilation equipment for the DDG, one of the Navy's most important programs, reinforces their trust and value in our team and capabilities."

American Fan's products are manufactured in Fairfield, Ohio, and are currently specified in over 35 U.S. Navy, Military Sea Lift Command, and U.S. Coast Guard shipbuilding programs,

including CVN, LCS, LPD, LHA, DDG, FFG, and more. They are designed to withstand the harsh conditions of the marine environment, including saltwater exposure, high humidity, and fluctuating temperatures. These fans are utilized in various onboard air-moving applications, such as ventilation for engine rooms or living quarters, cooling electronic equipment, or maintaining air circulation below deck.

BAE Systems Secures $251 Million Contract To Support U.S. Navy's AEGIS Combat System

From BAE Systems, Feb. 17, 2025

Under this contract, BAE Systems will provide high-quality services in systems engineering, test and evaluation, logistics, system acquisitions, and cybersecurity.

In November 2024, the U.S. Navy awarded BAE Systems a five-year, $251 million contract to provide the AEGIS Technical Representative (AEGIS TECHREP) organization with critical large-scale system engineering and on-site technical expertise for the complex combat system configurations for the U.S. Navy, the Missile Defense Agency, and the Foreign Military Sales program.

"For more than 40 years, BAE Systems personnel have collaborated closely with Sailors and civilians to enhance and modernize the fleet of AEGIS-equipped surface ships," said Lisa Hand, vice president and general manager of BAE Systems'

Integrated Defense Solutions business. “Our team possesses extensive expertise in AEGIS and Ship Self-Defense Combat Systems, combined with the agility, innovation, and technical skills necessary to provide the U.S. Navy with the safe and effective combat capabilities required to achieve its mission goals.”

Under this contract, BAE Systems will provide high-quality services in systems engineering, test and evaluation, logistics, system acquisitions, and cybersecurity. Most notably, the company has contributed to the acceleration of the Program Executive Office Integrated Warfare Systems digital transformation strategy by developing and deploying unparalleled digital analytic tools across all these task areas.

These tools provide near real time mission impacts assessments caused by software deficiencies resulting in a greater focus on where best to invest in advancing critical combat capability to the Navy. The work will support Navy sites in Mt. Laurel, New Jersey; Bath, Maine; and Pascagoula, Mississippi.

Coast Guard Cutter Returns to Washington Following Law Enforcement Patrol

Coast Guard Maritime Security Response Team – West servicemembers conduct joint training with U.S. Coast Guard Cutter Active (WMEC 618) crews operating in the Pacific Ocean, Jan. 31, 2025. The Active retuned to its Port Angeles, Washington, homeport after conducting a 65-day law enforcement patrol spanning more than 5,500 nautical miles off the coast of California. (U.S. Coast Guard photo by Petty Officer 2nd Class Brenton Kludt.)
From U.S. Coast Guard 13th District, Feb. 14, 2025

PORT ANGELES, Wash. – The crew of the U.S. Coast Guard Cutter Active (WMEC 618) returned home to Port Angeles, Friday following a 65-day law enforcement patrol off the coast of Southern California.

As America's maritime law enforcement agency, the Coast Guard is increasing presence in key areas to protect U.S. maritime borders, territorial integrity, and sovereignty.

The crew covered more than 5,500 miles patrolling off the coast of California in support of the Coast Guard District 11's Southwest Maritime Border Security operations. The

operations counter Transnational Criminal Organization activity in the Coastal California Region, and the United States Pacific Maritime Southern Border including alien interdiction operations.

Active’s crew interdicted three vessels carrying 46 illegal aliens in total, while providing assistance and direction to aid in the apprehension of another 40 illegal aliens. The illegal aliens were all safely transferred to the custody of Customs and Border Protection agents in San Diego.

To enhance the crew’s military readiness, they conducted numerous training exercises with regional Coast Guard crews including an Air Station San Francisco MH-65 helicopter aircrew, the U.S. Coast Guard Cutter Terrell Horne (WPC-1131), a 154-foot fast response cutter homeported in San Pedro, Calif., and teams from the San Diego-based Coast Guard Maritime Security Response Team West.

Additionally, while operating offshore northern California, the crew responded to four search and rescue cases.

The Active is a 210-foot medium endurance cutter homeported in Port Angeles. Patrolling from the northern most part of the contiguous United States, and as far south as the equator, Active has conducted law enforcement, defense operations, and search and rescue missions for over 60 years.

The cutter is a multi-mission platform that falls under the operational command of the Coast Guard Pacific Area Commander. Protecting the American homeland and its territories is the Coast Guard’s Pacific Area Commander’s top priority. In doing so, the U.S. Coast Guard protects and defends against threats to the safety, security, and prosperity of the American public.

Navy Retires Last EP-3E Electronic Reconnaissance Aircraft

EAST CHINA SEA (Sept. 24, 2020) An EP-3E Airborne Reconnaissance Integrated Electronic System (ARIES) II, assigned to the "World Watchers" of Fleet Air Reconnaissance Squadron 1 (VQ-1), transits over the East China Sea. (U.S. Navy photo by MC3 Andrew Langholf)

By Richard R. Burgess, Senior Editor

ARLINGTON, Va. — The Navy has retired its last EP-3E Aries II electronic reconnaissance aircraft after the type's 45 years of service to the fleet.

In an informal Feb. 12, 2025, ceremony, at Naval Air Station Whidbey Island, Washington, Fleet Air Reconnaissance Squadron One (VQ-1), the sole remaining operator of the EP-3E, farewelled the last EP-3E. The aircraft was flown away on Feb.

13 for the last time.

The aircraft, BuNo 159893, was the last of 26 EP-3Es that served the fleet beginning in 1970. Ten P-3A Orion patrol aircraft were converted to EP-3Es for operation by VQ-1 and VQ-1, joining two earlier EP-3B versions in service. This batch of EP-3Es were replaced beginning the 1990s by a new generation of EP-3Es converted from P-3C Orions, with ultimately 17 aircraft converted to sustain an operational fleet of 12 aircraft.

The EP-3E fleet provided multi-intelligence support to the fleets and to theater combatant commanders with near-real-time signals intelligence and full-motion video, the Naval Air Systems Command said. The aircraft was equipped with sensitive electronic receivers and high-gain dish antennas. The large crew was able to fuse the intelligence it collected with offboard intelligence and provide threat warning and situational awareness in support of suppression of enemy air defenses, anti-air warfare, anti-submarine warfare, and anti-surface warfare.

The EP-3E has been succeeded by the MQ-4C Triton high-altitude, long-endurance unmanned aerial vehicle operated by Unmanned Patrol Squadron 19.

VQ-1 has one P-3C remaining, which it used as a utility training and transport aircraft. The aircraft, BuNO 161588, will be retired in an informal ceremony to be held at NAS Whidbey Island on Feb. 20, 2025.

VQ-1 will hold its deactivation ceremony at Whidbey Island on March 28, 2025. The official date for the deactivation is March 31.