

Insitu Introduces PLEO SATCOM for ScanEagle UAS, Adds Laser Targeting Capability



A UAS Operator holds ScanEagle with PLEO SATCOM capability at Insitu HQ in Bingen, Washington.

[Release From Insitu](#)

BINGEN, Wash., November 3, 2025 – Insitu, a Boeing Company, is proud to announce the addition of Proliferated Low Earth Orbit (PLEO) Satellite Communication (SATCOM) datalinks and [laser-targeting capabilities](#) to its long-endurance, battle-tested [ScanEagle](#) Uncrewed Aircraft System (UAS). These enhancements position ScanEagle as the premier choice for reliable over-the-horizon Beyond Line of Sight (BLOS) Intelligence, Surveillance, Reconnaissance and Targeting (ISR-T) missions, further solidifying its reputation as the most proven small UAS in operation today.

ScanEagle, recognized for its reliability with over 1.3 million flight hours logged across contested and combat conditions globally, now offers SATCOM datalinks leveraging PLEO satellite constellations. This capability will enable operators to achieve extended mission reach, even under the most challenging conditions, while controlling ScanEagle UAS from anywhere in the world. Resilience features include visual-based navigation and autonomous RF-switching, ensuring confidence in dynamic and challenging operational scenarios.

“As the leading small UAS on the market, ScanEagle has continuously earned accolades for readiness, reliability, and innovation,” said Diane Rose, Insitu CEO. “The integration of PLEO SATCOM provides operators unparalleled BLOS capability, enabling real-time decision-making capability and operational success for land and maritime missions. The addition of laser targeting capability greatly expands ScanEagle’s reach and mission capability for the most demanding ISR-T missions.”

With [Vertical Takeoff and Landing \(VTOL\)](#) launch and recovery, ScanEagle is ready to fly both maritime and land-based sorties from small ship decks and other expeditionary locations, meeting mission requirements with unequaled flexibility. Its robust capability set includes E0 and multi-spectral optics, AI-assisted wide-area and maritime search, communications relay, Signals Intelligence, Electronic Warfare, and laser-designator targeting.

These upgrades are the latest evolution in ScanEagle’s storied track record of innovation, ensuring mission-critical autonomy and resilience in the most demanding environments. Insitu announced PLEO SATCOM capability for Integrator in 2024, and Integrator ER has offered GEO SATCOM capability for years.

As Insitu continues to push the boundaries of UAS capability, ScanEagle and Integrator remain the trusted choice for global operators seeking unmatched reliability and operational excellence.

U.S. Coast Guard Cutter Healy Returns to Seattle After 129-Day Arctic Deployment



Crewmembers, researchers, and partner nation representatives sailing aboard U.S. Coast Guard Cutter Healy (WAGB 20) pose for a photo on the ice in the Arctic Ocean, Oct. 1, 2025. (U.S. Coast Guard photo by Petty Officer 3rd Class Chris Sappey)

From U.S. Coast Guard Northwest District, Oct. 31, 2025

SEATTLE – The U.S. Coast Guard Cutter Healy (WAGB 20) returned to its Seattle home port Sunday, following a 129-day patrol that concluded its annual Arctic deployment.

Healy, one of three Coast Guard polar icebreakers, steamed

over 20,000 miles this deployment, supporting Operation Arctic West Summer and Operation Frontier Sentinel, protecting U.S. sovereign rights and territory, and promoting national security in the Arctic.

“Healy’s unique and specialized capabilities allow us to operate in the most remote regions conducting the highest priority missions of the Coast Guard,” said Capt. Kristen Serumgard, commanding officer of Healy. “Healy’s dynamic crew of active duty and civilian personnel showcased tremendous adaptability, dedication and resilience, steaming over 20,000 miles through ice-covered waters to complete the mission.”

As a part of Operation Frontier Sentinel, Healy queried and monitored three foreign research vessels operating in ice-covered waters over the U.S. Extended Continental Shelf and U.S. Exclusive Economic Zone, protecting the territorial integrity of the United States’ northernmost border.

Five China-affiliated research vessels operated in the Arctic region over the summer, and Healy was one of several Coast Guard assets deployed to control, secure, and defend U.S. sovereign interests. The Coast Guard works in conjunction with U.S. Northern Command and Alaskan Command to constantly monitor foreign vessels operating in and near U.S. waters.

Healy’s crew also supported two missions involving the deployment and recovery of subsurface oceanographic equipment throughout the U.S. Arctic, East Siberian Sea, and Laptev Sea. This work was performed in conjunction with the Office of Naval Research, the National Science Foundation, and other partner agencies. The data collected will help build a more cohesive picture of the physical, biological, and chemical properties of the Arctic Ocean, improving maritime domain awareness north of the Arctic Circle.

As part of the Arctic District’s multi-faceted response to a

series of devastating storms that struck Western Alaska communities, Healy diverted to the affected region to respond to Search and Rescue and disaster relief needs.

Homeported in Seattle, Healy is the largest cutter in the U.S. Coast Guard at 420-foot long and 16,000 tons. Healy is designed to break 4.5 feet of ice continuously at three knots and can operate in temperatures as low as -50 degrees Fahrenheit, enabling year-round access to the Arctic Ocean.

Advanced Navigation Unveils Compact Boreas 50 Series For High-Integrity Maritime and Naval Navigation



From Advanced Navigation, Nov. 3, 2025

Global, November 2025 - [Advanced Navigation](#), a global leader in assured positioning, navigation and timing (APNT) and autonomous system, has announced the expansion of its Boreas range with the new 50 series – the company's most compact fiber-optic gyroscope (FOG) inertial navigation system (INS), delivering rapid North-seeking in challenging GNSS-denied maritime environments.

The 50 Series includes two high-performing variants:

- The A50 – an attitude and heading reference system (AHRS)
- The D50 – a strategic-grade INS

Each is equipped with a North-seeking gyrocompass capable of rapidly determining true North. Powered by Advanced Navigation's advanced sensor fusion, the series delivers intelligent, reliable navigation within a SWaP-optimized form factor.

Featuring all-band GNSS receivers, the D50 offers enhancements in signal availability, heading accuracy, and greater resilience in challenging environments. For defense missions operating in particularly high-threat scenarios, it also offers an extra layer of protection through optional Electronic Protection (EP) capabilities.

Maximilian Doemling, Head of Product at Advanced Navigation, said,

"Accurately determining position and heading remains a persistent challenge in maritime and naval operations. That's where the Boreas 50 Series comes in. It plugs straight into new and existing platforms and starts delivering fast, reliable positioning and North-seeking where traditional systems aren't able to.

For high-threat operational environments, the D50's advanced EP capabilities deliver uncompromising protection against nefarious attempts of GNSS jamming and spoofing. It is a powerful counter-Electronic Warfare solution built to operate under direct electronic attack, giving operators the resilience and reliability they need to stay on course against any adversary."

Compact North-Seeking in Tough Environments

Real-time North-seeking: The Boreas 50 series contains precise North-seeking gyrocompassing, capable of detecting Earth's rotation to determine true North in real time, completely independent of GNSS signals or magnetic interference. This is housed in a compact form factor weighing 910 grams, enabling easy integration into space- and weight-constrained platforms.

Advanced sensor fusion: Advanced Navigation's proprietary sensor fusion draws on sophisticated algorithms to interpret and filter sensor data. The software is designed to dynamically weigh the input from each sensor, adjusting in real time based on reliability scores, environmental conditions, and operational context. This ensures continuous, high-confidence state estimation even when GNSS signals are lost or degraded.

All-band GNSS capabilities: The D50 incorporates dual-antenna, all-band GNSS receivers, supporting access to the newer L6 band. This broad-spectrum support enables significantly faster convergence times to centimetre-level positioning accuracy.

Optional EP: The D50 is available with optional EP functionality. While adversaries create GNSS signal attacks, the D50 proactively detects and neutralises these attacks to maintain a reliable, uninterrupted positioning.

Confidence from Surface to Underwater

The Boreas 50 Series integrates effortlessly into both new and legacy defense and commercial platforms to streamline upgrades, reduce installation time, and lower overall costs. This flexibility enables rapid deployment across a wide range of applications.

Maritime vehicles: The denial of GNSS signals blinds a vessel's precision capabilities, risking its ability to navigate effectively or accurately identify and track incoming threats. The 50 Series is engineered to endure GNSS denial,

navigate precisely, and deliver assets on target to maintain tactical advantage on the seas.

AUVs and ROVs: Accurate positioning is critical for AUVs and ROVs. The 50 series can find true North without magnetic sensors, eliminating magnetic interference. Advanced algorithms and integration with DVL and other sensors ensure long-endurance, high-accuracy underwater navigation.

Autonomous Surface Vessel: The 50 series combines North-seeking capability, precision sensors, and survey-grade fusion algorithms to deliver consistent performance for ASVs. With dual-antenna GNSS, DVL, and environmental sensor integration in a compact housing, it provides a robust navigation core that withstands GNSS outages, harsh weather, and violent vessel motion.

Boreas 50 Series Specifications

- Heading accuracy: Gyro compassing 0.5 degrees secant latitude
- Roll and pitch accuracy: 0.03 degrees
- Positional accuracy: 0.01 m CEP50
- Electronic Protection capabilities are available on the Boreas D50

Defense Veterans Continue to Drive Rapid Innovation

Beyond unmatched speed, Advanced Navigation's defense team consists entirely of military veterans, a global force the company plans to more than double within the year to ensure its technologies are shaped by those who understand and have

experienced the battlespace.

The veterans partner closely with system integrators, program offices, and military end-users to deliver tailored APNT solutions that meet rigorous performance, compliance, and security standards. Their military experience enables seamless communication between technical teams and military operators, accelerating timelines and reducing the risk of misalignment.

The Ultimate Capability is Availability

Advanced Navigation's products are developed and delivered on stringent timelines, supported by the company's vertically integrated manufacturing. This sets a new standard by guaranteeing the shortest production lead times in the industry – ready in weeks, not years, and is backed by a three-year warranty.

With a deep understanding of the applications its products operate in, Advanced Navigation's global field experts are dedicated to meeting the needs of maritime and naval customers with responsiveness, exceptional quality and genuine care. The team partners closely with system integrators, OEMs, and end-users to deliver tailored solutions that overcome commonplace industry concerns such as integration challenges, cost uncertainty and risk aversion. By leveraging engineering excellence, unmatched speed and quality customer support, Advanced Navigation is accelerating the path towards maritime autonomy.

From Shipyard to Smart Ship:

Austal and Greenroom Deliver Rapid AI Integration



Sam Abbott, Head of R&D, Austal and Harry Hubbert, co-founder and COO, Greenroom Robotics

From Greenroom Robotics, Nov. 2, 2025

At Indo Pac 2025, Greenroom Robotics and Austal Australia have announced that, following extensive trials and successful testing, future Austal vessels have the option to include Greenroom's GAMA and Lookout+ technology to transform them into fully autonomous vessels. Significantly, this unique collaboration aims to achieve rapid autonomy and AI integration, creating intelligent maritime systems in as little as five days, while competitor solutions on the market take weeks or months.

This is a major milestone in their Strategic Partnership Agreement (signed in September 2024), which brings together

Australia's strategic shipbuilder and leading maritime autonomy company, to redefine the future of shipbuilding.

The ground-breaking technology is on demonstration for media to try via a simulation at Indo Pac at the Austal booth.

Austal has been working with Greenroom Robotics since 2023, with Austal providing a mentoring role as Greenroom scales up and grows globally. Both companies are headquartered in Western Australia. Greenroom has 32 employees, Austal has 4,479.

Greenroom Robotics' GAMA and Lookout+ technologies turn any boat into an autonomous surface vessel using vision-based AI through the boat's existing cameras and CCTV systems. These technologies will work seamlessly with Austal's proven platform management system, MARINELINK Prime, to offer reliable and safe navigation of vessels, including collision avoidance.

During the Royal Australian Navy's Patrol Boat Autonomy Trial (PBAT), the integrated software successfully executed 148 autonomous collision avoidance manoeuvres over a 705-nautical-mile trial. This formed a strong foundation for autonomy integration opportunities across Austal vessels.

Austal CEO, Patrick Gregg, said: "By bringing together Austal's shipbuilding excellence and Greenroom's advanced AI and autonomy software, we're creating the best of both worlds for the future of Australian shipbuilding. It's an example of how established industry and emerging innovation can work hand-in-hand to deliver real capability, quickly.

"We are delighted to be working with Greenroom Robotics to develop an integration package to offer to other companies so their clients can leverage the benefits of autonomy and AI now and into the future."

Greenroom Robotics co-founder and COO, Harry Hubbert said:

“Our partnership with Austal is creating best in class capabilities for Australia’s shipbuilding future. Austal are very forward thinking and build great ships. Greenroom are a software company providing autonomous navigation and situational awareness software. What we do is hard, and what they do is hard. This partnership meshes the best of our skill sets to solve significant maritime problems together.

“Greenroom Robotics’ advanced maritime autonomy software and AI-powered optical radar reduces crewing requirements and enhances situational awareness. There’s no size limit for the technology. It works on any vessel.”

Navy Pacific War Vet Attends Navy’s 250th Birthday Celebrations in Philadelphia



Edward Desmond, center, gets a VIP tour of the battleship USS New Jersey. *Photos courtesy of the Desmond family*
Soon to be 100-year-old Petty Officer 2nd Class Edward D. Desmond from Boston was invited by the Navy to attend the

Navy's 250th Birthday Celebrations in Philadelphia in early October.

He spent four days in Philadelphia and enjoyed everything from attending the Navy's Gala Birthday dinner wearing his tuxedo to enjoying a visit to the Battleship USS New Jersey and the Cruiser USS Olympia wearing his newly issued Navy pea coat to keep him warm in the unusually cold weather.

At the Navy 250 Gala birthday dinner held in the Great Hall of the National Constitution Center at Independence National Historical Park, within sight of the Liberty Bell, Desmond received recognition from Navy leaders as he was the oldest Navy Sailor in attendance.

He received a standing ovation from the more than 750 guests in attendance and was able to participate in the ceremonial cutting of the birthday cake alongside Admiral Daryl Caudle, 34th chief of naval operations.

As the oldest Sailor in attendance, 99-year-old Desmond was then presented the first slice, with the second slice presented to the youngest Sailor, just 22 years old. The moment captured the Navy's enduring legacy honoring those who have served before while also celebrating the newest generation of Navy Sailors who will continue to carry its proud traditions forward.



Desmond swapped challenge coins with Admiral Daryl Caudle, the chief of naval operations.

Challenge Coins

On the following day, Desmon was given a VIP tour of the historic Battleship New Jersey where he again met CNO Caudle to share sea stories and where the admiral presented Desmond with a commemorative Navy 250 challenge coin.

Desmond had a surprise for the admiral as he countered by offering Caudle his own challenge coin, a unique coin representing and honoring the service of 10,000 landing craft support Sailors who served on LCS ships during the Pacific

war. The U.S. built 130 of those heavily armed gunboats in a hurry in 1944 and 1945 and sent them to the Pacific. They were designed to provide close-in gunfire support for the landing boats carrying Marines and Army troops ashore at such places as Iwo Jima, the Philippines and Okinawa.

Desmond was also the guest of the crew of a smaller, 21st century Navy LCS rafted alongside the battleship New Jersey: the USS Billings (LCS 15) a Freedom-class littoral combat ship.

Desmond noted with delight he had the privilege of being aboard the Billings two years earlier when the ship was at its homeport at Naval Station Mayport in Jacksonville, Florida. Desmond got a tour of the ship and had a front-row seat on the bow for observing Navy small boat forces performing a mock assault on a small ship on the Delaware River.

As Desmond was departing the Billings, the senior gunners mate presented him with a shell casing from the bow gun, a 57mm Mk 110 naval gun capable of a high rate of fire against air, surface, and shore-based threats.

Desmond told the gunners mate that his battle station assignment aboard LCS 128 eight decades ago was at a 20mm anti-aircraft gun and, with a twinkle in his eye, let the gunners mate know that "my 20mm gun had a firing rate of 300 rounds per minute" compared to the 220 rounds per minute firing rate of the MK 110.

That same evening, Desmond rallied and attended a 2.5 hour "Victory at Sea" concert which included performances by the U.S. Navy Band, the Marine Corps Drum and Bugle Corps and a special performance from Patti LaBelle.

On the last day of Desmond's trip, he was the guest of a different kind of Navy, the famous Schuylkill Navy, sponsor of all of the rowing clubs in Philadelphia. Desmond took a tour

of Boathouse Row, including the Saint Joseph's University Boathouse, and took a few minutes to try out one of the rowing machines.

He had worked up an appetite, so he asked if there was any place close by where he could get a Philly cheesesteak. His wish was granted and he gave the iconic Philly sandwich a big thumbs up.

The indefatigable 99-year-old then headed to his hotel to get ready for a second Navy birthday dinner hosted by the Navy Museum Development Foundation at the prestigious Union League Club.

Coming Up on 100

Desmond's daughter was his accomplice on his visit to Philadelphia and reported her father said the Navy's 250th birthday celebration weekend was a once-in-a-lifetime event and he would send a big thank you to the Navy for hosting him at such a prestigious event.

Desmond and his family are now looking to celebrate his 100th birthday on Nov. 10, which just happens to be the Marine Corps' 250th birthday.

Desmond again, with a twinkle in his eye, said maybe he should send one of his challenge coins to the commandant of the Marine Corps and see if he might get invited to come back to Philadelphia for the Marine's 250th birthday.

Ghost Shark Factory Opens in Sydney, First Vehicle Off the Line Ready for Testing



Credit: Anduril

[Release From Anduril Industries](#)

Just seven weeks after the Royal Australian Navy awarded a A\$1.7 billion Program of Record, Anduril today officially opened its new, state-of-the-art Ghost Shark manufacturing facility in Sydney. The opening – attended by the Hon Pat Conroy MP, Minister for Defence Industry; Vice Admiral Mark Hammond AO, Chief of Navy; Dr Shane Arnott, SVP, Anduril Industries; and David Goodrich OAM, Chairman & CEO Anduril Australia – coincides with a major milestone: the first Ghost Shark Extra Large Autonomous Underwater Vehicle (XL-AUV) has rolled off the line ahead of schedule and is ready for sea acceptance testing ahead of planned delivery to the Royal

Australian Navy in January 2026.

The factory opening follows the Royal Australian Navy's award of a A\$1.7BN contract to Anduril Australia to deliver a large fleet of Ghost Sharks over the next five years. Anduril announced the successful Program of Record designation after successfully completing the co-development contract and delivering three Ghost Shark XL-AUVs ahead of schedule and on-budget. This was a part of the AU\$140M co-development contract to design and develop three Ghost Shark XL-AUVs in three years.

The new 7,400m² facility is purpose-built to produce Ghost Shark, and its commercial baseline the Dive-XL, at-scale and, subject to Government approval, for export to allies and partners around the world. It combines advanced robotic manufacturing, AI-driven logistics and a custom test tank for in-water verification of buoyancy, electrical systems and safety before sea trials.

The Ghost Shark manufacture program has commenced with Low-Rate Initial Production, moving to full scale production in 2026. It incorporates input from a supply chain of over 40 Australian SMEs and companies that provide a broad range of components, subcomponents and materials.

Key facts

- A\$1.7 billion Program of Record awarded by the Royal Australian Navy.
- First vehicle off the line and ready for undersea testing; planned RAN delivery January 2026.
- Factory footprint: 7,400m² with integrated robotic production, AI ground vehicles and gantry tracking.

- Custom in-water test tank and adjacent engineering labs for live software and hardware tuning.
- Production ramp: Low-Rate Initial Production underway, transitioning to full-scale production in 2026.
- Supply chain: over 40 Australian SMEs contributing parts, components and materials.
- Local impact: more than 150 high-skilled jobs created and a strengthened sovereign supply chain.

Beyond the XL-AUV, the facility is configured to manufacture Dive-XL and Dive-LD variants and is ready to support future platforms such as Anduril's Copperhead family of high-speed Autonomous Underwater Vehicles

Factory is ready to produce vehicles for export to allies and partners around the world (subject to Australian government approval)

Quotes attributable to Minister for Defence Industry, the Hon Pat Conroy MP

"The Ghost Shark is the most high-tech long range autonomous underwater capability that exists in the world today and the Albanese Government is proud to have supported its development," said the Hon Pat Conroy MP, Minister for Defence Industry. "The opening of this factory is about backing Australian ingenuity and innovation, but also securing hundreds of well-paid high-skilled jobs and a future made in Australia."

Quotes attributed to David Goodrich OAM, Chairman and CEO Anduril Australia

David Goodrich OAM, Chairman & CEO, Anduril Australia, said: “Today marks a defining moment in our mission to bring sovereign undersea capability to Australia. With the opening of this new facility, we are not only building local infrastructure and workforce – we are investing in innovation, in partnerships, and in the future defence of our nation. Affordable, disruptive and distributed mass is a central tenet of undersea deterrence, and we look forward to supporting Australia and its allies by producing Ghost Sharks right here in Sydney.”

SASC Leaders Request DoD Orders and Information on Counternarcotics Operations

Release From the Senate Armed Services Committee

WASHINGTON, DC – Today, Senate Armed Services Committee Chairman Roger Wicker (R-Miss.) and Ranking Member Jack Reed (D-R.I.) released two letters to Secretary of Defense Pete Hegseth requesting execute orders (EXORDs), legal rationale, and designated terrorist organization lists related to Department of Defense operations against drug trafficking cartels.

The September 23, 2025 [letter](#) addresses existing legal requirements under the National Defense Authorization Acts for Fiscal Years 2020 and 2025 that mandate congressional oversight of military execute orders. The senators are seeking all EXORDs approved by the Secretary of Defense or combatant commanders that underpin DOD activities to combat drug trafficking cartels.

The October 6, 2025 [letter](#) requests any written opinion from the Department of Justice's Office of Legal Counsel regarding the domestic or international legal basis for these operations and strikes, and a complete list of all designated terrorist organizations and drug trafficking organizations with whom the President has determined the United States is in a non-international armed conflict and against whom lethal military force may be used.

To date, these documents have not been submitted. These oversight requests were made pursuant to Section 1067 of the FY2025 NDAA, Section 1744 of the FY2020 NDAA, and Section 1230 of the FY2024 NDAA.

[A copy of the September 23rd letter may be viewed here.](#)

[A copy of the October 6th letter may be viewed here.](#)

Coast Guard Cutter Arrives at New Homeport in Honolulu After Restorative Maintenance



The seagoing buoy tender USCGC Hollyhock (WLB 214) transits toward Honolulu Oct. 14, 2025. After a 806-day restorative maintenance period, the Hollyhock crew arrived at their new homeport prepared to assist in maintaining and deploying aids to navigation. (U.S. Coast Guard photo by Petty Officer 3rd Class Jennifer Nilson)

Release From U.S. Coast Guard Oceania District

HONOLULU – The crew of Coast Guard Cutter Hollyhock (WLB 214) arrived at their new homeport in Honolulu Oct. 14 after 806 days of restorative maintenance.

The primary mission of the Hollyhock, a 225-foot Juniper-class seagoing buoy tender, is to maintain and deploy aids to navigation within the navigable waters of the main Hawaiian Islands, American Samoa, and Midway Atoll, servicing buoys that mark shipping channels, ports and hazardous areas.

Additionally, the Hollyhock's presence in the region will support Operation Blue Pacific, the Coast Guard's initiative

to promote security, safety, sovereignty, and economic prosperity in Oceania. While deployed, the cutter's crew will conduct law enforcement, fisheries boardings, and support maritime safety through the servicing of navigational aids throughout the region in cooperation with allies and partners.

Commissioned in 2003, the Hollyhock was originally homeported in Port Huron, Michigan, before entering maintenance at the Coast Guard Yard in Baltimore on July 31, 2023.

The Hollyhock crew departed for Honolulu on Aug. 31, 2025.

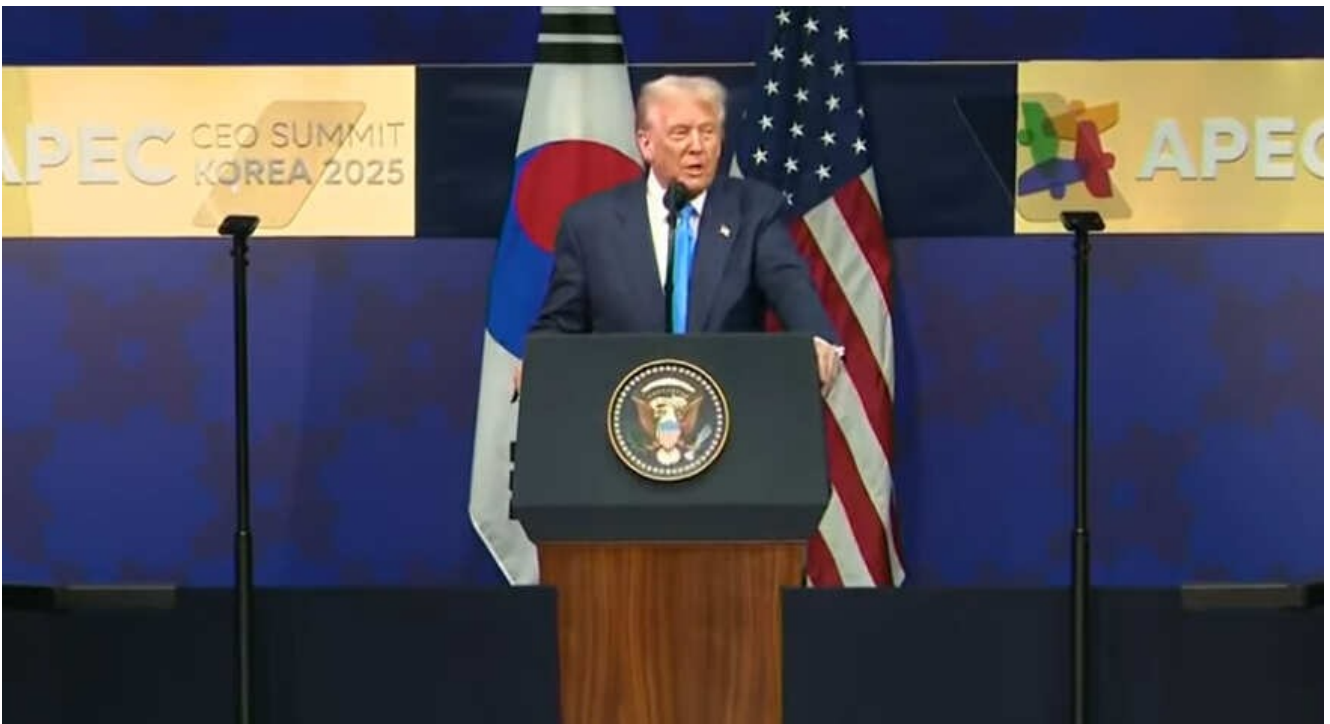
"The crew is excited to arrive in Honolulu and support critical operations throughout Oceania," said Cmdr. Jessica McCollum, commanding officer of the Hollyhock. "Our arrival enhances the Coast Guard's capacity to maintain vital navigational aids that facilitate the safe flow of maritime commerce. This is especially crucial in Hawaii, where more than 90% of goods arrive by sea."

The Hollyhock is the last of the Coast Guard's 16 seagoing buoy tenders to [complete the major maintenance availability \(MMA\)](#) program, ensuring the cutter achieves its full 30-years of designated service.

Maintenance work included completion of hull and structural repairs and replacement of obsolete, unsupportable or intensive maintenance equipment, including updates to the machinery control system, propellers, and heating, ventilation and air conditioning systems.

The MMA is part of the [Coast Guard's In-Service Vessel Sustainment \(ISVS\) program](#), a strategic class-by-class evaluation offering the most cost-effective solution for delivering essential maintenance and upgrades, ensuring Coast Guard surface vessels meet or exceed their expected service life.

President Trump Touts Hanwha's Philly Shipyard During APEC Address



Release From Hanwha USA, Oct. 29, 2025

On Wednesday, President Trump addressed the Asia-Pacific Economic Cooperation CEO Summit and reinforced his partnership with South Korea to bolster shipyards in the United States.

"And today we're not really building ships and we're going to start and we're going to have a very thriving, very thriving shipbuilding industry and we're working it with South Korea very much so. In fact, some of the people in this room, they bought the Philadelphia shipyard.

"I think it's going to be one of the most successful yards in the world anywhere in the world. It's great."

Why it matters: In August 2025, Hanwha announced a multibillion-dollar infrastructure plan for Hanwha Philly Shipyard that will be dedicated to the installation of two additional docks and three quays to increase capacity and is reviewing plans for a new block assembly facility.

In addition to its multibillion-dollar commitment to build capacity, it will also train skilled shipbuilding personnel and bolster the shipbuilding industrial base. Hanwha's planned expansion at Philly Shipyard, from roughly one ship annually to as many as 20, aligns directly with U.S. goals to restore competitive shipbuilding capacity and rebuild the industrial workforce.

Read more about Hanwha's commitment to the Philly Shipyard [here](#).

The full transcript of President Trump's remarks can be found [here](#).

Hanwha, Havoc AI Pursue Global Partnership in Unmanned Maritime Systems

Joint Demonstration Marks First Major Collaboration Between Global Shipbuilder and U.S. Defense Technology Company

[Release From Hanwha](#)

SEOUL – Hanwha is accelerating its entry into the U.S. market through a strategic collaboration with U.S.-based autonomy solutions company Havoc AI, following a joint technology demonstration of autonomous navigation and remote operations

for maritime unmanned systems.

On Tuesday, Havoc AI CEO Paul Lwin and members of the company's research team visited Hanwha Ocean's Geoje shipyard, where they reviewed Hanwha's naval shipbuilding and maritime systems capabilities.

Havoc AI then conducted a live demonstration in which a Havoc AI unmanned surface vessel (USV) off the coast of Hawaii was remotely controlled from Geoje, Korea.

"Hanwha's global defense strategy is focused on our evolution from the leading Korean aerospace company to a leading global aerospace company," said Michael Coulter, CEO of Hanwha Global Defense. "This partnership seeks to incorporate both our technology and industrial strength with a leading U.S. technology company to create new, scalable capabilities in the U.S. while deepening the interoperability of our partners."

"Harnessing Hanwha Group's maritime systems expertise and shipbuilding capabilities together with Havoc AI's autonomy will expand the utility of existing vessels while enabling rapid fielding of new unmanned systems," said Paul Lwin, CEO of Havoc AI.

The partnership will aim to integrate Hanwha Ocean's warship construction expertise; Hanwha Systems' combat management system (CMS) and platform/system integration capabilities; and Havoc AI's advanced autonomous navigation software to deliver deployable products and solutions. Such a move could also provide scalable solutions across the defense and maritime domains.

Additionally, the collaboration highlights Hanwha's commitment to investing in new technologies to expand its industrial partnership for allies across the United States, Europe, Australia, and the Middle East.

"We will leverage Hanwha Systems' CMS and naval platform

integration strengths, along with intra-group synergies, to work with Havoc AI and make tangible inroads into the global maritime unmanned systems market spanning Korea and the United States,” said Ryu Moon-Ghee, head of the Naval Business Division at Hanwha Systems.