Teledyne Brown Engineering Awarded $126.7M Contract to Advance Military Medical Readiness

Release from Teledyne

HUNTSVILLE, Ala. – August 27, 2025 – Teledyne Brown Engineering, a subsidiary of Teledyne Technologies Incorporated (NYSE: TDY), has been awarded a $126.7 million, five-year IDIQ contract by Naval Supply Systems Command (NAVSUP) Fleet Logistics Center Norfolk to support the Naval Health Research Center (NHRC). The contract supports continued development and enhancement of the NHRC's medical modeling and simulation tools, including the Joint Medical Planning Tool (JMPT) and Medical Planners' Toolkit (MPTk).

"These solutions help ensure the right care is delivered at the right time, to the right place, to support the warfighter," said Scott Hall, President of Teledyne Brown Engineering. "We're honored to continue our partnership with the NHRC and contribute to the mission of optimizing medical readiness."

Used across the Department of Defense, JMPT and MPTk enable predictive analysis for casualty estimation, medical resource planning, and personnel support across combat, disaster relief, and humanitarian missions. Mandated by the Chairman of the Joint Chiefs of Staff and designated as tools of record by the U.S. Army and Marine Corps, these platforms are critical to operational readiness.

Teledyne Brown Engineering has provided continuous development and support for these tools since their inception for over 24 years.

American Bureau of Shipping Issues Full Class for Saildrone Surveyor Ocean-going USV

The Saildrone Surveyor is a 20-meter USV capable of long-endurance missions in the open ocean, collecting deep-ocean bathymetry and performing a wide range of maritime domain awareness tasks—from anti-submarine warfare (ASW) to trans-ocean cable route surveys.

Full ABS classification sets a new benchmark for safety and reliability of autonomous maritime operations.

From Saildrone, Aug. 17, 2025

ALAMEDA, Calif. – Saildrone, the global leader in maritime autonomy, today announced that its Surveyor-class of unmanned surface vehicle (USV) has received full classification from

the American Bureau of Shipping (ABS). This milestone follows the Voyager, Saildrone's coastal and near-shore USV, which received ABS class in 2023.

This landmark achievement sets a new global benchmark for unmanned systems and highlights Saildrone's leadership in developing fully classed, open-ocean-capable USVs.

While other platforms have received certificates or interim approvals under evolving unmanned vessel frameworks, no other USV or UUV has yet received full classification status from any classification society. ABS is the first to grant full class to an unmanned platform, marking a key milestone for the industry.

The classification notation assigned is ✠A1, DV Naval Craft, AUTONOMOUS (NAV, MNV, PRP, AUX, RO3), which follows the "Rules for Building and Classing Light Warships, Patrol, and High-Speed Naval Vessels (2023)."

"The ABS class certification is more than a certificate—it's a signal to governments and the maritime industry that Saildrone USVs are mature, safe, tested, and ready for scale," said Richard Jenkins, Saildrone founder and CEO. "It's been a very large investment and a multi-year process to achieve ABS Class Certification, but we are proud to be the first company in the world to do so and proud that our systems have reached the highest standards as required by the ABS Class certificate."

ABS class is an internationally recognized standard for safety, design integrity, and operational reliability. The classification process is a rigorous review and validation of a vessel's design, construction, and autonomous control systems. For unmanned platforms like the Saildrone Surveyor and Saildrone Voyager, this process includes autonomous control systems, cybersecure communications, structural integrity, and fail-safe redundancies, ensuring the vehicle can safely operate without crew, even in complex,

unpredictable ocean conditions.

The 20-meter Surveyor is capable of long-endurance missions in the open ocean, collecting deep-ocean bathymetry and performing a wide range of maritime domain awareness tasks—from anti-submarine warfare (ASW) to trans-ocean cable route surveys. The 10-meter Voyager is designed for persistent surveillance in coastal and near-shore environments, complementing the Surveyor's blue-water capabilities. Both platforms are capable of fully autonomous operations with no humans on board and are remotely monitored 24/7 by Saildrone's global Mission Management team.

"ABS and Saildrone are pioneering new frontiers, setting the pace for innovation. This step forward is a result of our investments in ABS' technical capability and helping to ensure our Rules are able to support innovation with an unwavering focus on safety," said Patrick Ryan, ABS Senior Vice President and Chief Technology Officer.

"This is just the latest in a series of confidence-building actions from ABS for autonomous technologies in maritime, including the issuance of interim class for the 10-meter Saildrone Voyager. We're proud to collaborate with trailblazing companies like Saildrone to advance safe, innovative solutions for autonomous and remotely operated ocean missions," said Christopher J. Wiernicki, ABS Chairman and CEO.

Saildrone USVs are currently supporting missions around the world, including ocean mapping, border security, persistent ISR, and critical infrastructure security. With both its Surveyor and Voyager platforms fully classed by ABS, Saildrone is uniquely positioned to support the next generation of naval and commercial unmanned operations.

MARAD Celebrates Christening of State of Maine Vessel at Hanwha Philadelphia Shipyard

New vessel symbolizes new era of maritime dominance

From the U.S. Department of Transportation, Aug. 26, 2025

PHILADELPHIA, Pennsylvania – U.S. Maritime Administration (MARAD) today celebrated the christening of the *State of Maine*, the third of five cutting-edge National Security Multi-Mission Vessels (NSMV), at Hanwha Philly Shipyard. Built for Maine Maritime Academy, the *State of Maine* will serve as a next generation training ship, supporting both the academic development of cadets and America's humanitarian relief.

Spearheaded by the U.S. Department of Transportation and the Maritime Administration, the NSMV program is revitalizing America's maritime training infrastructure—a cornerstone of President Trump's Executive Order on restoring maritime dominance. The program directly supports nearly 1,500 skilled jobs in Philadelphia and boosts American competitiveness at sea and ashore.

President Lee Jae Myung of the Republic of Korea, and Acting Maritime Administrator Sang Yi, shared remarks during the ceremony.

"State of Maine is more than a ship – it's a strategic investment in the people and infrastructure that keep America's maritime economy strong," said U.S. Transportation Secretary Sean P. Duffy. "Our cadets deserve cutting-edge tools and training to become the industry leaders who will keep our nation strong and ready when it matters most. Under President Donald Trump's leadership, American shipyards can and will produce more big, beautiful ships again."

"This vessel marks a new era for American maritime power," said Acting Maritime Administrator Sang Yi. "MARAD's mission to modernize sealift and empower the Merchant Marine hinges on relentless innovation and partnership. Together, we can build the fleet America needs to secure our future and dominate the seas."

"Maine Maritime Academy is internationally recognized as a leader in maritime education and this vessel represents a

major step forward in our mission to train the world's finest mariners," said Maine Maritime Academy President Craig Johnson. "As our first purpose-built training ship, the State of Maine will provide world-class learning experiences for cadets pursuing unlimited tonnage licenses. It's a game-changer for our mission and a powerful reflection of what's possible through strong partnerships and shared vision."

Additional Information:

MARAD is replacing aging training vessels from the National Defense Reserve Fleet with new, purpose-built ships designed to meet modern academy needs—and to provide critical capabilities for disaster response and national emergencies.

Stretching 525 feet long, a single NSMV can accommodate 600 cadets and up to 1,000 people in times of humanitarian need. These vessels boast eight classrooms, cutting-edge labs, a training bridge, auditorium, helicopter pad, advanced medical facilities, and roll-on/roll-off and container capacity—ensuring cadets get unmatched hands-on training.

State of Maine joins *Empire State* and *Patriot State* already in service, with two more NSMVs under construction at Hanwha Philly Shipyard, destined for Texas and California maritime academies.

NSMV Key Specs:

- Length: 525' 1"
- Design Draft: 21' 4"
- Breadth: 88' 7"
- Depth: 55' 1.5"

- Speed: 18 knots
- Deadweight: 8,487 MT

USS Abraham Lincoln Carrier Strike Group Completes Exercise Northern Edge 2025

From Ensign Hallie Atengco, USS Abraham Lincoln (CVN 72), Aug. 27, 2025

NORTH PACIFIC OCEAN – The USS Abraham Lincoln (CVN 72) Carrier Strike Group (ABECSG) wrapped up participation in the U.S.

Indo-Pacific Command-led joint force exercise Northern Edge 2025 from the North Pacific Ocean, Aug, 25, 2025.

Over the course of nine days, from the Gulf of Alaska out through the Aleutian Island chain, in the air, on land, and at sea, the ABECSG demonstrated the full power and capability of a U.S. Navy carrier strike group. The 5,000 Sailors and Marines of the ABECSG successfully completed a variety of exercise events across multiple domains, leveraging the unique capacity a CSG brings to the joint force.

Flagship Abraham Lincoln, with the embarked CSG-3 staff, served as the command and control hub for the strike group, directing operations across a multi-dimensional battlespace hundreds of nautical miles wide. The ship hosted Adm. Christopher Grady, Vice Chairman of the Joint Chiefs of Staff; U.S. Senators Lisa Murkowski and Dan Sullivan, and other military and civilian leaders from across Alaska and the U.S. government, reaffirming the strategic importance of aircraft carriers in signaling U.S. resolve and operational reach.

“I am incredibly proud of the Abraham Lincoln crew and their performance throughout Northern Edge,” said Capt. Daniel Keeler, commanding officer of Abraham Lincoln. “This has been a demanding but incredibly rewarding opportunity. Operating in Alaska alongside the joint force and our Canadian allies, we displayed not only our ship’s unique capabilities as the flagship of the world’s most powerful carrier strike group, but also the dedication, technical acumen, and strength of Lincoln Nation.”

Sailing alongside Abraham Lincoln were three Arleigh Burke-class guided-missile destroyers, fulfilling a variety of roles over the course of the exercise. Complicated scenarios at sea demanded professionalism, skill, and expertise from these crews. They performed admirably, sustaining maritime superiority in an integrated maritime domain.

“Northern Edge offered an invaluable opportunity for our ships and crews to refine the full spectrum of surface warfare in a challenging and geographically strategic location,” said Capt. Allison Christy, commanding officer, Destroyer Squadron (DESRON) 21. “Our destroyers demonstrated the readiness, lethality, and teamwork required to fight and win as part of a carrier strike group, alongside our counterparts across the joint force.”

Taking place over a vast expanse of territory around Alaska, including the Joint Pacific Alaska Range Complex (JPARC), Joint Base Elmendorf-Richardson, Eielson Air Force Base, and Dutch Harbor, among others, this exercise emphasized both the ability to project power far across the Pacific and the capacity to defend the home front.

A variety of scenario events undertaken by Carrier Air Wing (CVW) 9 were integral to reinforcing the strike group’s ability to deliver effects throughout the exercise area. Aircraft from CVW-9, ABECSG’s embarked air wing, performed defensive counter-air, maritime strike missions, and expeditionary advanced base operations across the Alaskan waterspace and the Aleutian Islands. In the skies above and around Alaska, CVW-9 logged over 3,000 flight hours and more than 1,100 sorties in support of exercise requirements.

“This exercise tested the SHOGUN Warriors of CVW-9 in a wide range of demanding missions, from long range maritime strike to operating in an expeditionary manner forward deployed in Alaska’s challenging conditions,” said Capt. William “Tank” Frank, Commander, Carrier Air Wing NINE. “The professionalism and adaptability of our team proved once again that this Air Wing is ready to deliver combat power anytime, anywhere, no matter how contested the environment. The many hours of tactical flying don’t reflect all of the mission planning, aircraft maintenance, and preparation our aviators and

maintainers put forward to accomplish our objectives. The Naval Aviation team continues to set the standard for responsiveness and warfighting excellence."

For 250 years, America's Navy has operated across the globe in defense of freedom and economic vitality. Today, carriers like Abraham Lincoln remain unmatched in mobility, endurance, and combat capability and are symbols of U.S. maritime power, resilient presence, and national security. These symbols were on full display during Northern Edge, and exemplify what the U.S. Navy offers to the joint force and our network of partner and allied nations.

CSG-3 participants in Northern Edge included Abraham Lincoln, Destroyer Squadron (DESRON) 21 staff, Arleigh Burke-class guided-missile destroyers USS O'Kane (DDG 77), USS Michael Murphy (DDG 112), and USS Frank E. Petersen Jr. (DDG 121), and the nine squadrons of CVW-9, including an F-35C Lightning II squadron, the "Black Knights" of Marine Fighter Attack Squadron (VMFA) 314; three F/A-18E/F Super Hornet squadrons, the "Tophatters" of Strike Fighter Squadron (VFA) 14; "Black Aces" of Strike Fighter Squadron (VFA) 41, the "Vigilantes" of Strike Fighter Squadron (VFA) 151; the "Wizards" of Electronic Attack Squadron (VAQ) 133, operating the EA-18G Growler; the "Wallbangers" of Carrier Airborne Early Warning Squadron (VAW) 117, operating the E-2D Advanced Hawkeye; the "Chargers" of Helicopter Sea Combat Squadron (HSC) 14 operating the MH-60S Sea Hawk; and the "Raptors" of Helicopter Maritime Strike Squadron (HSM) 71, operating the MH-60R Sea Hawk.

Northern Edge 2025 is an exercise led by U.S. Indo-Pacific Command that serves as a platform for joint, multi-domain operations to deliver high-end, realistic warfighter training, strengthen joint interoperability, and sharpen the air and sea-based combat readiness of U.S. and participating forces.

For more news from CSG-3,

visit http://www.dvidshub.net/unit/CSG3 and www.facebook.com/CarrierStrikeGroupThree.

Hanwha Makes $5B Philly Shipyard Investment as Commitment to U.S. Shipbuilding Growth

- As part of South Korea’s $150 billion U.S. shipbuilding investment, Hanwha announces infrastructure plan, which will boost Philly Shipyard’s annual capacity and deliver world-class technology

- South Korean President Lee Jae Myung and senior U.S. officials attend key christening ceremony of U.S. training vessel at Hanwha Philly Shipyard

- Hanwha Group Vice Chairman Dong Kwan Kim: “Hanwha is committed to being a partner in building the next chapter of American shipbuilding.”

From Hanwha

PHILADELPHIA, August 26, 2025 – Hanwha Group announced a $5 billion infrastructure plan for Hanwha Philly Shipyard as part of South Korea’s commitment to supporting the growth of the U.S. shipbuilding industry through a $150 billion investment fund. The announcement was made in time for the christening of a new training vessel, the U.S. Maritime Administration’s (MARAD) third National Security Multi-mission Vessel (NSMV).

The naming ceremony, which took place at Hanwha Philly Shipyard, was attended by South Korean President Lee Jae Myung, the First Lady and other senior U.S. government officials, including Pennsylvania Governor Josh Shapiro

The ceremony followed summit talks between President Lee and U.S. President Donald Trump. Earlier, the Lee administration had pledged $150 billion in American shipbuilding investments during a trade deal between Korea and the U.S. Hanwha Philly Shipyard is expected to play a key role in future collaboration between the two countries.

In his welcome address, Hanwha Vice Chairman Dong Kwan Kim expressed gratitude to the leaders of both countries and emphasized the importance of joint partnership in bolstering the shipbuilding industry.

“Today’s christening ceremony is the physical embodiment of our two nations working side by side to reindustrialize industry, expand our capacity to build ships, and invest in the skilled workforce that will drive the industry forward,” said Kim. “This is just the beginning. Hanwha is committed to being a partner in building the next chapter of American shipbuilding.”

Hanwha acquired Philly Shipyard last year through a $100 million investment, building a landmark hub for shipbuilding in America. It is investing to modernize infrastructure and create a digitally-enabled, high-efficiency shipyard, with world-class automation and smart yard technology.

The $5 billion program will be dedicated to the installation of additional docks and quays to increase capacity. Hanwha is also reviewing the build-out of a new block assembly facility. Through this expansion, Hanwha aims to increase Philly Shipyard's annual production volume from less than two vessels to up to 20. As a global leader in LNG vessels, Hanwha aims to produce LNG carriers, naval modules and blocks, and, in the long-term, naval vessels out of its U.S. shipyard.

In addition to the infrastructure plan, the U.S. subsidiary of Hanwha's shipping arm, Hanwha Shipping, announced that it has ordered 10 medium range (MR) oil and chemical tankers from its affiliate, Hanwha Philly Shipyard, with the first tanker expected to be delivered by early 2029. The vessels will be designed to support the U.S. Jones Act fleet renewal and other strategic initiatives. Hanwha Shipping also announced it has exercised its option to order a second liquefied natural gas (LNG) carrier from Hanwha Philly Shipyard. This follows Hanwha Shipping's announcement last month that it signed a contract for the first U.S.-ord

ered, export-market-viable LNG carrier in almost 50 years.

Hanwha Ocean CEO Hee Cheul Kim and Hanwha Global Defense CEO Michael Coulter were also present at the christening ceremony. Through joint synergy between its world-class shipbuilder Hanwha Ocean and U.S. affiliate Hanwha Philly Shipyard, Hanwha looks to drive mutual growth across both markets, fostering job creation and the development of a robust industry ecosystem.

Naval Aviation at Highest Readiness in Years, ‘Air Boss’ Said

The world’s largest aircraft carrier, USS Gerald R. Ford (CVN 78), transits the North Sea, Aug. 23, 2025. (U.S. Navy photo by MC2 Tajh Payne)

By Richard R. Burgess, Senior Editor

ARLINGTON, Virginia – U.S. naval aviation is at its highest readiness in years, a senior naval aviation admiral said to an audience in Washington and online.

Speaking Aug. 26 in an event of the U.S. Naval Institute and the Center for Strategic and International Studies sponsored by HII, Vice Admiral Daniel L. Cheever, commander Naval Air

Forces and commander, Naval Air Force, U.S. Pacific Fleet – the Navy's Air Boss' – said the Naval Air Forces are "sustaining the readiness increases that we enjoyed" and "we're at the "highest state of readiness we've had in at least 10 to 15 years back. And so, both carriers and the air wings with the carriers and our expeditionary forces are all at that heightened readiness."

Cheever said that small pockets of challenges to readiness remained, particularly with the management of the supply chain and sustainment,

"We have a good playbook," he said. "When there is a challenge, we get after it, and we have a perform-to-plan that re-energizes and gets us back to where we should be for readiness, and that's across the board. And it's pretty exciting to be part of that. It's a lot of hard work but it is totally worth it. The return on investment from all of that parts supply is in the readiness of the force."

Cheever praised the F-35 Lightning II strike fighter as "a game changer, a difference maker in the fleet," while noting that there are some supply-chain challenges that are being addressed.

He said that a mixture of 4th-, 5th-, and 6th-generation mix of carrier-based strike fighters with manned-unmanned teaming is the "right blend."

The 6th-generation strike fighter is being designed to replace the F/A-18E/F Super Hornet strike fighter and the EA-18G Growler electronic attack aircraft.

Cheever offered no details of the concept for the 6th-generation strike fighter but said that "I see a maritime version of the aircraft that starts at the carrier, is made for the carrier, and is a complete carrier version … I'm looking forward to the down-select… because that 6th generation

means air superiority in that timeframe in the future, which means sea control.”

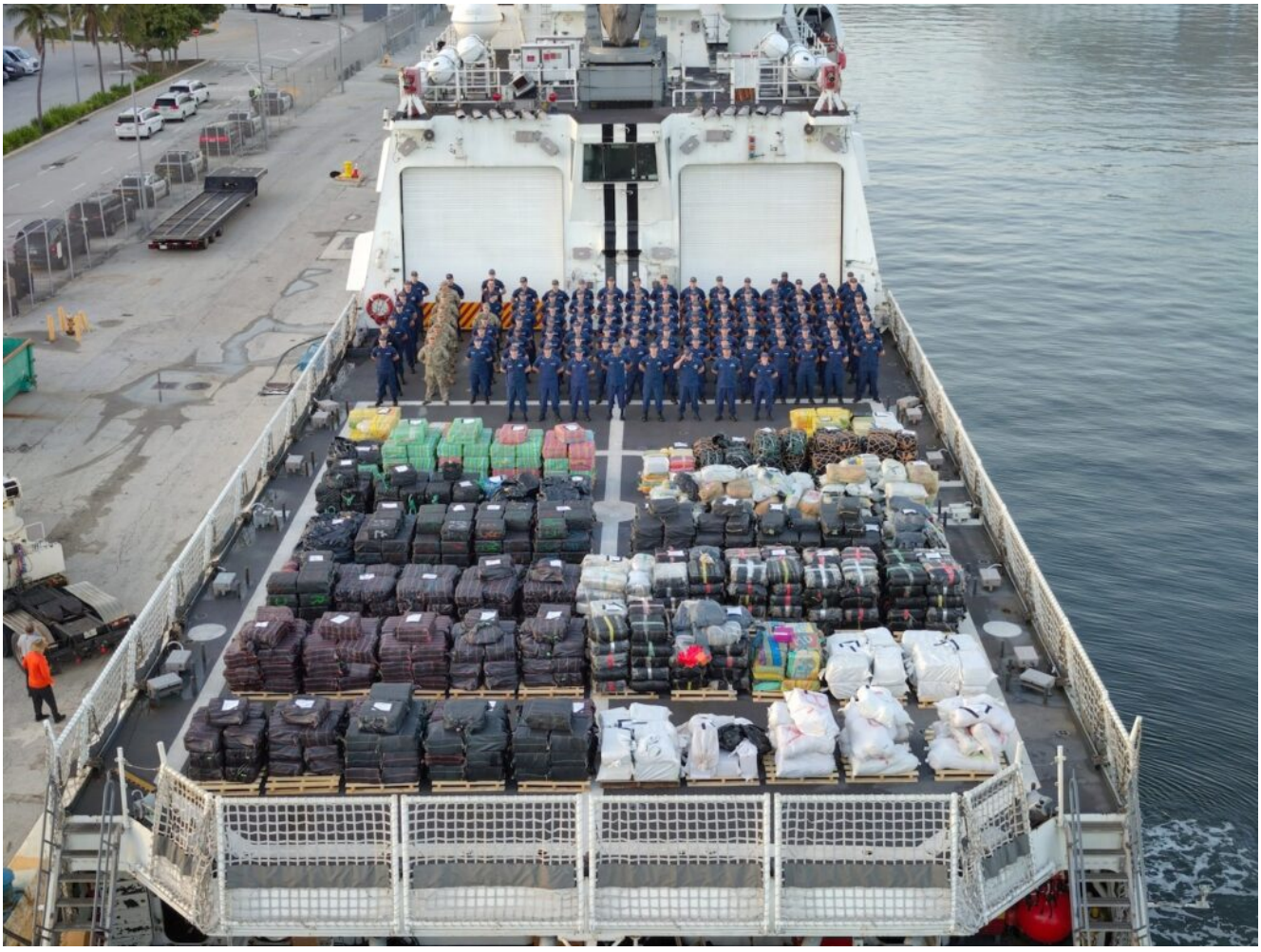
He affirmed that aircraft carriers will be central to air superiority in the future for the Navy and America as a maritime nation.

He noted that the MQ-25 Stingray unmanned refueling aircraft will fly this year and be integrated with the aircraft carrier next year.

The air boss praised the design of the USS Gerald R. Ford, lead ship of the Navy’s newest class of aircraft carriers. The position of the island superstructure is farther aft than on the Nimitz class produces less of an air burble for approaching aircraft. The increase of aircraft parking space forward of the island eases aircraft handling and enables an aircraft to park directly over a weapons elevator for weapons download.

He also noted that, unlike the Nimitz class carriers, the Gerald R. Ford is completely air conditioned.

Coast Guard Achieves Historic Milestone with Offload Over 76,140 lbs.



The U.S. Coast Guard Cutter Hamilton offloads more than 76,140 lbs of illicit narcotics at Port Everglades, Florida, on August 25, 2025. This is the largest cocaine offload to date in Coast Guard history, with the assistance of partner agencies, during counterdrug operations in the Eastern Pacific Ocean and Caribbean Sea. (U.S. Coast Guard courtesy photo)
Release From Coast Guard Southeast

MIAMI – The U.S. Coast Guard achieved a historic milestone with the offload of 76,140 pounds of illicit narcotics, valued at $473 million, marking the largest quantity of drugs offloaded in Coast Guard history, in Port Everglades, Monday [Aug. 25].

Coast Guard Cutter Hamilton's crew offloaded approximately 61,740 pounds of cocaine and approximately 14,400 pounds of marijuana.

This combined illegal narcotics offload prevented the maritime flow of approximately 23 million potential lethal doses from

reaching the United States.

“The U.S. Coast Guard in partnership with our federal, DoD, and international partners are offloading 61,740 pounds of cocaine, and this represents a significant victory in the fight against transnational criminal organizations, highlighting our unwavering commitment to safeguarding the nation from illicit trafficking and its devastating impacts,” said Rear Adm. Adam Chamie, Coast Guard Southeast District commander. “To put this into perspective, the potential 23 million lethal doses of cocaine seized by the U.S. Coast Guard and our partners, are enough to fatally overdose the entire population of the state of Florida, underscoring the immense threat posed by transnational drug trafficking to our nation.”

The seized contraband was the result of 19 interdictions in international waters of the Eastern Pacific Ocean and Caribbean Sea.

On June 26, a maritime patrol aircraft spotted two suspicious go-fast vessels approximately 115 miles southeast of the Galapagos Islands, Ecuador. Hamilton’s embarked Helicopter Interdiction Tactical Squadron aircrew employed airborne use of force tactics resulting in Hamilton’s boarding team interdicting both vessels, seizing more than 8,800 pounds of cocaine.

On June 27, a maritime patrol aircraft spotted a suspicious go-fast vessel approximately 125 miles southeast of the Galapagos Islands, Ecuador. Hamilton’s embarked HITRON aircrew employed airborne use of force tactics allowing Hamilton’s boarding team to interdict the vessel, seizing more than 4,330 pounds of cocaine.

On June 30, a maritime patrol aircraft spotted a suspicious go-fast vessel approximately 87 miles north of Bonaire. A Coast Guard Law Enforcement Detachment 408 crew deployed on

USS Cole interdicted the vessel, seizing approximately 2,425 pounds of cocaine.

On July 3, a maritime patrol aircraft spotted a suspicious go-fast vessel approximately 15 miles north of Aragua, Venezuela. A LEDET 404 crew deployed on the Royal Netherlands Navy ship HNLMS Friesland interdicted the vessel, seizing more than 5,450 pounds of cocaine.

On July 11, a maritime patrol aircraft spotted a suspicious go-fast vessel approximately 17 miles northeast of Silva, Venezuela. Friesland's embarked HITRON aircrew employed airborne use of force tactics, and an embarked LEDET 404 boarding team interdicted the vessel, seizing 9,088 pounds of marijuana.

On July 21, Hamilton's embarked unmanned aircraft system crew spotted suspicious go-fast vessel approximately 600 miles south of Acapulco, Mexico. Hamilton's embarked HITRON aircrew employed airborne use of force tactics, and Hamilton's boarding team interdicted the vessel, seizing more than 3,395 pounds of cocaine.

On July 23, Hamilton's crew detected and boarded a suspicious go-fast vessel approximately 88 miles southeast of Socorro Island, Mexico. Hamilton's embarked HITRON aircrew employed airborne use of force tactics, and Hamilton's boarding team interdicted the vessel, seizing more than 9,160 pounds of cocaine.

On July 25, a maritime patrol aircraft notified Coast Guard Cutter Vigilant's crew of a suspicious go-fast vessel approximately 180 miles south of the Dominican Republic. Vigilant's boarding team interdicted the vessel, seizing more than 1,410 pounds of cocaine and 80 pounds of marijuana.

On Aug. 2, a maritime patrol aircraft spotted a suspicious go-fast vessel approximately 52 miles north of Carabobo, Venezuela. Friesland's embarked HITRON aircrew employed

airborne use of force tactics, and an embarked LEDET 404 boarding team interdicted the vessel, seizing 2,615 pounds of marijuana.

On Aug. 2, a maritime patrol aircraft spotted a suspicious go-fast vessel approximately 640 miles south of Acapulco, Mexico. Hamilton’s embarked HITRON aircrew employed airborne use of force tactics, and Hamilton’s boarding team interdicted the vessel, seizing more than 4,110 pounds of cocaine.

On Aug. 5, Hamilton’s embarked UAS crew detected a suspicious go-fast vessel approximately 543 miles southeast of Clipperton Island. Hamilton’s embarked HITRON aircrew employed airborne use of force tactics, and Hamilton’s boarding team interdicted the vessel, seizing more than 4,210 pounds of cocaine.

On Aug. 6, Hamilton’s embarked UAS crew detected a suspicious go-fast vessel approximately 625 miles southeast of Clipperton Island. Hamilton’s embarked HITRON aircrew employed airborne use of force tactics, and Hamilton’s boarding team interdicted the vessel, seizing more than 4,375 pounds of cocaine.

On Aug. 7, Coast Guard Cutter Diligence’s crew detected and boarded a suspicious go-fast vessel approximately 136 miles southwest of Negril, Jamaica. Diligence’s boarding team interdicted the vessel, seizing 1,500 pounds of marijuana.

On Aug 7, Hamilton’s embarked UAS crew detected a suspicious go-fast vessel approximately 750 miles south of Acapulco, Mexico. Hamilton’s embarked HITRON aircrew employed airborne use of force tactics, and Hamilton’s boarding team interdicted the vessel, seizing more than 20 pounds of cocaine.

On Aug 7, a maritime patrol aircraft spotted a suspicious go-fast vessel approximately 100 miles north of Aruba. A LEDET 108 crew deployed on USS Minneapolis Saint-Paul interdicted the vessel, seizing approximately 2,700 pounds of cocaine.

On Aug 8, Hamilton’s embarked UAS crew detected a suspicious

go-fast vessel approximately 750 miles south of Acapulco, Mexico. Hamilton's embarked HITRON air crew employed airborne use of force tactics, and Hamilton's boarding team interdicted the vessel, seizing more than 4,145 pounds of cocaine.

On Aug 15, a maritime patrol aircraft notified Coast Guard Cutter Vigilant's crew of a suspicious go-fast vessel approximately 35 miles southwest of Haiti. Vigilant's boarding team interdicted the vessel, seizing more than 1,615 pounds of marijuana.

On Aug 18, a maritime patrol aircraft spotted a suspicious go-fast vessel approximately 130 miles south of Jamaica. USS Minneapolis Saint-Paul's boarding team interdicted the vessel, seizing approximately 6,425 pounds of cocaine.

On Aug 18, HNLMS Friesland's crew detected a suspicious go-fast vessel approximately 20 miles west of Curacao. Friesland's boarding team seized approximately 700 pounds of cocaine.

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

- **U.S. Coast Guard Cutter Hamilton**
- **U.S. Coast Guard Cutter Vigilant**
- **U.S. Coast Guard Cutter Diligence**
- U.S. Coast Guard Helicopter Interdiction Tactical Squadron (HITRON) Jacksonville
- U.S. Coast Guard Tactical Law Enforcement Team-Pacific (PAC-TACLET)

- U.S. Coast Guard Tactical Law Enforcement Team-South (TACLET-South)

- **USS Minneapolis Saint-Paul**

- **USS Cole**

- **The Royal Netherlands Navy ship HNLMS Friesland**

- **Joint Interagency Task Force-South (JIATF-S)**

- **U.S. Customs and Border Protection, Air and Marine Operations (CBP-AMO) aircrews**

- **Southeast Coast Guard District watchstanders**

- **Southwest Coast Guard District watchstanders**

“Team Hamilton with our partners, worked incredibly hard the last several months to safeguard the American public from the dangers of illicit narcotics entering the United States,” said Capt. John B. McWhite, commanding officer, Hamilton. “This outstanding group of professionals achieved unparalleled results in our nation’s fight against transnational criminal drug organizations. The crew interdicted 11 go-fast vessels, detained 34 suspected drug traffickers, and seized a record 47,000 pounds of cocaine. The commitment and sacrifice of our deployed service members and their families, who forego time together for the protection of our Nation, are to be celebrated.”

Detecting and interdicting illicit drug traffickers on the high seas involves significant interagency and international coordination because 80% of drugs are interdicted on the high seas. U.S. Southern Command's Joint Interagency Task Force – South based in Key West conducts the detection and monitoring of 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.

To protect the Homeland from ongoing trafficking of illicit narcotics from South America to the United States, the Coast Guard is accelerating our counter-drug operations in the Eastern Pacific Ocean in support of **Operation Pacific Viper**.

The Coast Guard continues increased operations to interdict, seize and disrupt transshipments of cocaine and other bulk illicit drugs by sea. These drugs fuel and enable cartels and transnational criminal organizations to produce and traffic illegal fentanyl, threatening the United States.

These interdictions deny criminal organizations more than half a billion dollars in illicit revenue. They provide critical testimonial and drug evidence as well as key intelligence for their total elimination. These interdictions relate to Panama Express Strike Force investigations in support of Operation Take Back America. PANEX identifies, disrupts, and dismantles the highest-level criminal organizations that threaten the United States using a prosecutor-led, intelligence-driven, multi-agency approach.

Hamilton is one of four 418-foot Legend-class national security cutters homeported in Charleston, South Carolina under **U.S. Coast Guard Atlantic Area Command**.

For more information, follow U.S. Coast Guard Southeast on **“X” (formerly Twitter)**, **Facebook** and **Instagram**, and find U.S. Coast Guard Pacific Southwest on **“X” (formerly Twitter)**, **Facebook** and **Instagram**.

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**.

For breaking news, find press releases and contact information for our regional public affairs offices here: **U.S. Coast Guard News by Region**.

Navy Announces Commissioning Date and Location for the Future USS Pierre

Credit: Austal USA
From Commander, Naval Surface Force, U.S. Pacific Fleet, Aug. 20, 2025

SAN DIEGO, California – The U.S. Navy will commission the future USS Pierre (LCS 38), an Independence-variant littoral combat ship, in Panama City, Florida, Nov. 15.

The naming of LCS 38 honors the legacy of the citizens of Pierre and the state of South Dakota and their support of the Navy and Marine Corps.

Ship sponsor and South Dakota native Larissa Thune Hargens will lead the time-honored Navy tradition of giving the order "man our ship and bring her to life!" during the ceremony. Pierre becomes a proud ship of the fleet at the moment when the commissioning pennant is hoisted.

Pierre is the 19th, and final, Independence-variant littoral combat ship (LCS) constructed. LCS 38 is the third ship named

in honor of South Dakota's capital city, and the second Navy warship to bear the name. The SS Pierre Victory (VC2-S-AP3), a Victory-class cargo ship, distinguished itself during World War II by shooting down a kamikaze plane near Okinawa. The first Navy warship named USS Pierre was a PC-461-class submarine chaser, PC-1141, commissioned in 1943, renamed in 1946, and decommissioned in 1958.

The Pierre will transit to its new homeport in San Diego following commissioning.

LCS is a fast, agile, mission-focused warship designed to operate in near-shore environments to counter 21st-century threats. It is a class of small surface combatants armed with capabilities to defeat challenges in the world's littorals. LCS can operate independently or in high-threat scenarios as part of a networked battle force that includes larger, multi-mission surface combatants such as cruisers and destroyers supporting forward presence, maritime security, sea control, and deterrence in key operational theaters.

The mission of Commander, Naval Surface Force, Pacific Fleet is to man, train, and equip the Surface Force to provide fleet commanders with credible naval power to control the sea and project power ashore.

RTX's Raytheon Successfully Demonstrates Advanced

Tracking Capabilities of AN/SPY-6(V)4 Radar

In partnership with the U.S. Navy, Raytheon has successfully completed its first live test of the AN/SPY-6(V)4 radar in a maritime environment.

Milestone marks the first live test in a maritime environment

BARKING SANDS, Hawaii (August 26, 2025) – In partnership with the U.S. Navy, Raytheon, an RTX (NYSE: RTX) business, has successfully completed its first live test of the AN/SPY-6(V)4 radar in a maritime environment. The milestone was achieved during recent testing at the Advanced Radar Detection Laboratory located at the Pacific Missile Range Facility in Hawaii.

During multiple tests over open water, the radar successfully tracked air and surface targets under various conditions. These tests demonstrated the radar’s advanced tracking capabilities across different mission scenarios and validated years of modeling and simulation work. Additionally, the tests

yielded the first live data set for the (V)4 configuration, which will help refine the system for future testing and eventual shipboard deployment.

“The successful live demonstration of the SPY-6(V)4 radar is a major step forward in advancing the capabilities of today’s fleet and supporting allied operations worldwide,” said Barbara Borgonovi, president of Naval Power at Raytheon. “The radar will allow existing U.S. Navy Flight IIA Destroyers to significantly upgrade their detection and tracking capabilities, allowing sailors to more effectively monitor and respond to potential threats in real-time.”

This is the next variant in the U.S. Navy’s SPY-6 Family of Radars to undergo live maritime testing. The program will continue with testing and system enhancements, leveraging common hardware and software across other variants to ensure seamless integration and scalability.

Over the next decade, SPY-6 is expected to be deployed on more than 60 U.S. Navy ships, enhancing defense against air, surface, and ballistic threats.

Vigor Marine Group, Samsung Heavy Industries Announce Strategic Partnership

Leading repair and shipbuilding companies to team on flexible, innovative solutions to enhance U.S. Navy, MSC support in forward locations, U.S. shipbuilding

From Vigor Marine Group

PORTLAND, Ore. (August 26, 2025) – Vigor Marine Group (VMG), a leading, innovative U.S. provider of maintenance, modernization, and marine services, today announced a strategic partnership with Samsung Heavy Industries (SHI), one of the world's largest and most technologically advanced shipbuilders. The collaboration will bring expanded forward-deployed maintenance, repair, and overhaul (MRO) capacity to the Indo-Pacific region, offering the U.S. Navy and Military Sealift Command (MSC) a compelling new option to keep vessels mission-ready. In addition, the two leading companies may explore opportunities to support a U.S. shipbuilding renaissance, including a return to Vigor Marine Group's shipbuilding roots in the Pacific Northwest.

The U.S. Navy has been actively seeking partners capable of executing forward repair to increase the availability of its fleet. Together, this partnership will combine VMG's deep customer relationships, proven ability to deliver complex projects on time and on budget, and innovative, commercial mindset with SHI's world-class Korean shipyard facilities, skilled workforce, and advanced technology leadership. The result is a powerful new forward repair solution designed to add high-quality repair capacity and operational agility, with Vigor Marine Group as the lead U.S.-based prime contractor.

"At Vigor Marine Group, our primary focus is on providing solutions to our customers," said Francesco Valente, President & CEO of Vigor Marine Group. "We understand the Navy's evolving needs and have built a track record of delivering results in support of our national defense. Partnering with Samsung allows us to extend that same capability to forward-deployed operations in the Indo-Pacific and potential shipbuilding opportunities here in the U.S. – helping the Navy increase its operational tempo while maintaining the highest quality standards."

The partnership reflects both companies' commitment to innovation. VMG continually develops new ways to perform

maintenance and modernization work more efficiently and effectively, while SHI leads the global shipbuilding industry in automation, digital shipyard technology, and advanced engineering. Together, they will introduce new levels of innovation to forward repair operations, streamlining processes, reducing downtime, and enhancing overall fleet readiness. Looking ahead, investment and implementation of SHI's advanced technology could support new shipbuilding opportunities here at home.

"We find it very meaningful to partner with Vigor Marine Group, a leading MRO service provider in the U.S.," said Sung-an Choi, Vice Chairman and CEO of Samsung Heavy Industries. "We will do our utmost to establish a foundation for building commercial and auxiliary ships for the U.S. through the successful delivery of world-class MRO services."

VMG's unique ability to manage evolving scopes of work with a commercial mindset helps customers address emerging repair needs efficiently. The company's leading project and customer management expertise, combing with SHI's state-of-the-art facilities outside the U.S. provide opportunities to support key customers in real time, in their areas of need. This partnership both supports the readiness of our defense maritime fleet as well as a strong, U.S. industrial base by keeping work within U.S. companies and opening pathways for revitalization of U.S. shipyards for new construction.