

Marine Attack Squadron 231 completes its final Harrier flight at Cherry Point



U.S. Marines Corps AV-8B Harrier II with Marine Attack Squadron (VMA) 231 taxis during the squadron's final flight ceremony at Marine Corps Air Station Cherry Point, North Carolina, May 29, 2025. VMA-231 conducted a ceremony to celebrate its last Harrier flight before its deactivation in September. In 2026, the squadron will reactivate as Marine Fighter Attack Squadron 231 and prepare to operate the F-35B Lightning II Joint Strike Fighter. (U.S. Marine Corps photo by Lance Cpl. Bryan Giraldo)

From 2d Marine Aircraft Wing Strategic Communications

MARINE CORPS AIR STATION CHERRY POINT, N.C. – Marine Attack Squadron (VMA) 231, known as the “Ace of Spades,” marked the end of an era with its final AV-8B Harrier II flight on Thursday, culminating decades of rich history and

distinguished service with the iconic vertical takeoff and landing aircraft.

First commissioned in 1919, VMA-231 is the Marine Corps' oldest flying squadron and has served with distinction in multiple conflicts worldwide over the last century. After adopting the Harrier II in 1985, VMA-231 supported major overseas operations to include Operations Desert Shield, Desert Storm, Allied Force, Odyssey Dawn, Inherent Resolve, and most recently, Prosperity Guardian.

The squadron's final flight and colors casing ceremony took place at Marine Corps Air Station Cherry Point and represented a significant milestone in the Marine Corps' ongoing fifth-generation tactical aircraft transition. Attendees of the ceremony included active-duty Marines and Sailors with VMA-231, their families, and veterans who had previously served with the squadron. Maj. Gen. William Swan, commanding general of 2nd Marine Aircraft Wing (MAW), and Maj. Gen. James Wellons, commanding general of 3rd MAW, as well as several distinguished guests, community leaders and former commanding officers of the squadron were also in attendance.

"Today is not a sad day," stated Lt. Col. Paul Truog, current commanding officer of VMA-231, during the ceremony, "This is a momentous day for Marine aviation. It's a day that we're going to celebrate."

Truog, alongside Sgt. Maj. Christianna Wolford, will oversee VMA-231's official deactivation in September 2025. The squadron will then reactivate as Marine Fighter Attack Squadron (VMFA) 231 in fiscal year 2026. As VMFA-231, the squadron will continue the unit's storied legacy with fifth-generation capabilities as an F-35B Lightning II Joint Strike Fighter squadron.

"Everybody knows that VMA-231 is transitioning to F-35s. The Wing, the [Marine Aircraft Group], and the squadron are going

to be more capable of responding to any crisis. But that capability is not just because it's our most technically advanced weapons system," Truog said in his remarks. "That capability is because of the Marines and the pilots that, in record amounts, raise their hands saying, 'I want to continue on, I want to keep moving forward.'"

Truog's comments referred to the many Marines who will continue the squadron's earned legacy as future members of VMFA-231 and who will continue their service by piloting, maintaining and supporting F-35 aircraft in squadrons across the Marine Corps.

"They're going to take that, they're going to go forward in Marine aviation, and they're going to make Marine aviation better," he added.

The squadron's transition from the legacy AV-8B Harrier II to the F-35B Lightning II Joint Strike Fighter is representative of 2nd MAW's ongoing modernization efforts to meet the needs of the future fight. As the aviation combat element for the service-retained Marine Expeditionary Force, 2nd MAW continues to balance modernization efforts with providing combat-ready aviation forces to the Marine Corps and joint force.

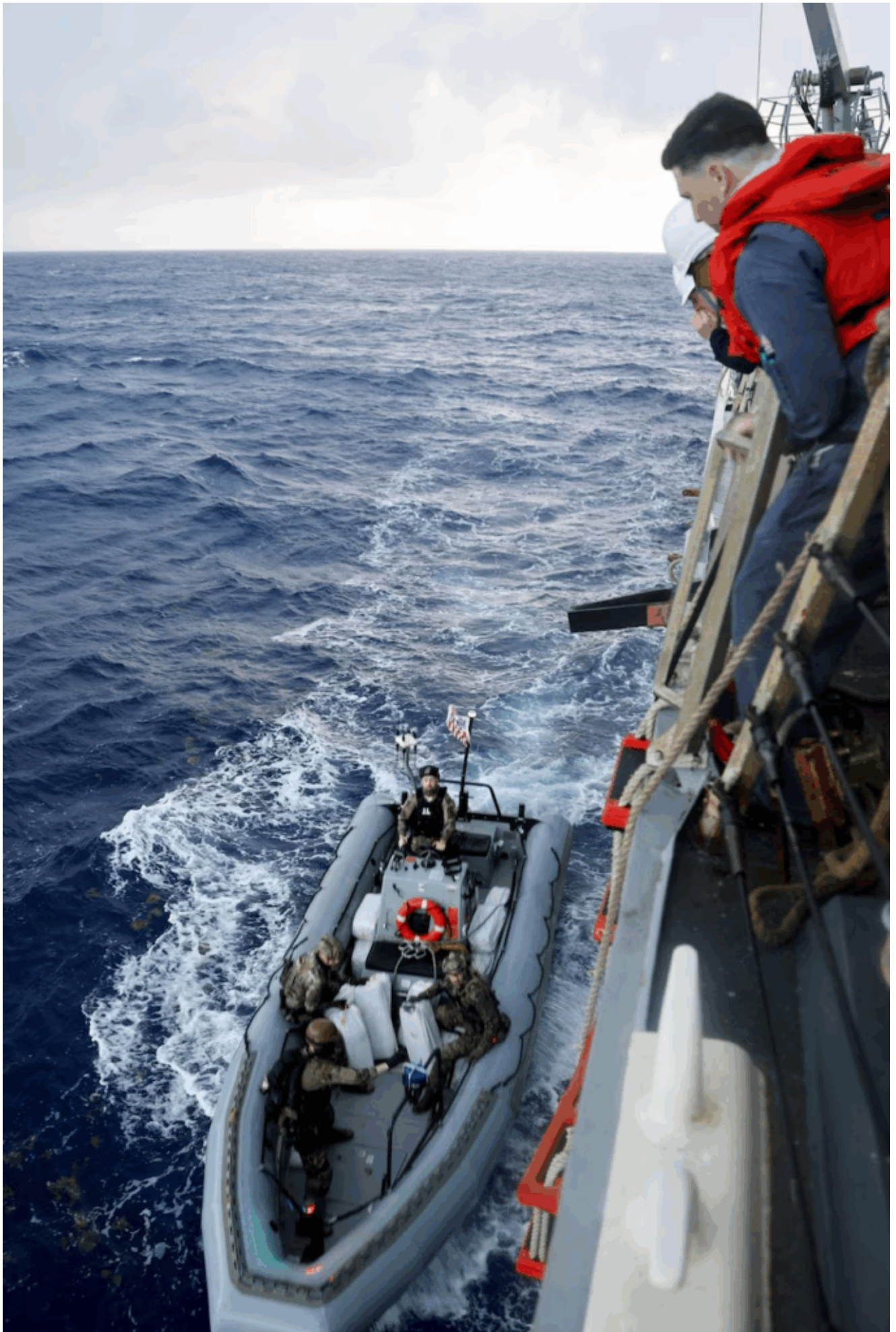
**MSPF Conducts Maritime
Interception Operations
During ARMEUEX**



Photo by [Sgt. Tanner Bernat, 22nd Marine Expeditionary Unit](#), May 18, 2025

ATLANTIC OCEAN – U.S. Marines with Maritime Special Purpose Force, 22nd Marine Expeditionary Unit, board a vessel in rigid-hull inflatable boats while conducting maritime interception operations aboard U.S. Navy training support vessel USNS Vindicator (TSV 5) in support of Iwo Jima Amphibious Ready Group Marine Expeditionary Unit Exercise (ARGMEUEX) while underway in the Atlantic Ocean, May 18, 2025. During ARGMEUEX, the 22nd MEU, aboard IWO ARG shipping, conducts various mission essential tasks that enhance operational readiness and lethality as a unified IWOARG/22 MEU team. (U.S. Marine Corps photo by Sgt. Tanner Bernat)

USS Gravelly and U.S. Coast Guard Conduct Drug Interdiction in Caribbean Sea



CARIBBEAN SEA (May 25, 2025) Coast Guardsmen assigned to U.S. Coast Guard Law Enforcement Detachment (LEDET) 401, and Sailors assigned to the Arleigh Burke-class guided-missile destroyer USS Gravelly (DDG 107), prepare to transfer bails of cocaine seized during a maritime interdiction operation (MI0) while underway in the Caribbean Sea. U.S. Navy assets are deployed under U.S. Northern Command's maritime homeland defense authorities with a U.S. Coast Guard Law Enforcement Detachment embarked to enable maritime interdiction missions to prevent the flow of illegal drugs and other illegal activity. U.S. Northern Command is working together with the Department of Homeland Security to provide additional military forces and capabilities at the southern border. (U.S. Navy photo by Mass Communication Specialist 1st Class Ryan Williams)

[by U.S. 2nd Fleet Public Affairs](#), May 29, 2025

CARIBBEAN SEA – The Arleigh Burke-class guided missile destroyer USS Gravelly (DDG 107) seized an estimated 860 pounds of illegal drugs from a vessel in the Caribbean Sea, May 25.

The interdiction by Gravelly was conducted by the ship's Visit, Board, Search and Seizure (VBSS) team alongside a U.S. Coast Guard Law Enforcement Detachment (LEDET) assigned to the ship.

"I am incredibly impressed by the professionalism and prompt action executed by the Sailors and Coast Guardsmen aboard Gravelly! Seamless integration of U.S. Navy and U.S. Coast Guard maritime assets is integral to border protection – this is an excellent example of that teamwork," said Vice Adm. Doug Perry, Commander, U.S. 2nd Fleet. "Border security is national security. Gravelly's deployment highlights our dedication – and the Nation's dedication – to maritime homeland defense priorities."

Gravelly's VBSS team boarded a vessel of interest. The team discovered and seized 19 bales of cocaine, with an approximate weight of 860 pounds and an estimated value of \$13,650,000.

U.S. Navy forces are deployed under U.S. Northern Command's maritime homeland defense authorities with a LEDET embarked to enable maritime interdiction missions to prevent the flow of illegal drugs and other illegal activity.

Since entering the Gulf of America March 15, Gravelly has received support from P-8 aircraft assigned to Naval Air Station Jacksonville, Fla., allowing for enhanced and increased identification of illicit activity for the embarked Coast Guard LEDET in the Gulf of America and the U.S. 2nd Fleet and U.S. 4th Fleet areas of operation.

Utilizing the Coast Guard's jurisdiction, Gravelly employs LEDET personnel to perform vessel boardings, searches, and seizures in U.S. and international waters, targeting drug trafficking, illegal immigration, and transnational crime with a nexus at the U.S. southern border. With the LEDET's tactical expertise guiding interdiction efforts, Gravelly harnesses its advanced surveillance systems and mobility to locate and intercept suspect vessels, effectively extending Coast Guard authority through naval power to enhance maritime security operations. This collaboration ensures a robust, legally empowered response to maritime threats, strengthening U.S. border protection efforts.

U.S. 2nd Fleet, reestablished in 2018 in response to the changing global security environment, develops and employs maritime forces ready to fight across multiple domains in the Atlantic and Arctic in order to ensure access, deter aggression and defend U.S., allied, and partner interests.

**USNAVSOUTH and Salvadoran
Navy integrate Robotic and
Autonomous Systems during
FLEX 2025**



SAN SALVADOR, El Salvador (May 27, 2025) – Captain of the Salvadoran Navy, Capt. Omar Hernandez, left, and U.S. Naval

Forces Southern Command / U.S. 4th Fleet Commander Rear Adm. Carlos Sardiello, right, receive a Tsunami unmanned surface vessel (USV) capabilities overview during the Hybrid Fleet Campaign (HFC) Fleet Experiment (FLEX)'s showcase event at CSL Comalapa near San Salvador, El Salvador, May 27, 2025. (U.S. Navy photo by MCC John R. Fischer)

By USNAVSOUTH/4TH FLEET PUBLIC AFFAIRS, May 29, 2025

SAN SALVADOR, El Salvador – SAN SALVADOR, El Salvador (May 27, 2025) – Cooperative Security Location (CSL) Comalapa, in coordination with the Salvadoran Navy, hosted the annual U.S. Naval Forces Southern Command / U.S. 4th Fleet Hybrid Fleet Campaign (HFC) Fleet Experimentation (FLEX) Event demonstrating combined/joint integration potential for unmanned systems during a showcase event in San Salvador, El Salvador, May 27.

In its 25th year of operation and as one of only two forward operating locations in the United States Southern Command area of responsibility, CSL Comalapa's mission to assist in the joint/combined regional mission of combatting transnational organized crime created the perfect opportunity to transition FLEX from partner nation observation to partner nation participation.

"The intent of FLEX is twofold," said USNAVSOUTH Commander Rear Adm. Carlos Sardiello, "To accelerate technological advancements through cooperation with industry and international partners, and to operationalize those advancements to increase maritime domain awareness to counter illicit traffic flow. As a cornerstone of the efforts to combat transnational organized crime, it is only fitting that CSL Comalapa be the first location to host FOURTH Fleet's Hybrid Fleet Campaign FLEX Event outside the United States."

HFC is a learning campaign to retain and improve advantages using next-generation manned and unmanned systems. In 2025 the

FLEX series is enabling scaled hybrid fleet operations from robotic and autonomous systems (RAS) experiments into months-long deployments integrated with partner nations. In turn, these deployments feed vast amounts of data to the 4th Fleet Maritime Operations Center (MOC).

“Surface, aerial, and undersea autonomous systems stack together to give us highly effective maritime domain awareness,” said Cmdr. Jon Williams, the USNAVSOUTH technology and Innovation director. “But all of these systems are inherently independent. Part of what we’ve done here at Comalapa is an advanced data fusion. Each of these independent systems communicate together and provide an integrated feed that we monitor from the MOC in Mayport.”

King Air manned aircraft teamed with Resolute Eagle unmanned aircraft systems (UAS), Tsunami unmanned surface vessel (USV), Minotaur data fusion, and Lema expeditionary solar power to operate with Salvadoran navy Task Force (TF) Tridente in various combinations from April 1 to May 23.

Synchronization now happens in real time, connecting RAS, tactical teams, and operations centers enabling a common operating picture for highly effective operations. During FLEX, TF Tridente accomplished the interdiction and apprehension of narcotics smugglers with the assistance of this synchronized system. Practical tests showed the capability of single or combined systems to find, fix, track, assess, disrupt and pursue training targets from longer ranges and less exhaustion to manned interdiction crews.

“El Salvador is a capable and willing partner,” said Dr. Christopher Heagney, the NAVAIR Fleet/Force Advisor to USNAVSOUTH, “accelerating new manned and unmanned technologies from Navy Laboratories and the acquisition community into the hands of Sailors will deliver more capability at lower cost and risk. Operating those systems in El Salvador helps us

disrupt illicit traffic flows into the homeland while also providing a testbed to innovate with our partners.”

USNAVSOUTH is working with the Creative Defense Foundation to better connect Congressional appropriators with Industry, operational, and acquisition communities. As Congress funds new pathways for rapid capability development and employment, the United States Southern Command area of responsibility is a perfect environment to innovate.

First Augmented Reality Maintenance Systems Operational on Five Ships



Naval Surface Warfare Center, Port Hueneme Division (NSWC PHD) Fire Controlman Petty Officer 1st Class Donald Tran demonstrates the Augmented Reality Maintenance System aboard USS Spruance (DDG 111) during a recent Combat Systems Assessment Team event at NSWC PHD. The technology could reduce the number of onboard technical assistance visits by connecting sailors and subject matter experts through augmented reality and audio.

By [Brian Varela](#), May 14, 2025

Sailors are a ship's first line of defense against system failures. But when the issue requires a subject matter expert (SME), repairs have often had to wait until a technician could travel to the ship.

Enter ARMS, short for the Augmented Reality Maintenance System. ARMS enables sailors and Naval Surface Warfare Center, Port Hueneme Division (NSWC PHD) SMEs to instantly address system failures and eliminate the need for costly travel – and it's now installed aboard five Navy ships.

NSWC PHD's Augmented Reality Maintenance System (ARMS) team recently outfitted five ships in less than a week with the unique and fully operational remote viewing instruments.

The group installed the technology on USS Curtis Wilbur (DDG 54), USS Lenah Sutcliffe Higbee (DDG 123), USS Gridley (DDG 101), USS Fitzgerald (DDG 62) and USS Nimitz (CVN 68) with support from Naval Air Systems Command (NAVAIR) and Naval Information Warfare Systems Command (NAVWAR). NSWC PHD electronics engineer Matthew Cole and computer scientist Nick Bernstein led the effort between March 22 and 26.

"Sailors are by trade operators and maintainers of their warships," NSWC PHD Commanding Officer Capt. Tony Holmes said. "It's never a matter of if, but when, systems aboard a ship will require some sort of troubleshooting and/or corrective maintenance to keep them operating. If outside help is

required to resolve an issue, and that issue can be resolved by over-the-shoulder assistance via ARMS, that is a good thing.”

This remote assistance not only empowers sailors to fix problems quickly and keep their systems operating, he explained, it also saves time and money by averting the need for an SME to fly out to the ship for onboard technical assistance.

“The biggest win in this case is that the sailor fixed the problem, not the external SME,” Holmes added. “ARMS capability goes to the heart of enabling sailor self-sufficiency, and keeping our warships in the fight.”

Prior to the recent installations, Bernstein – who is also the ARMS engineering lead – led a small NSWC PHD ARMS team to conduct short technical demonstration installations aboard three ships. The group used AR hardware with the same NAVAIR-developed ARMS software, Bernstein said.

For the March installations, Bernstein and Cole worked with the internal and external ARMS team to equip the aircraft carrier and four guided-missile destroyers with the latest hardware and software to be used on their deployments.

“These are the first operational, useable ARMS installs,” Bernstein said.

Augmented reality

ARMS is a remote viewing capability used to connect deployed sailors with subject matter experts (SMEs) at warfare centers, in Regional Maintenance Centers and other shoreside locations. Sailors wear a simplified AR headset that allows the SMEs to observe and troubleshoot any shipboard systems in real time by seeing and hearing from the sailor’s point of view. While

wearing the headgear, the sailors can pull up technical manual excerpts, maintenance requirement cards, 3D images, design models or schematics to restore a system while the remote SMEs talk them through the process.

The team aims to use the technology to reduce the number of visits command personnel make to ships to provide them with technical assistance. ARMS can also reduce the length of time NSWC PHD personnel spend aboard by diagnosing issues in advance.

As a result, the fleet will receive faster support without waiting for technicians to arrive aboard.

“Now, we can send the right expert with the right tools out to the ship, thereby saving time and money,” Cole said.

Installation and test

The five-day installation in March marked the end of one Interim Authority to Test (IATT) and the beginning of another. The Navy conducts IATTs as a first step to check within a specified time period that a new system works and to gather feedback for upgrades.

The first IATT was scheduled to expire in March. However, NAVWAR Commander Rear Adm. Seiko Okano requested the original seven-month time frame to perform an operational ARMS capability be narrowed down to one month so the AR equipment could be installed aboard the five ships before they deployed from Naval Base San Diego, Bernstein said.

The vessels were ported simultaneously for a one-week period in San Diego, so the group had to work fast. The ARMS installation team – which included NSWC PHD and Naval Information Warfare Center Pacific SMEs – installed each system in less than a day while also training sailors.

During the current IATT, the team will monitor ARMS usage and solicit feedback to improve its capabilities and handling ahead of the full Authority to Operate.

Gear changes

Throughout the first IATT, ARMS utilized an AR/mixed reality headset that had been used commercially for remote collaboration and training. After the product was discontinued in October, the ARMS system switched to AR smart glasses to retain the hands-free goal of ARMS.

The ARMS team is also looking at other potential headsets, including a 3D-printed alternative the command's Engineering Development Lab is developing, Cole said.

Since he first got involved with the program in fiscal year 2022, Bernstein has watched ARMS grow as it reached numerous milestones. He said he's excited to see ARMS maturing as it's fielded for operation aboard future ships.

"It's incredibly rewarding seeing this project transition to the fleet and stand on its own to support sailors and SMEs," Bernstein said.

Coast Guard offloads more than \$211 million in illicit

drug interdictions in the Eastern Pacific



The crew of USCGC Thetis (WMEC 910) poses for a group photo behind more than 28,500 pounds of seized drugs worth more than \$211 million at Port Everglades in Fort Lauderdale, Florida, May 29, 2025. The crew seized the illicit drugs in four separate interdictions during a patrol in the Eastern Pacific Ocean. (U.S. Coast Guard photo by Petty Officer 1st Class Diana Sherbs)

From U.S. Coast Guard 7th District, May 29, 2025

MIAMI – U.S. Coast Guard Cutter Thetis' crew offloaded more than 28,500 pounds of cocaine worth an estimated \$211.3 million, Thursday, at Port Everglades.

The seized contraband was the result of four interdictions in the Eastern Pacific by the crew of Coast Guard Cutter Thetis and an embarked MH-65 Dolphin helicopter crew from Helicopter Interdiction Tactical Squadron based out of Jacksonville,

Florida.

"I could not be more proud of this crew and what they accomplished this patrol," said Cmdr. Ryan Kelley, commanding officer of the Coast Guard Cutter Thetis. "The Coast Guard is in the business of saving lives, and every kilogram of these drugs kept off our streets represents lives saved. The more than 33,000 pounds of drugs seized by Thetis this patrol also represents the determination of a crew who continues to find a way to improvise, adapt, and overcome to keep an aging cutter in the fight and accomplish this mission."

On May 3, a maritime patrol aircraft located two suspicious vessels approximately 170 miles west of Mexico. Thetis' crew interdicted the vessels and seized 4,630 pounds of cocaine. The Coast Guard transferred 4,608 pounds of cocaine from this case to Ecuadorian government officials to aid them in their prosecution efforts.

On May 5, an embarked helicopter crew aboard the Thetis observed a bale field approximately 475 miles southwest of Colima, Mexico. Thetis' crew recovered 9,993 pounds of cocaine from the bale field.

On May 6, a crew on an embarked helicopter aboard the Thetis detected two suspicious vessels throwing bales overboard approximately 575 miles southwest of Acapulco, Mexico. Due to an incoming storm, the air crew lost sight of the vessels but led the Thetis crew to three bale fields where 14,559 pounds of cocaine bales were recovered.

On May 10, the Thetis crew spotted a bale field approximately 660 miles south of Acapulco, Mexico. Thetis' crew recovered 3,984 pounds of cocaine from the bale field.

The following crews also assisted with interdiction operations:

- Joint Interagency Task Force-South (JIATF-S)
- Helicopter Interdiction Tactical Squadron (HITRON)
Jacksonville
- Eleventh Coast Guard District watchstanders

Detecting and interdicting illicit drug traffickers on the high seas involves significant interagency and international coordination. Joint Interagency Task Force-South, in Key West, conducts the detection and monitoring of aerial and maritime transit of illegal drugs. Once an interdiction becomes imminent, the law enforcement phase of the operation begins, and control of the operation shifts to the U.S. Coast Guard for the interdiction and apprehension phases. Interdictions in the Eastern Pacific Ocean are performed by members of the U.S. Coast Guard under the authority and control of the Eleventh Coast Guard District, headquartered in Alameda, California.

These interdictions relate to Organized Crime Drug Enforcement Task Forces' Strike Force initiatives and designated investigations. OCDETF identifies, disrupts, and dismantles the highest-level criminal organizations that threaten the United States using a prosecutor-led, intelligence-driven, multi-agency approach. Additional information about the OCDETF program can be found at <https://www.justice.gov/OCDETF>.

[USCGC Thetis](#) is a 270-foot medium-endurance cutter homeported in Key West under [U.S. Coast Guard Atlantic Area Command](#).

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and reserve, officer and enlisted opportunities. Information on how to apply to the U.S. Coast Guard Academy can be [found here](#).

HII Hosts UK House of Commons Defence Committee Members



[From HII](#)

NEWPORT NEWS, Va., May 27, 2025 (GLOBE NEWSWIRE) – HII (NYSE: HII) hosted members of the United Kingdom House of Commons Defence Committee at its Newport News Shipbuilding division last week.

The visit was held in support of the trilateral Australia, United Kingdom and United States (AUKUS) partnership. HII continues its commitment to supporting AUKUS, which set in motion tasking across all three countries to determine the

optimal pathway to provide Australia with conventionally armed, nuclear-powered submarines and a broader partnership on advanced capabilities.

“The Committee were delighted to visit the HII yard and see the skill and endeavour on display,” said Tan Dhesi, chairman of House of Commons Defence Committee. “The AUKUS agreement is a vital tool for the strategic advantage of all three countries and the Committee is pleased to support it with our recently launched inquiry, ensuring it achieves its maximum potential.”

Defence Committee members met with company leadership and saw facilities that support construction of *Virginia*-class nuclear-powered attack submarines. Additionally, they participated in a tour of the Newport News Shipbuilding Apprentice School that focused on HII’s workforce development expertise.

Photos accompanying this release are available at: <http://hii.com/news/hii-hosts-united-kingdom-house-of-commons-defence-committee-members-at-newport-news-shipbuilding/>.

“We greatly appreciate the Defence Committee’s engagement and the opportunity to showcase how HII’s decades of expertise directly support AUKUS objectives,” said Michael Lempke, president of the HII Mission Technologies division Global Security group and the leader of HII’s Australia and U.K. operations. “From building nuclear-powered submarines to fortifying industrial capacity across the U.S., U.K. and Australia, our efforts are closely aligned with the trilateral vision. These discussions are vital to strengthening the collaboration and driving the innovation that underpins AUKUS.”

Industrial integration of submarine and shipbuilding capabilities between the U.S., U.K. and Australia is a critical component of the AUKUS partnership, enabling aligned

defense production, workforce development, and supply chain collaboration to support shared security objectives.

NNS is one of only two shipyards capable of designing and building nuclear-powered submarines for the U.S. Navy. HII is the founding member of the AUKUS Workforce Alliance (AWA), a dedicated partnership committed to preparing a skilled workforce in support of all steps of Australia's optimal pathway to sovereign nuclear-powered submarines. The company was awarded a contract for the Australian Submarine Supplier Qualification (AUSSQ) pilot program to accelerate the identification and qualification of Australian suppliers and products into the United States submarine industrial base.

About Defence Committee's inquiry:
<https://committees.parliament.uk/work/9068/aukus/>

Leidos Acquires Kudu Dynamics, Advancing AI Capabilities For Cyber Warfighters

RESTON, Va. (May 28, 2025) – [Leidos](#) (NYSE:LDOS) announced today that it has acquired Kudu Dynamics, accelerating Leidos' rapid scaling of artificial intelligence (AI)-enabled cyber capabilities for defense, intelligence and homeland security customers.

Leidos' extensive current AI-enabled cyber offerings arm users with the rapid capability and scale needed to automate vulnerability detection, enhance novel defenses, neutralize

attacker advantages and evade adversary defenses. Acquiring Kudu Dynamics will accelerate Leidos' strategy for AI-enabled offensive cyber, electromagnetic spectrum operations and vulnerability research.

Founded in 2013, Kudu Dynamics has rapidly grown its work across the Department of Defense, leading the industry in automated targeting, scalable hardware reverse engineering and the generation of other non-kinetic effects.

"Kudu's ability to generate new cyber capabilities with AI perfectly complements our strategy to rapidly grow differentiated offensive cyber technology capabilities," said Leidos Chief Executive Officer Tom Bell. "This acquisition underlines Leidos's commitment to continue to build smarter full-spectrum cyber capabilities, so that the U.S. and its allies dominate the cyber warfighting domain."

"We're excited to deliver the next level of capabilities to our customers as we bring together the highly innovative cyber professionals and disruptive technologies of Kudu with the scale, resources and experience of Leidos," said Kudu Dynamics' Founder and CEO Mike Frantzen. "In Leidos, we've found a partner who shares our ethic of purposeful innovation in support of our nation's most critical missions."

The Kudu Dynamics purchase marks Leidos' first acquisition in two-and-a-half years. Increasing investment in the company's already formidable cyber capabilities is among the five strategic growth pillars of its new NorthStar 2030 strategy, developed through a year of deep strategic thinking in 2024.

The approximately \$300 million all-cash acquisition closed May 23.

Advisors

Baird served as exclusive financial advisor to Kudu Dynamics

on this transaction.

NOAA's PORTS System to Improve Maritime Safety in Pearl Harbor



NOAA's new Pearl Harbor-Honolulu PORTS stations collect and disseminate real-time observations of water levels, wind

speed, atmospheric pressure and air and water temperatures used by mariners to navigate safely. (Credit: NOAA/CO-OPS)

Real-time observations will support U.S. commerce, naval interests in the region

From Kimberly Rodgers, oceanservicepress@noaa.gov , May 28, 2025

May 28, 2025

NOAA's first Physical Oceanographic Real-time System, or PORTS, at Pearl Harbor-Honolulu, Hawaii, is now operational. Installed by [NOAA's National Ocean Service](#), data from the new publicly available observation system advances NOAA's ability to better serve Hawaii's coastal communities and secure maritime safety in the Pacific Islands.

[Pearl Harbor-Honolulu PORTS](#) is NOAA's 40th system in this national network of precision marine navigation sensors concentrated in busy U.S. seaports, and is the result of a partnership between NOAA and U.S. Navy Region Hawaii. Data from the system will be used to assist in the Navy's planning and monitoring during daily operations and hazardous weather situations in Pearl Harbor and on Joint Base Pearl Harbor-Hickam – home to more than 55,000 military members and civilians, contributing more than \$2 billion annually to the local economy.

Commercial and local mariners traveling to Honolulu Harbor, the principal seaport of Hawaii, will also have access to these publicly available real-time observations. They will enable safer vessel movement, help determine the amount of cargo a vessel can carry and reduce transit delays for commercial traffic. Honolulu Harbor handles more than 11 million tons of cargo annually. National Weather Service forecasters in Honolulu will use PORTS water level observations to anticipate and communicate coastal flooding impacts to the community so preemptive actions can be taken.

“With the launch of PORTS in Honolulu, we’re delivering mission-critical data to partners and decision makers – naval operations, commercial mariners and local agencies,” said Nicole R. LeBoeuf, director of NOAA’s National Ocean Service. “PORTS data will contribute to a safer and more efficient movement of vessels traversing Mamala Bay, entering and exiting Pearl Harbor and within Honolulu Harbor.”

The Pearl Harbor-Honolulu PORTS consists of one water level and meteorological station located in [Pearl Harbor \(Ford Island\)](#) and a buoy-mounted current meter at [Ford Island Channel, Lighted Buoy #1](#), sponsored by the U.S. Navy. The new stations will collect data on wind, air temperature, air pressure, and tidal currents to help mariners plan for safe docking in high winds, adverse weather, and heavy ship traffic.

The system also integrates data from a long-standing NOAA [National Water Level Observation Network station at Honolulu Harbor](#), as well as a [Coastal Data Information Program wave buoy at the entrance to Pearl Harbor](#).

PORTS is a successful public-private partnership program between NOAA and local partners that provides an integrated system of sensors concentrated in seaports. These sensors deliver accurate, real-time environmental data to commercial and other vessel operators. The PORTS program supports safe vessel movements in more than half of the top 175 U.S. seaports, including key coastal military installations. The safety and economic benefits of PORTS are [well documented](#), including a 50% reduction in maritime accidents in seaports where real-time data is available. The data is publicly accessible online and can be integrated into vessel portable pilot units. The new Pearl Harbor-Honolulu PORTS® will be maintained by NOAA.

USS Canberra Arrives in Bahrain



MANAMA, Bahrain (May 26, 2025) Cmdr. Bill Golden, commanding officer of USS Canberra's (LCS 30) Blue Crew, discusses the mine countermeasures unmanned surface vehicle in the ship's mission bay to Bahrain Defence Force officials in Manama, Bahrain. Canberra, an Independence variant of LCS, is deployed to the region to maintain regional maritime security in the Middle East region. (Photo by Chief Petty Officer Christopher)

From U.S. Naval Forces Central Command Public Affairs, May27, 2025

MANAMA, Bahrain – The littoral combat ship USS Canberra (LCS 30) arrived at Naval Support Activity Bahrain, May 22, the first of four of the class expected to be stationed in the

region.

The crew hosted a tour of their ship on May 26, welcoming senior Bahraini defense officials, the U.S. ambassador to Bahrain, the honorable Steven Bondy, and commander of U.S. Naval Forces Central Command, Vice Adm. George Wikoff.

“Today is about showcasing the United States’ continued commitment to maritime regional security in a broader sense, but in a specific sense, the friendship that we enjoy and never take for granted with the Kingdom of Bahrain,” Wikoff said. “We look forward to leveraging all the capabilities that this ship brings as a next-generation platform, working side-by-side with our Bahraini partners enforcing maritime security in the region.”

The LCS is expected to replace the Avenger-class mine countermeasures ships which have operated forward in the region for decades.

“Canberra’s arrival in Bahrain signifies our commitment to delivering advanced capabilities to further regional maritime security and maintaining our robust partnership with the Royal Bahrain Naval Force,” said the commanding officer of Canberra’s Blue Crew, Cmdr. Bill Golden. He previously served on a mine countermeasures ship forward deployed to Bahrain, USS Gladiator (MCM 11). “To see the differences between that platform and what Canberra offers is incredible.”

Canberra is the first LCS to deploy with the mine countermeasures mission package. An integrated suite of unmanned maritime systems and sensors, it is designed to locate, identify, and destroy mines while increasing the ship’s standoff distance from the threat.

Canberra, on its maiden deployment, is the first Independence-variant of the littoral combat ship to be deployed to the region. The ship left San Diego in March.

The U.S. 5th Fleet area of operations encompasses nearly 2.5 million square miles of water area and includes the Arabian Gulf, Gulf of Oman, Red Sea, parts of the Indian Ocean and three critical choke points at the Strait of Hormuz, Suez Canal and Bab al-Mandeb.