Fleet Master Chief John Perryman Selected as 17th Master Chief Petty Officer of the Navy

From the U.S. Navy Office of Information, Aug. 15, 2025

WASHINGTON – The Navy has announced the selection of Fleet Master Chief John Perryman as the 17th Master Chief Petty

Officer of the Navy (MCPON).

Perryman, who currently serves as the senior enlisted leader for U.S. Fleet Forces Command, will relieve MCPON James Honea during a change of office ceremony scheduled for September at the Navy Memorial.

With decades of operational experience across the fleet, Perryman will play a vital role in advising Navy leadership, shaping enlisted policy, and maintaining warfighting readiness in an era of strategic competition.

Perryman enlisted in 1994 and rose through the ranks as an electronics technician submariner. His sea tours include USS Bremerton (SSN 698), USS Dolphin (AGSS 555), and USS Cheyenne (SSN 773). He served as command master chief aboard USS Hawaii (SSN 776) and at multiple flag-level commands, including Commander, Submarine Force U.S. Pacific Fleet; Commander, Submarine Group Seven; Commander, Submarine Force Atlantic; and U.S. Strategic Command.

Iwo Jima ARG-22nd MEU (SOC) Deploys for Global Operations

NORFOLK, Va. (Aug. 14, 2025) – Sailors and Marines man the rails aboard the Wasp-class amphibious assault ship USS Iwo Jima (LHD 7) as it departs Naval Station Norfolk for a regularly scheduled deployment. (U.S. Navy photo by MC1 Clay Whaley)
From U.S. Second fleet, Aug. 15, 2025

NORFOLK, Va. – Sailors and Marines assigned to the Iwo Jima (IWO) Amphibious Ready Group (ARG) – 22nd Marine Expeditionary Unit (MEU) Special Operations Capable (SOC) departed for a regularly scheduled deployment, August 14.

The ARG's primary mission is to conduct presence operations and safely embark Marines ashore to conduct a wide variety of contingency missions worldwide. The IWO ARG – 22nd MEU (SOC) also provides a flexible, forward naval presence by operating close to shore which allows this specialized Navy-Marine Corps team to conduct missions, unique to the amphibious Navy, at a moment's notice.

"The IWO ARG – 22nd MEU (SOC) is an integral part of advancing

our nations' interests abroad and is a dynamic representation of our Navy's 250 years of lethality and warfighting excellence," said Capt. Chris Farricker, commodore, Amphibious Squadron 8. "Our integrated Navy-Marine Corps warfighters are ready to execute the nation's business and deliver quick and decisive combat power no matter where we are tasked in today's complex global environment."

This deployment follows the ARG-MEU's final certification event, Composite Training Unit Exercise, the Navy's most demanding pre-deployment assessment, which concluded July 11. More than 4,500 Sailors and Marines from the 22nd MEU comprise the force aboard the ARG's three amphibious ships: flagship USS Iwo Jima (LHD 7), and the San Antonio-class amphibious transport dock ships USS San Antonio (LPD 17) and USS Fort Lauderdale (LPD 28).

"The IWO ARG – 22nd MEU (SOC) is ready to serve as the nation's force of choice, prepared to decisively respond to any crisis in support of our national interests," said Col. Tom "Banshee" Trimble, commanding officer, 22nd MEU (SOC). "We are warfighters; manned, trained, and equipped to win – anywhere, anytime."

Iwo Jima serves as the flagship of the Iwo Jima Amphibious Ready Group (ARG) which is capable of conducting global missions to accomplish U.S. strategic goals, deter adversaries, and ensure unimpeded commerce by keeping the high seas open and free in accordance with international law. Embarked aboard ARG shipping is the 22nd MEU (SOC) which provides a forward-deployed, flexible sea-based Marine Air Ground Task Force (MAGTF) capable of conducting amphibious operations—to include enabling the introduction of follow-on forces and designated special operations to meet Combatant Commander's requirements.

U.S. 2nd Fleet 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.

UNITAS 2025 To Be Held Across Multiple Locations Along the East Coast of United States

MAYPORT, Fl. (Dec 18, 2024) – Depicted is the U.S. Navy's UNITAS 2025 logo. (U.S. Navy graphic by Ens. Paul Archer)
From USNAVSOUTH/4TH Fleet Public Affairs, Aug. 14, 2025

MAYPORT, Fla. – U.S. Navy and Marine Corps, and participating nation forces are set to arrive at Naval Station Mayport, Fla., in support of UNITAS 2025 (66) the world's longest-running multinational maritime exercise, scheduled to start September 15, 2025.

The U.S. Navy will host this year's UNITAS featuring approximately 8,000 personnel from 25 allied and partner nations, including multiple ships, submarines, and aircraft (fixed wing and rotary). Forces will conduct operations off the East Coast of the United States and ashore in the vicinity of Naval Station Mayport, Fla., Marine Corps Base Camp Lejeune, N.C., and Naval Station Norfolk, Va. through October 6.

UNITAS, which is Latin for unity, united, or oneness, was conceived in 1959 when representatives at the first Inter-American Naval Conference in Panama agreed to conduct an annual maritime exercise with one another. The first UNITAS took place in 1960 with forces from Argentina, Brazil, Chile, Colombia, Ecuador, Peru, Uruguay, the United States, and Venezuela. This year marks the 66th iteration of the world's longest-running annual multinational maritime exercise.

Including the United States, UNITAS 2025 will bring together 26 nations from all over the world to train forces in joint maritime operations that enhance tactical proficiency and increase interoperability. Participating nations include Argentina, Belize, Brazil, Canada, Chile, Colombia, Dominican Republic, Ecuador, El Salvador, France, Germany, Greece, Guatemala, Honduras, Italy, Mexico, Morocco, Netherlands, Jamaica, Japan, Panama, Paraguay, Peru, Singapore, Spain, and the United States

“In line with the Secretary’s guidance, and to bolster defense of the homeland and build on over six decades of success, UNITAS 2025 is a vital opportunity to demonstrate how our partners in the region work together to defend against hemispheric threats,” said Rear Adm. Carlos Sardiello, commander of U.S. Naval Forces Southern Command/U.S. 4th Fleet and commander, Task Force 138. “By bringing together 25 nations, we’re not just enhancing tactical proficiency and interoperability, we are demonstrating a prime example of regional burden-sharing; we’re reinforcing trust and unity crucial for ensuring we stand side by side against hemispheric threats.”

Following the UNITAS 2025 Opening Ceremony on September 15, the in-port phase of the exercise will feature subject matter expert exchanges, professional symposiums, ship rider exchanges, and operations meetings. During this time, Marines and Sailors will conduct training events in Mayport to include medical, cyber defense, and diving and salvage operations.

During the UNITAS 2025 Underway Phase, forces will participate in events testing all warfare operations, to include live-fire exercises such as a SINKEX, an amphibious ship-to-shore landing and force withdrawal in Camp Lejeune, North Carolina.

Additionally, unmanned and hybrid fleet systems will return to UNITAS for a second year as part of the testing and development of the U.S. Navy’s future hybrid fleet.

U.S. forces participating in UNITAS 2025 include the U.S. Navy’s Carrier Strike Group 2, Carrier Strike Group 4, Commander, Patrol and Reconnaissance Wing 11, Destroyer Squadron 40, Explosive Ordnance Disposal Mobile Unit 6, Expeditionary Strike Group 2, Helicopter Maritime Strike Squadron 48, SEAL Team 8, Special Boat Team 20, Theater Support Vessel 1 Prevail, Theater Support Vessel 4

Narragansett, Theater Support Vessel 5 Vindicator, USNS Leroy Grumman (T-AO-195), USS Arlington (LPD 24), USS Cooperstown (LCS 23), USS Harry S Truman (CVN 75), USS Oregon (SSN 793), USS Thomas Hudner (DDG 116), and Air Test and Evaluation Squadron 20. Marine Corps forces include the 2nd Marine Aircraft Wing; 2nd Marine Division; 2nd Marine Logistics Group, including Combat Logistics Battalion 22; the 26th Marine Expeditionary Unit Command Element; 4th Marine Division; B Company, 4th Light Armored Reconnaissance Battalion; Force Headquarters Group Augments; Marine Light Attack Helicopter Squadron 269; II Marine Expeditionary Force; II Marine Expeditionary Force Information Group; K Company (-), 3rd Battalion 23rd Marine Regiment; Littoral Craft Company D, 4th Amphibian Assault Battalion; Marine Air Control Group 28; Marine Forces Reserve; Marine Fighter Attack Squadron 251; Marine Fighter Attack Squadron 542; and Marine Wing Communications Squadron 48. The U.S. Coast Guard is represented by the Tactical Law Enforcement Team and a U.S. Coast Guard Maritime Security Response Team. U.S. Air Force units involved include Air Force Special Operations Command and the 107th Fighter Squadron. Exercises like UNITAS play a critical role in enhancing the combat readiness of U.S. service members, as well as those of our Allies and partners, by providing a platform for joint training and cooperation in complex maritime environments.

Following the successful completion of UNITAS 2025, senior leaders from participating countries will join in a series of high-profile events along the East Coast, celebrating a historic milestone: the United States Navy 250th birthday. This commemoration honors a legacy of protecting American interests, deterring aggression, and promoting prosperity and security, while also showcasing the Navy’s enduring commitment to defending the American way of life.

U.S. Naval Forces Southern Command/U.S. 4th Fleet is the

trusted maritime partner for Caribbean, Central and South America maritime forces leading to improved unity, security and stability.

For more USNAVSOUTH/4th Fleet news and photos, visit facebook.com/NAVSOUS4THFLT, https://www.fourthfleet.navy.mil/, X – @NAVSOUS4THFLT, and https://www.linkedin.com/company/u-s-naval-forces-southern-command-u-s-4th-fleet

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Assistant Secretary of the Navy Visits MSC Ship

From Military Sealift Command, Aug. 13, 2025

Assistant Secretary of the Navy (Manpower and Reserve Affairs), Mr. C Scott Duncan (second from left) addresses the crew of USNS Patuxent (T-AO 201) during a ship tour, aboard the ship Aug. 13, 2025. (U.S. Navy photo by Brian Suriani)

U.S. Coast Guard Cutter Bertholf Returns Home from Deployment in Support of Southern Border Operations

U.S. Coast Guard Cutter Bertholf (WSML 750) rendezvoused with U.S. Coast Guard Cutter Eagle (WIX 327) for a passenger exchange and formation steaming in the Pacific Ocean, August 6, 2025. Eagle is underway for her West Coast summer cadet

tour, and Bertholf was nearing the completion of her Deployment in support of Operation Border Trident. (U.S. Coast Guard photo by Ensign Holli Welcker)
From U.S. Coast Guard Southwest District, Aug. 13. 2025

ALAMEDA, Calif. – The U.S. Coast Guard Cutter Bertholf (WMSL 750) crew returned to their home port on Coast Guard Base Alameda, California, Sunday, following a 70-day patrol operating along the Southwest maritime boundary line (MBL) near San Diego.

Bertholf deployed in support of Operation Border Trident, Coast Guard District Southwest's (CGD-SW) standing operation to counter-illicit maritime activity along the Southwest MBL.

Operation Border Trident is a Coast Guard-led interagency approach to detection, monitoring, interdiction, and apprehension operations to combat transnational criminal organizations and illegal alien activity in the California Coastal Region. Bertholf increased Coast Guard operational presence in the area, maintaining border control and territorial integrity of the United States.

While at sea executing Operation Border Trident, Bertholf conducted 86 security boardings and queries in the vicinity of San Diego, checking more than 250 IDs and inspecting closed cabin vessels to thwart illegal activity. This included more than 250-crew hours deployed in Bertholf's cutter response boats, providing law enforcement presence and deterrence on the Southwest MBL.

Departing Alameda on June 2, Bertholf **conducted a change of command** followed by an annual readiness assessment and training in San Diego prior to deploying to their assigned operating area. On June 9, 2025, Capt. Andrew Pate relieved Capt. Billy Mees as Bertholf's 10th commanding officer.

Beginning on June 10, under the guidance of Afloat Training

Organization San Diego, Bertholf conducted the first full Basic Cutter Operations assessment for the Legend-Class national security cutter fleet which included two weeks of drills, evaluations, and training reviews. The crew was tested against simulated shipboard fires and flooding in both the in port and underway environments, as well as shipboard emergencies in various tactical scenarios. Bertholf displayed high proficiency in several complex ship evolutions, including mooring, unmooring, and anchoring. Scoring a 95% average across all training areas, Bertholf earned certifications in naval warfare, damage control, seamanship, navigation, medical, and engineering proficiency.

Bertholf was twice diverted to respond to search and rescue tasking, a core responsibility that remains a sacred trust between the U.S. Coast Guard and the maritime public. The first case involved the search for a downed aircraft about 460 miles off San Diego. Bertholf conducted search patterns, including flying its embarked small, unmanned aircraft system (sUAS) and used one of its cutter response boats as part of a multi-service search effort.

Later in the deployment, Bertholf received tasking from Coast Guard Sector San Diego to respond to a person in the water 36 miles west of San Diego reported to be experiencing medical distress. Once on scene, Bertholf response boat crewmembers safely recovered the person in distress and brought them aboard Bertholf for initial medical care. Onboard health services technicians provided medical evaluations and care to stabilize the survivor until they were transferred to Emergency Medical Personnel for further care in San Diego.

“Bertholf’s crew displayed exceptional proficiency and professionalism recovering the survivor, stabilizing their condition, and conducting a smooth transfer via cutter boat to waiting EMS at Sector San Diego for further transfer to higher level care,” said Capt. Andrew Pate, commanding officer of Bertholf.

To maintain the cutter’s shipboard helicopter operation proficiency, Bertholf conducted 180 helicopter deck landings with U.S. Coast Guard Air Stations (AIRSTA) San Diego and Ventura aircrews. Bertholf also completed 24 fast rope exercises with AIRSTA Ventura and U.S. Coast Guard Maritime Security Response Team West. Coordination of flight operations provided critical training and proficiency opportunities for helicopter crews and Bertholf’s crew, supporting their ability to respond to emergencies requiring shipboard helicopter operations both during the day and at night.

Routinely operating independently, far from other U.S. Coast Guard cutters, Bertholf capitalized on several unexpected opportunities to rendezvous at sea with multiple cutters deployed from other districts.

Teaming with the U.S. Coast Guard Cutter Active (WMEC 618) early in the deployment, the cutters ran several small boat exercises to certify Bertholf’s boarding teams for law enforcement operations.

Later, while transiting south to evade a hurricane in Puerto Vallarta, Mexico, Bertholf rendezvoused with the U.S. Coast Guard Cutter Storis (WAGB 21), the first polar icebreaker acquired by the U.S. Coast Guard in over 25 years. Storis was partway through its maiden voyage and briefly conducted formation steaming with Bertholf.

Finally, Bertholf capitalized on the U.S. Coast Guard Cutter Eagle’s (WIX 327) visit to the west coast, coordinating a passenger exchange for 36 crew members and formation steaming. Eagle is a 295-foot, three-masted barque used exclusively as a training vessel for future officers of the United States Coast Guard. Bertholf and Eagle were briefly joined by the U.S. Coast Guard Cutter Florence Finch (WPC 1157), one of the Coast Guard’s newest 154-foot Fast Response Cutters.

During this deployment, Bertholf had several opportunities to

interact with Department of Defense and international partners. While on a port visit in San Diego, Bertholf's crew hosted the 89th Military Police Brigade and the 716th Military Police Battalion, strengthening relationships between the land and maritime services and enhanced their understanding of domain awareness capabilities in support of Operation Border Trident.

"I couldn't be prouder of the Bertholf crew," said Pate. "Their proficiency, professionalism, and pride throughout this deployment reflect a selfless commitment to defeating adversaries and providing security for the American people we serve."

Bertholf is named for Commodore Ellsworth Price Bertholf, the Coast Guard's first Commandant. Commodore Bertholf's most notable service was his role in the famous Alaska Overland Expedition in 1897. When over 265 American whalers became trapped in ice at Point Barrow, Bertholf led the relief party 1,600 miles via dogsled. Along with Lt. David Jarvis and Dr. Samuel Call, Bertholf herded almost 400 reindeer through a frozen Alaska winter to feed the starving whalers, an act that would later earn him the Congressional Gold Medal.

Homeported in Alameda, Bertholf was commissioned on August 4, 2008, as the Coast Guard's first Legend-class national-security cutter. National security cutters are 418-feet long, 54-feet wide, and have a 4,600 long-ton displacement. They have a top speed of 28 knots, a range of 12,000 nautical miles, and can hold a crew of up to 170. Bertholf routinely conducts operations throughout the Pacific, where the cutter's combination of range, speed, and ability to operate in extreme-weather conditions provides the mission flexibility necessary to conduct vital strategic missions. The ship's motto is "Legends Begin Here."

31st MEU supports anti-submarine warfare operation in Indo-Pacific

U.S. Marine Corps Cpl. Tristan Courtney, a crew chief with Marine Medium Tiltrotor Squadron (VMM) 265 (Rein.), 31st Marine Expeditionary Unit, deploys buoys during anti-submarine warfare training, in the Philippine Sea, Aug. 8, 2025. (U.S. Marine Corps photo by Cpl. Alora Finigan)

From Capt. Robert DeRonda, 31st Marine Expeditionary Unit, Aug. 12, 2025

CAMP HANSEN, Japan – On Aug. 8, 2025, Marine Medium Tiltrotor Squadron 265 (Reinforced), 31st Marine Expeditionary Unit, supported an operational anti-submarine warfare mission utilizing the MV-22B Osprey teamed with two Navy MH-60R Sea Hawk helicopters to distribute sonobuoys.

This iteration of anti-submarine operations represents the first time a forward-deployed MV-22B assigned to the 31st MEU

has operated in an ASW role within the Indo-Pacific theater, significantly enhancing the 31st MEU's capabilities and contributing to regional maritime security.

"The Marine Corps has spent the past five years re tooling to fight in the Pacific and the submarine threat can't be ignored. The MV-22B complements the Navy's capabilities so well that it's hard to believe this wasn't thought of sooner" said Col. Niedziocha, commanding officer, 31st MEU. "We've validated the utility of both amphibious warships and littoral forces, demonstrating the ability to fight as the landward component of the fleet."

The integration of the MV-22B into ASW operations expands the MEU's ability to detect, track, and deter potential adversaries operating in the maritime domain. This capability leverages the unique range, speed, and carrying capacity capabilities of the MV-22B with the deployment of advanced sensors and integration with U.S. Navy capabilities, allowing for rapid response and persistent surveillance.

This operation demonstrated the close relationship between the 31st Marine Expeditionary Unit and U.S. Navy counterparts. Seamless integration and interoperability with the George Washington Carrier Strike Group and the America Expeditionary Strike Group highlighted the strength of combined naval forces. This development underscores the Marine Corps' commitment to naval integration and the provision of a versatile, rapidly deployable force capable of addressing a wide range of contingencies.

The 31st MEU is operating aboard ships of the America Expeditionary Strike Group in the U.S. 7th Fleet area of operations, the U.S. Navy's largest forward-deployed numbered fleet which routinely interacts and operates with allies and partners in preserving a free and open Indo-Pacific region.

Photo and video packages, including B-roll, will be released

by the 31st Marine Expeditionary Unit for media use. Content can be found at https://www.dvidshub.net/unit/31MEU

DARPA Christens Unmanned Ship Aimed at Revolutionizing Naval Capability

Ship sponsor Mattie Hanley follows naval tradition by breaking a bottle of spirits on the side of the USX-1 Defiant during the official christening ceremony in Everett, Wash., on Aug. 11, 2025. (DARPA photo by Spencer Bruttig)

Defiant demonstrates path to accelerate US shipbuilding and strengthen naval fleet

From Defense Advanced Research Projects Agency, Aug 11, 2025

DARPA has marked a traditional naval milestone with the

christening of USX-1 *Defiant*, a first-of-its-kind autonomous, unmanned surface vessel designed from the ground up to never accommodate a human aboard. The ceremony took place Monday, Aug. 11, at Everett Ship Repair in Everett, Washington.

The demonstrator for the No Manning Required Ship (NOMARS) program, the *Defiant*, has a simplified hull design to allow rapid production and maintenance in nearly any port facility or Tier III shipyard that traditionally supports yacht, tug, and workboat customers.

The 180 foot-long, 240-metric-ton lightship is completing final systems testing in preparation for an extended at-sea demonstration of reliability and endurance.

"*Defiant* is a tough little ship and defies the idea that we cannot make a ship that can operate in the challenging environment of the open ocean without people to operate her," said NOMARS Program Manager Greg Avicola, during the ceremony. "While relatively small, *Defiant* is designed for extended voyages in the open ocean, can handle operations in sea state 5 with no degradation and survive much higher seas, continuing operations once the storm passes. She's no wider than she must be to fit the largest piece of hardware and we have no human passageways to worry about."

The NOMARS program leapfrogs conventional thinking about unmanned ships, with a goal to minimize the need for "optionally manned" vessels and safely demonstrate the reliability and capability of fully unmanned systems to strengthen the nation's defense industrial base.

"*Defiant* class vessels provide cost-effective, survivable, manufacturable, maintainable, long-range, autonomous, and distributed platforms, which will create future naval lethality, sensing, and logistics," said DARPA Director Stephen Winchell. "*Defiant* will protect and expand the capabilities of manned ships, multiply combat power at low

cost, and unlock new American maritime industrial capacity.”

After completing the at-sea demonstration, *Defiant* will be turned over to the U.S. Navy’s Unmanned Maritime Systems Program Office (PMS 406). DARPA is working closely with the Navy to identify a pathway to ensure capabilities and technologies demonstrated throughout the NOMARS program are accessible for rapid transition and integration, are scalable, and support international defense partnerships.

In the reconciliation bill, which passed in July of this year, Congress appropriated $2.1 billion “for development, procurement, and integration of purpose-built medium unmanned surface vessels.” Upon transition to PMS 406, *Defiant* will be the Navy’s first solely autonomous (vs. hybrid manned-unmanned) MUSV.

Expedition Reveals Thirteen Shipwrecks from WWII Battles off Guadalcanal

From Clifford Davis, Naval History and Heritage Command, Aug. 12, 2025

HONIARA, Solomon Islands – A multinational expedition led by the Ocean Exploration Trust aboard the Exploration Vessel (E/V) Nautilus has completed a groundbreaking archaeological survey of more than a dozen World War II era shipwrecks in Iron Bottom Sound, August 1, 2025.

During the 22-day mission, which included the visual identification of multiple historically significant vessels, the team surveyed 13 wreck sites, including four ships

documented for the first time. Among the newly identified wrecks are the bow of the heavy cruiser USS New Orleans (CA 32) and the Imperial Japanese destroyer Teruzuki, both lost during intense naval battles in the Guadalcanal campaign.

Other vessels surveyed in high resolution include:

USS Vincennes (CA 44)

USS Astoria (CA 34)

USS Quincy (CA 39)

USS Northampton (CA 26)

USS Laffey (DD 459)

USS DeHaven (DD 469)

USS Preston (DD 379)

USS Walke (DD 416)

HMAS Canberra (D33)

Imperial Japanese Navy destroyer Yudachi

and an unidentified landing barge.

“It was wonderful to return to Iron Bottom Sound, where we discovered Japanese, Australian, and American warships over 34 years ago,” said Dr. Robert Ballard, President of Ocean Exploration Trust. “This expedition was special, allowing us to film these sites in a manner not possible back then, as well as document other ships, while at the same time sharing our work live to the entire world.”

The surveys were conducted using advanced underwater robotic systems, including remotely operated vehicles (ROVs) deployed from Nautilus, and an uncrewed surface vehicle (USV), DriX, operated remotely from a shore-based station in Honiara. The DriX system, developed by the University of New Hampshire, mapped over 1,000 square kilometers of seafloor, producing the highest-resolution maps of Iron Bottom Sound to date and identifying dozens of potential targets.

“The use of our uncrewed vessel allowed a tremendous increase in exploration efficiency as we were able to continuously map and identify potential targets while the Nautilus was deploying its ROVs,” said Dr. Larry Mayer, Director, Center for Coastal and Ocean Mapping at the University of New Hampshire. “This technological achievement, combined with the tremendous historical significance of our discoveries, made this one of the most rewarding missions I have ever participated in.”

Iron Bottom Sound, situated between Guadalcanal, Savo, and Nggela Islands, was the site of five major naval battles between August and December 1942. More than 111 vessels and 1,450 aircraft were lost during the campaign, with over 20,000 lives lost. Dozens of wrecks still remain undiscovered.

“NOAA Ocean Exploration is dedicated to increasing our understanding of the deep ocean through scientific discovery, technological advancements, and data delivery,” said Captain William Mowitt, NOAA Corps, acting director of NOAA Ocean Exploration. “This expedition highlights the importance of such cutting-edge technologies and the strong partnership component of the Ocean Exploration Cooperative Institute in not only making discoveries that advance science and resource management, but also engaging and educating the public on the wonders of what lies in our ocean depths.”

The expedition streamed over 138 hours of ROV dives live via

NautilusLive.org, bringing real-time exploration to millions of viewers worldwide, including veterans, descendants, and historians. Using telepresence technology, more than 130 experts from the United States, Japan, Australia, New Zealand, and other nations contributed remote analysis and historical interpretation during operations.

“This expedition was a great opportunity to remember the valor and sacrifices of sailors who fought with extreme tenacity and skill, on both sides. Sailors don’t start wars, but they do what their governments ask, and in the waters of Iron Bottom Sound, they did their duty to the fullest. Yet, the end result of that terrible war brought not only freedom for the United States and Allies, but for Japan as well,” said Samuel J. Cox, Director, Naval History and Heritage Command, U.S. Navy Rear Admiral (retired). “This survey of the ships of the United States, Australia, and Japan will add immeasurably to the understanding of one of the most costly naval campaigns in history, a campaign that hopefully will never be repeated.”

“As we commemorate the 250th anniversary of the United States Navy, it is altogether fitting that we explore the wrecks of Iron Bottom Sound,” said Frank Thompson, Director of the Naval History and Heritage Command’s Collection Management Division, who represented the Navy aboard E/V Nautilus. “The battles in these waters cost the United States Navy dearly. Those that made the ultimate sacrifice for their country may lay far from home, but they are not, and never will be, forgotten”

This effort was made possible through collaboration with numerous organizations, including Ocean Exploration Trust; NOAA Ocean Exploration; U.S. Naval History and Heritage Command; the Solomon Islands government; the University of New Hampshire Center for Coastal and Ocean Mapping; University of Rhode Island; Solomon Islands National Museum; Kyoto University; Tokai University; the Defense POW/MIA Accounting Agency; Air/Sea Heritage Foundation; Major Projects

Foundation; and the Royal Australian Navy Sea Power Centre.

The Government of the Solomon Islands issued the marine research permit through its Ministry of Education and Human Resources Development.

“The vast majority of our ocean lies in very deep waters that we know virtually nothing about,” said Dr. Daniel Wagner, Chief Scientist, OET. “These deep-sea explorations highlight how many extraordinary things are still hidden and waiting to be found in the great depths of our ocean.”

For imagery, video, and more information on the expedition, visit: www.NautilusLive.org

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Navy Awards Raytheon $258 Million Contract for SM-2 Missiles

From RTX, Aug. 13, 2025

TUCSON, Arizona – The DoD recently announced that Raytheon has been awarded a $258 million contract for the engineering, manufacturing, and development of SM-2 Block IIICU All Up Rounds. This is a new contract for the follow-on integration and test phase of a development program we've been in contract for. Majority of work will be performed in Tucson, Arizona and is expected to be completed by September 2031.

"This contract signals the increased demand given the critical role these interceptors are playing for the U.S. and our

allies," said Barbara Borgonovi, president of Naval Power at Raytheon. "The SM-2 Block IIICU variant incorporates several upgrades and will provide the U.S. Navy with a more capable and versatile missile for modern naval defense operations."

About SM-2:

- SM-2 is a cornerstone of a ship's layered defense. It provides firepower against high-speed, highly maneuverable anti-ship missiles and aircraft and protects naval assets that give warfighters greater operational flexibility.

- The missile can be launched from the MK-41 Vertical Launcher System (VLS) and MK-57 Advanced VLS. It will remain a primary anti-air warfare effector for USN Aegis destroyers and cruisers for several more decades.

- More than 12,000 SM-2 missiles have been delivered to the U.S. and allied customers. International customers include Australia, Canada, Germany, Japan, Korea, Netherlands, Spain and Taiwan. Chile and Denmark will be the two newest SM-2 missile customers.

- The U.S. Navy confirmed it fired SM-2 to intercept anti-ship missiles and drones in the Red Sea in early 2024 to defend against attacks by Houthi rebels targeting commercial vessels transiting the waterway.

Leonardo DRS Completes First Open-Water Demonstration of Counter-UAS Equipment

Concept USV with integrated Leonardo DRS MEP. (Leonardo DRS)
From Leonardo DRS, Aug. 12, 2025

ARLINGTON, Va., Aug. 12, 2025 – Leonardo DRS, Inc. (NASDAQ: DRS) announced today that is has successfully completed its first series of open-water demonstrations of its advanced maritime Mission Equipment Package (MEP) for counterUAS (CUAS) naval fleet protection.

The DRS maritime MEP is a scalable C-UAS system based on DRS's proven land-based mobile short-range air defense and C-UAS systems. This system is designed to be mounted on a range of small uncrewed surface vessels providing remote ship protection at varying distances, providing a real solution as the Navy looks to autonomous surface vessels to protect ships from air and surface threats.

The initial demonstrations were conducted under realistic sea

conditions and demonstrated the MEP's core integrated systems performance – the detection, identification and tracking of a UAS threat and counter-surface ship tracking. The mission equipment package used in the demonstration included a suite of DRS sensors and command-and-control technologies including the BlackLab passive radio frequency (RF) detection system, STAG electro-optic/infrared (EO/IR) gimbal with advanced thermal cameras, and a tactical data management system using DRS's sensor fusion operating system and AI to support fusion and target recognition using RF and Optical modalities.

"The U.S. Navy faces the same evolving drone threats as our land forces, and we recognize the urgency of delivering a reliable solution to protect the lives of sailors," said Cari Ossenfort, senior vice president and general manager of the Leonardo DRS Naval Electronics business unit. "By leveraging our proven expertise in mobile ground-based counter-UAS and short-range air defense systems, we have rapidly developed and demonstrated a maritime force protection capability that provides sailors with full-spectrum situational awareness and the tools to detect, track, and defeat threats at the tactical edge."

The DRS Maritime MEP is designed for mission-flexibility through modularity and platform agnosticism. It is able to integrate advanced active and passive RF, EO/IR sensors, 4G/5G electronicwarfare systems, and scalable kinetic or nonkinetic effectors using its MOSA open system architecture embedded in the Leonardo DRS operating system.

The development and integration of the maritime Mission Equipment Package is an example of DRS's deep experience as a leading innovator and integrator supporting a wide range of missions for the U.S. military and allies around the world. The company's integration capability extends across all domains to support force protection, computer networking and C5I, as well as naval power and propulsion systems.