Raytheon Introduces Advanced Targeting System for U.S. Navy Helicopters

From RTX, July 28, 2025

Next-generation capability supports critical maritime security operations

MCKINNEY, Texas, July 28, 2025 /PRNewswire/ — Raytheon, an RTX (NYSE: RTX) business launched its newest Multispectral Targeting System variant, MTS-A HD, that offers significant visual enhancements for maritime helicopter operations.

This next-generation variant delivers improved targeting precision, imaging clarity, and expanded operational flexibility for naval helicopter platforms. Raytheon is collaborating with industry and commercial partners on the new variant to accelerate production and reduce system costs.

“Navy helicopter pilots need the clearest possible view when

flying in hostile areas," said Bryan Rosselli, president of Advanced Products & Solutions at Raytheon. "Our new high-definition sensor system provides aircrews with superior visual capability, allowing them to make faster and more informed decisions when it matters most."

MTS-A HD builds on Raytheon's proven MTS family of sensors, which are already in use on over 400 U.S. Navy helicopters. The system's modular architecture allows for seamless integration and a cost-effective upgrade path for existing MTS users while providing enhanced capabilities.

MTS-A HD is also attracting significant international interest spanning Australia, Denmark, Saudi Arabia, India, Norway, Greece, Spain, South Korea and emerging markets in Europe and Asia.

Shipbuilding Investment: The Policy Proposals and Political Environment in Washington

By Luke Lorenz and Sonia Toloczko

From Seapower’s July/August Issue: Washington Report

Since American shipbuilding peaked during WWII, the production of U.S.-flagged vessels has dropped precipitously despite American imports rising at a similarly steep rate. The text of the recently introduced SHIPS for America Act of 2025 illustrates the dire state of American shipbuilding through several alarming statistics.

Although 80% of goods imported to the U.S. arrive by sea, fewer than 1.5% of the ships carrying them are American. This percentage is surprisingly low, but the number of U.S.-flagged vessels in operation is even more startling: approximately 80 American ships are engaged in international commerce. Without intervention, that figure is unlikely to see any significant increase given the weakened state of the shipbuilding industry and its infrastructure. Only a handful of U.S. shipbuilders can produce large ocean-going vessels. In 2023, these shipyards received just five orders for oceangoing ships, most of which engage in domestic trade. As it stands, American shipbuilding capacity is so diminished that even the most concerted efforts to expand it could take years to produce results. That is why Congress needs to start

addressing the problem now.

Ramping up production of U.S.-flagged ships is imperative to America's maritime security, and doing so will require the government to invest in all aspects of the shipbuilding industry. China's shipbuilding capacity already outpaces that of the United States by an order of magnitude. Still, Congress and the president have yet to enact legislation providing the consistent funding to close that gap. Lawmakers are late to address this problem, but the political will to do so is steadily growing.

In congressional committee hearings, many lawmakers recognize the dire state of America's shipbuilding and Merchant Marine. Speaking to Dr. Kurt Campbell in a May 15 House China Committee hearing, Rep. Ritchie Torres (D-New York) remarked that "one Chinese shipyard has more capacity than all our shipyards combined. China's shipbuilding capacity is over 23 million deadweight tons. The United States has less than 100,000 deadweight tons. The difference is a multiple of 230." In an April 10 Senate Armed Services INDOPACOM posture hearing, Sen. Roger Wicker (R-Mississippi) observed, "we need a drastic improvement in our shipbuilding. The risk is simply too high for us to avoid making these changes." In nomination, posture and budget hearings across Congress, many other legislators have echoed these statements.

Two major legislative developments this Congress are indicative of the growing support for shipbuilding in Congress: the House passage of a reconciliation spending bill providing for millions in shipbuilding investment and the introduction of the bicameral and bipartisan SHIPS for America Act. This month's Washington Report will explore the bills' potential impact and lawmakers' responses to them so far.

The 'One Big Beautiful Bill Act'

Commercial and Military Shipbuilding Provisions

The House-passed reconciliation bill promises landmark investment in military and commercial shipbuilding as well as Coast Guard operations and facilities. Many shipbuilding funding allocations in the bill, or H.R.1, the "One Big Beautiful Bill Act," align

with the Navy League's legislative recommendations. However, the Navy League advocates that Congress provide consistent funding through the annual budget process, not only reconciliation spending bills.

H.R.1 provides $2.6 billion in funding to improve military shipbuilding capacity and technology. The bill also allocates $2.4 billion to expand and modernize the commercial shipbuilding industrial base. Most notably, Section 20002 of H.R.1, "Enhancement of Department of Defense Resources for Shipbuilding," promises $28 billion in funding for naval ship construction, technology, maintenance and repair, and autonomous systems. Although the investment is less remarkable in comparison, it bears noting that the bill also includes $100 million for the procurement of commercial logistic ships and $700 million for the lease and purchase of ships under the National Defense Sealift Fund.

Section 20009 of the reconciliation bill, "Enhancement of Department of Defense Resources to Improve Capabilities of United States Indo-Pacific Command," also allocates $9.7 billion for INDOPACOM operations and infrastructure. Of that funding, INDOPACOM would receive $35 million for additive manufacturing capabilities and $19 million for the development of naval small craft capabilities. Under Section 20010, "Enhancement of Department of Defense Resources for Improving the Readiness of the Armed Forces," the DoD can expect $2 billion in funding for Navy depot and shipyard modernization and capacity enhancement, as well as $241 million for the production and integration of Marine Corps amphibious vehicles. H.R.1 would provide the DOD with $13 billion to build 16 warships. When combined with the proposed annual budget, the reconciliation bill's passage would result in a $33.8 billion shipbuilding budget

However, the $13 billion plus-up provided by the reconciliation bill is only for 2026, leaving $20.8 billion as the starting point for shipbuilding in 2027. H.R.1 promises the shipbuilding industry a historic one-time influx of investment. But shipbuilders and shipbuilding component manufacturers will expect demand to drop back down in 2027 when funding from the reconciliation bill ends.

If the maritime industry cannot expect consistently elevated funding from an increased annual budget, manufacturers will be wary of making the long-term investments crucial to expanding American shipbuilding capacity.

Coast Guard Funding

In addition to large investments in the military and commercial shipbuilding industries, the reconciliation bill also promises $14.6 billion in funding for Coast Guard offshore patrol cutters, fast response cutters, polar security cutters, and Arctic security cutters. Section 100001, “Coast Guard Assets Necessary to Secure the Maritime Border and Interdict Migrants and Drugs,” allocates $3.2 billion for Coast Guard shoreside infrastructure, $1.3 billion for all facility depot maintenance and $180 million for autonomous maritime systems providing maritime domain awareness. The $20 billion that H.R.1 allocates to the Coast Guard mirrors the $20 billion budget recommended by the Navy League but still does not offer the commercial and military shipbuilding industries the reliable investment of an increased annual budget.

The SHIPS Act

Introduction and Impact

At the beginning of May, Sens. Mark Kelly of Arizona and Todd Young of Indiana and Reps. Trent Kelly of Missouri and John Garamendi of California reintroduced legislation colloquially referred to as the SHIPS for America Act in their respective chambers of Congress. Kelly and Young initially introduced two bills, splitting the House version of the SHIPS Act into one piece of legislation with tax policy provisions and another with the remaining proposals for increasing American shipbuilding.

The 2025 SHIPS for America Act includes the policies proposed in the original 2024 legislation, such as implementing a National Maritime Strategy under an executive branch Maritime Security Advisor and creating a 250-ship fleet of “commercially operated, U.S.-flagged, American crewed, domestically built merchant vessels” referred to as the Strategic Commercial Fleet. In

addition to these original provisions, the 2025 bill has a few notable updates. For one, the original bill introduced a Maritime Security Trust Fund that would "reinvest duties and fees paid by the maritime industry into maritime security programs and infrastructure supporting maritime commerce."

Along with those duties and fees, the updated SHIPS Act would also supply the Maritime Security Trust Fund with fines resulting from the U.S. Trade Representative's April 2025 Section 301 investigation into China's illegal shipbuilding trade practices. The other new provisions in the 2025 SHIPS Act similarly tighten restrictions on activity hindering the expansion of America's shipbuilding industry.

Barriers to Passage

Although support for shipbuilding legislation is growing, the budget reconciliation bill may prevent Congress from acting on the SHIPS Act for some time. President Trump and Speaker of the House Rep. Mike Johnson (R-Louisiana) have publicly aimed to push the One Big Beautiful Bill Act through the Senate and onto the President's desk by the Fourth of July. If the Senate passes the legislation, current speculation indicates it will likely be a revised version. Congressional Republicans may not be able to debate and vote on the revised bill in time to meet the July 4 deadline to which they previously agreed.

Whether Congress passes the reconciliation bill by Independence Day, senior lawmakers will be busy trying to finalize committee budget bills throughout July before their summer recess begins at the end of the month. With budget deadlines quickly following Congress' return from recess in September, activity on the SHIPS Act could be stalled until mid-fall, assuming the appropriations process runs on schedule. While this timeline is entirely speculative, it illustrates how the upcoming congressional calendar could impede the timely passage of the SHIPS Act. To push the bill through Congress, advocates for its passage will need to capture lawmakers' attention during the busiest working period of this Congress.

The State of Support

The current political climate and growing support for shipbuilding in Washington are promising indicators the SHIPS Act will continue to gain traction in Congress. Sen. Kelly, one of the bill's original sponsors, was optimistic about its reception in Washington during an April 30 press conference. "I'm glad that my colleagues in Congress – Republicans and Democrats in both the House and the Senate – and the administration see this challenge too and are ready to do something about it," he said.

Kelly's observations are borne out by the number of sponsors for the 2025 SHIPS for America Act legislation. In addition to its sponsors, the 2025 bills now boast a combined total of 38 Republican and 32 Democratic co-sponsors. Supporters like Sen. Lisa Murkowski (R-Alaska) have been enthusiastic about the bills' benefits for their states.

"Because of our vast geography, the maritime industry is uniquely vital to Alaska, with many of our coastal communities relying on a strong U.S.-flagged fleet for everything from everyday logistics, to commercial fishing and homeland defense," Murkowski said. "I am proud to cosponsor the SHIPS Act, which advances common-sense solutions that will invest in the workforce and revitalize our nation's shipbuilding, increasing Alaska's resilience and security."

Other legislators, such as Sen. John Fetterman (D-Pennsylvania), have expressed support for the bill's international and local impacts, saying, "not only will this [bill] strengthen our national security, but it'll also grow our local economies and support working families right here in Pennsylvania. I'm proud to support this commonsense, bipartisan legislation that will help us build more ships in America and stand up to China."

Alongside lawmakers, several prominent maritime organizations have also publicly backed the SHIPS for America Act. Among the most notable of these supporters are several state maritime academies, USA Maritime, American Maritime Partnership, United Steelworkers, AFL-CIO, Marine Machinery Association, Transportation Institute,

National Defense Transportation Association and Shipbuilders Council of America.

Still to Come

Congressional activity on the One Big Beautiful Bill Act may not indicate very much about legislators' attitudes toward shipbuilding investment. However, the bill's inclusion of such significant funding for the commercial maritime industry, new warships and the Coast Guard signals there may be enough political will to push shipbuilding bills, like the SHIPS for America Act, through Congress. Many members of Congress have come to understand a shipbuilding investment is a necessary element of safeguarding America's economic and national security future. Now that lawmakers have become aware of the dire state of American shipbuilding, it remains to be seen how committed they are to improving it.

Luke Lorenz is the senior director of legislative affairs at the Navy League of the United States. A former U.S. Army officer, Luke also holds master's degrees in political management and international political economy from the George Washington University and Johns Hopkins School of Advanced International Studies, respectively. Sonia Toloczko is legislative affairs associate at the Navy League.

Newly Modified Coast Guard Cutter Storis Prepares for Arctic Duty

The U.S. Coast Guard Cutter Storis (WAGB 21) transits the Puget Sound near Whidbey Island and crosses paths with the Coast Guard Cutter Eagle (WIX 327), July 11, 2025. The arrival of Storis marks a milestone in the Coast Guard's Force Design 2028 initiative and broader Arctic strategy. *Photo credit: U.S. Coast Guard*

The U.S. Coast Guard's newly acquired icebreaker Storis recently arrived in Seattle to prepare for its first Arctic patrol, after a six-week voyage from Bollinger Shipyards in Mississippi.

The Coast Guard bought the M/V Aiviq (now the Storis) late last November in a $125 million deal with Offshore Surface Vessels LLC. Aiviq is a 360-foot U.S.-built vessel that has supported oil exploration in the Chukchi Sea off the coast of Alaska in the Arctic Ocean and has deployed twice to the Antarctic, according to the service.

Aiviq was built in 2012 and acquired by the Coast Guard in December 2024, making Storis 13 years old as of 2025. It's the youngest of the icebreaking fleet; before Storis, the Coast Guard had only two active-duty icebreakers, the 26-year-old medium Arctic icebreaker Healy and the 49-year-old heavy Antarctic icebreaker, Polar Star.

The Storis (WAGB-21) is a Polar Class 3 icebreaker meant for Arctic ice patrols. Polar Class 3 denotes an icebreaker that

can break about 2.5 meters (approximately 8 feet) of ice. Storis has four Caterpillar C280-12 engines producing 4,060 kilowatts each and propulsion is provided by two ducted controllable-pitch propellers and three bow thrusters and two stern thrusters. Speed is 15 knots (28 km/h; 17 mph) in the open ocean and five knots (9.3 km/h; 5.8 mph) when breaking one meter (3.2 feet) of ice. Crew size is approximately 60 officers and the crew that will be assigned in the summer of 2025.

“Storis departed Pascagoula, Mississippi on June 4 [2025] and transited the Panama Canal June 12 enroute to its future homeport of Juneau. Storis will be commissioned into service in August in Juneau,” said Lieutenant Commander Steve Roth, chief of media relations at the Coast Guard.

Seapower also asked what kinds of modifications were made to Storis.

“Prior to CGC Storis departing Mississippi, the Coast Guard installed StarShield and Coast Guard network connectivity for communications and crew safety,” Roth said. “The service also added standard Coast Guard self-defense capabilities, including a modular armory, ammunition storage, four .50 caliber machine gun mounts, and pyrotechnic lockers. Storis has not been fitted with a Mark 38 [25mm autocannon].”

StarShield is SpaceX’s military-centric satellite program that uses the Starlink satellite constellation network for secure high-bandwidth data and communications transmissions for the government, national security and the military.

Storis will hold a commissioning ceremony in Juneau in August, where it will transition to active status before conducting an Arctic District presence patrol.

“Following that patrol, the Coast Guard will conduct further assessments of the ship to define its capability, develop operational requirements, develop program management planning

(including cost, schedule, performance), and look to modify the ship to bolster the U.S. Coast Guard's capability in the Arctic as required," Roth said.

USS Thomas Hudner Returns from Deployment to 4th and 6th Fleets

From U.S. 2nd Fleet, July 24, 2025

The Arleigh Burke-class guided-missile destroyer USS Thomas Hudner (DDG 116) returned to Naval Station Mayport July 23, concluding a five-month deployment across multiple geographic theaters, including the U.S. 4th and 6th Fleet areas of operations.

The crew departed Feb. 18, 2025, with their mission focused on strengthening international maritime security and relations with partner nations in the U.S. Southern Command area of responsibility. Shortly after arrival on station, Thomas Hudner welcomed the Honorable Pete Hegseth, Secretary of Defense, who recognized Thomas Hudner's high-performing Sailors during his tour of Naval Support Activity (NSA) Guantanamo Bay facilities.

Upon departing NSA Guantanamo Bay, Thomas Hudner conducted trilateral operations in the Caribbean Sea with the Ticonderoga-class guided-missile cruiser USS Normandy (CG 60), the United Kingdom Royal Navy River-class offshore patrol vessel HMS Medway (P 223) and the Royal Netherlands Navy Holland-class offshore patrol vessel HNLMS Groningen (P843), enhancing interoperability among Allied naval forces. Thomas Hudner also conducted freedom of navigation operations off the coast of Cuba, reinforcing the U.S. Navy's commitment to unity, security, and stability in the Caribbean, Central and South American maritime regions.

"The crew of Thomas Hudner has consistently proven their unwavering commitment in safeguarding America's national security interests and maintaining the U.S. Navy's maritime dominance worldwide," said Cmdr. Cameron Ingram, commanding officer of Thomas Hudner. "I could not be more proud of my team!"

Throughout their deployment in the U.S. European Command area of responsibility, Thomas Hudner's crew trained and engaged in a variety of activities, from maritime security operations to joint exercises with Allied and partner navies in the European theater.

Thomas Hudner participated in several notable exercises, including Formidable Shield 2025, executed alongside 11 NATO Allies in the North and Norwegian Seas and North Atlantic

Ocean. During Formidable Shield 2025, Thomas Hudner executed joint, live-fire Integrated Air and Missile Defense (IAMD) training utilizing NATO command and control reporting structures to enhance interoperability among Allied naval forces.

Thomas Hudner also conducted several port visits and collaborative operations with Norway, the United Kingdom, Spain and Greece, reinforcing the U.S. Navy's commitment to unity, security and stability in the region. During the 81st anniversary of D-Day landings in Normandy, Thomas Hudner also had the honor of representing the U.S. Navy and hosting a reception with Adm. Stuart B. Munsch, commander, U.S. Naval Forces Europe-Africa, and various other distinguished government and military leaders in the European theater.

Following operations in U.S. 6th Fleet's northern flank, Thomas Hudner was assigned to conduct national tasking in the Eastern Mediterranean supporting Operation Cobalt Shield. Through this mission, Thomas Hudner successfully conducted maritime security operations and promoted regional stability while executing ballistic missile defense operations.

Thomas Hudner served as the flagship for multiple distinguished visitors throughout her deployment, including the Honorable Pete Hegseth, U.S. Defense Secretary; Air Force Gen. Dan Caine, Chairman of the Joint Chiefs of Staff; Adm. Christopher Grady, Vice Chairman of the Joint Chiefs of Staff; Adm. Alvin Holsey, commander, U.S. Southern Command; Adm. Stuart B. Munsch, commander, U.S. Naval Forces Europe-Africa; and members of the German, French and Royal navies.

"Over the course of a five-month deployment, USS Thomas Hudner and her exceptional crew exemplified the strength of American naval power and international cooperation," said Capt. Aaron Anderson, Commander, Naval Surface Group Southeast. "Their efforts reflect the strength of our commitment to maritime

security and cooperation with our Allies.”

Thomas Hudner is a multi-mission air warfare, undersea warfare, naval surface fire support, surface warfare and ballistic missile defense surface combatant capable of supporting carrier battle groups and amphibious forces, operating independently, or operating as the flagship of a surface action group.

U.S. 2nd Fleet, reestablished in 2018 in response to the changing global security environment, develops and employs maritime ready forces 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.

For more U.S. 2nd Fleet news and photos, visit facebook.com/US2ndFleet, https://www.c2f.usff.navy.mil/, X – @US2ndFleet, and https://www.linkedin.com/company/commander-u-s-2nd-fleet.

USS Indiana Changes Homeport to Joint Base Pearl Harbor-Hickam

JOINT BASE PEARL HARBOR-HICKAM, Hawaii (July 22, 2025) – Virginia-class fast-attack submarine USS Indiana (SSN 789) arrives at Joint Base Pearl Harbor-Hickam during its change of homeport, July 22, 2025. (U.S. Navy photo by Mass Communication Specialist 1st Class Scott Barnes)

From MC1 Scott Barnes, Commander, Submarine Force, U.S. Pacific Fleet Public Affairs, July 22, 2025

JOINT BASE PEARL HARBOR-HICKAM – The Virginia-class fast-attack submarine USS Indiana (SSN 789) arrived at its new homeport of Joint Base Pearl Harbor-Hickam, July 22. The Indiana joined Submarine Squadron 7 as its third Virginia-class submarine after transiting from its previous homeport of Groton, Connecticut.

“The crew and I are grateful for the hospitality and warm aloha we received, both upon entering the Pacific Ocean, and arrival here in Pearl Harbor,” said Cmdr. Kyle Johnson, commanding officer of the Indiana. “We look forward to working with Submarine Squadron 7 and our Pearl Harbor partners to prepare Indiana—the ‘Battle Bass’—for any tasking, at any

time, in defense of our nation.”

The Indiana previously returned from a successful six-month deployment to the U.S. European Command area of responsibility on March 27, 2025.

Rear Adm. Chris Cavanaugh, commander, Submarine Force, U.S. Pacific Fleet, welcomed the Indiana to Pearl Harbor and commented on the crew’s recent achievements. “Over the past 10 months, Indiana’s crew has expertly navigated the challenges of an operational deployment and a homeport shift,” said Cavanaugh. “Their ability to succeed is a testament to their cohesiveness and resilience. I’m excited for Indiana to join the Pacific Submarine Force and to bolster our submarine presence to maintain a secure and prosperous, free, and open Indo-Pacific.”

Capt. Corey Poorman, commander, Submarine Squadron 7, met the Indiana’s crew upon arrival to Pearl Harbor. “On behalf of the Submarine Squadron Seven Ohana, I welcome the crew and families of the Indiana to Joint Base Pearl Harbor-Hickam,” said Poorman. “We look forward to working with the Indiana crew and to provide the training and certification they need to maintain as apex predators of the Indo-Pacific.”

Commissioned on Sept. 29, 2018, the Indiana is named in honor of the state of Indiana. Holding a crew of approximately 14 officers and 120 enlisted Sailors, it is the third U.S. Navy ship to bear the name Indiana, following two earlier battleships—the first of which was commissioned in 1895.

Submarine Squadron 7 is responsible for providing training, material, and personnel readiness support to three Virginia-class submarines and four Los Angeles-class submarines.

The U.S. Pacific Fleet Submarine Force provides strategic

deterrence, anti-submarine warfare, anti-surface warfare, precision land strike, intelligence, surveillance, reconnaissance, and early warning, and special warfare capabilities around the globe.

Boeing’s Redesigned Harpoon Soars During Test Mission

Launching from an F-15 jet, updated cruise missile completes initial flight test, delivers key data as production nears.

From Boeing by By Josh Roth and Junu Kim, July 23, 2025

Boeing recently completed the first developmental flight-test mission of its redesigned Harpoon cruise missile, the Harpoon Block II Update (HIIU).

Why it matters: As the program nears the start of production, the mission provided Cruise Missile Systems (CMS) teammates and the U.S. Navy with telemetry data to assess the system's performance and progress ahead of follow-on flight tests.

Catch up quick: Boeing’s Harpoon is the most widely used, combat-proven cruise missile system in the world, able to launch from aircraft, land launch systems, surface ships and submarines.

The HIIU configuration builds upon the program’s 50-plus year legacy by addressing obsolescence items and preparing the Harpoon program to extend production amid a resurgence in global demand.

Zoom in: The HIIU was carried by an F-15SA flight-test aircraft out of Naval Air Weapons Station China Lake, California, and launched in the Point Mugu Sea Range off the Southern California coast.

Following release, the anti-ship missile successfully achieved the test objectives for the propulsion, guidance, navigation and control systems, and demonstrated desired aerodynamic performance.

What they’re saying:

Brian Schottel, HIIU program manager: “This is a significant achievement for our program and Navy counterparts, whose collaborative efforts have been essential in renewing this capability for operators.”

Joe Gentile, F-15 test engineer: “Completing this test was especially meaningful because all the teams involved – CMS, F-15 and Boeing Test & Evaluation (BT&E) along with the Navy – were able to work together and accomplish a shared mission to help the U.S. and its allies.”

The big picture: The U.S. Navy and over 30 customers worldwide use the Harpoon in support of anti-ship and land-strike missions.

What’s next: Following flight-test completion, teammates will begin production on the HIIU, with first deliveries planned

for 2026.

Fairbanks Morse Defense Completes Acquisition of Rolls-Royce Naval Propulsors Business

From Fairbanks Morse Defense, July 16, 2025

Milestone event at Pascagoula foundry draws Mississippi Governor Tate Reeves and key stakeholders to mark defense

industry and regional economic growth

Fairbanks Morse Defense (FMD) has finalized its acquisition of the Rolls-Royce Naval Propulsors business. This milestone was celebrated at the newly acquired Pascagoula, Mississippi, foundry, where Governor Tate Reeves, Fairbanks Morse Defense CEO Steve Pykett, Jackson County Economic Development Foundation Deputy Director Mary Martha Henson, and other community and industry leaders gathered to recognize the significance of the acquisition to both national security and regional economic growth.

The Fairbanks Morse Defense Pascagoula facility is the only privately owned foundry in the United States capable of casting large Navy-standard propulsor systems, making it a critical component of the maritime defense supply chain. Now operating through a naval-focused defense contractor, the facility is being fully integrated into Fairbanks Morse Defense's broader portfolio of naval technologies. The strategic shift is designed to boost support for the U.S. Navy through enhanced responsiveness, increased investment, and continued innovation, while also preserving skilled jobs and strengthening Mississippi's industrial economy.

"This acquisition represents a strategic investment in sustaining the United States' defense manufacturing capabilities and ensuring we remain prepared to meet mission-critical demands," said Steve Pykett, CEO of Fairbanks Morse Defense. "The Pascagoula foundry, in particular, plays a vital role in supporting the Navy's maritime dominance, and its continued operation expands our capacity to serve as a trusted partner to the U.S. military. Integrating these highly skilled workforces into Fairbanks Morse Defense strengthens our ability to deliver on our mission of supporting warfighter readiness at home and abroad."

Event guests had a rare opportunity to tour the foundry and directly engage with leaders who are committed to advancing

both national security and Mississippi's manufacturing economy.

During his opening comments, Governor Reeves underscored the broader economic impact of the foundry on the state's economy.

"The acquisition of the Pascagoula foundry by Fairbanks Morse Defense is a strategic win for Mississippi and our nation's defense," said Governor Reeves. "This move reinforces our state's commitment to supporting the defense industrial base. Mississippi stands ready to provide the skilled workforce and robust infrastructure necessary to ensure our defense partners have the resources they need to succeed."

Jackson County Economic Development Foundation Deputy Director, Mary Martha Henson, echoed this sentiment, emphasizing the value of local resources and community commitment.

"Fairbanks Morse Defense is joining a community that knows how to get the job done," Henson said. "Jackson County has the infrastructure, workforce, and partnerships to help defense manufacturers thrive because we're focused on building a regional hub that strengthens our economy and supports national security. We look forward to working with Fairbanks Morse Defense to grow local opportunity and ensure their success here on the Mississippi Gulf Coast."

The Pascagoula site is one of several key assets included in Rolls-Royce Naval Propulsors' business acquisition. Fairbanks Morse Defense also gains a manufacturing campus in Walpole, Massachusetts, to produce critical propulsor systems for the U.S. Navy, Coast Guard, and allied naval fleets. Additionally, Fairbanks Morse Defense is in the process of acquiring Rolls-Royce's facility in Peterborough, Ontario, where it will support handling systems and undersea technology, including the Mission Bay Handling System used in the Global Combat Ship

programs of the U.K., Canada, and Australia.

REMUS 620 Validated for Torpedo Tube Deployment

Joint Team Hits Key Milestone in Submarine-Launched UUV Ops

From HII

POCASSET, Mass., July 23, 2025 (GLOBE NEWSWIRE) – A joint team from HII (NYSE: HII), Woods Hole Oceanographic Institution (WHOI), and U.S. Navy's Naval Undersea Warfare Center Division Newport (NUWCDIVNPT) recently completed a major milestone in advancing the U.S. Navy Submarine Force's initiative to launch and recover autonomous undersea vehicles from submarine torpedo tubes.

A test by the joint team confirmed the compatibility of the REMUS 620 with the SAFECAP, *Virginia*-class submarine weapons

handling and torpedo tube systems, and other critical interfaces.

“This clears the way for continued testing in advance of an in-water end-to-end launch and recovery at a U.S. Navy test fixture facility later this summer,” said Adrian Gonsalves, HII’s REMUS 620 product lead.

Rick Thornton, NUWCDIVNPT Code 459, stated, “Our team appreciated the early coordination with HII and WHOI. The REMUS 620 team arrived ready to go, and all events were executed safely and efficiently with good information exchange throughout. Much appreciate the full test team for its efforts.”

HII’s next-generation medium uncrewed underwater vehicle (MUUV) fitted with WHOI’s Yellow Moray docking technology, successfully completed a full end-to-end dry checkout of the Autonomous Underwater Vehicle/Shock and Fire Enclosure Capsule (AUV/SAFECAP) “All-Up Round” (AUR) in the *Virginia*-class Cradle Payload Integration Facility (VCCPIF) and its Mk71 torpedo tube. This follows USS *Delaware* (SSN 791), built by HII, successfully completing the first-ever forward-deployed launch and recovery of a UUV via submarine torpedo tube with the Yellow Moray equipped REMUS 600 UUV.

HII is expanding the U.S. Navy’s undersea dominance and range with state-of-the-art REMUS technology and delivery.

About the REMUS UUV

The REMUS UUV family delivers critical advantages across modern naval operations and the autonomous systems have been proven to operate independently or in conjunction with crewed platforms – such as *Virginia*-class nuclear submarines – to extend mission range, reduce detection risk, and limit personnel exposure.

The REMUS open-architecture design allows rapid payload

integration, enabling mission-specific configurations and future tech insertions — key factors in maintaining operational relevance and cost efficiency over time.

To date, HII has sold more than 700 REMUS vehicles to over 30 countries, including 14 NATO members. Notably, over 90% of REMUS units delivered in the past 23 years remain in service, demonstrating platform durability and lifecycle value — both critical in defense acquisition decision-making.

USCGC Munro Returns to California Following 121-Day Bering Sea Patrol

The U.S. Coast Guard Cutter Munro's (WMSL 755) 26-foot over-

the-horizon cutter boat returns to the fantail notch after conducting a boarding of a commercial fishing vessel in Dutch Harbor, Alaska May 2, 2025. Munro conducted a total of 32 boardings in the Bering Sea to preserve fisheries resources and ensure each vessel's safety, survival, and communications gear complied with federal regulations. (U.S. Coast Guard photo by Lt. j.g. Samika Lewis)
Release From U.S. Coast Guard Pacific Area

ALAMEDA, Calif. – The crew of the U.S. Coast Guard Cutter Munro (WMSL 755) returned to their Alameda home port Wednesday following a 20,000-nautical-mile, 121-day deployment patrolling the Bering Sea.

Munro departed Alameda mid-March and operated throughout the Bering Sea during a months-long Alaska Patrol in support of the Coast Guard's Arctic District.

The crew provided U.S. maritime presence in the region while patrolling along the maritime boundary line between the United States and Russia, supporting U.S. strategic interests in the North Pacific Ocean by promoting maritime governance and enforcing domestic fishery regulations.

Munro conducted 32 boardings of commercial fishing vessels to ensure compliance with U.S. law, preserve the integrity of U.S. fish stocks, encourage sustainable fishing practices, and maintain a level playing field within the U.S. exclusive economic zone. Exemplifying interagency coordination, Munro hosted a National Oceanic and Atmospheric Administration law enforcement officer aboard, enhancing enforcement efforts to protect the $6 billion Alaskan fishery.

Munro also served as the primary search and rescue (SAR) asset in the Bering Sea. During the patrol, the crew conducted more than 100 flight evolutions with three separate aircraft, qualifying eight pilots and increasing SAR readiness in the region. Most notably, Munro collaborated with Forward

Operating Station Cold Bay, Alaska, to respond to a long-range SAR case.

During the operation, Munro served as a “lily pad,” refueling the Coast Guard helicopter at sea and maximizing its on-scene search time in the vicinity of Nunivak Island, more than 300 nautical miles from Cold Bay, for two people reportedly in the water from an overturned skiff.

The Coast Guard’s efforts to secure Arctic waterways aim to ensure American security, prosperity and freedom in the face of evolving Arctic security challenges and risks.

“Munro is happy to be home after a long and successful patrol,” said Munro’s commanding officer, Capt. Jim O’Mara. “Our job in the Bering Sea was to keep U.S. mariners safe, protect the economic integrity of the U.S. exclusive economic zone, and uphold the border control and territorial integrity of the U.S. Arctic. I can proudly say that we accomplished that mission on all fronts. We’re excited to return home to our friends and families after four months of hard work.”

Enhancing international collaborations, Munro hosted two Royal Canadian Navy exchange officers aboard for the four-month patrol. While aboard, the officers sharpened their seamanship skills, earning certifications as underway officer of the deck after an intensive qualification process that allowed them to lead the bridge team and navigate the cutter.

Commissioned in 2017, Munro is a Legend-class national security cutter named for Signalman First Class Douglas A. Munro, the only Coast Guardsman awarded the Medal of Honor for his heroic actions in 1942, sacrificing himself in the defense, rescue and evacuation of a U.S. Marine battalion from Point Cruz at Guadalcanal in the Solomon Islands.

Coast Guard Base Alameda is the home port for four national

security cutters which 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. Munro 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.

Marine Group Boat Works Announces New Ownership of San Diego Shipyard, Los Cabos Boatyard and Global Services Superyacht Agency

Entrepreneurs back President Todd Roberts in business buyout, name him CEO, in preparation for new era growth for legacy shipyard

Release From Marine Group Boat Works

SAN DIEGO – Marine Group Boat Works (MGBW), a San Diego-based boatbuilding and repair company, has been purchased for an undisclosed amount by Co-Founder and President Todd Roberts, who has joined forces with entrepreneurs Chip Besse, a MGBW customer with successful investments in multiple industries, and Skye Callantine, principal of investment firm Vigeo Investments. Besse will serve as Chairman of the board while Roberts will continue to actively lead the company in his new role as CEO, with a greater focus on growth and expansion

plans made possible by the new partners' substantial investment.

The acquisition included the purchase of MGBW's two waterfront facilities and their assets – a shipyard on San Diego Bay in Chula Vista, Calif., and a boatyard in San Jose del Cabo, Mexico. The deal also included Marine Group Global Services, the technical services arm of MGBW that provides specialized consulting and marine services worldwide. MGBW will continue to operate and manage Fifth Avenue Landing, a superyacht marina in downtown San Diego, under the Global Services division.

With roots dating back to the 1970s, the company started off as a small Chula Vista boatyard operation and was successfully relaunched 25 years ago as MGBW, a new state-of-the-art superyacht facility founded by Roberts and members of the Engel family. The company had been approached by several other potential buyers over the years, but they were never the right fit. Roberts and the Engels were committed to maintaining the integrity of the brand and protecting the legacy built over the last half-century. For them to consider a sale, they wanted MGBW to be allowed to grow and reach its potential, and not just be swallowed up by a larger firm that didn't share their vision or commitment to the environment and their people.

"Chip and Skye are young, visionary and willing to take risks when they see opportunity. But they are also extremely selective. They only partner with companies with very healthy financials, a strong company structure and even stronger management team," said Roberts. "My team and I have a bold vision for expanding the MGBW brand and pursuing new market segments, and our new partners share our vision. This investment represents an incredible opportunity for us to make our vision a reality. With the resources that they bring to the table, the sky is really the limit for us now."

All 250 team members across both facilities will continue with the company, and more are expected to be added to support MGBW’s growth plans. The entire management team will also remain in place, ensuring continuity and a seamless transition.

Some of the immediate changes people will see include a complete brand refresh; new improvements to the aesthetics, security and functionality of the Chula Vista shipyard entrance (adjacent to the new Gaylord Pacific Resort); greater engagement with the superyacht industry; expansion of its Navy repair capabilities; and growth of MGBW’s construction division in support of the revival of California boatbuilding and U.S. manufacturing.

Company History & Evolution

The Engel family, starting with brothers Art, Herb and David, have operated multiple companies on the San Diego waterfront since 1977. In the early years, the shipyard in Chula Vista was originally Southwest Marine and mostly served the tuna fleet and engaged in Naval ship repair. It quickly outgrew the site and expanded into a larger San Diego facility near the Coronado Bridge while rebranding the original Chula Vista yard to South Bay Boatyard. Southwest Marine expanded to five other locations nationwide. In 1997, the Engels sold Southwest Marine and all of its shipyard facilities, except for the boatyard in Chula Vista.

In 2000, Todd Roberts, a 27-year-old California Maritime grad, was hired as vice president and tasked with shutting down what was then a financially struggling boatyard. However, he had a vision for turning the business around that included pursuing a new market with strong growth potential – large privately owned superyachts. Roberts convinced the Engels to invest $6.5 million to redevelop the facility and upgrade its equipment.

In 2006, under Roberts leadership, MGBW was founded to pursue

Robert's new vision. It has now become the largest superyacht refit facility on the West Coast. In 2010, the company opened a second multi-million-dollar boatyard and drydock storage facility in Los Cabos, Mexico. In 2024, Marine Group Global Services was launched, offering maritime consultation and a variety of ship agent and crew services that do not fit the core capabilities of a shipyard.

Following the sale of MGBW, the Engel family will continue to have a business presence on the San Diego working waterfront, maintaining ownership in its other local companies, Flagship Cruises & Events, Coronado Ferry Landing and the Fifth Avenue Landing marina (managed by MGBW).

"This year marks my 25th anniversary with the company and talk about a full-circle moment," said Roberts. "I was originally supposed to close this place down. Instead, the Engel family took a chance on a young guy with big ideas, and together we built something special. We have come a long way, but I'd like to think we're also just getting started. I'm incredibly grateful for the opportunity to continue the Engels' legacy and hope to make them proud for many years to come."

About Marine Group Boat Works

Marine Group Boat Works is a full-service maritime vessel construction and repair company with two waterfront facilities, on San Diego Bay and in Los Cabos, Mexico. Its largest shipyard in Chula Vista, Calif., encompasses 1.25 million square feet, with over 2,000 feet of dockage and a new 820-ton variable-width boat lift, rough terrain cranes, a machine shop, metal working equipment and a propeller shop. Its sister boatyard in San Jose del Cabo features over 300,000 square feet of land and water, with a 150-ton and 75-ton variable-width Travelift. Between the two facilities, MGBW employs more than 250 ABS-certified welders, shipfitters, pipefitters, mechanics, electricians, painters and other boatbuilding and repair specialists. For more information,

visit www.marinegroupboatworks.com