Raytheon Awarded $205M for Continued Production of Phalanx Close-In Weapon System

From RTX, Sept. 8, 2025

System remains an integral part of ship self-defense for U.S. Navy

LOUISVILLE, Ky., Sept. 8, 2025 /PRNewswire/ – Raytheon, an RTX (NYSE: RTX) business, has been awarded a $205 million contract from the U.S. Navy for continued production of the Phalanx Close-In Weapon System (CIWS).

As part of the contract, Raytheon will provide upgrades, conversions, overhauls, and related equipment.

“Phalanx is our Navy’s last line of defense, expertly designed to protect our sailors from the threats they face every day,” said Barbara Borgonovi, president of Naval Power at Raytheon.

“Securing this contract underscores the trust the U.S. Navy places in an absolutely critical system.”

The Phalanx weapon system is a rapid-fire, computer-controlled, radar-guided gun that can defeat anti-ship missiles and other close-in threats that may penetrate preceding layers of defense. It is installed on all U.S. Navy surface combatant ship classes and on those of 24 allied nations.

In January 2024, Phalanx was deployed by the USS Gravely to destroy a Houthi missile in the Red Sea just moments before impact, saving the lives of over 300 sailors onboard.

Work on this contract will take place in Louisville, Ky. and other U.S. sites through 2029.

USS St. Louis (LCS 19) Crew Completes Self-Sufficient Repair While Deployed

USS St. Louis (LCS 19)
by LCSRON TWO Public Affairs, Aug 21, 2025

TAMPA BAY, FLORIDA – Sailors aboard the Freedom-variant littoral combat ship USS St. Louis (LCS 19) recently completed an at-sea Main Propulsion Diesel Engine repair, enabling the ship to remain on mission. This self-sufficient repair, a task previously requiring contractor assistance, marks another milestone in the Navy's effort to strengthen crew-led maintenance and improve operational readiness of the LCS fleet.

The St. Louis' engineering department dedicated several hours conducting repairs and operational testing, ultimately resulting in the ship being able to meet mission requirements. Additionally, the warship's supply department played a crucial role, ensuring the rapid delivery of required equipment to the enginemen, facilitating the timely completion of the repairs.

"I am beyond proud of all the hard work the St. Louis team has demonstrated over the past few weeks. They have shown exceptional professional curiosity, truly embodying becoming masters of their equipment," said Lt. Cmdr. Jasmine Hilton, chief engineer of St. Louis. "The LCS community as a whole has

been working to build on enlisted technical expertise over the years, and these Sailors have proven that it can be done."

The deployed repair underscores a two-year push to increase LCS self-sufficiency by training Sailors to perform more maintenance and repairs at the point of need. Alongside enhanced training, the Navy has strategically positioned high-demand spare parts onboard. This allows crews to restore full operational capability more quickly. This approach is improving the reliability of critical systems and extending the operational endurance of deployed LCS warships.

"The engineering team has proven that with the right parts and tools, our Sailors have the technical knowledge and skills to maintain our equipment without dependence on off-hull support," said Cmdr. Lee Shewmake, commanding officer of St. Louis. "That allows them not only to conduct preventive work but also corrective maintenance when needed. The Freedom-variant class was originally designed to utilize contractors and off-ship personnel to conduct routine repairs and maintenance throughout the ship."

The milestone aboard St. Louis highlights both the adaptability of the platform but also the broader LCS sustainment effort. By empowering crews to take ownership of repairs at sea, the Navy is reducing reliance on shore-based support and ensuring ships remain combat ready throughout deployment.

"This is just the most recent example in a two-year community effort to improve self-sufficiency across Freedom-variant LCS warships. Every Freedom deployer over the last two years has delivered increased operational availability and capability from the previous one," said Capt. Mark Haney, commodore of Littoral Combat Ship Squadron Two. "At every iteration we are delivering a more capable warship to Fleet Commanders to conduct missions they are ideally suited for, like the two

Freedom LCS currently in 2nd and 4th Fleet, while freeing up other Navy surface assets for key missions across the globe."

St. Louis, along with an embarked Coast Guard Law Enforcement Detachment, is deployed in the U.S. Second Fleet area of operations to support counter-illicit drug trafficking and participate in exercises and exchanges with partner nations.

Coast Guard Exercises Options on $3 Billion Offshore Patrol Cutter Contract

Release From Austal USA

Mobile, Ala. – The U.S. Coast Guard exercised options worth

$314 million to Austal USA for the Offshore Patrol Cutter (OPC) program. The contract options provide Austal USA approval to order long lead time materials (LLTM) for another 3 OPCs, Austal USA's 4th, 5th, and 6th cutters. Funds have also been provided for logistic supply items for two OPCs. The original contract was awarded to Austal USA in June 2022 included detail design and construction for up to 11 OPCs with a potential value of $3.3 billion. To date, 2 of 11 OPCs in the contract have been awarded to Austal USA.

"We are pleased to receive these contract options for long lead-time materials in support of the U.S. Coast Guard's OPC program," commented Austal USA President Michelle Kruger. "These early awards speak to the strong partnership that has developed between the Coast Guard and Austal USA teams. We look forward to continuing to strengthen our partnership and deliver these much-needed cutters."

Work on Austal USA's first OPC, Pickering (WMSMS 919), is well underway with the keel laying planned for December. Construction began on Icarus (WMSMS 920) in early August.

The 360-foot OPC will support the national security strategy for maintaining the nation's economic, social, environmental and military security mission areas. The OPC will typically conduct its primary missions beyond 12 nautical miles from shore and will be employed anywhere the national interests require the Coast Guard's unique blend of authorities and capabilities. OPC will provide the majority of the Coast Guard's offshore presence conducting a variety of missions including law enforcement, drug and migrant interdiction, and search and rescue.

With a range of 10,200 nautical miles at 14 knots and a 60-day endurance period, each OPC will be capable of deploying independently or as part of task groups, serving as a mobile command and control platform for surge operations such as hurricane response, mass migration incidents and other events.

The cutters will also support Arctic objectives by helping regulate and protect emerging commerce and energy exploration in Alaska.

GA-ASI’S MQ-9B SeaGuardian Showcased in NAS Whidbey Island Open House

Release From GA-ASI

SAN DIEGO – Sept. 4, 2025 – General Atomics Aeronautical Systems, Inc. (GA-ASI) deployed an Anti-Submarine Warfare (ASW)-configured MQ-9B SeaGuardian® Unmanned Aircraft System (UAS) to Naval Air Station Whidbey Island (NASWI), Washington, to support its Open House event on August 23.

The naval air station’s Open House showcased cutting-edge naval aviation capabilities as well as some vintage platforms

from the past. At the request of NASWI leadership, GA-ASI provided its MQ-9B SeaGuardian to give public and military attendees an up-close look at a multi-mission Group 5 UAS, the largest and most capable type, and a glimpse into the future.

Whidbey Island has been a base for MQ-9B SeaGuardian's mission capabilities as part of several Navy exercises, including Northern Edge and Integrated Battle Problem 2023, and supported the aircraft carrier pre-deployment workups. However, during all of these events, the MQ-9B never landed at Whidbey Island. It was instead controlled and its data processed remotely from the naval air station while the aircraft flew in Hawaiian, Southern California, and Alaskan airspace. Crews fly GA-ASI's aircraft via satellite link, which means they can be sited anywhere, even thousands of miles away from where the aircraft is flying. The MQ-9B is visiting now for the Open House to let sailors and the public see the platform that will be operated remotely from Whidbey Island in an upcoming Commander, U.S. Pacific Fleet Operational Evaluation deployment to the Indo-Pacific Command's Area of Responsibility (AOR) in early 2026.

Utilizing its advanced onboard Detect and Avoid System, the MQ-9B was able to launch from its flight facility near Palmdale, California, and fly to Whidbey Island without the normal special handling required for UAS. Effectively, it was able to operate in the national airspace like any other piloted aircraft.

In addition to spotlighting the aircraft's ASW payloads, GA-ASI was able to demonstrate autonomous landing and takeoff capability and showcase onboard signals intelligence and maritime radar packages. The MQ-9B SeaGuardian was also configured with additional hardpoint pylons to showcase its external carriage capability, including multiple stations supporting various payloads and weapons.

"I'm pleased to support the Navy's continuing public

engagement efforts with our MQ-9B and appreciate NAS Whidbey leadership's ongoing support of SeaGuardian operations. I look forward to continuing to work together as we demonstrate the capability of this multi-faceted UAS and fill critical capability gaps," said GA-ASI President David R. Alexander.

Leading this event was Naval Air Warfare Center Aircraft Division (NAWCAD) AIRWorks, which plays a key role in overseeing and supporting the development of the MQ-9B SeaGuardian. AIRWorks has partnered with GA-ASI in multiple ASW and Intelligence, Surveillance, Reconnaissance, and Targeting demonstrations, including the Rim of the Pacific (RIMPAC) exercise in July 2024. NAWCAD AIRWorks is also the Lead Systems Integrator and Program Manager for the Navy Operational Evaluation of MQ-9B in 2026.

With strong demand already in place from customers around the world, GA-ASI anticipates growing interest in the MQ-9B SeaGuardian given its record of delivering high-end maritime capabilities at a significantly lower cost than traditional manned maritime platforms.

SECDEF Announces General and Flag Officer Nominations

Release From the U.S. Department of Defense

Secretary of Defense Pete Hegseth announced today that the President has made the following nominations of Navy flag and Marine Corps general officers:

Navy Vice Adm. Richard A. Correll for appointment to the grade of admiral, with assignment as commander, U.S. Strategic

Command, Offutt Air Force Base, Nebraska. Correll is currently serving as deputy commander, U.S. Strategic Command, Offutt Air Force Base, Nebraska.

Navy Vice Adm. George M. Wikoff for appointment to the grade of admiral, with assignment as commander, U.S. Naval Forces Europe/commander, U.S. Naval Forces Africa/commander, Allied Joint Forces Command Naples, Naples, Italy. Wikoff is currently serving as commander, U.S. Naval Forces, Central Command/Commander, Fifth Fleet and Commander, Combined Maritime Forces, Manama, Bahrain.

Navy Rear Adm. Heidi K. Berg for appointment to the grade of vice admiral, with assignment as commander, Fleet Cyber Command/commander, Tenth Fleet/commander, Navy Space Command, Fort Meade, Maryland. Berg is currently serving as deputy commander, Fleet Cyber Command/deputy commander, Tenth Fleet/deputy commander, Navy Space Command, Fort Meade, Maryland.

Navy Rear Adm. (lower half) Brad J. Collins for appointment to the grade of rear admiral. Collins is currently serving as commander, Navy Region Hawaii, Pearl Harbor, Hawaii.

Marine Corps Lt. Gen. Bradford J. Gering for appointment to the grade of general, with assignment as assistant commandant of the Marine Corps, Pentagon, Washington, D.C. Gering is currently serving as deputy commandant for Aviation, Headquarters, U.S. Marine Corps, Pentagon, Washington, D.C.

Marine Corps Maj. Gen. Joseph R. Clearfield for appointment to the grade of lieutenant general, with assignment as commander, U.S. Marine Corps Forces Central Command, Tampa, Florida. Clearfield is currently serving as the deputy commander, U.S. Marine Corps Forces Central Command, Tampa, Florida.

Marine Corps Maj. Gen. William H. Swan for appointment to the grade of lieutenant general, with assignment as deputy commandant, Aviation, Headquarters, U.S. Marine Corps,

Pentagon, Washington, D.C. Swan is currently serving as the inspector general, Headquarters, U.S. Marine Corps, Pentagon, Washington, D.C.

Leidos Unveils Sea Dagger Design to Advance UK Maritime Autonomy Capabilities

LONDON (September 4, 2025) – Leidos (NYSE:LDOS) is unveiling Sea Dagger, a next-generation Commando Insertion Craft (CIC) concept developed for the Royal Navy. The first craft of its size to combine speed, range, vehicle delivery and modular mission systems into a single platform, Sea Dagger sets a new standard in maritime autonomy and operational agility.

Developed under the UK Commando Force (UKCF) programme, the initiative's goal is to deliver 24 medium surface insertion

craft capable of deploying Commando Strike teams, light tactical mobility platforms, offboard systems, and medium combat loads from long range, enabled by training and in-service support.

Capable of exceeding 40 knots, Sea Dagger is the result of a collaborative development effort between Leidos Naval Architects and military subject matter experts, the Royal Navy, and UKCF. The design builds on more than 30 years of fast-craft expertise and incorporates Leidos technology, including Trusted Mission AI, autonomous systems and integrated weaponry. Operational resilience is central to the concept, with a focus on readiness, availability, maintainability and repairability. The platform is designed to continue delivering its mission under stress, disruption or attack for an enduring presence in contested environments.

Aligned with AUKUS Pillar 2 maritime autonomy objectives and the UK Strategic Defence Review's vision to move to warfighting readiness and increasing lethality, Sea Dagger helps ensure the UKCF can respond quickly with the tools, training and systems needed to face the evolving threats and demands of modern conflict.

Sea Dagger addresses the most pressing challenge faced by specialised units operating in coastal and shallow-water environments around the world. Unlike historical near-shore landing craft, Sea Dagger delivers a unique combination of naval architecture and high-technology sensors, weapons and C2 (command-and-control) capabilities shaped by the realities of warfare in modern conflicts.

Adam Clarke, senior vice president and chief executive at Leidos UK & Europe said, "Sea Dagger represents a pivotal step in equipping the UK Commando Force with the capability to operate with greater agility, survivability and intent in a complex and congested maritime environment. The Leidos design reflects our commitment to delivering resilient, future-ready

platforms that can adapt to the complexities of modern warfare, ensuring capability, availability and operational advantage from day one. I am delighted that Leidos is at the forefront of shaping the maritime marketplace, domestically and internationally."

For more information about Leidos' autonomous maritime systems, visit leidos.com/autonomy.

U.S. Coast Guard Responds to 2 Chinese Research Vessels in Arctic

The China-flagged research vessel JIDI operates approximately 265 miles northwest of Utqiagvik, Alaska, September 2, 2025.

The Coast Guard Arctic District deployed USCGC Healy (WAGB-20) to monitor and query the vessel. (U.S. Coast Guard Courtesy Photo)
From U.S. Coast Guard Arctic District, Sept. 3, 2025

JUNEAU, Alaska – The U.S. Coast Guard responded to two Chinese research ships operating offshore Alaska between Sunday and Tuesday.

On Tuesday, the Coast Guard responded to the Chinese-flagged research vessel JIDI operating approximately 265 miles northwest of Utqiagvik, Alaska.

On Sunday, August 31, the Coast Guard responded to the Liberia-flagged Chinese research ship, Zhong Shan Da Xue Ji Di approximately 230 miles north of Utqiagvik.

Both vessels were operating over the delineated U.S. Extended Continental Shelf and are two of five similar Chinese vessels that have recently been operating in the region.

For both instances, the Coast Guard Arctic District deployed USCGC Healy (WAGB-20) to monitor and query the vessels.

An HC-130J Hercules fixed wing aircraft from Air Station Kodiak was also deployed Sunday to provide aerial support.

On Saturday, Coast Guard Cutters Waesche (WMSL 751) and Healy (WAGB 20) conducted a joint patrol in the Arctic Ocean before responding to the Chinese research vessels. The Arctic is a growing zone of strategic global competition. The Coast Guard is the only U.S. surface presence in the Arctic and works in conjunction with U.S. Northern Command and Alaskan Command to constantly monitor **foreign vessels** operating in and near U.S. waters in support of U.S. homeland defense and security operations.

In August, the Coast Guard commissioned the Cutter Storis (WAGB 21) in Juneau. Storis is currently operating in the Bering Sea and Arctic to secure U.S. national security

interest in this strategically vital region.

“This operation highlights the value of our ice-capable fleet,” said Rear Adm. Bob Little, commander, U.S. Coast Guard Arctic District. “The U.S. Coast Guard is controlling, securing, and defending the northern U.S. border and maritime approaches in the Arctic to protect U.S. sovereignty, and Healy’s operations demonstrate the critical need for more Coast Guard icebreakers to achieve that.”

The Healy and the HC-130J aircraft were operating under Coast Guard Arctic District’s Operation Frontier Sentinel, which is designed to counter adversary activity in U.S. waters. The Coast Guard continues to monitor ongoing Chinese activity in the region.

U.S. Coast Guard Upgrades Base Charleston to Support Major Cutters

From U.S. Coast Guard Headquarters, Sept. 2, 2025

WASHINGTON – The Coast Guard's Facilities Design and Construction Center completed a contract modification with The Whiting-Turner Contracting Company Aug. 25 to remove up to 100 submerged concrete piles under the old Pier November at Base Charleston in North Charleston, South Carolina.

The modification, with a potential value of approximately $14.8 million, includes work that is necessary to complete construction of new, modernized piers to provide support and logistics for up to five major cutters homeported at the base.

This contract action was supported by funding in the recently enacted One Big Beautiful Bill Act that included nearly $5 billion to address the Coast Guard’s most pressing shore infrastructure needs. Construction is expected to be substantially completed in 2026.

“Thanks to the leadership and support of the President, the Secretary of Homeland Security and Congress, the One Big Beautiful Bill Act provides more than $24 billion to invest in the Coast Guard fleet and our inventory of shore facilities and infrastructure,” said Rear Adm. Chad L. Jacoby, deputy commandant for systems. “We are moving out to make the most of this historic investment, beginning with this contract modification to address previously unidentified obstacles and keep construction of Pier November at Base Charleston on schedule. The CG-SHORE and contracting teams took prompt action to get this effort underway quickly and ensure the project is completed on time with minimal impact to operations. They are setting a strong example for future efforts that will be supported with reconciliation funding.”

Austal USA and Master Boat Builders Sign Strategic Outsourcing Agreement to Expand U.S. Defense Shipbuilding Capacity

MOBILE, Ala. – Austal USA and Master Boat Builders, Inc. ("Master Boat") today announced they have entered into a memorandum of understanding ("MOU") establishing a strategic outsourcing partnership designed to expand U.S. shipbuilding capacity by increasing the ability of proven, regional shipyards to take on large, complex programs for the U.S. government. The agreement reflects a shared commitment to strengthening the domestic maritime industrial base and supporting the Trump Administration's call for innovative approaches to accelerate delivery of essential platforms.

Under the MOU, the companies will collaborate on current

programs under contract to Austal USA as well as on future efforts, enabling greater flexibility to meet evolving fleet requirements. By distributing work across complementary facilities, Austal USA and Master Boat aim to reduce bottlenecks, shorten production schedules, and create surge capacity for future demand. The companies also intend to co-invest in workforce development initiatives.

“This partnership is about expanding the shipbuilding industrial base in Alabama and the Gulf Coast,” said Michelle Kruger, Austal USA President. “By aligning with Master Boat, a proven partner and quality shipbuilder, we can scale production, reduce schedule risk, strengthen supply chains, and deliver for the U.S. government while investing in American skilled workers and suppliers.”

“Shipyards like ours can and should be a force multiplier for the U.S. maritime defense industrial base,” said Garrett Rice, President, Master Boat Builders. “Teaming up with Austal USA, we’ll add much-needed capacity and help get critical vessels delivered on time and on budget, contributing to a stronger, more resilient shipbuilding sector.”

All activities conducted under the MOU will adhere to Austal USA’s specifications and U.S. government standards, including rigorous quality assurance, appropriate cybersecurity controls, export-compliance requirements, and applicable Buy American provisions.

Initial pilot projects will be identified in the coming months, with phased implementation to follow.

Coast Guard seizes 40,000 pounds of cocaine through Operation Pacific Viper, averages over 1,600 pounds interdicted per day

U.S. Coast Guard Cutter Hamilton (WMSL 753) boarding team interdicting two go-fast vessels suspected of drug smuggling approximately 115 miles southeast of the Galapagos Islands, Ecuador, June 26, 2025. The vessels were initially detected by a maritime patrol aircraft, and Hamilton's embarked Helicopter Interdiction Tactical Squadron (HITRON) aircrew provided airborne tactical support, resulting in the seizure of more than 4,475 pounds of cocaine. (U.S. Coast Guard photo)

From U.S Coast Guard Southeast District, Sept. 4, 2025

WASHINGTON – The U.S. Coast Guard announced Thursday it has seized more than 40,000 pounds of cocaine in the Eastern Pacific Ocean since launching Operation Pacific Viper in early August, averaging over 1,600 pounds interdicted daily.

These drug seizures, and the apprehension of 36 suspected drug smugglers, were the result of 14 interdictions since Aug. 8.

Through Operation Pacific Viper, the Coast Guard is accelerating counter-drug operations in the Eastern Pacific Ocean, where significant transport of illicit narcotics continues from South America. In coordination with international and interagency partners, the Coast Guard is surging additional assets—cutters, aircraft and tactical teams—to interdict, seize and disrupt transshipments of cocaine and other bulk illicit drugs. These operations continue the Coast Guard's efforts to protect the Homeland, project maritime law enforcement presence and disrupt transnational criminal organizations and cartels seeking to produce and traffic illicit drugs into the United States.

"The U.S. Coast Guard brings unique authorities and unmatched capabilities as the world's leader in maritime counter-drug operations," said Rear Adm. Douglas Schofield, acting deputy commandant for operations. "Our maritime fighting force is accelerating counter-drug operations in the Eastern Pacific Ocean. We are leveraging our full range of capabilities to disrupt transnational criminal organizations and cartels and prevent the scourge of illicit drugs from reaching our communities. The men and women of the Coast Guard will not relent in our efforts to control, secure and defend U.S. borders and maritime approaches—where defense of America begins."

Reflecting the early success of Operation Pacific Viper, Coast Guard Cutter Hamilton recently offloaded 76,140 pounds of illicit drugs, including 61,740 of cocaine and 14,400 of marijuana, in Port Everglades, Florida. This historic

milestone was the largest offload in Coast Guard history, resulting from 19 interdictions in international waters of the Eastern Pacific Ocean and Caribbean Sea.

Detecting and interdicting drug traffickers on the high seas involves significant interagency and international coordination. U.S. Southern Command's Joint Interagency Task Force-South, based in Key West, Florida, detects and monitors both aerial and maritime transit of illegal drugs. Once interdiction becomes imminent, the law enforcement phase of the operation begins, and control of the operation shifts to the U.S. Coast Guard throughout the interdiction and apprehension. Interdictions in the Eastern Pacific Ocean are performed by members of the U.S. Coast Guard under the authority and control of the Coast Guard's Southwest District, headquartered in Alameda, California.

The Coast Guard is the United States' lead federal agency for maritime drug interdiction. We are part of the Department of Homeland Security team protecting our nation and are at all times a military service and part of the joint force defending it.

For more information about the Coast Guard, visit **www.uscg.mil**.

Watch Coast Guard drug interdiction in action here: **How the Coast Guard Seizes 45,000 lbs of Cocaine at Sea – YouTube**