Delaware Returns Home from Deployment

NAVAL SUBMARINE BASE NEW LONDON, Conn. (July 5, 2025) The crew of the Virginia-class fast-attack submarine USS Delaware (SSN 791) gathers top-side for a command photo as the boat returns to Naval Submarine Base New London, Conn., July 5, 2025, following a six-month deployment to the U.S. European Command area of responsibility. (U.S. Navy photo by MCC Darren M. Moore)

Release From Chief Petty Officer Darren Moore

GROTON, Connecticut – The Virginia-class fast-attack submarine USS Delaware (SSN 791), under the command of Cmdr. Jason Patton, returned to Naval Submarine Base New London Saturday, July 5, completing a six-month deployment to U.S. European Command area of responsibility.

Cmdr. Jason Patton praised his crew and their commitment to projecting power across the globe.

“The crew of USS Delaware is a group of outstanding professional submariners,” said Patton, from Laramie, Wyoming. “We were deployed for 205 days and we spent 194 of those at sea accomplishing our nation’s tasking. That wouldn’t have been possible without teamwork, dedication, and tenacity from every Sailor onboard. I’m extremely proud of their accomplishments and lucky to be a part of such a great crew.”

Patton also credited the crew’s accomplishments to those who were not underway with them.

“I would be remiss for mentioning the crew’s accomplishments without acknowledging the world class support from our loved ones back home,” Patton said. “While we battled the rough seas and cold they fought through countless home emergencies, car problems, and parenting moments. We are grateful for their steadfast resolve and are ecstatic to be home with them again.”

Delaware steamed more than 42,000 nautical miles and made port calls to Haakonsvern, Norway.

During its deployment, Delaware completed the first-ever forward deployed submarine torpedo tube launch and recovery of a Yellow Moray (REMUS 600) unmanned underwater vehicle (UUV). The integration of robotic and autonomous systems is expected to enhance operational flexibility and capabilities of future submarine missions, providing the ability to extend reach at both shallower and deeper depths than a manned submarine can access.

Fifty-four personnel earned their submarine warfare devices – commonly referred to as “dolphins” – during the deployment and two Delaware Sailors had new babies.

Sonar Technician (Submarine) 3rd Class Landon Nichols, from Summerville, South Carolina, and his wife, Anna Nichols, were

honored with the ceremonial first kiss on the pier.

Chief Electronics Technician (Nuclear) Douglas Ames, from Sudan, Texas, was awarded the ceremonial first hug with his wife, Jessica Ames.

Commissioned April 4, 2020, Delaware is the 18th Virginia-class attack submarine and is the seventh U.S. warship named after the first state of Delaware. Due to COVID -19 restrictions at the time, the official commissioning date was April 2, 2020, while the boat was underway, making it the first U.S. naval warship to be commissioned while submerged. It has a length of 377 feet with a beam of 34 feet and can operate at more than 25 knots submerged.

The Virginia-class of nuclear-powered fast attack submarines are designed for a broad spectrum of open-ocean and littoral missions. Fast-attack submarines are multi-mission platforms enabling five of the six Navy maritime strategy core capabilities – sea control, power projection, forward presence, maritime security and deterrence. They are designed to excel in anti-submarine warfare, anti-ship warfare, strike warfare, special operations, intelligence, surveillance and reconnaissance, irregular warfare and mine warfare. Fast-attack submarines project power ashore with special operations forces and Tomahawk cruise missiles in the prevention or response to regional crises.

Lockheed Martin Delivers

AN/SPY-7(V)1 Radar Antennas to Japan

Release From Lockheed Martin

MOORESTOWN, N.J. July 7, 2025 – Lockheed Martin (NYSE: LMT), successfully delivered the first Aegis System Equipped Vessel (ASEV) shipset comprised of four AN/SPY-7(V)1 radar antennas to the Japan Ministry of Defense (JMOD). The delivery was facilitated through Mitsubishi Corporation under a Direct Commercial Sale arrangement after rigorous acceptance testing.

“The successful on-time delivery of all antennas for the first ASEV showcases the maturity and scalability of the SPY-7 radar as well as production capacity, while also demonstrating Lockheed Martin’s dedication and expertise in system integration,” said Chandra Marshall, vice president of Multi-Domain Combat Solutions at Lockheed Martin.

The JMOD is acquiring two ASEVs, and both are on track for commissioning in Japan Fiscal Year 2027 and 2028. Marshall continued, “We will continue full system integration and testing with all four antennas at the Production Test Center in Moorestown, New Jersey this year, prior to equipment delivery to Japan, which will significantly reduce integration risk and enable commissioning on schedule.”

The SPY-7 Advantage

With advanced detection and tracking capabilities, SPY-7 effectively counters complex threats, enabling simultaneous engagement of multiple targets and delivering a robust 21st century security capability that enhances the effectiveness of naval forces in an increasingly uncertain and dynamic environment.

In addition to Japan’s ASEVs, the SPY-7 radar is also being produced for Canada’s River-Class Destroyers, Spain’s F-110 Frigates, and the land-based version has been deployed by the Missile Defense Agency for the Guam Defense System (TPY-6) and the Long-Range Discrimination Radar. The selection of Lockheed Martin’s solid-state radar by both the U.S. and multiple international allies demonstrates the world-class capability and maturity of the radar. In December 2024, Lockheed Martin’s land-based version of the SPY-7 radar, known as TPY-6, successfully intercepted a mid-range ballistic missile as part of the Aegis Guam System during a flight experiment Flight Experiment Mission-02.

Learn more about SPY-7 capability here.

Baltic Sea Demonstration Showcases Saildrone Capabilities for NATO Task Force X Baltic

Courtesy NATO Maritime Command.

Saildrone Voyager USVs deliver persistent surveillance, detect high-interest vessels, and enable rapid-response coordination with unmanned maritime assets during NATO's Baltic Sea demonstration.
Release From Saildrone, July 7, 2025

COPENHAGEN, Denmark—Saildrone, the global leader in maritime autonomy, has successfully concluded its participation in NATO Task Force X's multi-domain demonstration in the Baltic Sea—a landmark deployment showcasing the capability, reliability, and international utility of its Saildrone Voyager uncrewed surface vehicles (USVs).

From June 16 to 27, 2025, four Saildrone Voyagers operated in both the Gulf of Finland and the western Baltic Sea as part of NATO's innovative Task Force X Baltic initiative. Led by NATO Allied Command Transformation (ACT), in coordination with NATO Maritime Command (MARCOM) and the Centre for Maritime Research and Experimentation (CMRE), the demonstration aimed to integrate uncrewed systems into active Allied maritime operations.

"We are honored to have participated in the NATO Task Force X Baltic Initiative. After eight years of operating Saildrone USVs in the Bering Sea, we are well placed to deal with the conditions in the Baltic Sea, which has very similar latitude, water depths, and sea conditions," said Saildrone founder and CEO Richard Jenkins. "Task Force X Baltic has been fantastic to work with, and we look forward to future missions with NATO partners."

Throughout the operation, the Saildrone Voyagers maintained a 100% persistent presence on station, delivering 24/7 wide-area surveillance and real-time maritime domain awareness, including continued operations during recent passage of near-gale to gale-force winds and rough seas with waves over 2 meters (6.5 feet) through the area of operation. Saildrone detected and tracked hundreds of vessels daily, and successfully identified the exercises' "red forces." Additionally, Saildrone identified real-world dark targets in the area, including Russian "shadow fleet" and military vessels.

Another important success of the deployment was pairing Saildrone's long-range radar and persistent surveillance capability with high-speed unmanned maritime assets. The Voyagers' ability to detect contacts of interest at extended range enabled rapid-response investigations by fast-moving uncrewed vessels, demonstrating a layered, autonomous force structure capable of responding to dynamic maritime scenarios in real time.

The four Voyager USVs were deployed from Køge, Denmark, earlier this month. Saildrone operates on a contractor-owned and operated model, meaning it provides end-to-end mission operations and data delivery as a service. This approach enables rapid deployment, scalability, and reduced burden on government or commercial partners.

Saildrone data is integrated into the customer's common operating picture (COP) and is also available via the Saildrone Mission Portal. Saildrone's global pilot team worked closely with NATO Maritime Command, delivering responsive, dynamic high-volume tasking to meet the operational objectives of the exercise.

The Baltic Sea demonstration forms part of NATO's Dynamic Messenger innovation pathway. Task Force X Baltic continues to advance NATO's ability to rapidly integrate commercial-off-the-shelf autonomous systems, increasing scalability while preserving high-value crewed assets for critical missions.

Saildrone's impressive performance in the Baltic Sea further validates the Voyager USV platform's primacy in defense and security applications, even in the harshest of conditions.

Coast Guard Responds with Unified Command to Flooding Near Kerrville, Texas

Release From U.S. Coast Guard Heartland District

AUSTIN, Texas – The Coast Guard, along with a unified command, is responding to an area affected by flash flooding near Kerrville, Texas.

Sector New Orleans watchstanders received a report July 4th at approximately 5:57 am from Texas A&M Task Force 1 personnel requesting assistance for rescue operations in response to flooding near Kerrville, Texas.

An MH-65 Dolphin helicopter aircrew and an HC-144 Ocean Sentry Aircraft aircrew was launched from Air Station Corpus Christi along with an Air Station Houston MH-65 Dolphin helicopter aircrew to provide assistance with rescue operations.

The Coast Guard has conducted 12 flights to the affected area, and rescued 15 campers from Camp Mystic in Hunt, Texas, yesterday. A Coast Guard rescue swimmer remained with victims

of the flooding, providing medical assistance to and aiding with the evacuation efforts of 230 victims into assisting agencies air assets.

Additionally, today, three people were rescued, and four were assisted from a mobile home community in Leander, Texas.

Agencies also responding to the flooded area are:

- Texas Task Force 1
- Texas Dept of Public Safety
- Texas National Guard
- Texas Parks and Wildlife
- Country STAR Flight
- Local Police Department

“The preservation of life during this incident is our top priority,” said Capt. Ulysses S. Mullins, The Coast Guard Heartland District Chief of Staff, “which is why the Coast Guard is working with the State of Texas alongside other responding agencies to ensure that every asset on scene is able to coordinate, communicate and respond as safety and quickly as possible”

Any media networks seeking information about the Coast Guard’s rescue and response operations are encouraged to contact the Texas Public Affairs Detachment Duty line at 832-293-1293.

U.S. Coast Guard Receives Historic Investment to Rebuild Under President Trump's One Big Beautiful Bill

Release From U.S. Coast Guard Headquarters, July 4, 2025

WASHINGTON – The U.S. Coast Guard welcomed the nearly $25 billion investment included in the One Big Beautiful Bill Act Friday – marking the largest single commitment of funding in Service history.

This investment strengthens every facet of Coast Guard operations and supports the Service's role as the Nation's leading drug interdiction and maritime border security force.

This funding will allow the Coast Guard to procure an estimated 17 new icebreakers, 21 new cutters, over 40 helicopters and six C-130J aircraft while modernizing shore infrastructure and maritime surveillance systems. The package also strengthens the Coast Guard's ability to counter drug and human trafficking, conduct search and rescue, enhance navigational safety and enable maritime trade.

"This historic investment marks a new era for the Coast Guard," said Coast Guard Acting Commandant Adm. Kevin Lunday. "It reflects the strong support of the American people and empowers us to restore our Service and prepare for the challenges of today and tomorrow. With this level of support,

and the dedication of our Coast Guard men and women, there’s nothing we can’t accomplish. We are deeply grateful for this opportunity to build a stronger Coast Guard for the Nation.”

Investment highlights include:

- $4.4 billion for shore infrastructure, training facilities and homeports
- $4.3 billion for Polar Security Cutters, extending U.S. reach in the Arctic
- $4.3 billion for nine new Offshore Patrol Cutters
- $3.5 billion for three Arctic Security Cutters
- $2.3 billion for more than 40 MH-60 helicopters
- $2.2 billion for depot level maintenance to sustain readiness
- $1.1 billion for six new HC-130J aircraft and simulators
- $1 billion for Fast Response Cutters
- $816 million for light and medium Icebreaking Cutters
- $266 million for long-range unmanned aircraft systems

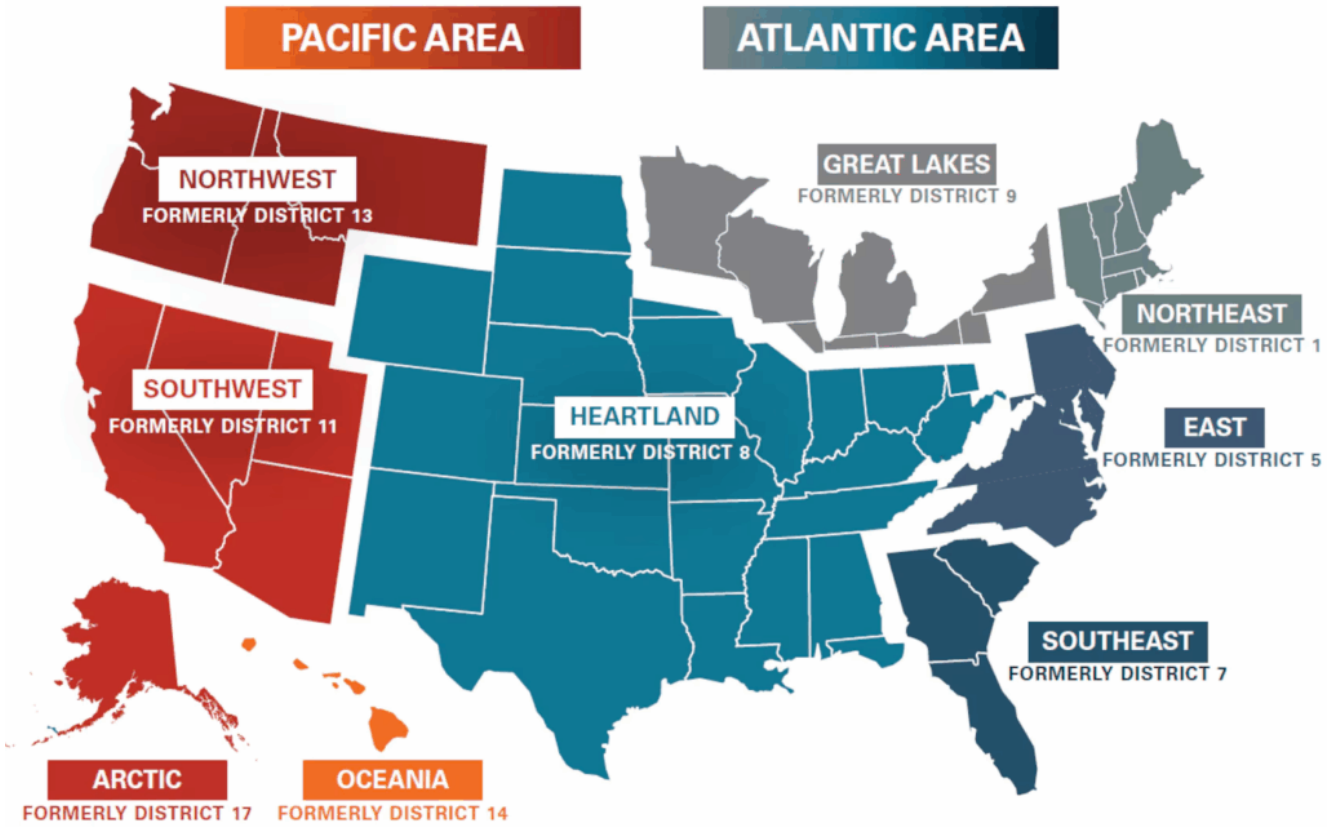
- $170 million for maritime domain awareness, including next-generation sensors

- $162 million for three Waterways Commerce Cutters

These investments support **Force Design 2028** – the Secretary's comprehensive effort to modernize operations and capabilities to ensure the Coast Guard remains the finest maritime fighting force ready to protect and defend the nation for decades to come.

The Coast Guard extends its appreciation for the leadership of the Administration, including President Trump and Secretary Noem, and leaders in Congress for recognizing the strategic importance of a ready, modern and resilient Coast Guard.

Coast Guard Renames Geographic Operational Districts



From U.S. Coast Guard Headquarters Public Affairs, July 3, 2025

WASHINGTON – The U.S. Coast Guard announced Thursday the renaming of its operational districts from numerical to geographic designations, a key initiative under Force Design 2028 (FD2028).

This strategic change, directed by Secretary of Homeland Security Kristi Noem on May 21, 2025, aims to indicate more accurately the regions they serve and represent. Renaming operational districts revises a numbered system established during World War II, when the Coast Guard operated as part of the Navy to ensure alignment between the services. In the 80 years since the Coast Guard separated from the Navy, the Service has maintained the numbered districts. However, the Navy stopped using numbered districts over 25 years ago.

Updating operational districts to regional names will more clearly align districts with their areas of responsibility, facilitate collaboration with interagency partners, and ensure

the American public and maritime stakeholders can easily find and understand the districts in which they live, recreate and operate. This change is a direct action within FD2028's organization campaign, which is focused on adapting the Coast Guard's structure to remain effective and responsive.

The new geographic names, approved by the Department of Homeland Security, are as follows:

District 1: USCG Northeast District
District 5: USCG East District
District 7: USCG Southeast District
District 8: USCG Heartland District
District 9: USCG Great Lakes District
District 11: USCG Southwest District
District 13: USCG Northwest District
District 14: USCG Oceania District
District 17: USCG Arctic District

"This renaming is more than just a change in labels; it's a critical step in our journey to become a more agile, capable, and responsive fighting force," said Acting Commandant Kevin E. Lunday. "Under Force Design 2028, we are driving fundamental changes to speed decision-making, improve strategic alignment, and ultimately best serve the American people for decades to come. This initiative underscores our commitment to ensuring that change is lasting and has an enduring impact on the Service and the Nation."

This change will not impact operations or change existing geographical district boundaries. To memorialize the updated names for operational districts, the Coast Guard is undertaking the process of formally changing district names in the Code of Federal Regulations. Through this process, the Coast Guard will continue to communicate with stakeholders and provide updated resources and information as appropriate.

For more information, please contact Coast Guard Media

Relations at **MediaRelations@uscg.mil**.

Read more about the Coast Guard's transformation through FD2028 here: **USCG Force Design 2028**.

Mobile Diving and Salvage Unit 2 Disestablished; Explosive Ordnance Disposal Mobile Unit 10 Established

VIRGINIA BEACH, Va. – Cmdr. Garret Pankow, commanding officer of Mobile Diving and Salvage Unit (MDSU) 2, changes command with Cmdr. Jonathon Maurus, as he assumes command of Explosive Ordnance Disposal Mobile Unit (EODMU) 10 during a ceremony at Joint Expeditionary Base Little Creek-Fort Story, July 3, 2025. During the ceremony MDSU-2 was disestablished and

EODMU-10 established, combining their warfighting capabilities. EODMU-10 is a subordinate command of Explosive Ordnace Disposal Group 2 and operates as part of Navy Expeditionary Combat Force providing skilled, capable, and combat-ready deployable Navy EOD and Navy Diver forces around the globe to support a range of operations. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jackson Adkins)
From Lt.j.g. Martin Carey, July 3, 2025

VIRGINIA BEACH, Va. – The U.S. Navy marked the end of an era and the beginning of a new chapter during a ceremony July 3, as Mobile Diving and Salvage Unit (MDSU) 2 was formally disestablished and Explosive Ordnance Disposal Mobile Unit (EOD) 10 was established aboard Joint Expeditionary Base Little Creek-Fort Story.

The ceremony, attended by families, shipmates, and distinguished guests, celebrated the legacy of MDSU-2 – a unit synonymous with diving, salvage, and undersea response excellence – and welcomed the future of integrated expeditionary operations under EODMU-10.

Established in 1982, MDSU-2 was a cornerstone of U.S. Navy diving and salvage capability. Over the decades, its Sailors supported numerous historic and high-profile operations, including the 1986 recovery of Space Shuttle Challenger, the salvage of TWA Flight 800 in 1996 and Swiss Air Flight 111 in 1998, and the recovery of Space Shuttle Columbia in 2003.

Divers and EOD technicians from MDSU-2 also played critical roles in complex salvage operations around the globe, including the 1994 Eritrea Africa ship salvage, the 1999 USS Cole (DDG 67) recovery, and the multi-year recovery project of USS Monitor, a Civil War ironclad warship. The unit supported humanitarian assistance responses for Hurricane Katrina and Hurricane Sandy and led pioneering efforts in Arctic diving during Operation Nanook in 2010.

Commander Garrett Pankow took to the podium to deliver his

final message as the commanding officer of MDSU-2.

“Today is bittersweet,” said Pankow. “We’re not only executing a time-honored transfer of command but also retiring a combat salvage unit with a legacy that spans the globe, and establishing a new EOD mobile unit. For half a century, MDSU-2 Salvors have operated with character and competency – from the Arctic Circle to the depths of the Red Sea.” He continued, “It has been the honor of my career to be the skipper of MDSU-2. The spirit and capability of MDSU-2 carries forward into EODMU-10, and all East Coast EOD mobile units, as we combine EOD and Salvage warriors at EOD mobile units; ready to support the fleet, anytime, anywhere.”

Commander Jonathon Maurus, from Dearborn, MI, will be the first commanding officer of EODMU-10.

“I am extremely honored and humbled to take the helm from Commander Pankow during this historic transition – while we close the chapter on MDSU-2, we carry forward its proud legacy as we stand up EOD Mobile Unit-10, ready to meet the Navy’s evolving mission with the same tenacity and excellence.”

Rear Adm. Brad Andros, Commander, Navy Expeditionary Combat Command, served as the ceremony’s guest speaker and stressed the significance of the redesign of the mobile diving and salvage force.

“The transition from MDSU-2 to EOD Mobile Unit-10 is not a loss – it is a consolidation of excellence,” said Andros. “This force redesign brings the full spectrum of EOD and MDSU capabilities under one commander, one unified command – bringing together our teams, our chief’s mess, our wardrooms. Our expeditionary forces must be ready for a future fight. We can no longer look at our niche capabilities as we did 10 or 20 years ago…our Navy Expeditionary Combat Forces will be needed for our full repertoire, full capability and full capacity.”

The establishment of EODMU-10 reflects a greater NECC effort to ensure readiness for the future fight and a deliberate approach to build a more sustainable and agile force. The unit will continue to leverage diving and salvage expertise while aligning under the broader Explosive Ordnance Disposal Group 2 enterprise.

As a critical component of the Navy Expeditionary Combat Force, Navy EOD forces clear explosive hazards to provide access to denied areas; they employ advanced tactics and technologies to exploit and secure the undersea domain for freedom of maneuver; they build and foster relationships with a constellation of capable and trusted partners; and they protect the homeland and our American way of life.

For more information, visit https://www.necc.usff.navy.mil/eod/

U.S., ROK Navies Conduct CONSOL Training

CHINHAE, South Korea—Republic of Korea's Cheonji-class fast combat support ship ROKS Daecheong (AOE-58) connects its fuel line to Military Sealift Command's commercial charter oiler MT Allied Pacific during conducted a simulated consolidated cargo replenishment at sea (CONSOL), at Chinhae, June 19, 2025. CONSOL capability is when a specially outfitted MSC-controlled tanker conducts underway refueling operations, transferring fuel and/or cargo to combat logistics-force ships at sea. (Courtesy photo)

by Grady T. Fontana, July 2, 2025

CHINHAE, South Korea – Military Sealift Command's (MSC) commercial charter oiler MT Allied Pacific conducted a simulated consolidated cargo replenishment at sea (CONSOL), at Chinhae, June 16-19, 2025.

CONSOL capability is when a specially outfitted MSC-controlled tanker conducts underway refueling operations, transferring fuel and/or cargo to combat logistics-force (CLF) ships at

sea.

Typically, CLF ships are required to return to shore to a Defense Fuel Support Point to resupply. A CONSOL eliminates those round-trips to a supply point, thereby, reducing cost and increasing time at sea to support the fleet.

“Returning to shore, or to a supply depot, requires ships to leave the operation areas, and travel to wherever the fuel terminal is, which requires time,” said U.S. Navy Senior Chief Boatswain’s Mate Andrew Werner, MSC Far East. “The sole advantage to a CLF taking fuel from a tanker vice a terminal, is that the tanker can move to the geographic location, where it is needed.”

In this case, Allied Pacific connected with Republic of Korea’s Cheonji-class fast combat support ship ROKS Daecheong (AOE-58). The ability of an ROK tanker to CONSOL allows them to also carry fuel out to the fleet, and provide underway replenishment of fuel, fleet cargo, and stores to customer ships at sea, thereby increasing capacity in the Indo-Pacific region.

“The ROK Navy was very interested in how the U.S. Navy conducts CONSOL events with a civilian tanker,” said Werner. “So we demonstrated how we do CONSOL events and the steps on preparing their underway replenishment stations.”

Allied Pacific is one of a few commercial oil tankers that has been chartered and outfitted to pump fuel to CLFs at sea, which allows the CLF ships to stay closer to the fleet, and allies and partner nations.

“The U.S. and ROK have a strong strategic alliance,” said Capt. David L. Reyes, Commodore of MSC Far East. “Interoperable refueling capabilities enhance this partnership by enabling joint operations, training exercises, and real-

world missions. This cooperation reinforces mutual defense commitments and helps promote regional stability.”

The four-day event began at port on board Commander, Fleet Activities Chinhae, and both crews participated in safety briefings, discussions and cross-deck training on day one.

Days two and three involved pier side training: deploying, retrieving and re-deploying the fuel lines between the two ships while at port.
Day four, both ships got underway and connected at sea, as planned, offering a successful proof-of-concept.

“CONSULs between ROK and U.S Navy fleet replenishment oilers are not new,” said Werner. “However, the ability for ROK vessels to connect with an MSC-chartered commercial oiler is a capability that the ROK Navy is very interested in. This increases operational reach and endurance of both naval forces.”

MSC Far East supports the U.S. 7th Fleet and ensures approximately 50 ships in the Indo-Pacific Region are manned, trained, and equipped to deliver essential supplies, fuel, cargo, and equipment to warfighters, both at sea and on shore. U.S. 7th Fleet is the U.S. Navy’s largest forward-deployed numbered fleet and routinely interacts and operates with allies and partners in preserving a free and open Indo-Pacific region.

Coast Guard offloads more

than $20 million in illicit drugs interdicted in Caribbean Sea

From Coast Guard 7th District, July 2, 2025

MIAMI – U.S. Coast Guard Cutter Northland's crew offloaded approximately 2,220 pounds of cocaine and 3,320 pounds of marijuana worth an estimated $20.1 million, Wednesday, at Coast Guard Base Miami Beach.

The seized contraband was the result of four interdictions in the Caribbean Sea by the crews of HMCS William Hall and HNLMS Friesland with embarked Coast Guard law enforcement detachments.

"Stopping harmful and illicit narcotics from reaching our shores and entering our communities is a team effort," said Cmdr. Brian Gismervik, Coast Guard Cutter Northland's

commanding officer. “In the dynamic maritime environment, it takes the combined efforts of our joint force DoD, DHS, and international partners to combat transnational criminal organizations.”

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

- Royal Canadian Navy ship HMCS William Hall
- Royal Netherlands Navy ship HNLMS Friesland
- U.S. Navy ship USS Cole
- U.S. Coast Guard Tactical Law Enforcement Team South, LEDET 404
- U.S. Coast Guard Tactical Law Enforcement Team Pacific, LEDET 103
- Helicopter Interdiction Tactical Squadron Jacksonville
- Seventh Coast Guard District staff

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

the Caribbean Sea are performed by members of the U.S. Coast Guard under the authority and control of the Seventh Coast Guard District, headquartered in Miami.

USCGC Northland is a 270-foot Reliance-class medium endurance cutter homeported in Portsmouth under **U.S. Coast Guard Atlantic Area Command**.

For breaking news, follow us on **X (formerly Twitter)**. For additional information, find us on **Facebook** and follow us on **Instagram**.

Make a difference on land, at sea or in the air with the Coast Guard. Visit **GoCoastGuard.com** to learn more about active duty and reserve, officer and enlisted opportunities. Information on how to apply to the U.S. Coast Guard Academy can be **found here**.

Fincantieri Marine Group Appoints George Moutafis as CEO

From Fincantieri

Fincantieri Marine Group (FMG), the U.S. subsidiary of Fincantieri – one of the world's largest shipbuilding groups and a global leader in the construction of highly complex vessels – announces the appointment of George A. Moutafis as Chief Executive Officer, effective July 1, 2025.

The leadership transition of the US company of the Group led

by Chief Executive Officer and General Manager Pierroberto Folgiero comes at a pivotal moment for the U.S. shipbuilding industry, as the new U.S. administration places renewed strategic emphasis on strengthening domestic naval capabilities. In this context, Fincantieri reinforces its long-term commitment to the United States by appointing a seasoned U.S. executive with deep expertise in defense, naval manufacturing, and international industrial transformation.

George Moutafis brings over 25 years of executive experience across strategic planning, program management, and industrial restructuring, with a distinguished track record in both the public and private sectors. His background includes leadership roles in major defense and manufacturing organizations, most recently as Chief Operating Officer and General Manager of Beretta USA Corp. He also previously held leadership roles within FMG, contributing to innovation and program execution in support of U.S. Navy platforms. His background in defense and naval manufacturing, combined with his international perspective, and his proven ability to drive operational and financial management, aligns with the Group’s strategic direction in response to shifting priorities in the broader U.S. institutional and industrial context.

Fincantieri has been present in the United States for over 15 years, with a solid industrial footprint that includes four shipyards and a workforce of approximately 3,000 people. Over this period, the Group has invested more than $800 million in its U.S. shipbuilding operations, of which over half was specifically allocated to upgrading and expanding the Marinette yard in Wisconsin. This strategic presence underscores the Group’s enduring commitment to supporting the U.S. Navy and contributing to the country’s industrial base.