Italian and U.S. Combined Naval Force Integrates in Mediterranean Sea

By Lt. Ian Tumulty, July 23, 2025

MEDITERRANEAN SEA — The first-in-class aircraft carrier USS Gerald R. Ford (CVN 78), Arleigh Burke-class guided-missile destroyers USS Winston S. Churchill (DDG 81) and USS Bainbridge (DDG 96), all assigned to Gerald R. Ford Carrier Strike Group (GRFCSG), integrated their force with Italian Navy frigate ITS Spartaco Schergat (F598) beginning July 20, 2025.

“ITS Spartaco Schergat is eager to cooperate with the Gerald R. Ford Carrier Strike Group,” said Cmdr. Michele Spada, commanding officer of Spartaco Schergat. “Interoperability

activities between our units will result in an extraordinary exchange of experiences, allowing for deeper mutual understanding and strengthened trust between our crews. This strengthens both individual skills and our ability to operate as one."

On July 19, the same members of the Gerald R. Ford Carrier Strike Group transited the Strait of Gibraltar with Spanish Armada Santa Maria-class ESPS Canarias (F86), and fast combat support ship USNS Supply (T-AOE-6),

"It is a privilege for our strike group to enter the Mediterranean Sea and immediately be met by an Italian Allied warship," said Rear Adm. Paul Lanzilotta, commander of Carrier Strike Group Twelve. "Our transit through the Strait of Gibraltar with Spain and naval integration with Italy is just the beginning of our efforts together in deterring regional aggression and improving the lethality of our forces by raising readiness and responsiveness with our Allies and partners."

While in the U.S. 6th Fleet area of operations, GRFCSG will continue to work alongside NATO Allies and other partners, focusing on strengthening partnerships, deepening interoperability, and supporting theater security and stability.

Built on more than seven decades of partnership and experience, NATO is the strongest military alliance in history. Carrier strike groups like Gerald R. Ford's showcase the inherent flexibility and scalability maritime forces provide to the combined force, while reinforcing the U.S. Navy's ironclad commitment to the stability and security of the European theater.

Gerald R. Ford, along with the nine embarked squadrons of Carrier Air Wing Eight, Destroyer Squadron Two's Bainbridge

and USS Mahan (DDG 72), and USS Winston S. Churchill (DDG 81), left Virginia in June and conducted multi-domain strike group operations in the Atlantic Ocean before transiting east.

Carrier Strike Group Twelve is on scheduled deployments in the U.S. 6th Fleet area of operations to support the warfighting effectiveness, lethality, and readiness of U.S. Naval Forces Europe-Africa, and defend U.S., Allied and partner interests in the region. For more than 80 years, U.S. Naval Forces Europe-U.S. Naval Forces Africa has forged strategic relationships with our Allies and partners, leveraging a foundation of shared values to preserve security and stability.

Hanwha Shipping Orders LNG Carrier From Hanwha Philly Shipyard

RRelease From Hanwha USA Corporate Communications

It will be the first U.S.-ordered LNG carrier since the late 1970s

HOUSTON (July 21, 2025) – Hanwha Shipping, an American subsidiary of Hanwha Ocean, announced today that it has ordered a liquefied natural gas carrier (LNG) from its affiliate, Hanwha Philly Shipyard. This new LNG carrier will be constructed with advanced technology and propulsion systems and represent the first U.S.-ordered, export-market-viable LNG carrier in almost 50 years, dating back to the late 1970s.

With this contract for one LNG carrier and an option for one additional vessel, Hanwha is bringing its LNG shipbuilding and operational know-how and expertise from Korea to America through capability and technology transfers supporting the growth of the U.S. maritime industrial base. This initiative aims to meet the growing demand for U.S. LNG carriers crewed by U.S. mariners that comply with rigorous U.S. Coast Guard standards. These ships represent a resurgence in U.S. shipbuilding capabilities, buoyed by recent U.S. trade

policies that require a growing percentage of LNG exports to be transported on U.S. vessels.

“We’re excited to leverage Hanwha’s world-class shipbuilding prowess to equip American industrial partners with the skills to construct next-generation LNG carriers for the first time in nearly five decades,” said Ryan Lynch, President & CEO of Houston-based Hanwha Shipping. “Hanwha Ocean—Philly Shipyard’s Korean shipbuilding affiliate—became the world’s first shipbuilder to produce and deliver its 200th LNG carrier earlier this year. This amazing milestone reinforces Hanwha’s global leadership position in LNG carrier construction, which we are eager to replicate in the U.S.”

Under the structure of this project, Hanwha Philly Shipyard, as the U.S.-based shipyard, signs the primary shipbuilding contract with Hanwha Shipping—a Hanwha Ocean affiliate and the project’s owner—and then executes the contract as part of a joint-build model with Hanwha Ocean.

With this order, Hanwha is positioned to secure a leading technological edge and supply capability in the North American LNG carrier market. As the only company in the world with shipbuilding operations in both Korea and the United States, Hanwha plans to enhance its capability to build LNG carriers in the U.S. through a cooperative model with Hanwha Philly Shipyard.

While a significant portion of the construction will be carried out at Hanwha Ocean’s Geoje shipyard in Korea, the project will be executed as a joint-build model. Hanwha Philly Shipyard will be responsible for U.S. regulatory compliance and safety certifications, laying the foundation for a collaborative production framework. Through this model, Hanwha plans to gradually transfer its advanced shipbuilding technologies to Hanwha Philly Shipyard, enabling the latter to expand into high-value shipbuilding. This LNG carrier order marks a significant milestone in contributing to the

revitalization of the U.S. shipbuilding and maritime sectors.

Hanwha Shipping plans to utilize the ordered vessels as a strategic platform to support U.S. energy security and global energy reliability. In addition to fulfilling internal group transport requirements, the vessels will play a key role in establishing the U.S.-flagged LNG fleet, reinforcing American leadership in global energy logistics, and accelerating the reindustrialization of the American maritime sector. By leveraging U.S.-sourced LNG and modern shipbuilding capacity, Hanwha aims to offer a reliable, cost-effective solution to rising global demand—particularly amid heightened geopolitical tensions and increasing pressure on energy supply chains.

Last December, Hanwha—a global conglomerate with a world-class shipbuilding arm—acquired the Philly Shipyard for $100 million. The historic shipyard has delivered more than half of the U.S.'s large commercial vessels under the Jones Act since 2000.

With the acquisition, Hanwha is focused on revitalizing the Hanwha Philly Shipyard as part of its wider goal of increasing U.S. maritime capacity and the U.S. maritime industrial base. Drawing on its decades of shipbuilding expertise and know-how, Hanwha is making significant investments in expanding Philly shipyard's capabilities with technological advancements, workforce training and smart systems—creating significantly more onboarding capacity and thousands of new skilled manufacturing jobs in the U.S.

About Hanwha Shipping

Hanwha, one of the largest South Korean conglomerates with growing investments in the U.S., added shipping to its scope of operations with the formal establishment of Hanwha Shipping in April 2024. Hanwha Shipping, a subsidiary of Hanwha Ocean, aims to take a leading position in the American shipping ecosystem by deploying next-generation digital technologies and advancing the resilience and robustness of America's

energy security and maritime industrial base.

About Hanwha Philly Shipyard
Hanwha Philly Shipyard is a leading U.S. shipbuilder that has earned a reputation as a preferred provider of ocean-going merchant vessels with a track record of delivering quality ships, having delivered around 50% of all large ocean-going U.S. Jones Act commercial ships since 2000. The shipyard is part of Hanwha Group, a multinational company with a robust network of affiliates in the energy, shipbuilding, defense, aerospace, finance, and retail & services industries. For more information, visit www.hanwhaphillyshipyard.com.

Living Namesake Rides First Set of Sea Trials for DDG 124

BATH, Maine (July 15, 2025) – U.S. Marine Corps Col. (Ret.) Harvey C. Barnum Jr., a Medal of Honor recipient, sits on the bridge of the future USS Harvey C. Barnum Jr. (DDG 124) during sea trials. The ship is named in honor of Barnum, who received the Medal of Honor for valor during the Vietnam War. (U.S. Navy photo by Laura Lakeway)
By NAVSEA Public Affairs, July 21, 2025

In a rare moment of living history, ship namesake and Medal of Honor recipient, Col. Harvey “Barney” Barnum Jr. joined members of future USS Harvey C. Barnum Jr.’s (DDG 124) crew, the Navy programmatic team, and industry partners onboard the ship’s first set of sea trials, departing from General Dynamics Bath Iron Works, July 15.

Col. Barnum twice served in Vietnam and received his Medal for heroic actions taken against enemy forces at Ky Phu in Quang Tin Province in December 1965 after his company came under enemy fire and was separated from the rest of their battalion. He also served as the deputy assistant secretary of the Navy for reserve affairs.

DDG 124 was named for Col. Barnum in 2016 and is one of 32 DDG 51 class destroyers that are currently named after Medal of Honor recipients.

“It’s a great honor and I was very humbled when I got the call that I was going to have a ship named after me and that it was a warfighter, a DDG Arleigh Burke Class, it made me very proud. I’m very honored to be here for this trial,” said Barnum.

Col. Barnum continues to be a tireless champion of the Navy and Marine Corps team and has closely followed construction of DDG 124. He has been present for all the ship’s significant milestones, including keel laying and christening.

The ship will continue its series of sea trials in advance of delivery to the Navy.

Arleigh Burke-class guided missile destroyers are the backbone of the U.S. Navy’s surface fleet, providing protection to America around the globe. These highly capable, multi-mission ships conduct various operations, from peacetime presence to national security, providing a wide range of warfighting capabilities in multi-threat air, surface, and subsurface domains. These elements of seapower enable the Navy to defend American prosperity and prevent future conflict abroad.

PEO Ships, one of the Department of Defense’s largest acquisition organizations, is responsible for executing the development and procurement of all destroyers, amphibious ships and craft, and auxiliary ships, including special mission ships, sealift ships and support ships.

USNS Comfort Departs Dominican Republic After Fourth CP25 Mission Stop

PUERTO PLATA, Dominican Republic (July 20, 2025) Capt. Grace Key, commanding officer, USNS Comfort Medical Treatment Facility, says goodbye to the Dominican Republic medical team as they depart the Mercy-class hospital ship USNS Comfort (T-AH 20) off the coast of Puerto Plata, Dominican Republic during Continuing Promise 2025, July 20, 2025. (U.S. Navy photo by MC2 Rylin Paul)

By U.S. Naval Forces Southern Command / U.S. 4th Fleet – Continuing Promise Detachment, July 22, 2025

PUERTO PLATA, Dominican Republic – The Mercy-class hospital ship USNS Comfort (T-AH 20) departed from Puerto Plata, Dominican Republic, July 21, 2025, after a four-day mission stop during Continuing Promise 2025 (CP25).

At the Dominican mission stop, Comfort's team provided medical and dental care, veterinary subject matter exchanges, medical subject matter exchanges, a humanitarian aid and disaster response workshop, band performances, and a beach clean-up event. During CP25, a Dominican military medical team embarked with Comfort, where they worked side-by-side with the ship's crew to provide care to patients at each site visit of the mission.

"The collaboration we experienced here exemplifies what's possible when partners come together with a shared commitment to service," said Capt. Grace Key, commanding officer, USNS Comfort Medical Treatment Facility. "It's through teamwork like this that we achieve a lasting impact."

U.S. and Dominican providers together encountered 1,588 patient at the Puerto Plata medical site. Comfort's medical and dental teams completed 248 dental cleaning and fillings, filled 1,158 pharmaceutical prescriptions, and distributed 160 assistive devices to Dominican patients. Additionally, 24 surgeries were performed aboard Comfort. A standout moment came from one of Comfort's hospital corpsmen who, as a child, received dental treatment at a medical site in the Dominican Republic during a Continuing Promise mission stop in 2007. Hospitalman Flor Jones Garcia, assigned to Comfort, had a tooth extracted in the Dominican Republic by the Continuing Promise medical team when she was seven years old.

"It was awesome being back here," said Jones Garcia, "I was able to see my mother and this was the first time she saw me in uniform, so I was pretty excited. It is absolutely astounding for me to be on the other side and provide medical care. It means everything to me and I know it does to the people of Puerto Plata as well."

The mission stop also featured the U.S. Fleet Forces Band, "Uncharted Waters," who had the opportunity to play alongside Dominican Republic 'Oleaje' band and Fuerza Aérea de República

Dominicana band for Dominican citizens. They performed four concerts at Central Park of Puerto Plata, Dominican Republic with a total audience of 645 people.

“It’s a great opportunity to not only share cultural aspects in terms of dance and music, but it is also to highlight the work the other lines of effort are doing for the Dominicans,” said Ens. Chris McGann, assistant director of the U.S. Fleet Forces Band.

U.S. Army veterinarians from the 248th Medical Detachment Veterinary Service Support also hosted subject matter expert exchanges while in the Dominican Republic. They trained 187 members of the Fuerza Aérea de República Dominicana in K-9 tactical combat casualty care, as well as Dominican dairy farmers on proper cattle care and sanitization techniques. Furthermore, Comfort Sailors taught a tactical combat casualty care course to Armed Forces of the Dominican Republic members and Comfort’s preventive medicine team took part in a two-day health fair hosted by the Dominican Republic’s Ministry of Public Health.

Field training exercises and a beach clean-up were also conducted in Puerto Plata. The combined efforts for the beach clean-up resulted in the 366 hours of work and the removal of 3,152 pounds of trash from the local beaches. Humanitarian Assistance and Disaster Relief (HA/DR) held Search and Rescue (SAR) field training exercises with 160 Dominican participants, including federal firefighters and paramedics.

Following the mission stop in Dominican Republic, Comfort is scheduled to arrive in Limon, Costa Rica for CP25’s fifth mission stop.

CP25 marks the 16th mission to the region since 2007 and the eighth aboard USNS Comfort. The mission will foster goodwill, strengthen existing partnerships with partner nations, and encourage the establishment of new partnerships among

countries, non-federal entities, and international organizations.

U.S. Naval Forces Southern Command/U.S. 4th Fleet supports U.S. Southern Command's joint and combined military operations by employing maritime forces in cooperative maritime security operations to maintain access, enhance interoperability, and build enduring partnerships in order to enhance regional security and promote peace, stability and prosperity in the Caribbean, Central and South American region.

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

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Trilateral Naval Logistics Arrangement for Further Cooperation Signed

From the Navy’s Office of Information, July 11, 2025

BRISBANE, Australia – Senior U.S., Australian and Japanese flag officers agreed today to further enhance logistics interoperability among their maritime forces. Their intent is to enable deeper maritime cooperation among the three nations, building upon their enduring commitment to stability and security in the Indo-Pacific.

Vice Adm. Jeff Jablon (Deputy Chief of Naval Operations for Installations and Logistics, OPNAV N4), Rear Adm. Naoya Hoshi (Director General of Logistics Department, Maritime Staff Office, Japan Maritime Self Defense Force (JMSDF)), and Commodore Catherine Rhodes (Director General Logistics, Royal Australian Navy (RAN)) took part in the signing ceremony aboard USS America (LHA-6) during a port visit in Brisbane.

The U.S. Navy, JMSDF, and RAN routinely collaborate on a bilateral basis for logistics and other topics under a strategic dialogue framework that has been in place for several years. This is the first time a trilateral logistics agreement has been established under this framework.

“Sustainment in depth is a primary objective,” said Vice Adm.

Jablon. “We have robust logistics partnerships with Japan and Australia to ensure we can provide the right material and services at the right place, at the right time to mutually support our maritime forces, from day-to-day training during peacetime through contingencies. This arrangement strengthens those commitments and allows us to more easily share information, technologies and processes for greater logistics resiliency.”

Reloading missile systems and flexible refueling are among the areas of cooperation outlined in the agreement.

RAN and U.S. Navy forces have supported missile reloading for each other’s warships in the Indo-Pacific region since 2019. To enhance the capability to reload rapidly at sea, Naval Sea Systems Command (NAVSEA) is developing prototype systems that are compatible with both existing U.S. and partner nation warships’ MK-41 missile launchers and can be utilized to transfer missile canisters between ships in elevated sea states. These systems were demonstrated in 2024, with demonstrations planned in 2025 and 2026 to showcase additional capability and interoperability.

Refueling naval vessels at sea is fundamental to the ability to maintain presence and respond to contingency situations. U.S., Australian and Japanese military oilers routinely refuel partner nation vessels while participating in combined joint exercises and other cooperative engagements. To augment oiler capability, since 2011 the Military Sealift Command (MSC) has been outfitting leased commercial tanker ships with consolidated tanking, or CONSOL, connections that enable them to refuel a U.S. or partner nation military oiler at sea. This allows the oiler to remain on station for longer periods and continue refueling operational forces, rather than returning to a port to refuel. Since 2022, MSC has ramped up CONSOL operations and related training with Australia, Japan, and other partners. The U.S. Navy is currently exploring how partner nation tankers could incorporate CONSOL capabilities.

“Japan is excited about the chance to collaborate more closely with our U.S. and Australian partners,” said Rear Adm. Hoshi. “This new arrangement will allow us to broaden the scope and increase the efficiency of our interactions.”

Beyond information and technology sharing through these types of agreements, incorporating logistics activities into training in a realistic manner remains a focus area for U.S. naval forces. Examples include offloading missiles from dry cargo/ammunition ships, rearming cruisers and destroyers, refueling at sea, ship and aircraft repair, airfield damage repair, salvage operations, and medical evacuations.

The signing took place just prior to the official kickoff of exercise Talisman-Sabre 2025, during which Australia, Japan, and other partners will participate in many of these activities as feasible.

“During Talisman-Sabre and beyond, we have clear opportunities to work trilaterally with our U.S. and Japanese partners on logistics initiatives,” said Commodore Rhodes. “These efforts facilitate our speed of response for the full range of naval actions in the Indo-Pacific, from routine sustainment through crisis.”

USS George Washington, HMS Prince of Wales Conduct Dual-Carrier Ops

From U.S. Pacific Fleet, July 18, 2025

TIMOR SEA – U.S. Navy George Washington Carrier Strike Group participates in dual carrier operations alongside Royal Navy HMS Prince of Wales Carrier Strike Group while underway in the Timor Sea, as part of Talisman Sabre, July 18, 2025. U.S. Navy Nimitz-class aircraft carrier USS George Washington (CVN 73) sails in formation with U.S. Navy Ticonderoga-class guided-missile cruiser USS Robert Smalls (CG 62), U.S. Navy Arleigh Burke-class guided-missile destroyer USS Shoup (DDG 86), Royal Navy Queen Elizabeth-class aircraft carrier HMS Prince of Wales (R09), Royal Navy Daring-class air-defence destroyer HMS Dauntless (D33), British Royal Fleet Auxiliary Tide-class tanker RFA Tidespring (A136), Royal Australian Navy Hobart-class air warfare destroyer HMAS Sydney (DDG 42), Royal Norwegian Navy Fridtof Nansen-class frigate HNoMS Roald Amundsen (F311), and Royal Canadian Navy Halifax-class frigate HMCS Ville de Québec (FFH 332).

Talisman Sabre is the largest bilateral military exercise between Australia and the United States advancing a free and

open Indo-Pacific by strengthening relationships and interoperability among key allies and partners, while enhancing our collective capabilities to respond to a wide array of potential security concerns. (U.S. Navy photo by MCSN Nicolas Quezada)

SECDEF Announces Flag and General 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:

Marine Corps Lt. Gen. Michael J. Borgschulte for reappointment to the grade of lieutenant general, with assignment as superintendent, U.S. Naval Academy, Annapolis, Maryland. Borgschulte is currently serving as deputy commandant, Manpower and Reserve Affairs, Quantico, Virginia.

Marine Corps Maj. Gen. Christian F. Wortman for appointment to the grade of lieutenant general, with assignment as commanding general, I Marine Expeditionary Force, Camp Pendleton, California. Wortman is currently serving as the commanding general, 3d Marine Division, Okinawa, Japan.

Navy Vice. Adm. Yvette M. Davids for reappointment to the grade of vice admiral, with assignment as deputy chief of Naval Operations for Operations, Plans, Strategy, and Warfighting Development, N3/N5/N7, Office of the Chief of Naval Operations, Pentagon, Washington, D.C. Davids is currently serving as superintendent, U.S. Naval Academy, Annapolis, Maryland.

Navy Rear Adm. Jeffrey J. Czerewko for appointment to the grade of vice admiral, with assignment as deputy chief of Naval Operations for Personnel, Manpower, and Training, N1, Office of the Chief of Naval Operations and Chief of Naval Personnel, Arlington, Virginia. Czerewko most recently served as commander, Naval Education and Training Command, Pensacola, Florida.

Navy Rear Adm. John E. Dougherty IV for appointment to the grade of vice admiral, with assignment as commander, Naval Air Systems Command, Patuxent River, Maryland. Dougherty is currently serving as commander, Naval Air Warfare Center, Aircraft Division/ chief engineer, Naval Air Systems Command, Patuxent River, Maryland.

Navy Rear Adm. (lower half) Michael S. Sciretta for appointment to the grade of rear admiral. Sciretta is currently serving as director, Maritime Operations, U.S. Fleet Forces Command, Norfolk, Virginia.

Space Force Lt. Gen. Shawn N. Bratton for appointment to the grade of general, with assignment as vice chief of space operations, U.S. Space Force, Pentagon, Washington, D.C. Bratton is currently serving as deputy chief of Space Operations for Strategy, Plans, Programs, and Requirements, Pentagon, Washington, D.C.

SECDEF to Replace Naval Academy Superintendent with

Marine General

U.S. Naval Academy 65th Superintendent Vice Adm. Yvette Davids and Commandant of Midshipmen Capt. Gilbert Clark Jr. salute during morning colors during Induction Day at Alumni Hall. Photo credit: *U.S. Navy | Stacy Godfrey*

Defense Secretary Pete Hegseth plans to replace U.S. Naval Academy superintendent Vice Admiral Yvette Davids with Marine Corps Lt. Gen. Michael Borgschulte, according to reports from the Washington Post and the New York Times.

Davids was the first woman to head the prestigious academy, taking the post in January 2024. Borgschulte, if confirmed, would become the first Marine Corps general to head the 180-year-old academy.

Davids will be nominated as deputy chief of naval operations

for operations, plans, strategy and warfighting development, sources told the newspapers. Borgschulte is currently serving as deputy commandant for manpower and reserve affairs.

The move comes in the wake of other Trump Administration decisions to replace high-ranking military officers, including Admiral Linda Fagan as commandant of the Coast Guard and Admiral Lisa Franchetti as chief of naval operations, although this situation is different as Davids is being transferred to another role rather than being retired.

Lt. Gen. Michael Borgschulte. Photo credit: *U.S. Marine Corps*

USS Santa Fe and JMSDF Submarine Conduct Bilateral Exercise

PACIFIC OCEAN (July 12, 2025) – The Los Angeles-class fast-attack submarine USS Santa Fe (SSN 763) and a Japan Maritime Self-Defense Force (JMSDF) submarine steam alongside one another during Submarine Exercise (SUBEX) 25-1, in the Pacific Ocean, July 12, 2025. (Photo courtesy of JMSDF.)
By MC2 Daniel Providakes

YOKOSUKA, Japan – The Los Angeles-class fast-attack submarine USS Santa Fe (SSN 763) and a Japan Maritime Self-Defense Force (JMSDF) submarine conducted Submarine Exercise 25-1 (SUBEX) in the Pacific Ocean, July 12, 2025.

This bilateral exercise portrayed the interoperability and cooperation between the U.S. Navy and JMSDF, showcasing Santa Fe and the JMSDF submarine's capability to work together while underway in the Indo-Pacific.

"We enjoy a strong bond with our dear partners and friends in the Japanese Submarine Force," said Rear Adm. Lincoln Reifsteck, commander, Submarine Group 7 (CSG 7). "This submarine exercise is just one of dozens of operations our combined forces are planning or executing day in and day out. We take every opportunity to enhance the integration of our undersea forces, reaffirming our commitment to a shared vision of peace and prosperity for our allies and partners in the Indo-Pacific region."

SUBEX 25-1 was a two-day exercise conducted in the vicinity of Yokosuka between the U.S. Navy and JMSDF, in order to make significant advancements in the joint submarine capabilities and operations. Exercises like this bolster the U.S. and JMSDF momentum in critical undersea warfare and mutual defense.

Both submarine forces continue to work together and progress every day to seamlessly interoperate with each other. This dedication to mutual understanding and shared values of peace and security in the Indo-Pacific reflects the steadfast bonds between the two silent services.

Santa Fe, homeported in San Diego, California, and assigned to Submarine Squadron 11, is conducting routine operations in the U.S. 7th Fleet area of operations.

CSG 7 directs forward-deployed, combat capable forces across the full spectrum of undersea warfare throughout the Western Pacific, Indian Ocean, and Arabian Sea.

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 secure and prosperous Indo-Pacific region.

For more news from Commander, Submarine Group 7, visit www.csp.navy.mil/csg7/

Scientific Systems Introduces VENOM Autonomous Small USV

From Scientific Systems

VENOM Is Cost-Effective, Quickly Built With Rapidly Scalable Manufacturing, And Designed To Meet The U.S. Navy’s Need For sUSV Interceptors

BURLINGTON, Mass., July 15, 2025 – Scientific Systems, an industry leader in developing AI-powered autonomy for defense applications announced today the debut of its Vehicle for Expeditionary Naval Over-the-Horizon Missions (VENOM) small Unmanned Surface Vehicle (sUSV.) Designed to address the Navy’s operational need for sUSV interceptors, VENOM has

effectively demonstrated its seakeeping performance and autonomy behaviors during sea trials and is available now for procurement by the Department of Defense and other government agencies.

VENOM is a multi-mission, 9-meter-long unmanned surface vehicle, featuring a rugged High-Density Polyethylene (HDPE) hull and a 300HP outboard diesel engine. The sUSV delivers over 35 knots of sprint speed, a greater than 500-nautical-mile range at 24 knots in moderate sea state, and a loiter capability of 130 hours, surpassing the expected requirements of the Navy. VENOM has demonstrated the ability to autonomously transit through contested water space, avoiding static and moving obstacles, loiter in an assigned operating area while monitoring for maritime surface threats, and then sprinting to interdict a noncooperative, maneuvering vessel, making it ideal for missions including force protection (kinetic and non-kinetic), persistent ISR, contested logistics, and maritime patrols & security.

As an innovative, non-traditional autonomy software company, Scientific Systems joined forces with best-in-class teammates Tideman Marine and Sea Machines to deliver this software-centric unmanned surface vehicle. With manufacturing readiness secured, the team is prepared to rapidly scale delivery of this affordable, unmanned surface vehicle to meet anticipated Department of Defense needs.

“Scientific Systems was honored to work with partners to successfully test and qualify our production-ready, low-cost, autonomous VENOM interceptor that can travel hundreds of miles though contested water space,” said Scientific Systems Chief Executive Officer Kunal Mehra. “The fact that Scientific Systems is leading a team of partners for this vehicle underscores the reality that the future of warfare is software driven. We are proud to continue to develop the type of cutting-edge autonomous solutions the U.S Navy needs to confront a new generation of threats at sea.”

VENOM features a hull made from high-density polyethylene (HDPE), providing exceptional durability and strong resistance to hull fouling. Partner Tideman Marine is the world leader in welded HDPE vessel construction in terms of total number of boats, total number of contracts, and pedigree of success.

Designed to meet future demands, VENOM is architected to enable mission-level collaboration amongst large numbers of autonomous vessels – a key enabler of the Navy's vision for large scale USV operations.

Further information about the VENOM unmanned surface vehicle is available on the Scientific Systems website.