

# GD Electric Boat Awarded \$987M Contract Modification for Submarine Production



From General Dynamics, June 18, 2025

GROTON, Conn. – General Dynamics Electric Boat, a business unit of General Dynamics (NYSE: GD), announced today it has been awarded a \$987 million contract modification to a previously awarded contract supporting submarine production.

This modification is for additional Component Development, Class Lead Yard Support (CLYS), and Submarine Industrial Base (SIB) supplier development enhancements, as detailed in the U.S. Department of Defense [contract award](#).

“This contract modification funds important shipyard and supply chain work essential to achieving the necessary growth in output and supports our efforts to accelerate submarine delivery,” said Mark Rayha, president of General Dynamics Electric Boat. “The ongoing support for the shipyards and our supply base from the Navy, Congress and the administration is appreciated and necessary for us to meet the Navy’s current and future demand for submarines.”

Work will be performed in Groton, Connecticut (70%); Newport News, Virginia (15%); and Quonset Point, Rhode Island (15%) and is expected to be completed by 2031.

General Dynamics Electric Boat designs, builds, repairs and modernizes nuclear submarines for the U.S. Navy. Headquartered in Groton, Connecticut, it employs more than 24,000 people. More information about General Dynamics Electric Boat is available at [www.gdeb.com](http://www.gdeb.com).

---

## **Caudle Nominated to be Next CNO**



ARLINGTON, Va. – President Donald Trump has nominated

Admiral Daryl Caudle as the next chief of naval operations. Caudle, a submarine officer, currently serves as commander, U.S. Fleet Forces Command, headquartered in Norfolk, Virginia.

The nomination was received by the Senate Armed Services Committee on June 17, according to a tracker on congress.gov.

Below is the official biography of Admiral Caudle from the Navy's website:

“Adm. Daryl Caudle is a native of Winston-Salem, North Carolina and a 1985 graduate of North Carolina State

University (magna cum laude) with a degree in chemical engineering. He was then commissioned after attending Officer Candidate School in Newport, Rhode Island. Caudle holds advanced degrees from the Naval Postgraduate School, Master of Science (distinction) in Physics; from Old Dominion University, and Master of Science in Engineering Management. He also attended the School of Advanced Studies, University of Phoenix, where he obtained a Doctor of Management in Organizational Leadership with a specialization in Information Systems and Technology.

His doctoral dissertation research was conducted on military decision making uncertainty regarding the use of force in cyberspace. He is also a licensed professional engineer.

He assumed command of U.S. Fleet Forces Command; U.S. Naval Forces Northern Command; U.S. Naval Forces Strategic Command; and U.S. Strategic Command Joint Force Maritime Component Commander on December 7, 2021.

Prior to this assignment, he served as commander, Submarine Forces; commander, Submarine Force Atlantic; commander, Task Force (CTF) 114, CTF 88, and CTF 46; and commander, Allied Submarine Command.

His other flag assignments include deputy chief for security cooperation, Office of the Defense Representative, Pakistan; deputy commander, Joint Functional Component Command-Global Strike; deputy commander, U.S. 6th Fleet; director of operations U.S. Naval Forces Europe-Africa; commander, Submarine Group Eight; commander, Submarine Force, U.S. Pacific Fleet; and vice director for Strategy, Plans, and Policy on the Joint Staff (J-5) in Washington, D.C.

His early sea tours included assignments as division officer, USS George Washington Carver (SSBN 656G); engineer, USS Stonewall Jackson (SSN 634B); engineer, USS Sand Lance (SSN 660); and executive officer of USS Montpelier (SSN 765).

Caudle's first command assignment was as commanding officer of USS Jefferson City (SSN 759). As deputy commander, Submarine Squadron 11, he served as commanding officer of USS Topeka (SSN 754) and USS Helena (SSN 725) due to emergent losses of the normally assigned commanding officers. He also commanded Submarine Squadron 3.

His tours ashore include assignments as assistant force nuclear power officer, Commander Submarine Force, U.S. Atlantic Fleet; officer-in-charge of Moored Training Ship (MTS 635); deputy commander of Submarine Squadron 11; assistant deputy director for information and cyberspace policy on the Joint Staff (J-5) in Washington, D.C.; and as chief of staff Commander Submarine Force, U.S. Pacific Fleet.

His personal decorations include the Navy Distinguished Service Medal, Defense Superior Service Medal (four awards), Legion of Merit (four Awards), Meritorious Service Medal (Three Awards), Navy and Marine Corps Commendation Medal (five Awards), and the Navy and Marine Corps Achievement Medal (four Awards)."

---

## **Austal USA Launches First Steel Ship, the Future USNS Billy Frank**



MOBILE, Ala. –Austal USA successfully launched the company’s first steel ship, the future USNS Billy Frank Jr. (T-ATS 11), on June 14. Named after a native American Korean War veteran who, as an activist, fought for justice and environmental preservation in the Northwest United States, Billy Frank Jr. is a Navy Towing, Salvage and Rescue Ship – one of 3 under construction at Austal USA and the first steel product of the company’s state-of-the-art automated steel panel line.

“It was amazing to see the flawless rollout of our first steel ship,” said Harley Combs, vice president of surface ship programs. “The completion of this milestone is the result of the hard work and dedication of our talented workforce. I am so proud of all they have accomplished.”

At 3,100 metric tons, T-ATS 11 is the heaviest ship Austal USA has launched to date. The launch was executed using the proven process used to launch most of the 32 Navy ships the company has built and delivered to the Navy over the last 15 years.

T-ATS will provide ocean-going towing, salvage and rescue capabilities to support fleet operations. T-ATS will be a multi-mission common hull platform capable of towing U.S. Navy

ships and will have 6,000 square feet of deck space for embarked systems. The large, unobstructed deck allows for the embarkation of a variety of stand-alone and interchangeable systems. The T-ATS platform will combine the capabilities of the retiring Rescue and Salvage Ship (T-ARS 50) and Fleet Ocean Tug (T-ATF 166) platforms. T-ATS will be able to support current missions including towing, salvage, rescue, oil spill response, humanitarian assistance, and wide-area search and surveillance. The platform also enables future rapid capability initiatives such as supporting modular payloads with hotel services and appropriate interfaces.

With the ship over 85 percent complete at the time of launch, the future USNS Billy Frank Jr. will now prepare for her next major milestone, engine light off, as she gets ready for sea trials and delivery.

□

---

## **Navy Accepts Delivery of Ship-to-Shore Connector, LCAC 113**



The United States Navy accepted delivery of Ship to Shore Connector (SSC), LCAC 113, from Textron Systems, June 12. The delivery of LCAC 113 comes after completion of Acceptance Trials conducted by the Navy's Board of Inspection and Survey, which tested the readiness and capability of the craft to effectively meet its requirements.

By Team Ships Public Affairs, June 17, 2025

NEW ORLEANS— The United States Navy accepted delivery of Ship-to-Shore Connector (SSC), LCAC 113, from Textron Systems, June 12.

The delivery of LCAC 113 comes after completion of Acceptance Trials conducted by the Navy's Board of Inspection and Survey, which tested the readiness and capability of the craft to effectively meet its requirements.

This new addition to the fleet signifies a substantial enhancement in the Navy's amphibious capabilities, providing a vital asset for rapid deployment and logistical support.

"The successful delivery of LCAC 113 will provide the Navy and Marine Corps team with an advanced craft to increase our operational capability in amphibious warfare and maintain our operational readiness against global challenges." said Angela Bonner, acting program manager for Amphibious Assault and Connectors Programs, Program Executive Office (PEO) Ships

LCACs are built with configurations, dimensions, and clearances similar to the legacy LCACs they replace – ensuring that this latest air cushion vehicle is fully compatible with existing, well deck-equipped amphibious ships, the Expeditionary Sea Base and the Expeditionary Transfer Dock. LCACs can carry a 60 to 75-ton payload. They primarily transport weapon systems, equipment, cargo, and assault element personnel through a wide range of conditions, including over-the-beach.

Textron Systems is currently in serial production on LCACs 114-126.

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.

For more on Ship to Shore Connectors visit: [Navy Fact Files/Ship to Shore Connectors](#)

---

## **Task Force 66 Applies Lessons Learned From Black Sea Battle Lab to Exercise BALTOPS 25**



Royal Navy Archer Class P2000 patrol vessels HMS Pursuer (P273) conducts counter unmanned surface vessel operations with global autonomous reconnaissance crafts (GARC) attached to Commander, Task Force 66 during Baltic Operations (BALTOPS) 2025, June 12, 2025. (U.S. Navy photo by Mass Communication Specialist 2nd Class Christine Montgomery)  
By U.S. 6th Fleet Public Affairs, June 17, 2025

UTSKA, Poland – Commander, Task Force (CTF) 66, U.S. 6th Fleet’s purpose-built all-domain task force with the mission of integrating Robotic and Autonomous Systems (RAS) into fleet operations, is participating in Baltic Operations 2025 (BALTOPS) June 5-20, 2025.

Established in 2024 to deploy and employ RAS with Navy, joint, and NATO partners, CTF 66 utilizes RAS in conjunction with conventional manned platforms and spaced-based capabilities to expand Maritime Domain Awareness (MDA), develop defense measures against adversarial use of RAS, innovate asymmetric fighting, and in the future, deliver lethal effects, if

necessary.

“Task Force 66 operates through strong collaboration with U.S. Navy programs, NATO Allies, and partner nations, fostering the development and integration of cutting-edge robotic and autonomous systems,” said Rear Adm. Michael Mattis, Commander, Task Force 66. “By leveraging our collective expertise and technology, we aim to demonstrate strength and bolster maritime security not just here in the Baltic Sea, but in other maritime environments, to include the shores near the U.S. and in the Pacific Ocean.”

During BALTOPS 25, CTF 66 has employed unmanned surface vessels to simulate fast attack craft engagement on both Blue Ridge-class command and control ship USS Mount Whitney (LCC 20) and Arleigh Burke-class guided-missile destroyer USS Paul Ignatius (DDG 117) with Global Autonomous Reconnaissance Craft (GARC) and other unmanned systems. These simulations allowed the ships to practice and develop tactics, techniques, and procedures to defend against unmanned attacks in close coordination with Allied forces.

“The thing is, ‘unmanned’ isn’t completely unmanned,” added Lt. Jay Faylo, unmanned systems director for CTF 66. “There’s a lot of manpower that goes into making these systems work—maintaining the platforms, developing the software, and providing the right amount of oversight and direction during operations. Building that familiarity and those skill sets with our RAS operators is critical to ensure we can continue to evolve and adapt at the speed of the technology.”

BALTOPS 25 provides the U.S. Navy and its NATO Allies and partners an opportunity to test and refine joint warfighting capabilities in a dynamic environment. CTF 66 is also conducting training to enhance MDA in the Baltic Sea in order to counter grey zone activities in tandem with NATO’s Task Force X and leverage RAS and commercial space-based sensors to support tracking and targeting for at-sea interdictions and

joint fires.

“CTF 66’s success hinges on strong collaboration with our partners to share tactics, operate together, and develop lessons learned,” said Faylo. “During this exercise, we are operating with the U.S. Marine Corps, Polish Special Operations Forces and the United Kingdom’s Royal Navy to develop procedures for resupplying land-based forces with our unmanned surface vessels, just to give one example.”

Additionally, CTF 66’s close collaboration with Ukraine provides insight into the employment of RAS in the challenging Black Sea environment against a capable and adaptive enemy. Known by its nickname the “Black Sea Battle Lab” CTF 66 has observed Ukraine employ RAS in order to secure crucial sea lanes for continued economic activity and deny the Russian Federation Navy’s use of the Black Sea to launch offensive attacks.

“The opportunity to closely observe the cycle of action-reaction-counteraction in the Black Sea is a unique advantage that allows CTF 66 to learn from real world conflict and adapt to the changing character of war,” said Mattis. “In order to keep up with these changes, we must seek out creative solutions to rapidly field and develop new technology, with a focus on software and low-cost platforms, to inform our approach to future maritime security operations.”

BALTOPS 25 is an annual maritime-focused exercise designed to enhance flexibility and interoperability among allied and partner nations. Now in its 54th iteration, the exercise strengthens regional security and demonstrates NATO’s commitment to collective defense.

For imagery, video and updates, visit <https://www.c6f.navy.mil>.

---

# Curtiss-Wright Awarded \$31 Million IDIQ Contract by the U.S. Navy

*Curtiss-Wright to provide rugged Modular Open Systems Approach (MOSA)-based mission processing system to support Navy Minotaur software platform*

INTERNATIONAL PARIS AIR SHOW 2025, Le Bourget, Paris, France (Hall 3-D28) – June 16, 2025 – [Curtiss-Wright Corporation](#) today announced that it will provide Airborne Mission Processors (AMP) and AMP spare parts in support of PMA-262 Persistent Maritime Unmanned Aircraft Systems' MQ-4C Triton aircraft and PMA-290 Maritime Patrol and Reconnaissance Aircraft under a \$31 million firm-fixed-price indefinite delivery, indefinite quantity (IDIQ) contract awarded by the [Naval Surface Warfare Center](#) (NSWC). The contract also includes [Total Lifecycle Management](#)™, training, and engineering services in support of the AMP. Work on the contract will be performed by [Curtiss-Wright's Defense Solutions Division](#) and is scheduled to run through September 2029.

“We are very proud to have been selected by the Naval Surface Warfare Center to provide our rugged airborne mission processor technology, total lifecycle management and support services for Naval manned and unmanned aircraft programs,” said Brian Perry, Senior Vice President and General Manager, Curtiss-Wright Defense Solutions Division. “The AMP system was derived from the legacy Airborne Mission Management System previously qualified and deployed on the Triton UAV platform. Through only minor enhancements, Curtiss-Wright was able to

significantly increase processing capability in the aircraft, enabling enhanced ISR features, and the ability to host Navy Minotaur software platforms.”

The AMP features Curtiss-Wright’s industry-leading MOSA modules, including the VPX6-1959 single board computer, [CHAMP-XD2M](#) High Memory Capacity Multi-Core HPEC Module, VPX6-684 Network Switch, and VPX6-4943 GPGPU board, as well as the front panels, fan control board, and chassis.

Curtiss-Wright previously announced that it is providing and servicing MOSA-based Keyed Broad Area Maritime Surveillance Airborne Recorder (K-BAR) Network Attached Storage (NAS) solutions supporting MQ-4C Triton and future PMA-290 aircraft, including chassis, docking stations, removable storage modules and lab cable sets.

---

## **Navy’s MQ-4C Triton Maritime UAV Picks up the Tempo**



Northrop Grumman's Brad Champion briefs reporters in front of B21, the latest MQ-4C Triton the company delivered to the U.S. Navy. *Photo credit: Brett Davis*

NAVAL AIR STATION PATUXENT RIVER, Maryland – The MQ-4C Triton maritime uncrewed aircraft, built for the Navy by Northrop Grumman, has been picking up its operational tempo in recent months, even as international customers consider adding the high-flying drones to their fleets.

The U.S. Navy has ordered 24 of the high-altitude, long-endurance aircraft and Northrop Grumman recently delivered the 20<sup>th</sup> of the batch, tail No. B-21. That vehicle was in a hangar at Naval Air Station Patuxent River on June 13, when the company invited reporters to see it and get an update on the aircraft program.

Australia, a partner on the program, has ordered four and has received three of them so far.

Captain Josh Guerre, program manager for the Persistent Maritime Unmanned Aircraft Systems Office, said the Triton

system has been racking up milestones since August of 2023 when its capability stood up in 7<sup>th</sup> fleet and it achieved initial operating capability. Since then, the Triton was stood up in 6<sup>th</sup> Fleet in April 2024 and 5<sup>th</sup> Fleet in October 2024, which Guerre called a “stair-step” progress.

“For us, getting to IOC was like the start of the base climb to Mount Everest, because then we had to stand up capability in two other theaters and then maintain that pace of operation in all three of those theaters in continuity,” Guerre said. “The good news is, we’ve done that.”

Over the last six months, “we’ve been able to execute 45 flights per month across all three operational orbits, 15 per orbit for six straight months,” Guerre said. The aircraft are operated remotely by crews in Jacksonville, Florida, well beyond the line of sight.

Triton is, as Guerre said, “a truck” that carries GEOINT (geographic intelligence) and SIGINT (signals intelligence) payloads, which the program is continually refining to meet the needs of combatant commanders.

Brad Champion, Northrop Grumman’s MQ-4C enterprise director, said although the Triton is a variant of the Global Hawk airframe, it’s very different and its sensor packages are hardened to meet the rigors of maritime environments and to transit through icy weather.

It is, he said, “the most advanced UAV that has ever been deployed by the U.S. Navy.”



An MQ-4C Triton peeks out of a hangar at Naval Air Station Patuxent River. *Photo credit: Brett Davis*

As the company nears the end of the current U.S. Navy buy, other countries are considering adding Triton to their fleets, including Norway, which is expected to down-select between the Triton and a competitor platform later this year.

NATO, which is already flying the Global Hawk as part of its Alliance Ground Surveillance program, wants to beef up its program as well with a maritime variant.

The Triton is expected to interface closely with the Navy's Boeing-built P-8 Poseidon crewed aircraft, as together they help pick up the workload of the aging P-3 Orion maritime surveillance aircraft.

The multi-intelligence version of the Triton "was selected as one of a family of systems to replace the EP-3," Champion said. "The EP-3 has sunset and Triton is picking up a portion of that mission from a SIGINT perspective."

Any country that flies P-8s should consider the Triton, Champion said, as they operate in a similar fashion and can share similar information. And, because the Triton can pick up the SIGINT portion of the work and leave the P-8s to conduct anti-submarine warfare, “we actually preserve the life of your P-8.”

---

## **First Increment 3 Block 2 modifications complete for P-8A Poseidon aircraft**



P-8A takes off with Increment 3 Block 2 in June 2025.  
From Naval Air Systems Command, June 13, 2025

PATUXENT RIVER, Md. – Increment 3 Block 2 modifications are

complete for the first P-8A Poseidon aircraft. The modifications outfit the P-8A with the full anti-submarine warfare (ASW), anti-surface warfare (ASuW), and intelligence, surveillance and reconnaissance (ISR) capabilities outlined in the P-8A program's evolutionary acquisition strategy. The modifications began at Boeing's Maintenance, Repair and Overhaul hangar at Cecil Airport in Jacksonville, Florida in March 2024.

"In today's ever changing global environment, it is important to pace the threat in terms of lethality and survivability. The Increment 3 Block 2 modifications to the P-8A Poseidon will ensure they remain the most sophisticated and capable maritime patrol and reconnaissance aircraft in the world," said Capt. Erik Thomas, Maritime Patrol and Reconnaissance Aircraft Program Office (PMA-290) program manager.

The P-8A is the Department of Defense's only long-range full-spectrum ASW, cue-to-kill platform, with substantial armed ASuW and networked ISR capabilities. Increment 3 Block 2 provides a significant upgrade to the P-8A airframe and avionics systems, and includes new airframe racks, radome, antennas, sensors, and wiring. The modification incorporates a new combat systems suite with improved computer processing, higher security architecture, a wide band satellite communication system, an ASW signals intelligence capability, a track management system, and additional communications and acoustics systems to enhance search, detection and targeting capabilities.

In response to evolving threats around the world, future P-8A modifications will be made via a sequence of rapid capability insertion efforts that build upon this new Increment 3 Block 2 baseline.

[PMA-290](#) manages the acquisition, development, support and delivery of the U.S. Navy's maritime patrol and reconnaissance aircraft.

---

# USS Cole Assists Royal Canadian Navy, U.S. Coast Guard, Transfer Intercepted Contraband



Arleigh Burke-class guided missile destroyer USS Cole (DDG-67) moors off the coast of Charleston, South Carolina, April 15, 2025, during Exercise Southern Lightning. (U.S. Air Force photo by Staff Sgt. Emily Farnsworth) [Stock Photo]

13 June 2025

From U.S. Northern Command, U.S. Naval Forces Southern Command  
Public Affairs

CARIBBEAN SEA – The Arleigh Burke-class guided missile destroyer USS Cole (DDG 67), supporting maritime southern border operations, conducted a hold-and-transfer of 245 kilograms of contraband recovered by the Royal Canadian Navy Harry DeWolf-class offshore patrol vessel HMCS William Hall (AOPV 433) in the Caribbean Sea June 9. The Reliance-class U.S. Coast Guard (USCG) Cutter Vigorous (WMEC 627) accepted the contraband from the Cole's embarked USCG Law Enforcement Detachment (LEDET) June 11 during a rendezvous at sea in the Caribbean.

The Cole, with the embarked LEDET, provides a combination of U.S. Navy endurance, range, and capability with USCG law enforcement authorities, increasing protection to the U.S. southern border's maritime approach.

The contraband's transit was detected by Joint Interagency Task Force (JIATF) South, which collaborates with partner nations and leverages all-domain capabilities to detect and monitor illicit drug trafficking in the region.

The contraband and surrounding circumstances are considered under investigation and are subject to review and disposition through the U.S. Department of Justice.

The U.S. Coast Guard LEDET has unique legal authority to conduct U.S. law enforcement operations in support of border security missions under U.S. Northern Command. Utilizing the Coast Guard's jurisdiction, the Cole will employ LEDET personnel to perform vessel boardings, searches, and seizures in U.S. and international waters, targeting drug trafficking, illegal immigration, and transnational crime with a nexus to the U.S. southern border. With LEDET's tactical expertise guiding interdiction efforts, the Cole will harness its advanced surveillance systems and mobility to locate and intercept suspect vessels, effectively extending Coast Guard authority through naval power to enhance maritime security

operations. This collaboration ensures a robust, legally empowered response to maritime threats, strengthening U.S. border protection efforts.

U.S. Naval Forces Southern Command/U.S. 4th Fleet serves as a trusted maritime partner for Caribbean, Central and South American maritime forces and promotes unity, security, and stability in the region.

For more USNAVSOUTH/4th Fleet news and photos, visit [facebook.com/NAVSOUTH4THFLT](https://www.facebook.com/NAVSOUTH4THFLT), <https://www.fourthfleet.navy.mil/>, X – @NAVSOUTH4THFLT, and <https://www.linkedin.com/company/u-s-naval-forces-southern-command-u-s-4th-fleet>

---

## **SECDEF Announces Flag and General Officer Nominations**

From the Department of Defense, June 13, 2025

ARLINGTON, Va. – Secretary of Defense Pete Hegseth announced today that the president has made the following nominations:

Marine Corps Col. Christopher G. Tolar for appointment to the grade of major general, with assignment as staff judge advocate to the Commandant of the Marine Corps, Pentagon, Washington, D.C. Tolar is currently serving as command judge advocate, U.S. Africa Command, Stuttgart, Germany.

Navy Rear Adm. (lower half) Kristin Acquavella for appointment to the grade of rear admiral. Acquavella most recently served as commander, Naval Supply Systems Command Weapons Systems Support, Philadelphia, Pennsylvania.

Navy Rear Adm. (lower half) David M. Buzzetti for appointment to the grade of rear admiral. Buzzetti is currently serving as deputy joint staff surgeon/director, Reserve Medical Readiness Operations and Affairs, Joint Staff, Pentagon, Washington, D.C.

Navy Rear Adm. (lower half) Matthew Case for appointment to the grade of rear admiral. Case is currently serving as deputy to the Assistant Director Health Care, Defense Health Agency/chief, Medical Service Corps, Falls Church, Virginia.

Navy Rear Adm. (lower half) David J. Faehnle for appointment to the grade of rear admiral. Faehnle is currently serving as commandant, Naval District Washington, Washington Navy Yard, Washington, D.C.

Navy Rear Adm. (lower half) Joaquin J. Martinez de Pinillos for appointment to the grade of rear admiral. Martinez de Pinillos is currently serving as reserve director, Maritime Operations, U.S. Pacific Fleet, Pearl Harbor, Hawaii.

Navy Rear Adm. (lower half) Donald M. Plummer for appointment to the grade of rear admiral. Plummer is currently serving as reserve vice director, Joint Force Development, Joint Staff (J-7), Pentagon, Washington, D.C.

Navy Rear Adm. (lower half) Christopher D. Stone for appointment to the grade of rear admiral. Stone is currently serving as director, Strategy, Policy, Programs, and Logistics, J-5/4, U.S. Transportation Command, Scott Air Force Base, Illinois.

Navy Capt. Frank J. Brajevic for appointment to the grade of rear admiral (lower half). Brajevic is currently serving as chief of staff, Naval Medical Forces Pacific Navy Reserve, San Diego, California.

Navy Capt. Sharif H. Calfee for appointment to the grade of rear admiral (lower half). Calfee most recently served as senior military advisor to the Secretary of the Navy, Office of the Secretary of the Navy, Pentagon, Washington, D.C.

Navy Capt. Christopher A. Carter for appointment to the grade of rear admiral (lower half). Carter is currently serving as commander, Navy Reserve Naval Special Warfare Task Force Eighteen, San Diego, California.

Navy Capt. Kevin M. Corcoran has for appointment to the grade of rear admiral (lower half). Corcoran is currently serving as deputy commander, Navy Expeditionary Logistics Support Group, Williamsburg, Virginia.

Navy Capt. Matthew A. Hawkins for appointment to the grade of rear admiral (lower half). Hawkins is currently serving as chief of staff, Navy Reserve U.S. Naval Forces Europe/Africa, Naples, Italy.

Navy Capt. Jonathan J. Jettparmer for appointment to the grade of rear admiral (lower half). Jettparmer is currently serving as director, Navy Reserve Program Office, Naval Sea Systems Command, Washington Navy Yard, Washington, D.C.

Navy Capt. Suzanne J.M. Krauss for appointment to the grade of rear admiral (lower half). Krauss is currently serving as commanding officer, Navy Reserve Commander Sixth Fleet Headquarters, Naples, Italy.

Navy Capt. Anthony L. Lacourse for appointment to the grade of rear admiral (lower half). Lacourse is currently serving as force surgeon, Navy Reserve U.S. Marine Corps Forces, Central Command, MacDill Air Force Base, Florida.

Navy Capt. Kristin L. McCarthy for appointment to the grade of

rear admiral (lower half). McCarthy is currently serving as director, Legal Services, Navy Reserve Office of the Judge Advocate General Headquarters, Washington Navy Yard, Washington, D.C.

Navy Capt. Lester Ortiz for appointment to the grade of rear admiral (lower half). Ortiz is currently serving as commodore, Navy Reserve Seventh Naval Construction Regiment, Gulfport, Mississippi.

Navy Capt. Quinton S. Packard for appointment to the grade of rear admiral (lower half). Packard is currently serving as a military fellow at the Center for Strategic and International Studies, Washington, D.C.

Navy Capt. Rigel D. Pirrone for appointment to the grade of rear admiral (lower half). Pirrone is currently serving as commanding officer, Navy Reserve N5/N7, U.S. Naval Forces Europe/Africa, Naples, Italy.

Navy Capt. Kimberly M. Sandberg for appointment to the grade of rear admiral (lower half). Sandberg is currently serving as chief of staff, Navy Reserve Naval Medical Forces Support Command, Houston, Texas.

Navy Capt. Michael J. Thornton for appointment to the grade of rear admiral (lower half). Thornton is currently serving as force surgeon, Navy Reserve Naval Forces Korea, Busan, Korea.

Navy Capt. Jonathan R. Townsend for appointment to the grade of rear admiral (lower half). Townsend is currently serving as commanding officer, Naval Support Activity South Potomac, Washington, D.C.

Navy Capt. Kelly C. Ward for appointment to the grade of rear admiral (lower half). Ward is currently serving as Reserve chief staff officer to commander, Navy Expeditionary Combat

Command, Virginia Beach, Virginia.