HII Partner Bayou Metals Launches Dedicated Manufacturing Line to Speed Romulus USV Production

SLIDELL, La. – HII, America's largest military shipbuilder and a global leader in autonomous maritime systems, today announced that Bayou Metal Supply & Manufacturing, a strategic partner in the serial production of HII's Romulus unmanned surface vessels (USVs), has launched a dedicated manufacturing line to support accelerated construction of the platform.

The new production line, located in Slidell, Louisiana, provides precision cutting, bending, welding, and assembly of major structural components into complete assembly units ready for shipment to Breaux Brothers Enterprises for final integration into the Romulus USV platform.

Bayou Metals is playing a critical role on HII's Romulus USV

shipbuilding team as a strategic aluminum supply and fabrication partner. The company is providing marine-grade aluminum while establishing dedicated manufacturing capacity to meet the Romulus USV production schedule.

“As we move from prototype to production, partnerships like Bayou Metals are essential to delivering capability at speed and scale,” said Andy Green, executive vice president of HII and president of HII’s Mission Technologies division. “Their ability to combine material supply with advanced fabrication strengthens our production model, reduces risk, and accelerates delivery the Romulus USV to the fleet.”

William Stout, chief executive officer of Bayou Metal stated, “Bayou Metal is proud to continue its longstanding relationship with and support of industry leaders such as HII and Breaux Brothers. We remain committed to providing world-class service, quality materials, and trusted partnerships to the marine and shipbuilding sectors for years to come.”

HII’s integrated coordination with Bayou Metals and other manufacturing partners ensures avoiding delays in securing materials and building parts. It also makes production more efficient by completing most of the setup work before final assembly at the shipyard. This model enhances throughput and supports faster, more repeatable serial production of Romulus vessels across multiple shipyards.

In addition to improving manufacturing performance, the effort supports expansion of the U.S. shipbuilding industrial base by growing Gulf Coast manufacturing capacity and building a larger skilled workforce.

HII recently announced plans for the production of four Romulus 151 vessels to be built by Breaux Brothers Enterprises in Louisiana, in addition to the vessel currently under construction. The announcement signals a rapid transition to initial production as HII accelerates delivery

of autonomous surface capability to the U.S. Navy and allied partners.

“Romulus represents a shift in how we deliver unmanned capability to the fleet,” Green said. “We are combining shipbuilding experience, scalable manufacturing, proven autonomy, and strong industry partnerships to move quickly from prototype to operational deployment.”

Romulus USV: Built for Scale and Mission Flexibility

Romulus is a modular family of AI-enabled USVs designed to support a wide range of missions, including intelligence, surveillance and reconnaissance (ISR), mine countermeasures, strike operations, counter-unmanned systems, and the launch and recovery of unmanned underwater and aerial vehicles.

Engineered for serial, repeatable production, the platform combines endurance, global reach, and modular adaptability, enabling scalability across multiple vessel sizes while maintaining a common manufacturing and autonomy baseline.

Secretary of War Announces Flag Officer Nominations

From the Department of War, June 8, 2026

Secretary of War Pete Hegseth announced today that the president has made the following nominations:

Navy Vice Adm. Christopher S. Gray for reappointment to the grade of vice admiral, with assignment as deputy chief of Naval Operations for Sustainment, N4, Office of the Chief of Naval Operations/commander, Navy Sustainment, Pentagon, Washington, D.C. Gray is currently serving as commander, Navy Installations Command, Washington Navy Yard, Washington, D.C.

Navy Rear Adm. Brad J. Collins for appointment to the grade of vice admiral, with assignment as commander, Navy Installations Command, Washington Navy Yard, Washington, D.C. Collins is currently serving as commander, Navy Region Hawaii, Joint Base Pearl Harbor-Hickam, Hawaii.

Navy Rear Adm. Marc J. Miguez, for appointment to the grade of vice admiral, with assignment as commander, Third Fleet, San Diego, California. Miguez most recently served as Navy chief of Legislative Affairs, Pentagon, Washington, D.C.

Navy Rear Adm. Paul C. Spedero, Jr., for appointment to the grade of vice admiral, with assignment as director, Joint Staff, Pentagon, Washington, D.C. Spedero is currently serving as vice director, Joint Staff, Pentagon, Washington, D.C.

Navy Captain Patrick W. Finney for appointment to the grade of rear admiral (lower half). Finney is currently serving as Submarine Force Reserve Component director, Commander, Submarine Force Atlantic, Norfolk, Virginia.

Navy Captain Robert C. Gerstemeier for appointment to the grade of rear admiral (lower half). Gerstemeier is currently serving as commanding officer, Navy Reserve, Commander, Navy Installations Command, Washington Navy Yard, Washington, D.C.

Navy Captain Harold M. Kim for appointment to the grade of rear admiral (lower half). Kim is currently serving as commanding officer, Navy Reserve, Commander, U.S. Pacific Fleet Operations, Plans and Policy, Pearl Harbor, Hawaii.

Navy Captain Andrew R. Needles for appointment to the grade of

rear admiral (lower half). Needles is currently serving as Reserve chief of staff, Commander, Naval Forces Europe and Africa, Naples, Italy.

Navy Captain Sara J. Taylor for appointment to the grade of rear admiral (lower half). Taylor is currently serving as commanding officer, Naval Reserve Headquarters, Commander, Naval Forces Europe and Africa, Naples, Italy.

U.S. Army Crew Safely Rescued After Helicopter Lost at Sea

From U.S. Central Command, June 9, 2026

TAMPA, Fla. – At 7:33 p.m. ET on June 8, two crew members from a U.S. Army AH-64 Apache were rescued by American forces after their helicopter went down near the coast of Oman while patrolling regional waters.

The Soldiers were safely rescued within approximately two hours and are in stable condition. The cause of the incident is under investigation.

Rescue efforts were led by U.S. Naval Forces Central Command and the 82nd Airborne Division, with support from U.S. Air Force and Navy units including U.S. 5th Fleet’s Task Force 59.

General Dynamics NASSCO Christens the USNS Thurgood Marshall, the Seventh in the T-AO Program

From General Dynamics NASSCO, June 4, 2026

SAN DIEGO – General Dynamics NASSCO has christened and launched the USNS *Thurgood Marshall* (T-AO 211), the seventh ship in the fleet oiler program built for the U.S. Navy. The ship is named in honor of Thurgood Marshall, the first African American appointed to the U.S. Supreme Court, serving from 1967 to 1991. He was a prominent civil rights lawyer who argued and won the landmark Brown v. Board of Education case, which helped end racial segregation in public schools.

Maj. Gen. David Bligh, Judge Advocate General of the Navy, representing the Secretary of the Navy, served as the

principal speaker at the ceremony.

“The General Dynamics NASSCO team has been a strong partner of our forces for decades, particularly in the design and construction of our Naval auxiliary ships,” said Bligh. “There is a vital link between our defense industrial base and the effectiveness of our fighting men and women around the world.”

Remarks were also delivered by NASSCO President Dave Carver and representatives of the Navy. Following the remarks, ship co-sponsors Melonie Tibbs, Cecilia L. Marshall, and Alissa Kamens Marshall christened the vessel with the traditional champagne bottle break across the hull.

“What we christen tonight is not just a ship – it’s the embodiment of American unity that will carry Thurgood Marshall’s legacy, and the legacy of America, all over the world,” said Carver. “His name on the hull of this ship reminds us that service takes many forms – and that truth, courage, and conviction must always guide our mission.”

Fleet oilers serve as a supply lifeline for U.S. Navy vessels carrying out missions across the globe, including in the Western Pacific, Indian Ocean, and beyond. Crafted for underway replenishment, the oilers transfer fuel, lubricants, fresh water, and small amounts of dry cargo as part of the Navy’s combat logistics force. NASSCO designs all new vessels with double hulls to protect against oil spills and to enhance the durability of cargo and ballast tanks. The vessels measure 746 feet long, with a full load displacement of 49,850 tons. Each can carry 157,000 barrels of oil, along with significant dry cargo and aviation capability, and can reach a top speed of 20 knots.

“To the men and women of General Dynamics NASSCO, your work directly contributes to this nation’s security,” said Vice Adm. Douglas Verissimo, representing the Chief of Naval

Operations. “Your professionalism matters. You have not simply constructed a vessel – you have delivered operational capability and I truly thank you.”

The first five ships in the class – USNS *John Lewis* (T-AO 205), USNS *Harvey Milk* (T-AO 206), USNS *Earl Warren* (T-AO 207), USNS *Robert F. Kennedy* (T-AO 208), and USNS *Lucy Stone* (T-AO 209) – have all been delivered to the Navy. The USNS *Sojourner Truth* (T-AO 210) recently completed successful sea trials and is set to be delivered on Tuesday, June 9, 2026. The USNS *Thurgood Marshall* (T-AO 211), USNS *Ruth Bader Ginsburg* (T-AO 212), USNS *Harriet Tubman* (T-AO 213) and USNS *Dolores Huerta* (T-AO 214) are currently under construction.

U.S. Forces Disable Non-Compliant Oil Tanker in Gulf of Oman

From U.S. Central Command, June 8, 2026

TAMPA, Fla. – U.S. forces disabled an unladen oil tanker in the Gulf of Oman, June 8, after the vessel violated the ongoing blockade against Iran by attempting to sail to an Iranian port.

U.S. Central Command (CENTCOM) disabled Palau-flagged M/T Marivex as it transited international waters in the Gulf of Oman toward Iran. An F/A-18 Super Hornet from USS Abraham Lincoln (CVN 72) fired a precision munition into the ship’s engineering and steering spaces after the crew failed

to comply with directions from U.S. forces. Marivex is no longer sailing to Iran.

CENTCOM forces have disabled seven non-compliant vessels, redirected 134 ships that complied, and allowed 42 vessels supporting humanitarian aid to pass since initiating the blockade on April 13.

Astrion Selected by U.S. Navy to Build, Integrate, and Sustain Maritime Autonomous Systems

The hybrid fleet takes shape

From Asttrion, June 2, 2026

HUNTSVILLE, Ala., June 02, 2026 (GLOBE NEWSWIRE) — Astrion, a defense technology company building the integration and orchestration layer for modern warfare, has been selected as one of nine awardees on a $349.4 million indefinite-delivery/indefinite-quantity (IDIQ) contract awarded by Naval Information Warfare Center (NIWC) Pacific. The contract supports the development, integration, and sustainment of unmanned maritime systems through May 2034.

The award reflects the growing importance of autonomous systems across the maritime environment and the increasing demand for mission-ready systems integration, testing, and sustainment capabilities. Through this contract, Astrion will

provide technical solutions for the full lifecycle of unmanned maritime systems, from specification, design, and integration through testing, fielding, operations, and sustainment.

“Robotic warfare is the future of armed conflict – on land, at sea, and in the air. Victory comes from the orchestration of multi-vendor autonomous systems into a force that fights as one,” said Tom Vice, chairman and CEO, Astrion. “The Navy is expanding the number, type, and tempo of autonomous systems faster than at any point in its history, and the harder problem is no longer building the platforms. It is orchestrating them. Astrion operates and maintains the Navy’s two Medium Displacement Unmanned Surface Vessels (MDUSVs) at sea today, and we bring the systems integration, test, and sustainment discipline that turns autonomous platforms into deployable combat capability. We are built for this work.”

Astrion brings established experience in supporting the U.S. Navy’s unmanned maritime system initiatives, including the MDUSV program, which develops and deploys long-endurance unmanned surface vessels like Seahawk and Sea Hunter to demonstrate new technologies and support distributed maritime operations.

Astrion’s work spans integration, test and evaluation, and sustainment of complex autonomous platforms in multi-vendor, government-owned environments. Astrion is known for delivering measurable improvements in maritime systems reliability, mission readiness, and lifecycle cost efficiency. Its experience and capabilities are critical to the efficient and affordable adoption of unmanned systems across the Navy.

SIMA San Diego Reestablished to Drive Fleet Self-Sufficiency and Warfighter Readiness

SAN DIEGO (June 4, 2026) From left to right, Capt. Brian Karosich, commanding officer of Southwest Regional Maintenance Center; Vice Adm. James Downey, commanding officer, Navy Sea Systems Command; Chief of Naval Operations Adm. Daryl Caudle; Capt. Bill Albert, commanding officer of Shore Intermediate Maintenance Activity (SIMA) San Diego; and Vice Adm. Brendan McLane, commander, Naval Surface Force, U.S. Pacific Fleet, cuts the ceremonial ribbon signifying the reestablishment of Shore Intermediate Maintenance Activity (SIMA), San Diego. The Navy reestablished SIMAs in San Diego and Norfolk in June as training commands for Sailors to improve their skills at repairing, maintaining, and modernizing surface warships. (U.S. Navy photo by Christopher Menzie)

From the Navy Office of Information, June 5, 2026

SAN DIEGO – In a decisive move to restore and expand organic ship repair capabilities, the Navy officially reestablished Shore Intermediate Maintenance Activity, San Diego (SIMA SD) on June 1. This strategic West Coast command will develop Sailors as advanced intermediate-level (I-level) maintenance technicians and in Fleet Technical Assist (FTA) roles, directly addressing the Navy's critical need for self-sufficiency at sea.

SIMA SD's return was marked by a June 4 ceremony presided over by the Chief of Naval Operations (CNO), Adm. Daryl Caudle.

"The end state of standing up SIMA is in our ability to forge adaptive and innovative Sailors," said Adm. Caudle during the ceremony. "Sailors who are empowered to keep our ships ready at sea so they can fight at sea when our nation calls. In the next fight, we cannot assume there will be a safe harbor, a contractor on the pier or the luxury of time."

Originally established in 1978, SIMA SD provided shore-based I-level training for Sailors until its consolidation into SWRMC in 2004. This second standing-up of the command represents a return to a proven model, modernized for today's high-tech Fleet.

SIMA SD will focus intensely on Sailor development, improving Fleet readiness, and strengthening the Navy's warfighting advantage.

One of the most critical evolutions in this new SIMA model is the shift away from legacy, stove-piped maintenance training. Today's complex operating environments demand technically versatile Sailors who can sense, assess, synthesize, and resolve casualties in real time, thousands of miles from the nearest shipyard.

"This is a new era for SIMA," said SIMA Commanding Officer,

Capt. Bill Albert. “Today’s reestablishment marks a strategic inflection point. We are actively reversing the degradation of technical skills at sea by sending highly trained, master-level technicians back to the Fleet where they are needed most.”

SIMA SD improves upon its historical foundation by deploying a multidisciplinary training rotation. Rather than limiting Sailors to a single specialized shop during their tour, they will rotate through various rate-specific communities of practice. This cross-training, combined with hands-on Fleet Technical Assist support, will develop the versatile, advanced troubleshooting skills required to handle complex casualties under way.

Operationally, SIMA SD will coordinate closely with Fleet and under Type Commanders to optimize training pipelines, while strengthening alignment with Naval Reserve Forces to maximize surge repair capabilities.

Sailors returning to the Fleet from SIMA SD will be fully equipped to diagnose and resolve issues at sea, minimizing the Navy’s reliance on outside contractors and costly in-port repairs. This enhanced organic capability directly supports the CNO’s strategic goal of maintaining an 80% surge-ready Fleet.

While SIMA SD will operate as a separate command from SWRMC, the two organizations will maintain a tight, collaborative partnership to ensure the San Diego waterfront remains fully mission capable.

The reestablishment of SIMA SD underscores the Navy’s commitment to building America’s Fleet of the Future. For over 250 years, American naval power has projected strength globally. That mission continues — and intensifies. We operate forward 24/7, 365 days a year. This operational tempo demands continuous capability delivery, and the Fleet of

the Future is our answer.

U.S. Marine Corps Expands Autonomous Fires Capability with Oshkosh Defense ROGUE-Fires Block 2 Award

From Oshkosh Defense LLC, June 1, 2026

OSHKOSH, Wis. – Oshkosh Defense LLC, an Oshkosh Corporation [NYSE: OSK] business, announced today it has received two delivery orders from the U.S. Marine Corps for the Remotely Operated Ground Unit for Expeditionary Fires (ROGUE-Fires) Block 2 Production, totaling $92M.

Built on the battle-tested Oshkosh Defense Joint Light Tactical Vehicle (JLTV), ROGUE-Fires combines next-generation autonomy with the protection, mobility, speed, and off-road capability Marines rely on in austere environments. The JLTV's proven transportability, operational interoperability and available sustainment provide a strong foundation for expeditionary fires missions and distributed operations.

Oshkosh Defense was initially awarded the ROGUE-Fires contract in 2022, and the platform has since become the first semi-autonomous ground system fielded by the U.S. military. The ROGUE-Fires offers the only in production and fielded semi-autonomous ground system for offensive and defensive fires.

The Block 2 configuration introduces Forterra's next-generation autonomy and expanded weapon system integration to support Expeditionary Advanced Base Operations (EABO) and distributed long-range precision fires missions.

"As the Marine Corps continues to modernize its force structure and operational capabilities, Oshkosh remains focused on delivering advanced ground mobility solutions that support mission success," said Pat Williams, Chief Programs Officer at Oshkosh Defense. "With new technology integration and expanded weapon system flexibility, ROGUE-Fires Block 2 demonstrates Oshkosh's ability to integrate advanced technologies onto proven tactical vehicles."

ROGUE-Fires, built on a Modular Open System Approach, provides the architecture that now supports integration with the MLRS Family of Munitions (MFOM) and rapid swapping of future payload weapon systems based on mission requirements. This modular approach provides Marines with greater operational flexibility across evolving expeditionary fires missions and beyond.

Forterra's AutoDrive autonomous driving system is built to support operations in contested and GPS-denied environments.

Vehicle deliveries under the contract are expected to continue through 2031.

NSWC Indian Head Division Hits Milestone with First-Ever Mk 70 Solid Rocket Motor Cast

NSWC IHD cast its first-ever Mk 70 propellant grain into a salvaged Mk 12 booster case, a significant step toward increasing the command’s production capacity of large solid

rocket motors for national defense programs. The command's Mk 70 Production Using Salvaged Hardware (PUSH) program reuses components from Mk 12 Terrier boosters to produce certified Mk 70 boosters for fleet readiness and training requirements. (U.S. Navy photo Released)

By NSWC IHD Public Affairs, June 4, 2026

INDIAN HEAD, Md. – Naval Surface Warfare Center Indian Head Division (NSWC IHD) recently cast its first-ever regrained Mk 70 solid rocket motor (SRM) in the command's manufacturing facilities in Indian Head, Maryland. This effort represents a major milestone in NSWC IHD becoming the Department of War's (DoW) second source for reclaimed and re-grained SRMs.

The cast was a significant step toward increasing NSWC IHD's production capacity of large SRMs for national defense programs and to address a bottleneck in the defense industrial base. The Mk 70 is a high-performance solid rocket booster heavily used by the DoW and NASA for various missions across the globe.

"This cast was more than four years in the making. A lot of learning and adjustment went into this," NSWC IHD Cast Propellant Production Branch Manager Frank Cooper said. "The ability to cast a Mk 70 is a big first step in revitalizing the command's diminished capacity."

The team cast approximately 1,500 lbs. of propellant grain into a Mk 12 booster case before sending it to cure, which enables them to be one step closer to this summer's Mk 70 SRM static firing test.

"This Mk 70 booster is a true drop-in replacement for the customer and ultimately the fleet," NSWC IHD Surface Systems Branch systems engineer and project manager Vandit Shah said. "Our team took this from concept all the way to the actual unit. It shows collaboration across all Indian Head departments and detachments, as well as [Naval Air Weapons Station] China Lake and the U.S. Army [Futures Command, DEVCOM

Aviation and Missile Center]. The government owns every aspect of this production line."

NSWC IHD's Mk 70 Production Using Salvaged Hardware (PUSH) program, funded by Test Resource Management Center (TRMC) and the Navy's Aerial Targets Program Office (PMA 208), produces "new" Mk 70 rocket boosters by harvesting, refurbishing and refilling existing components from older, retired missile inventories like Mk 12 Terrier boosters to deliver units quicker and more cost-effectively to the fleet.

"The ability to mix, cast, cure and test a Mk 70 SRM represents a critical milestone that will propel Indian Head forward in the realm of cast composite rocket motor manufacturing, including Mk 104 dual thrust rocket motor re-grain operations in partnership with industry," NSWC IHD Commanding Officer Capt. Steve Duba said. "The team at Indian Head Division continues to take on the Navy's most challenging and relevant energetic systems work to meet wartime surge demand now."

NSWC IHD – a field activity of the Naval Sea Systems Command and part of the Navy's Science and Engineering Establishment – is the leader in ordnance, energetics, and EOD solutions. The Division focuses on energetics research, development, testing, evaluation, in-service support, manufacturing and disposal; and provides warfighters solutions to detect, locate, access, identify, render safe, recover, exploit and dispose of explosive ordnance threats.

Fincantieri: WASS Submarine

Systems, Magellan Aerospace to Support Canadian Underwater Defense Capabilities

The understanding establishes a framework to explore Canadian industrial cooperation in heavyweight torpedoes and countermeasures capabilities

From Fincantieri, June 4, 2026

Fincantieri, through its subsidiary WASS Submarine Systems, a leader in the design and development of advanced underwater defense systems, and Magellan Aerospace Corporation (“Magellan”), have signed a Memorandum of Understanding (MoU) to identify and develop areas of industrial cooperation aimed at strengthening Canada’s defense sovereignty and enhancing

its underwater defense capabilities. The agreement was signed during CANSEC 2026, the defense exhibition recently held in Ottawa, Canada.

Within this framework, WASS Submarine Systems and Magellan will work together to explore opportunities for Canadian industrial participation in heavyweight torpedoes and torpedo countermeasures system capabilities. Areas of cooperation include the production of components, energetic sections, subassemblies, final assembly and factory testing, as well as maintenance and in-service support activities.

With over 150 years of heritage in underwater defense, WASS brings extensive industrial and technological expertise in advanced underwater systems to this collaboration. The agreement provides a foundation for progressive cooperation between the two companies, contributing to the development of a sustainable and competitive industrial capability in Canada across the lifecycle of underwater defense systems. By combining WASS’ long-standing expertise in underwater defense systems with Magellan’s established industrial presence in Canada, the collaboration aims to support the long-term development of sovereign underwater capabilities, strengthen local industrial participation, and enable sustainable in-country sustainment.