Austal USA Grows Leadership Team

From Austal USA, June 4, 2026

MOBILE, Ala. – Austal USA welcomed three new members to the company's senior leadership team. Michael Pruitt, Vice President of Surface Ship Programs; Michael Oberdorf, Vice President of Submarine Programs; and Andrew Hinkebein, Director of State and Local Government Relations.

With over 25 years of experience directing large-scale shipbuilding activities, Michael Pruitt has managed multi-billion-dollar Navy surface ship portfolios at both Huntington Ingalls Industries and Northrup Grumman Shipbuilding. He's led cross-functional teams to deliver complex Naval and commercial programs. His expertise spans production efficiency, supply chain management, and workforce training development, with a proven track record of fostering safety, compliance, operational excellence, and risk mitigation across all stages of ship construction and delivery.

Pruitt holds a Bachelor of Science in Business and is a certified Six Sigma Green Belt, bringing a strong foundation in business and process improvement to his new role.

A qualified nuclear engineer with a master's of science in electrical engineering and a Navy career that spanned over 30 years, retired Captain Michael C. Oberdorf brings deep expertise in nuclear submarine operations, Navy program funding, and strong relationships with senior leaders, making him uniquely positioned to drive growth in Austal's submarine module business. He joins Austal USA from Bath Iron Works where he was senior director of

operations demonstrating exceptional leadership in new construction programs.

Oberdorf served as Shipyard Commander and Installation Commander at Portsmouth Naval Shipyard, leading a $1.5B organization of 6,700 personnel in submarine overhauls, modernization, and refueling. His Navy career includes key leadership roles at Norfolk Naval Shipyard and aboard USS RONALD REAGAN (CVN 76), where he was responsible for consistently improving safety, quality, and operational efficiency.

As director of local and state government affairs, Andrew Hinkebein will lead the company's engagement efforts with state and local governments, economic development organizations, community stakeholders, and strategic partners. He'll also oversee Austal USA's external communications initiatives.

A United States Marine Corps veteran, Hinkebein brings extensive experience in the areas of government affairs, public policy, economic development, and maritime defense. Most recently, he served as director of government affairs for Bollinger Mississippi Shipbuilding, where he worked with federal, state, and local stakeholders to advance shipbuilding initiatives, workforce development efforts, infrastructure investments, and defense industrial base priorities.

Hinkebein previously served as State Director for U.S. Senator Tommy Tuberville of Alabama, overseeing statewide operations and stakeholder engagement across Alabama. He also served on the staff of Senate Armed Services Committee Chairman Roger Wicker of Mississippi, where he worked on issues involving national defense, shipbuilding programs, economic development, and strategic investments supporting the nation's defense industrial base.

"These three highly experienced industry professionals each

boast broad defense backgrounds that will contribute unique perspectives to their Austal USA leadership roles," Austal USA President Gene Miller stated. "We are excited to have them join our senior leadership team and look forward to having them help to grow Austal USA."

Coast Guard takes delivery of 19th HC-130J long range surveillance aircraft

HC-130J CGNR 2019 departs the Lockheed Martin Aeronautics facility in Marietta, Georgia, on April 14, 2026, for the Coast Guard Aviation Projects Acquisition Center in Elizabeth City, North Carolina, where warranty and logistics flights were conducted before the aircraft's induction into the missionization process. (U.S. Coast Guard photo courtesy of

Lockheed Martin Aeronautics)June 5, 2026
WASHINGTON – The Coast Guard accepted delivery of its 19th HC-130J Super Hercules long range surveillance aircraft, designated CGNR 2019, from Lockheed Martin Aeronautics in Marietta, Georgia, on April 10, 2026.

The aircraft entered the year-long missionization effort needed to make it fully mission-ready on June 3, following completion of warranty and logistics flights by the Coast Guard Aviation Projects Acquisition Center in Elizabeth City, North Carolina.

The acquisition of CGNR 2019 is part of a broader, ongoing modernization of the Coast Guard's aviation fleet. The HC-130J serves as the long-range search and rescue variant of the C-130J. Compared to the legacy HC-130H model, the new HC-130J aircraft features a more advanced engine and propellers, yielding a 20 percent increase in speed and altitude, as well as a 40 percent increase in range. Notably, this is the first C-130J aircraft delivered to the Coast Guard in which a Block 8.1 upgrade – providing enhanced approach and landing systems, expanded diagnostics, and civil GPS – was installed during baseline production at Lockheed Martin.

These enhancements allow the aircraft to travel further, stay on scene longer, and respond more rapidly to emergencies.

"Every new HC-130J we add to the fleet drastically expands our operational reach and maritime domain awareness," said Rear Adm. Mike Campbell, Director of Systems Integration (CG-SI) and Assistant Commandant for Aviation (CG-AIR). "CGNR 2019 represents our ongoing commitment to providing our aircrews with the most advanced command and control platforms available to execute our complex, demanding missions across the globe."

With an extended endurance of over 20 hours, the HC-130J plays a vital role in executing the Coast Guard's most demanding traditional missions. These include search and rescue, drug

and migrant interdiction, law enforcement, cargo and personnel transport, and securing U.S. maritime borders and approaches. Furthermore, its advanced command, control, communications, computers, cyber, intelligence, surveillance, and reconnaissance (C5ISR) equipment allows it to serve as a vital command and control platform, identifying objects and seamlessly sharing real-time data with operational forces and cooperating agencies.

The missionization process, executed by L3Harris Integrated Mission Systems in Waco, Texas, integrates specialized equipment necessary to execute Coast Guard missions, including the Minotaur Mission System Suite. This advanced open-architecture system provides real-time tracking and Rescue 21 integration to enhance the common operating picture and maritime domain awareness. The aircraft will also be equipped with an advanced electro-optical/infrared (EO/IR) sensor turret and a 360-degree, belly-mounted, multi-mode surface search radar, a feature that was first used on the Coast Guard's HC-130J configuration.

The expansion of the HC-130J fleet is heavily supported by the Fiscal Year 2025 (FY25) budget reconciliation. This investment will enable the Coast Guard to expand HC-130J operations to two additional air stations, bringing the total number of funded aircraft to 25. Using the historic $25 billion investment provided by the FY25 budget reconciliation, the Coast Guard has already ordered over $13 billion in new fleet assets and capabilities, demonstrating the Service's commitment to modernizing acquisition and delivering next-generation technology.

The Coast Guard currently operates the HC-130J out of three air stations: Elizabeth City, North Carolina; Kodiak, Alaska; and Barbers Point, Hawaii. After completing its missionization process in mid-2027, CGNR 2019 will be fully operational as an HC-130J and will support the transition of Air Station Sacramento, California, from C-27J to HC-130J operations.

VMA-223 celebrates sundown as Marine Corps’ final Harrier squadron

U.S. Marine Corps Lt. Col. John B. Cumbie, left, a native of Texas and the commanding officer of Marine Attack Squadron (VMA) 223, Marine Aircraft Group 14, 2nd Marine Aircraft Wing and Cpl. Myles J. Howard a native of Georgia, a fixed-wing aircraft mechanic with VMA-223, stand at attention in front of an AV-8B Harrier II at Marine Corps Air Station Cherry Point, June 3, 2026. The “sundown” of the AV-8B Harrier II, an iconic aircraft that has supported joint and Marine Corps operations for over 40 years, also represents the dawn of a new era; it paves the way for 2nd MAW’s full transition to the F-35B and C Lightning II. VMA-223 is the U.S. Marine Corps’ last operational Harrier squadron. (U.S. Marine Corps photo by

Lance Cpl. Donovan Pimentel)
From Communication Strategy and Operations Office, 2nd Marine Aircraft Wing

June 4, 2026

MARINE CORPS AIR STATION CHERRY POINT, N.C. – Marine Attack Squadron (VMA) 223, known as “the Bulldogs”, celebrated the conclusion of nearly 40 years of operational history with the AV-8B Harrier II during a public ceremony at Marine Corps Air Station Cherry Point, Wednesday. The ceremony marked an important moment in time for VMA-223 and also signaled the end of an era for Marine Corps aviation as the service continues its transition to an all-5th generation tactical aircraft fleet.

“The Bulldogs are extremely proud to conduct the final Harrier operations for the U.S. Marine Corps”, said Lt. Col. John B. Cumbie, commanding officer of VMA-223. “As a platform that has continuously forward deployed across the globe, the Harrier will be remembered for its distinguished combat legacy, legendary Vertical/Short Take Off and Landing (V/STOL) capability, and the Marines and Sailors that made the community special.”

Wednesday’s ceremony was attended by over 5,000 people. Attendees included senior Marine Corps leaders, state and local officials, active-duty service members, local community members, family and friends of VMA-223, and veterans with ties to the Harrier community. The ceremony included a five-aircraft formation flight and vertical landing that showcased the Harrier’s unique V/STOL capability.

The Harrier platform has maintained a proud and storied legacy throughout its 55 years of service with the U.S. Marine Corps. In 1971, the Marine Corps accepted the first AV-8A into its inventory. In 1985, VMA-331, stationed aboard Marine Corps Air Station Beaufort, South Carolina, became the Marine Corps’

first operational AV-8B squadron. VMA-223 began flying the AV-8B in early 1987. Since its inception with the Marine Corps, the Harrier has been instrumental in numerous combat operations, including Operations Desert Shield and Desert Storm, Operation Allied Force, Operation Enduring Freedom, Operation Iraqi Freedom, Operation Odyssey Dawn, Operation Inherent Resolve, and operations during the Red Sea crisis. Time and again, the Harrier distinguished itself as a lethal, capable and versatile tactical air platform.

Colloquially known as a "jump jet" for its ability to take off and land within short distances, the AV-8B is a V/STOL aircraft designed to support the Marine Air Ground Task Force commander by destroying surface targets and escorting friendly aircraft. The AV-8B's lethality and V/STOL capability made it uniquely suited for deployments in support of Marine Expeditionary Units (MEUs). VMA-223's final detachment of Harriers to support a MEU returned to Marine Corps Air Station Cherry Point last month after supporting operations with the 22nd Marine Expeditionary Unit in the Caribbean.

In fiscal year 2028 VMA-223 is scheduled to reactivate as Marine Fighter Attack Squadron (VMFA)-223 and will begin flying the F-35B Lightning II. VMA-223 is the last Marine Corps squadron to operate the Harrier.

Gogo secures $7.5 million NOAA contract, providing mission-critical

communications services for ‘hurricane hunter’ aircraft

SD Government, a Gogo company, has secured a $7.5 million NOAA contract providing mission-critical communications services for ‘hurricane hunter’ aircraft including this NOAA Lockheed WP-3D Orion N43RF (Photo: NOAA)
From SD Government, June 4, 2026

BROOMFIELD, Colo. / 4 June 2026 – SD Government, a Gogo (NASDAQ: GOGO) company serving the military and government markets, announced today that it has secured a multi-year framework contract from the U.S. Department of Commerce’s National Oceanic and Atmospheric Administration (NOAA). This contract supports the NOAA Aircraft Operations Center (AOC), home to the renowned Hurricane Hunter fleet, including the Lockheed Martin WP-3D aircraft known as “Kermit” and “Miss Piggy,” among others. These aircraft provide essential

research data, enabling effective, real-time, actionable information.

The agreement includes a total obligation of $7.5 million for SD Government to deliver a comprehensive mission communications solution. This includes L-Band satellite communications (SATCOM), ground infrastructure, and cybersecurity solutions via Gogo’s data center in Melbourne, Florida, along with Gogo’s FlightDeck Freedom cockpit datalink software suite, ensuring reliable communications and streamlined flight operations ahead of the upcoming hurricane season.

“NOAA is a trusted global leader in airborne research, offering life-saving services to the U.S. and other nations. We’re proud to support the delivery of vital data from the storm’s eye to decision-makers, utilizing our robust and reliable networks and infrastructure,” says Ben Massey, Senior Vice President of Government Sales at Gogo.

13th MEU Completes Realistic Urban Training, Boosts Deployment Readiness

U.S. Marine assigned to Battalion Landing Team 2/4, 13th Marine Expeditionary Unit, provides security as MV-22B Ospreys prepare to land after conducting a simulated raid during Realistic Urban Training at Blythe, California, May 31, 2026. RUT is a critical pre-deployment exercise that enables the 13th MEU to integrate its command, aviation, ground and logistics combat elements, ensuring the force is prepared to respond rapidly and effectively to crises in unfamiliar, urban environments. (U.S. Marine Corps photo by Lance Cpl. Christian Cutter)

From 13th Marine Expeditionary Unit Communication Strategy and Operations

June 4, 2026

YUMA, Ariz. – The 13th Marine Expeditionary Unit (MEU) successfully concluded Realistic Urban Training (RUT), a major pre-deployment exercise held from May 26 to June 3, 2026, across various locations in the Southwest United States. This rigorous evolution featured diverse training missions designed to forge tactical cohesion across the Marine Air-Ground Task Force and maximize operational effectiveness in complex urban

environments.

Throughout the exercise, over 1,000 Marines and Sailors from the 13th MEU's Command Element, Battalion Landing Team 2/4, Marine Medium Tiltrotor Squadron 364 (Reinforced), Marine Fighter Attack Squadron 211, and Combat Logistics Battalion 13 integrated to form a cohesive MAGTF. The training took place in challenging and unfamiliar urban environments, including Glendale, Arizona, and Blythe and Glamis, California, providing realistic settings for complex, decentralized operations. While the MEU operated from Marine Corps Air Station Yuma, training also occurred at military installations across the Southwest.

"Realistic Urban Training is a critical milestone that forges the individual elements of the 13th MEU into a unified, combat-ready MAGTF," said Col. Richard Alvarez, commanding officer of the 13th MEU. "Operating in complex, austere and urban environments provides the realism necessary to develop the essential skills required for rapid crisis response around the globe. RUT has made the 13th MEU a better prepared, more lethal force."

During RUT, the 13th MEU executed several core missions essential for crisis response, including two expeditionary strikes, three amphibious raids, and two Tactical Recovery of Aircraft and Personnel (TRAP) missions. Both the Maritime Raid Force, comprised primarily of Reconnaissance Marines, and Battalion Landing Team 2/4 infantry elements conducted raids supported by the full MAGTF.

The exercise showcased the full spectrum of the MEU's aviation capabilities, employing the MV-22B Osprey, CH-53E Super Stallion, AH-1Z Viper, UH-1Y Venom, F-35B Lightning II, and KC-130J Super Hercules aircraft. These platforms supported a wide range of operations, including a forward arming and refueling point (FARP) and aviation delivered ground refueling (ADGR) that extend the reach and lethality of the MEU.

By integrating its command, air, ground, and logistics elements, the 13th MEU has demonstrated its readiness to respond swiftly and effectively to any contingency. The successful completion of RUT validates the 13th MEU as a versatile expeditionary force prepared for future operations.

Secretary of War Announces Marine nominated for Brigadier General

From the Department of War, June 4, 2026

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

Marine Corps Col. Frank Diorio, Jr. for appointment to the grade of brigadier general. Diorio is currently serving as programs development branch head, Programs and Resources Department, Headquarters, U.S. Marine Corps, Pentagon, Washington, D.C.

Task Force Ashland's Navy-

Marine Corps team returns to San Diego after four months of operations in the Indo-Pacific

NAVAL BASE SAN DIEGO (Jun 1, 2026) Sailors assigned to Whidbey Island-class amphibious dock landing ship USS Ashland (LSD 48) man the rails as the ship returns to its homeport of Naval Base San Diego, June 1, 2026. USS Ashland returns to its homeport of Naval Base San Diego following operations in the U.S. 7th Fleet. (U.S. Navy photo by Mass Communication Specialist 2nd Class Aja Bleu Campbell)
From U.S. Third Fleet, June 1, 2026

SAN DIEGO – Marines and Sailors of Task Force (TF) Ashland returned to San Diego aboard Whidbey Island-class dock landing ship USS Ashland (LSD 48), following four months of operations in the Indo-Pacific region, June 1, 2026.

TF Ashland is composed of Ashland's crew and a command element from the 15th Marine Expeditionary Unit (MEU); a ground combat element from 3rd Assault Amphibian Battalion, 1st Marine Division; and a logistics combat element from Combat Logistics Regiment 17, I Marine Logistics Group. Assault Craft Unit (ACU) 5 also deployed a detachment with two landing craft, air cushion to support amphibious operations. The task force departed San Diego aboard Ashland Jan. 24, 2026, demonstrating a flexible and scalable model of naval integration.

"I couldn't be prouder of the team's work over these past four months at sea," said U.S. Navy Cmdr. Adam Peeples, commanding officer of Ashland. "As our Sailors and Marines look back at their accomplishments, I hope they feel the same pride and satisfaction I do leading this team."

Throughout their underway, the Navy-Marine Corps team was a visible and engaged presence across the Indo-Pacific. The task force participated in a multitude of demanding exercises, including the 45th iteration of Exercise Cobra Gold in February, the largest joint military exercise in mainland Asia, and the 40th iteration of Exercise Balikatan in April, an annual exercise focused on the long-standing alliance between the Philippines and the United States. These exercises involved complex scenarios, such as combined-arms live-fire events, amphibious operations, and disaster response training, conducted alongside the Royal Thai Armed Forces, the Republic of Korea Marine Corps, and the Armed Forces of the Philippines.

"Combining the 15th MEU, ACU-5 craft team, and Sailors of Beachmasters Unit (BMU) 1, the Grizzly Gators of Ashland built something truly greater than the sum of its parts – TF Ashland," said Peeples. "Together, we tackled the challenges with flawless results and worked with our regional partners, building cooperation within the region and demonstrating our commitment to the most consequential theater."

While in port at Cebu, Philippines, Ashland completed a three-week ship repair and maintenance (SRMX) exercise, as part of its scheduled port visit. SRMX is designed to rehearse coordination and execution of ship damage repair from forward locations within the Indo-Pacific region, strengthening ties with the skilled workforce within allied and partner countries.

Further showcasing its commitment to regional stability, TF Ashland participated in a multilateral exercise alongside Australian and Canadian forces, a multi-phase exercise focused on surface action group operations and interoperability with allied navies. By executing key components of distributed maritime operations, TF Ashland provided combatant commanders with a flexible force for credible deterrence and crisis response, which significantly enhanced regional capabilities and bolstered maritime security alongside our allies.

“The 15th MEU executed as TF Ashland proved that a task-organized, scalable force can deliver credible combat power while continuing to strengthen relationships with our allies,” said U.S. Marine Corps Lt. Col. Matt Bride, the commander of troops for TF Ashland and the 15th MEU executive officer. “Whether executing complex, multinational exercises or demonstrating the forward-thinking principles of distributed maritime operations, our Navy-Marine Corps team consistently met every challenge with the professionalism and effectiveness that underpins the legacy of our respective organizations.”

TF Ashland’s return marks the completion of operations that reinforced the United States’ commitment to peace through strength.

Task Force Ashland is a flexible, purpose-built force designed to integrate with allies and partners or respond to crisis, in support of a free and open Indo-Pacific.

Navy Awards SAIC $50.6M Torpedo Defense Services Task Order

From SAIC, June 3, 2026

Modernizes technology and infrastructure of existing and new torpedo defense systems – including “Nixie” – to mitigate threats, enhance vessel survivability, and ensure mission success

RESTON, Va., June 03, 2026 (GLOBE NEWSWIRE) – Science Applications International Corp. (NASDAQ: SAIC) has been awarded a follow-on $50.6 million task order from the U.S. Navy’s leader in Torpedo Defense (TD) – Naval Undersea Warfare Center (NUWC) in Newport, R.I. – to continue the company’s work of providing critical torpedo defense system design, modernization, and sustainment services. This contract builds on SAIC’s two decades long legacy of proven collaboration with the Navy and success in advancing technology capabilities of the most sophisticated torpedo defense systems.

SAIC will leverage its advanced digital engineering capabilities to revolutionize the Navy’s TD systems by streamlining the design conceptualization, prototyping, and fabrication processes of hardware and software. This approach will integrate cutting-edge modeling simulation (SIM) and stimulation (STIM) – enabling more robust system analyses, data-driven insights, and seamless cybersecurity implementation. These advancements will ensure that upgraded TD systems achieve new levels of operational effectiveness to enhance vessel survivability and empower the Navy to maintain

superior mission success in evolving maritime threat environments.

The company will support critical NUWC TD systems such as AN/SLQ-25 Torpedo Countermeasures Transmitting Set (commonly known as “Nixie”), Acoustic Device Countermeasures (ADCs), MK 58 Compact Rapid Attack Weapon (CRAW), EX 2 Torpedo Warning System, Submarine Launched Unmanned Aerial System (SLUAS), as well as emergent technologies and intelligence projects for Navy and Foreign Military Sales (FMS) that guide upgrades to the TD systems.

“SAIC’s long-standing partnership with the Navy and NUWC is built on trust, technical excellence, and an unwavering commitment to the mission;” said Barbara Supplee, SAIC Executive Vice President of the Army Navy Business Group. “This award reflects the Navy’s confidence in our team’s continued ability to deliver the modern torpedo defense systems needed to protect our fleet and outpace emerging threats. We are proud to continue supporting NUWC Code 85 with the engineering rigor, innovation, and agility required to ensure our warfighters remain safe, informed, and ready.”

The follow-on task order supports key NUWC Code 85 program offices such as Undersea Warfare Systems Program Office (PEO-UWS PMS415), International Fleet Support Program Office (PMS326), Office of Naval Research (ONR), and Office of Naval Intelligence (ONI), among others.

USS Springfield Returns Home

to Naval Base Guam

NAVAL BASE GUAM (May 31, 2026) – Los Angeles-class fast-attack submarine USS Springfield (SSN 761) transits Apra Harbor at Naval Base Guam, returning to its homeport after completing a routine deployment in the Indo-Pacific, May 31, 2026. Assigned to Commander, Submarine Squadron 15, based at Polaris Point, Naval Base Guam, Springfield is one of five forward-deployed fast-attack submarines. (U.S. Navy photo by Mass Communication Specialist 1st Class Bryan Mai)
From the Navy Office of Information, June 3, 2026

NAVAL BASE GUAM (May 31, 2026) – Los Angeles-class fast-attack submarine USS Springfield (SSN 761) returned to its homeport of Naval Base Guam, May 31, 2026, after completing a routine deployment in the Western Pacific.

“Springfield’s presence in theater reaffirmed its role in maintaining security and stability throughout the region,” said Capt. Neil Steinhagen, commander, Submarine Squadron 15. “Through sustained forward presence and operational readiness,

Springfield embodied its motto, ‘United for Freedom,’ while promoting peace through strength in support of a free and open Indo-Pacific.”

Springfield’s deployment underscores the Navy’s commitment to maintaining a persistent, forward-deployed undersea presence ready to respond to evolving challenges across the Pacific.

“Springfield’s operations directly supported forward-deployed readiness and reinforced the Navy’s ability to operate where it matters most,” said Cmdr. Greg Storer, commanding officer of USS Springfield. “The crew performed exceptionally, remained determined through every challenge, and executed every task with professionalism and purpose. I am incredibly proud of what they accomplished and grateful for the commitment they demonstrated every day.”

During the deployment, four Springfield Sailors advanced in rank, while three officers and fifteen enlisted Sailors earned their submarine warfare insignia, commonly known as “dolphins” or “fish.” The insignia signifies qualification in submarine operations and reflects mastery of watch stations, systems, and responsibilities required to operate in the undersea domain.

“Every day brought new challenges, and this crew met each one head-on,” said Master Chief Information Systems Technician (Communications) Chris Ries, Springfield’s chief of the boat. “They came together as one team, remained focused under pressure, and consistently looked out for one another. Their hard work, resilience, and dedication show why our Sailors are the true strength behind this submarine and our fleet.”

Commissioned on Jan. 9, 1993, the Springfield is the fourth U.S. Navy ship to bear the name, honoring the cities of Springfield, Illinois, and Springfield, Massachusetts. Assigned to Commander, Submarine Squadron 15 at Polaris Point,

Naval Base Guam, the Springfield is one of five forward-deployed fast-attack submarines. Renowned for their speed, endurance, stealth, and mobility, fast-attack submarines are the backbone of the Navy's submarine force. Regarded as apex predators of the sea, Guam's fast-attack submarines serve at the tip of the spear, reaffirming the submarine force's forward-deployed presence in support of a free and open Indo-Pacific.

MARTAC Announces Opening of Innovation Center West in San Diego, California

New west coast facility expands MARTAC's operational footprint and accelerates growth of autonomous maritime capabilities

From MARTAC

San Diego, CA – June 3, 2026 – Maritime Tactical Systems, Inc. (MARTAC), a leading provider of fully autonomous unmanned surface vessels (USVs), today announced the opening of the MARTAC Innovation Center West in San Diego, California. The new facility marks a significant milestone in the company's strategic expansion, strengthening its ability to serve defense, security and commercial customers across the West Coast and Pacific regions.

The MARTAC Innovation Center West will serve as a hub for research, development, testing and customer engagement, complementing MARTAC's headquarters in Melbourne, Florida. San Diego's deep ties to the U.S. Navy, its thriving defense technology ecosystem and its access to open-water testing environments make it the ideal location for MARTAC's next phase of growth.

"The opening of our Innovation Center West represents a pivotal step in MARTAC's growth strategy," said Jim Harvey, Chief Technology Officer of MARTAC. "San Diego is home to the largest concentration of naval assets in the world and an unmatched community of defense innovators. Establishing this facility allows us to work more closely with our customers, accelerate development timelines, and expand the reach of our autonomous maritime solutions."

The new center will support a range of activities, including advanced engineering and systems integration, live-water demonstrations of MARTAC's autonomous vessels, customer training and mission planning and collaborative development with defense and industry partners. The facility is expected to create new jobs in the San Diego area and further cement MARTAC's position as a leader in the rapidly growing unmanned maritime systems market.

MARTAC’s facility expansion comes at a time of accelerating demand for autonomous maritime capabilities. The U.S. Navy has outlined plans to significantly grow its fleet to include a substantial number of uncrewed vessels, and MARTAC’s combat-proven platforms—including the MANTAS™ T-series and Devil Ray™—are already in operational deployment supporting fleet operations worldwide.

“Our customers are telling us they need more capacity, faster delivery and closer collaboration,” Tony Smeraglinolo, CEO added. “The Innovation Center West answers all three. It positions MARTAC to scale alongside the growing demand for autonomous maritime systems and ensures we remain at the forefront of this critical national security capability.”