Coast Guard Awards Contract for Advanced Training Facilities in Yorktown, Virginia

Then-Vice Adm. Charles W. Ray, Vice Commandant of the U.S. Coast Guard, and then-Master Chief Petty Officer Charles R. Bushey, Command Master Chief Petty Officer of the Coast Guard, visit Coast Guard Training Center Yorktown, Va. March 15, 2021. *Photo credit: U.S. Coast Guard photo by Petty Officer 2nd Class Edward Wargo*

From U.S. Coast Guard Headquarters, May 21, 2026

WASHINGTON – The U.S. Coast Guard has awarded a $17.8 million contract to Ocean Construction Services Inc. for the construction of new engineering and weapons training facilities at Training Center (TRACEN) Yorktown, Virginia.

The project is a critical step in preparing Coast Guard personnel to operate the service's next generation of Offshore Patrol Cutters (OPCs) and Waterways Commerce Cutters (WCCs).

"This state-of-the-art training facility is a cornerstone of our modernization effort, ensuring our investment in a 21st-century fleet is supported by the men and women who carry out our critical maritime missions," said Jennifer Sinclair, director of Force Readiness Command. "We shape the future of maritime security through advanced training, equipping our personnel with the skills and confidence to meet tomorrow's challenges."

The project will add 18,700 square feet of building space to Samuel Travis Hall, the training center's Cutter and Weapons Training Building. This expansion will ensure tailored ship-specific engineering and weapons training facilities for the modern fleet. This building is named in honor of Captain Samuel Travis, Captain of the Revenue Cutter Surveyor, which achieved legendary fame in the War of 1812 during battle on the York River, near TRACEN Yorktown.

The expansion includes mock-up engine rooms, training labs, classrooms, a mock-up training space and other administrative needs to support comprehensive "C-School" training for future cutter crews. This project furthers the Service's historic transformation made possible by Fiscal Year 2025 Reconciliation by enabling world-class training for two of the Coast Guard's newest fleets: 25 OPCs and 30 WCCs.

The 25 OPCs are set to replace the aging fleet of medium-endurance cutters, some of which have been in service for over 50 years. These new cutters will form the core of the Coast Guard's offshore presence, bridging the capabilities between the service's National Security Cutters and Fast Response Cutters to save lives, control, secure, and defend U.S. borders and maritime approaches, and respond to contingencies.

The 30 WCCs in the new “Chief Petty Officer class” will replace the legacy inland tender fleet and strengthen Coast Guard operations to facilitate maritime commerce vital to economic prosperity and strategic mobility. WCCs’ specialized capabilities are essential for maintaining the United States’ 12,000-mile Marine Transportation System, a critical waterway network supporting over $5.4 trillion in annual economic activity and millions of American jobs.

Using the $25 billion provided by the historic Fiscal Year 2025 Reconciliation, the Coast Guard has already ordered over $13 billion in new fleet assets and capabilities. This rapid investment demonstrates the Coast Guard’s commitment to modernizing acquisitions, delivering next-generation technology, and revitalizing American shipbuilding.

Striveworks Demonstrates Ability to Update AI Continuously at Sea

By Richard R. Burgess, Senior Editor

ARLINGTON, Va. — A Texas-based software company has demonstrated the ability of artificial

intelligence (AI) to maintain integrity while adapting to changing scenarios and environments at sea.

Striveworks, based in Austin, said in a recent release that it “has demonstrated that AI can operate continuously across multiple vessels simultaneously, maintaining accuracy even as conditions change at sea” during a demonstration for the U.S. Navy.

“We’ve gotten the data, the results, and we’re pretty proud of that,” said Jim Rebesco, CEO and co-founder of Striveworks, during an interview with Seapower.

“We’ve demonstrated the ability for AI to play a critical role in targeting custody cycle but in a way that’s very resilient, very trusted, and frankly, robust with environmental or adversary change,” Rebesco told Seapower. “We provide the AI-based tools that enable you to autonomously process that data and ultimately track, identify, maintain custody, and – if you choose to – openly prosecute targets with a much lighter human load.”

Rebesco sees the future fight as “increasingly dispersed, increasingly autonomous, increasingly USV [uncrewed surface vessel]-heavy.”

“If you can see first and shoot first, you’re in a really good spot, and if you can’t, you’re in a really bad spot.”

Striveworks Chariot software “processes all that sensor data coming through,” Rebesco said, noting that Chariot, “is the workhorse that’s underneath this.”

“Chariot integrates easily with the Navy’s existing infrastructure. By delivering processed insights instead of raw data, Striveworks’ software reduces bandwidth demands while giving operators faster, clearer information,” the company said.

Striveworks worked with the Naval Sea Systems Command for its demonstration, with its software being platform-agnostic for USVs, noting that “as the Navy buys those boats, we work with the Navy on what they’ve got,” Rebesco told Seapower.

“The critical challenge facing our military today is keeping AI models working once they’re deployed, especially at scale,” Rebesco said in the release. “Now, we’ve proven that continuity can happen as part of daily operations, instead of the delayed cycles that can represent risk to our men and women in uniform.

“In the Navy demonstration, Striveworks approached the problem differently. Its Chariot platform incorporates new operational data continuously, applies updates regularly, and delivers retrained models at the speed of need, measured in hours,” the release said. “Striveworks demonstrated rapid model transfer between different vessels and sensors across various sea states. Chariot provided rapid high quality target identification, tracking, and monocular passive ranging complete with full data lineage and no model or data IP restrictions. This bolsters the AI-assisted Commander’s confidence, assuring the advantage to stay aligned with changing conditions rather than fall victim to them.”

With another Department of Defense customer, Striveworks “saw an over 95% reduction in operational work, like in human labor involved in maintain and do a kinetic action,” Rebesco said.

“We usually targeted having a fully updated model fully validated, fully tested, fully evaluated – you know exactly what the performance is – within 24 hours. Most of the time we’re well below that. We are constantly taking the operational data that’s coming in. … We train the models from there.”

Striveworks’ software has been used for defense missions in Iraq, Syria, Afghanistan, and in the Russia-Ukraine War.

Cellula Robotics, Metron Sign Agreement for Next-Generation Undersea Capability

From Cellula Robotics US Inc.

Long-term agreement combines proven COTS platforms, trusted autonomy, and enduring support for US defense customers

HOUSTON, Texas – 19 May 2026– Cellula Robotics US Inc. and Metron, Inc. have signed a 10-year agreement to deliver a combined solution for the United States defense market, bringing together Cellula's commercial off-the-shelf (COTS) long-endurance autonomous underwater vehicle (AUV) platforms with Metron's best-in-class adaptive mission autonomy and decades of proven undersea warfare and maritime domain expertise.

Building on their successful collaboration to date, including work supporting the Defense Innovation Unit's CAMP project, the agreement establishes a long-term framework focused on faster fielding, strong operational performance, and confidence in long-term support.

The agreement reflects growing demand in the US defense market for solutions that can move rapidly from program need to operational deployment, quickly scale, and deliver the autonomy, endurance, reliability, and payload modularity necessary to be operationally relevant.

By combining Cellula's proven vehicle platforms with Metron's mission-tailored autonomy, integration pathways, and decision superiority ecosystem, the team offers a mission-ready capability designed to meet evolving defense requirements in demanding underwater environments.

"We've worked closely with Metron over the last three years, and this agreement builds on that successful relationship," said Neil Manning, CEO of Cellula Robotics. "It gives customers greater confidence in supply, long-term support, and operational performance by bringing together complementary strengths in a solution designed to be fielded faster and aligned closely with mission needs."

The agreement also strengthens Cellula's position in the US defense market through its growing US team and long-term collaboration with an established American partner. Metron's four decades of experience and strong relationships across the US defense ecosystem provide valuable alignment with customer requirements, mission priorities, operator needs, and program expectations. The partnership is complementary to Cellula's US and global network of marine focused technology solution providers.

The collaboration is designed around a modular, open-architecture approach that supports continued integration of third-party sensors, payloads, and mission systems, helping ensure the solution remains adaptable as technologies evolve and customer requirements change.

"Cellula brings a proven, flexible COTS platform approach to the partnership. That is important for defense customers looking for capability that can be adapted, integrated, and fielded quickly with confidence," said Van Gurley, President and CEO of Metron, Inc. "Together, we are combining our autonomy, mission planning, and novel payload options with Cellula's long-endurance AUV platforms in a way that delivers the next-generation autonomous undersea system the US Navy has

been pursuing for over a decade.”

Bollinger Shipyards Announces Leadership Transition at Houma Shipyards

Rich Murphy Retires After Distinguished Career; Mark Matta Sr. Named Vice President and General Manager

From Bollinger Shipyards

HOUMA, La. – (May 20, 2026) – Bollinger Shipyards ("Bollinger"), a leading designer and builder of high-performance military and commercial vessels, today announced the retirement of Rich Murphy as Vice President and General Manager of Bollinger Houma Shipyards and the appointment of Mark Matta Sr. as his successor, effective this week.

Houma Shipyards is one of Bollinger's flagship facilities, with active work across the Navy's TATS and LSM programs, the National Science Foundation's RCRV program, and the Coast Guard's ASC program.

Murphy joined Bollinger in July 2013 following a 30-year career in the United States Coast Guard, where he retired at the rank of Captain. He held progressively senior roles inside the company, including Senior Manager, Program Manager, and Senior Program Manager, before being named Vice President and General Manager. Over his more than a decade with Boliinger, his leadership was instrumental in helping guide the company through a period of significant program growth and customer expansion across Coast Guard, Navy, and federal research portfolios.

"Rich has been an invaluable part of the Bollinger family," said Ben Bordelon, President and CEO of Bollinger Shipyards. "His contributions over the past decade have made a lasting impact on our operations, our people, and the customers we serve. We are deeply grateful for his service and wish him all the best in this well-earned retirement."

Matta most recently served as Director of the ASC Program at Bollinger and previously as Director of Programs, with responsibility for the MCM USV and FRC programs. He joined Bollinger after 28 years in the United States Coast Guard, where he retired at the rank of Commander. In his new role, he will lead strategic and operational direction across the Houma portfolio.

“I am grateful for the confidence Ben and the Bollinger leadership have placed in me, and for everything I have learned working alongside Rich,” said Matta. “Houma’s workforce and its programs are central to Bollinger’s mission. I look forward to building on what Rich and his team have established and delivering for our customers in the years ahead.”

“Mark’s experience inside Bollinger, his program track record, and his operational background make him exceptionally well suited to lead Houma,” Bordelon added. “We are confident he will continue the success this team has built.”

Both Murphy and Matta retired from the United States Coast Guard before joining Bollinger, reflecting the company’s longstanding partnership with the service and the depth of operational experience embedded across Bollinger’s leadership.

Undersea Technology Consortium Awards Over $100K in Scholarships to Future Undersea Tech Leaders

From The Undersea Technology Innovation Consortium, May 19, 2026

MIDDLETOWN, R.I. – The Undersea Technology Innovation Consortium (UTIC) has awarded more than $100,000 in scholarship funding this year to 23 graduate and undergraduate

students pursuing STEM-related degrees with a focus or interest in ocean, marine, and undersea technology fields.

“UTIC is proud to support these outstanding students as they prepare to become the next generation of undersea tech professionals,” said Molly Donohue Magee, CEO of UTIC. “As undersea systems become increasingly advanced and autonomy becomes more important, developing a strong pipeline of talent with expertise in engineering, robotics, sensing, materials, and intelligent systems is critical. These students represent the future leaders who will ensure the United States’ role as a global leader in undersea technology.”

This year’s scholarship recipients represent 15 universities and colleges across 11 states and include 12 graduate students and 11 undergraduate students. They are pursuing degrees in disciplines including ocean engineering, mechanical engineering, electrical engineering, robotics, computer science, materials science, physics, and environmental science.

Several scholarship recipients have already gained hands-on experience through internships and research opportunities with UTIC member companies and partners, including the Naval Undersea Warfare Center, Naval Surface Warfare Center, SAIC, Woods Hole Oceanographic Institution, Raytheon, General Dynamics Electric Boat, General Dynamics Mission Systems, and BAE Systems.

UTIC launched its scholarship program in 2023 as part of its broader mission to advance workforce development, education, and innovation across the undersea tech ecosystem.

SubSea Craft Selects Virginia Beach for U.S. Expansion

VIRGINIA BEACH, Va. – May 20, 2026 – SubSea Craft, a United Kingdom-based maritime technology and defense company specializing in advanced surface, subsurface, and autonomous maritime capabilities, today announced plans to expand its operations to Virginia Beach. The company's expansion into Virginia Beach represents a strategic step in growing its U.S. footprint, while strengthening collaboration opportunities within one of the world's most concentrated maritime and defense ecosystems.

As part of its expansion, the company anticipates hiring for a range of positions spanning leadership, operations, field engineering, and technicians.

Founded in the United Kingdom, SubSea Craft develops next-generation maritime platforms and technologies designed to support modern naval and defense operations in complex maritime environments.

Virginia Beach will serve as a strategic location for the company as it continues expanding engagement with U.S. defense stakeholders, maritime industry partners, and technology collaborators, including local company Global Technical Systems. The city's proximity to military installations, maritime infrastructure, advanced manufacturing capabilities, and a highly specialized workforce make the region an attractive fit for the company's continued growth.

"Virginia Beach offers an exceptional environment for a company operating at the intersection of maritime innovation and defense technology," said Tom Harkin, Chief Commercial Officer. "The city's access to maritime infrastructure,

defense assets, industry expertise, and technical talent strongly aligns with our long-term vision for growth and collaboration in the United States."

The project was led by Virginia Beach Economic Development and the Hampton Roads Alliance, and received an Economic Development Investment Program grant from the Virginia Beach Development Authority. The company was recruited with support from Virginia Economic Development Partnership.

"The expansion of SubSea Craft in Virginia Beach underscores the powerful momentum our city is building in defense innovation," said Bobby Dyer, Mayor of Virginia Beach. "Their decision to grow here reflects the strategic advantages of our region, the strength of our advanced manufacturing and technology ecosystem, and the trusted transatlantic partnership we've developed with UK industry. Over the past several years, the City has invested in strengthening our international relationships, building a deliberate connection with the United Kingdom's defense and technology sectors. SubSea Craft's growth here reflects the trust and momentum that has come from those efforts. This investment not only brings cutting-edge capabilities to our city but also reinforces Virginia Beach as a destination where global defense innovators choose to thrive. We are excited to welcome them to our business community."

Doug Smith, President and CEO of the Hampton Roads Alliance, said "SubSea Craft's decision to establish operations in Virginia Beach reflects the unique strengths of the Hampton Roads region – where naval operations, shipbuilding, advanced manufacturing, autonomy, and maritime engineering expertise come together in one ecosystem. We are proud to support their expansion and connect them to the region's world-class maritime and defense industrial base."

"GTS is proud to support and collaborate with SubSea Craft as they establish operations in Virginia Beach," said Terry

Spitzer, CEO of Global Technical Systems. “Their advanced maritime capabilities, combined with the region’s deep defense ecosystem and industrial base, create significant opportunities for innovation, partnership, and long-term growth supporting allied maritime missions.”

The company’s expansion also reflects the growing alignment between Hampton Roads’ maritime and defense capabilities and broader strategic priorities associated with the AUKUS partnership, particularly under Pillar II initiatives focused on advanced capabilities, autonomy, artificial intelligence, undersea technologies, and defense innovation collaboration. As the Hampton Roads region continues positioning itself within the evolving AUKUS ecosystem, projects like SubSea Craft represent the type of transatlantic collaboration that strengthens defense industrial partnerships between allied nations while advancing next-generation maritime capabilities.

Navy’s MQ-25A Stingray secures Milestone C approval

The Navy’s MQ-25A Stingray takes its first flight April 25 at Boeing’s facility at MidAmerica Airport in Mascoutah, Ill. The MQ-25 is the Navy’s first operational carrier-based unmanned aircraft. (Photo courtesy of Boeing)
From Neil Lobeda, May 19, 2026

Following a successful first flight in April, Acting Secretary of the Navy Hung Cao announced today that the MQ-25A Stingray received Milestone C approval to move into Low-Rate Initial Production (LRIP).

The milestone marks a major step forward in the Navy’s commitment to unmanned carrier aviation. An LRIP Lot 1 contract for three aircraft is expected to be awarded this summer and include priced options for Lot 2 (3 aircraft) and Lot 3 (5 aircraft).

“Unmanned refueling extends our reach against any adversary,” stated Acting Secretary of the Navy Hung Cao. “Moving the MQ-25A Stingray to Milestone C and into production is arming our warfighters with a capability that increases the

lethality of our Carrier Strike Groups. This is a decisive advantage that delivers our warfighters what they need to fight and win."

As the world's first fully integrated, carrier-based unmanned aerial vehicle, the MQ-25A serves as the pathfinder for the future of unmanned carrier aviation. Stingray will provide the Carrier Air Wing (CVW) with essential organic refueling, allowing more F/A-18E/F aircraft to focus on strike missions. This will expand the operational reach of the air wing while preserving the service life of F/A-18E/Fs, improving readiness across the Super Hornet fleet. The Stingray is also at the forefront of integrating unmanned systems alongside manned platforms within the CVW, setting the stage for future advancements in naval aviation.

"Milestone C approval represents an important step for this program," said Vice Adm. John E. Dougherty IV, Portfolio Acquisition Executive Aviation. "MQ-25A will provide persistent aerial refueling and unlock greater capacity across the air wing, ensuring our carrier strike groups remain lethal, flexible, and forward-ready."

"The aircraft is ready, production is ready, and the program is ready to move this groundbreaking capability forward, paving the way for unmanned carrier aviation and enhancing fleet capability, capacity and lethality," said Capt. Daniel Fucito, Unmanned Carrier Aviation program manager.

The MQ-25A program is managed by the Unmanned Carrier Aviation Program Office (PMA-268), which is responsible for the MQ-25A Stingray unmanned air system and the Unmanned Carrier Aviation Mission Control System (UMCS). PMA-268 is aligned under the Carrier Strike Deputy Portfolio Acquisition Executive (DPAE), within the Portfolio Acquisition Executive for Aviation (PAE(A)).

Editor's note: Boeing released the following statement:

“Boeing is honored to work alongside our U.S. Navy partner in achieving this historic milestone in the MQ-25A Stingray’s development life cycle,” said Troy Rutherford, vice president, Boeing MQ-25 program. “We remain focused on getting this game-changing unmanned aircraft into the hands of the fleet and integrated into the carrier air wing.”

Fueling the Fight: USNS Kanawha Completes Strategic Deployment

May 18, 2026 | By LaShawn Sykes, Military Sealift Command

At long last, the familiar blue and yellow stripes around the top of the main smokestack appeared against the coastal sky,

marking the successful completion of months of dedication and support to U.S. naval forces.

Family and friends gathered on the pier at Naval Station Norfolk, Virginia, May 16, to welcome home the crew of the USNS Kanawha. The fleet replenishment oiler and its 92 civil service mariners returned after a 204-day deployment, including 156 days actively at sea.

Operating in the U.S. 4th, 5th and 6th Fleets, the crew served as a strategic enabler. They delivered more than 17 million gallons of fuel, 3,000 pallets of supplies and transported 45 personnel, performing 113 replenishments to 29 U.S. and coalition vessels. As a floating warehouse, the ship enabled sustained operations during key missions, including Operations Southern Spear and Epic Fury.

“I would like to thank the Kanawha crew and their families,” said Navy Capt. Elizabeth A. Nelson, Military Sealift Command Atlantic commodore. “The Kanawha was underway for seven long months supporting [the USS] Iwo Jima Amphibious Ready Group and the USS Gerald R. Ford Carrier Strike Group. Without the support of their families, they would not have been able to accomplish their mission. Kanawha’s performance exemplifies how MSC’s combat logistics force powers modern naval operations, directly fueling U.S. Navy readiness at sea.”

As part of MSC’s combat logistics force, oilers like the Kanawha are integral to the Navy’s logistics system, enabling combatant ships to remain forward-deployed to protect American interests. These logistics forces are the backbone of sustained operations at sea, and the crew who operate these ships — resupplying the fleet with fuel, stores and ammunition — are a strategic piece of Navy operations.

Replenishments at sea involve supplies being transferred from logistics force ships to combatant ships via underway

replenishment. The two primary methods are connected replenishment, which transfers fuel and dry cargo via lines between ships sailing side by side, and vertical replenishment, which uses helicopters to ferry goods between the two vessels.

Extending the Navy's operational reach across the Caribbean, Mediterranean and the Middle East, the Kanawha leveraged 19 port visits in strategic locations, including Augusta Bay, Italy; Ponce, Puerto Rico; Souda Bay, Greece; and Yambu, Saudi Arabia.

Through these port calls and ongoing logistical services, the crew acted as essential ambassadors, directly enhancing both diplomatic ties and combat readiness.

Nelson praised the Kanawha crew.

"Their MSC family owes them a debt of gratitude for their sacrifice – not just for the delivery of fuel and spare parts, but for delivering letters and packages from home that keep the fleet motivated. MSC's [crews] are the best because they fuel the fight with more than just cargo; they fuel it with care."

Crewed and operated by civil service mariners, the ship entered noncommissioned service with the Navy Dec. 6, 1991, to support MSC. The ship is named after the Kanawha River in southwestern West Virginia.

Insitu Pacific Showcases

Integrator UAS, Maritime Autonomy and AI

From Insitu

FARNBOROUGH, United Kingdom – 18 May 2026 – Insitu Pacific will attend the Combined Naval Event (CNE) from 19–21 May 2026 in Farnborough, Booth F19, showcasing how the Integrator Uncrewed Aerial System (UAS), advanced payloads and mission-ready AI deliver credible, persistent maritime domain awareness for the UK and allied navies.

“Combined Naval Event is an important forum for navies looking to move from concepts to practical, reliable uncrewed capability,” said Andrew Duggan, Managing Director, Insitu Pacific. “Insitu Pacific has deep experience integrating sovereign technologies and strengthening local supply chains, while delivering the persistence and reliability required for real maritime domain awareness.”

With more than 1.6 million operational flight hours and customers in over 35 nations, Insitu platforms have a proven track record in complex maritime environments.

At CNE, the company will focus on shipborne and shore-based applications for the Integrator VTOL platform, highlighting how range, endurance and autonomy combine to enhance naval ISTAR and maritime security. Integrator is designed for long-range, long-endurance missions, supporting 13+ hours on station at 500 nautical miles – reducing the number of launches and recoveries required for effective operations. Integrator VTOL adds vertical take-off and landing to proven fixed-wing performance – supporting operations from naval vessels, austere shore locations and confined sites without sacrificing payload capacity or time on station.

Insitu Pacific's participation at CNE will include Insitu's Oxford-based Autonomy Centre of Excellence, which is developing autonomy and practical AI behaviours tailored to maritime operations.

The company will also discuss the application of superior maritime payloads and sensors on Integrator, including advanced EO/IR, maritime radar, SIGINT, SAR and communications relay options. These modular payload configurations support a broad range of naval missions, from task group protection to the protection of critical offshore infrastructure and support to multi-domain operations.

"Our UAS solutions are proven, interoperable and ready today for modern maritime missions," added John Kelly, Vice President Global Growth, Insitu. "With STANAG and MOSA-compliant systems, advanced autonomy development in Oxford, and a growing UK supply chain, we're focused on supporting partners with capabilities that integrate seamlessly into existing fleets and coalition operations."

HII, MetalCraft Marine Deliver Autonomous USV Prototypes for U.S. Marine Corps

From HII

MCLEAN, Va., May 15, 2026 (GLOBE NEWSWIRE) — HII (NYSE: HII), in partnership with MetalCraft Marine, has delivered and sea tested two unmanned surface vessels (USV) awarded in a Defense Innovation Unit (DIU) contract for smaller form factor autonomous boat prototypes for the U.S. Marine Corps.

The two ROMULUS-25 autonomous USVs were delivered in December 2025 and supported successful testing and demonstration of advanced autonomous mission behaviors at sea.

“Successfully delivering on this prototype contract with the Defense Innovation Unit and the U.S. Marine Corps is a strong recognition of HII’s deep experience and the maturity of our proven autonomous technologies,” said Andy Green, executive vice president of HII and president of HII’s Mission Technologies division. “The ROMULUS-25, powered by our Odyssey autonomy suite, builds on thousands of hours of successful at-sea operations and demonstrates how scalable, AI-enabled unmanned systems can extend the reach, endurance, and effectiveness of naval forces.”

The ROMULUS-25 is a 27-foot high-speed interceptor vessel designed to deliver up to 1,000 pounds of payload with a range of up to 1,000 nautical miles. Fully capable of autonomous operation, the vessel is powered by HII’s Odyssey AI-based autonomy system, which integrates multiple sensors and effectors to enable coordinated, cross-domain maritime operations in support of the U.S. Marine Corps, as well as U.S. and allied navies.

Over the past five years, Odyssey autonomy has been validated through more than 2,200 hours of autonomous operations during government-led tests and exercises.

Odyssey autonomy has been deployed on more than 30 platforms, accumulating over 12,000 hours of successful at-sea operations. Its modular open systems architecture (MOSA), service-based design enables integration with the HII Minotaur targeting network, enhancing mission-level operations and edge capabilities through AI-based contact recognition and identification.

The ROMULUS-25 is part of HII’s broader family of USVs, which range from 7-foot micro-USVs to the ROMULUS-190, a 190-foot aluminum USV capable of carrying multiple containerized payloads.

The successful execution of this award represents one of

several ongoing commitments by HII and MetalCraft Marine to advance hybrid manned-unmanned fleet capabilities and enable next-generation autonomous operations in support of naval missions worldwide.