ThayerMahan Begins Array Manufacturing at New Connecticut Facility

ThayerMahan begins Linear Hydrophone Array manufacturing at new 5,000 square foot state-of-the-art production facility. (ThayerMahan photo)

From ThayerMahan Inc.

GROTON, Conn., June 16, 2026 /PRNewswire/ — ThayerMahan, Inc., a leader in acoustic intelligence and undersea surveillance solutions, today announced the official commencement of Linear Hydrophone Array manufacturing at a new, 5,000 square foot state-of-the-art production facility in the company's Groton, Connecticut campus. The new facility and production lines significantly expand the company's ability to build and deliver its critical array technologies and acoustic intelligence solutions at scale.

The new production line and facility reflect accelerating global demand for ThayerMahan's passive acoustic intelligence systems. By expanding production, ThayerMahan has demonstrated its commitment to scale domestic manufacturing, meet existing contract obligations, and maintain the performance, quality, and reliability standards demanded by government and commercial customers worldwide.

"Linear hydrophone array manufacturing is one of the most technically demanding and exacting production disciplines in undersea sensing," said Andy Meecham, Chief Technology Officer at ThayerMahan. "This is an extraordinary accomplishment for our team. Bringing array manufacturing in-house is only possible because of the decades of engineering rigor, process development, and hands-on expertise of our teams. It also places ThayerMahan among a very small group of companies globally that can do this work reliably, repeatably, and at production volumes that matter."

By bringing array manufacturing in house, ThayerMahan has reduced its reliance on outside suppliers for specialized components and gained more control over design iterations and intellectual property. The shift is intended to create a more resilient and responsive manufacturing operation as mission requirements evolve.

The expansion comes amid rising focus on maritime domain awareness and undersea security. As global demand grows for persistent sensing capabilities, domestic production capacity increasingly represents a key element of the U.S. industrial base for maritime defense.

"Connecticut is where ThayerMahan builds," said Mike Connor, Chairman and CEO of ThayerMahan. "It's where we've been building for a decade. We believe deeply in manufacturing critical undersea capability here, with a world-class workforce that understands the mission, the

technology, and the responsibility that comes with both. This new facility is a direct investment in southeastern Connecticut and in the people who make our success possible every day.”

To support array production, ThayerMahan has hired and assembled a dedicated manufacturing team of skilled technicians, engineers, and production specialists. The company will continue to attract additional top technical talent to the southeastern Connecticut region as production increases.

This expansion builds on ThayerMahan’s recent momentum as demand grows worldwide for persistent and scalable passive acoustic monitoring to support defense, security, and critical infrastructure protection. By beginning array manufacturing in Groton, the company has positioned itself to deliver critical undersea awareness more quickly and at larger scale – while anchoring that capability firmly in Connecticut.

State Department Approves Possible Sale of MH-60R Helos to New Zealand

An MH-60R Seahawk, attached to Helicopter Maritime Strike Squadron (HSM) 71, takes off the flight deck of Nimitz-class aircraft carrier USS Abraham Lincoln (CVN 72), June 5, 2026. Abraham Lincoln is deployed to the U.S. 5th Fleet area of operations to support maritime security and stability in the Middle East. (U.S. Navy photo)

By Richard R. Burgess, Senior Editor

ARLINGTON, Va. —The U.S. Department of State has approved the possible Foreign Military Sale of 'Lockheed Martin MH-60R Seahawk helicopters to the government of New Zealand, the department said in a June 5 release.

The Government of New Zealand has requested five MH-60Rs and associated equipment and weapons for an estimated cost of $1.5 billion. The sale would include engines, avionics, sonar systems, radars, sonobuoys, electronic surveillance systems, spares, ground support equipment, flight simulators, technical manuals, and support services, among other support. Weapons would include Hellfire and Advanced Precision Kill Weapon Systems and M240D machine guns.

The sale would bring to ten the number of air arms operating or soon to operate the MH-60R, the others being the U.S. Navy, Royal Australian Navy, Royal Danish Air Force, Hellenic Navy, Indian Navy, Norwegian Coast Guard, Republic of Korea Navy, Royal Saudi Navy, and Spanish Navy.

U.S. 2nd Fleet and International Partners Commence Fleet Exercise 250

From U.S. 2nd Fleet, June 15, 2026

NORFOLK, Va. (June 15, 2026) – Ships from 17 allied and partner nations arrived to Naval Station Norfolk in preparation for Fleet Exercise (FLEETEX) 250, June 14-15.

Beginning on June 16, the multi-national maritime exercise will commence for the first time in Hampton Roads and in the Atlantic Ocean. A special reception aboard Wasp-class amphibious assault ship USS Iwo Jima (LHD 7) will serve as a welcome event for FLEETEX 250. The large-scale exercise is designed to enhance interoperability and test the integrated forces in a dynamic, multi-domain training environment.

FLEETEX 250 will bring together 31 warships, multi-national aircraft, and their crews to conduct a series of structured training events at-sea. The exercise will focus on a full spectrum of naval warfare, including anti-air (AAW), anti-submarine (ASW), and amphibious operations, culminating in a scenario-driven free-play event against a dynamic adversary. The primary goal is to build

cohesiveness, validate tactical procedures, and strengthen the collective capabilities of the participating forces in a simulated combat environment.

“Fleet Exercise is a tremendous opportunity to bring together a powerful, multi-national force,” said Vice Adm. Doug Perry, commander, U.S. 2nd Fleet. “Training and operating as an integrated team sharpens our competitive edge and demonstrates our shared commitment to maritime security and stability in the Atlantic.”

The exercise is divided into two main phases:

Harbor Phase (June 16-21): Participating forces will assemble at Naval Station Norfolk for final planning, pre-sail briefings, and integration.

At-Sea Execution (June 22-29): Ships will get underway to conduct a series of training serials, a fleet formation photo exercise (PHOTOEX), and a final free-play battle problem.

FLEETEX 250 runs concurrently with several public events in Norfolk, including the 50th Annual Norfolk Harbor Fest, Virginia SAIL 250, and Norfolk Fleet Week. These events will feature public tours of visiting warships and international tall ships, alongside a grand Parade of Sail, offering the public a unique opportunity to engage with Sailors and mariners from around the world.

Participating nations in FLEETEX 250 include Belgium, Brazil, Canada, Cameroon, Côte d’Ivoire, Cyprus, Denmark, France, Germany, Mexico, Morocco, Netherlands, Norway, Peru, Senegal, Spain, Turkey, United Kingdom, and the United States.

Following the exercise, many participating units – joined by the historic tall ships – will sail to New York City to take part in the seventh International Naval Review 250 from July 3-8.

“While FLEETEX 250 provides critical at-sea training that enhances our combined capabilities, it also sets the stage for a historic celebration at the International Naval Review in New York City,” said Perry. “The interoperability we forge here in Hampton Roads ensures that when this magnificent multi-national fleet arrives to commemorate our nation’s 250th anniversary, it will stand as a powerful symbol of enduring global partnerships and our shared commitment to the seas.”

U.S. 2nd Fleet, reestablished in 2018 in response to the changing global security environment, develops and employs maritime ready forces to fight across multiple domains in the Atlantic and Arctic in order to ensure access, deter aggression and defend U.S., allied, and partner interests.

USS Mitscher Returns to Norfolk from Deployment to 5th and 6th Fleets

From Navy Office of Information, June 16, 2026

NORFOLK, Virginia – Arleigh Burke-class guided-missile destroyer USS Mitscher (DDG 57) returned to Naval Station NorfolkJune16, concluding an 11-monthdeployment to the U.S. 5th and 6th Fleet areas of operations.

The warship, assigned to Destroyer Squadron Two, departed Naval Station Norfolk for a regularly scheduled deployment to the U.S. European Command area of responsibility, July 25, 2025. Mitscher conducted their pre-deployment certification as part of the Gerald R. Ford Carrier

Strike Group but deployed independently to U.S. 5th and 6th Fleets areas of operations.

“Team Mitscher continues to take great pride in service to our nation,” stated Cmdr. Stephen Prugh, commanding officer, USS Mitscher. “This team has worked tirelessly over the last11monthsoperatingthroughout the U.S. 5th and 6th Fleet areas of operations as an independent deployer and integrating with the Gerald R. Ford, Abraham Lincoln, and UK Prince of Wales Strike Groups. I’m impressed with the crew’s resilience, perseverance, and grit. I could not be prouder of their accomplishments at sea. Seize the Day!”

Equipped with the Aegis combat system, Mitscher provides multi-mission offensive and defensive capabilities to conduct anti-air, anti-submarine, anti-surface warfare, and ballistic missile defense.

Commissioned on Dec. 10,1994, USS Mitscher is the second U.S. Navy warship named to honor Admiral Marc A. Mitscher (1887-1947), famed naval aviator and World War II aircraft carrier task group commander.

Vice Adm. Williams Relieves Vice Adm. Wolfe Jr. at PAE SSP Change of Command Ceremony

Vice Adm. Johnny Wolfe Jr., the outgoing director of Portfolio Acquisition Executive (PAE) Strategic Systems Programs (SSP), speaks to Vice Adm. Douglas L. Williams, the incoming director of PAE SSP, during the PAE SSP Change of Command ceremony in Washington D.C., on June 12, 2026. Williams, who previously performed the duties of director of test at the Missile Defense Agency, assumes command of PAE SSP as the 15th director in program history. (U.S. Navy photo by Adrian Pacheco)

by Portfolio Acquisition Executive Strategic Systems Programs Public Affairs

June12, 2026

WASHINGTON NAVY YARD – On June 12, 2026, Portfolio Acquisition Executive (PAE) Strategic Systems Programs (SSP) held a joint retirement and Change of Command ceremony at Admiral Leutze Park, recognizing the transfer of leadership from Vice Adm. Johnny Wolfe Jr., to Vice Adm. Douglas L. Williams. The honorable William Mahan, performing the duties of the Assistant Secretary of the Navy for Research, Development, and Acquisition, presided over the event and former Commander of

U.S. Strategic Command Adm. Charles “Chas” Richard (ret.) delivered remarks as the keynote speaker.

“Wow, what a legacy you leave, Johnny,” Richard said. “Your achievements culminated in SSP being recognized as the organizational standard for acquisition commands and your example and leadership have ensured that the next generation is ready to carry the torch. Vice Adm. Williams, congratulations on this next chapter for you and your family. We can be confident that you will carry on this tradition of excellence in the stewardship of your new command.”

Williams previously served as the director for test at the Missile Defense Agency (MDA), where he was responsible for all aspects of planning, designing, and execution of the missile defense system flight, ground, and cyber testing, as well as wargames and exercises. He brings more than 30 years of active-duty experience to the role and has been acquainted with PAE SSP’s no-fail mission since the very start of his naval career, serving various roles and leadership positions across PAE SSP, culminating in the role of technical director as his last assignment before becoming a flag officer. In 2022, Williams was selected to the rank of Rear Admiral (lower half) and was assigned to MDA.

Now, he returns as a newly appointed vice admiral taking on the mantle as the 15th director of PAE SSP and overseeing the Navy’s premier strategic weapon system (SWS) and regional strike capabilities, including the Conventional Prompt Strike and Nuclear-Armed Sea-Launched Cruise Missile programs.

“I want to extend my deepest gratitude to Vice Adm. Wolfe,” Williams said. “Your visionary leadership and steadfast dedication have set a standard of excellence that will endure long after your departure. The importance of SSP to our country’s national defense has never been more vital. We remain the proud stewards of the sea-based leg of the nuclear triad, a true corner stone of our national

sovereignty. SSP has invested nearly 30 years in preparing me for this moment. I am ready to join you in getting the job done. Our country is depending on us, and we will deliver."

Wolfe, the outgoing PAE SSP director, took charge of the command in 2018. Under his leadership, PAE SSP achieved major milestones, etching the command's significance in U.S. Navy history and consistently providing the nation – and its warfighters – with unparalleled warfighting capabilities. Wolfe led PAE SSP's execution of the development, acquisition, sustainment, safety and security, fleet support and modernization of the Trident II (D5) SWS and established the programs to develop the Navy's Regional Strike Systems in support of the full spectrum of deterrence.

"It is hard to believe this day has finally arrived," Wolfe said. For my entire adult life, I have had the distinct honor and privilege of wearing this uniform, of serving our great nation, and of being a part of something vastly larger than myself—the United States Navy. Serving as the Director of SSP has been the honor of a lifetime. The scope and scale of our mission have always been vital, but the growth we have seen over the last nine years has been nothing short of extraordinary. We have expanded our reach, established new programs, and taken on unprecedented new challenges to meet the demands of a changing world. I am exceedingly proud of what this team has accomplished. As we look to the future, the mission of SSP is evolving at a rapid pace. The defense of our nation requires us to be more agile, more innovative, and more forward-thinking than ever before."

Wolfe retires from the U.S. Navy after a distinguished military career spanning more than 38 years of active-duty service. His leadership ensured relentless dedication to the Navy's strategic deterrence mission and to national security priorities. As he brings down the curtain on a decorated naval career, he leaves PAE SSP and its workforce with a solid foundation forged through trust and commitment to the nation's

defense.

“If there is a central theme I have tried to live by throughout my career – and the one message I want to leave with you today – it is simple yet absolute: the mission is paramount, but it is the people who are most important,” Wolfe said. “It is a philosophy of servant leadership. Our primary role as leaders is to take care of our people, to empower them, to foster their growth, and to ensure they have everything they need to succeed. Because I have learned, time and time again, that when our people thrive, the mission will never fail.”

PAE SSP is responsible for sustaining the strategic weapon system on the Ohio-class ballistic missile submarines and supporting the integration of the D5LE weapon system on the new Columbia-class SSBNs. Looking to the future, PAE SSP is actively modernizing the sea-based leg of the nuclear triad through the development of the D5LE2 SWS and pioneering regional strike capabilities of the future through development of the nuclear-armed sea launched cruise missile and the non-nuclear hypersonic conventional prompt strike system.

Rethinking Sailors and CVN RCOH: Navy Leverages Industry Contracts to Reclaim Up to 1 Million Sailor Man-Hours

From CNIC & NAVSEA Public Affairs, June 15, 2026

NORFOLK, Va. (June 15, 2026) – The Navy Quality of Service Cross-Functional Team (QoS CFT) and PAE Maritime's In-Service Aircraft Carrier Program Office (PMS 312) are changing how the Navy does business for the execution of aircraft carrier Refueling and Complex Overhaul (RCOH), beginning with USS Harry S. Truman (CVN 75).

A RCOH is a comprehensive maintenance and modernization overhaul that is performed at the midpoint of an aircraft carrier's 50-year lifespan. Traditionally, Sailors assigned to a ship undergoing an RCOH could be assigned to perform supplementary, non-rate-specific duties such as painting, insulating, transportation services, and maintenance.

The Navy is rethinking its approach by leveraging commercial contracts to fulfill these requirements during Harry S. Truman's upcoming RCOH, a strategic shift that will potentially return up to one million man-hours to the crew. By reducing the crew's supplementary workload during demanding shipyard periods, Sailors will have more time to focus on advanced training and operational readiness.

"This shift is about putting our Sailors' time and talents where they matter most," said Vice Adm. Scott Gray, who leads the Navy QoS CFT. "By contracting out routine tasks like transportation and preservation, we free our crew from traditional shipyard duties, empowering them to focus on their in-rate training and core warfighting capabilities."

To date, five Navy contracts have returned approximately 690,000 labor hours to the crew, with plans to award five additional contracts over the next five years.

As a key component of the Navy's broader Quality of Service (QoS) initiatives, this strategy allows for optimized, smaller crew sizes to remain assigned to ships undergoing maintenance.

By alleviating hands-on, non-rate-specific maintenance tasks, Sailors can concentrate on developing critical warfighting skills and completing their professional development. This approach maintains a higher state of overall readiness while significantly improving the crew’s quality of life in the shipyard environment.

Ultimately, this transition is expected to streamline maintenance processes, fostering a more sustainable and effective workforce balance between active-duty personnel and the shipyard’s industrial base.

The Portfolio Acquisition Executive (PAE) for Maritime is the single accountable organization for delivering surface ships for the U.S. Navy. This new centralized organizational construct empowers leaders with broader scope and greater authority to accelerate delivery of combat capability and ensure acquisition speed and discipline are driven by what the warfighter needs—when they need it.”

In addition to leading the Navy QOS CFT, Vice Adm. Scott Gray serves as Commander, Navy Installations Command, which is responsible for worldwide U.S. Navy Shore installation management, designing and developing integrated solutions for sustainment and development of Navy shore infrastructure as well as quality of life programs. CNIC oversees 10 Navy regions, 71 installations, and more than 48,600 employees who are focused on warfighting and manning, training, and equipping the Shore to fight and win. Navy installations are warfighting platforms essential to every fleet operation.

NAPA Ship Design Software Company Looking to Expand in North America

Mikko Forss, NAPA's executive vice president for Design Solutions (NAPA photo)

By Richard R. Burgess, Senior Editor

ARLINGTON, Va. – A major ship design software company is focusing on expanding its customer base in North America, especially in view of the U.S. government's increased shipbuilding initiatives and substantial industry investments.

The company, NAPA, based in Finland, designs software

applications for ship design, safety, and operations.

“We basically provide 3D CAD [computer-aided design] and engineering software for the shipyards’ engineering offices,” said Mikko Forss, NAPA’s executive vice president for Design Solutions, in an interview with Seapower. “With the help of our software, our customers are able to make critical safety- and naval architecture-related divisions during their design process.

“Our customer base represents 90% of the annual shipbuilding output,” Forss said. “If we measure it in terms of compensated gross tonnage, we have a very strong position in the key shipbuilding markets in Korea, Japan, China, Europe, and, we have quite a few customers in North America.

“North America is a very important territory to us,” he said. “Your government has announced the Maritime Action Plan that comes with substantial industry stimulus and investments. We believe we can help the U.S.A. to deliver good quality vessels on time, on budget. So, we’re very much focusing on the North America market at the moment, and we are working with all the key stakeholders… “For the moment, our main focus is on the Navy and Coast Guard. We see ourselves as a really good partner for the U.S. shipbuilding industry to ramp up productivity and efficiency during these unprecedented times.”

Forss said the NAPA ship design software is “off the shelf,” so without any customization you can start to apply it for your design work Most of our customers have actually tailored and customized our software for their needs. That has proven to be a really, really powerful way of solving the specific challenges they have at hand.”

He cited South Korea’s HD Hyundai Heavy Industries, the world’s largest shipyard, as using heavily customized NAPA software to match with their design process.

“With that approach, they can gain more productivity, they can draw more design iterations in less amount of time, and that leads to quality products – ships, in this case – while maintaining the delivery schedule and budget,” he said.

Forss noted that all the major companies designing and building ice-going vessels are using NAPA software for multiple different design disciplines, including hull structure and stability management.

He also said that NAPA is emphasizing skilled workforce development. NAPA has partnered with universities in the United States that offer curricula in naval architecture “to build together a program, a curriculum where our software is included and there we have a mutual and shared vision to produce talent and skills that the industry needs because our industry is having, actually, a very exceptional moment, high order books, political-level attention toward our business that is almost unprecedented. But one major challenge we are facing is that skill shortage, that same thing I’m hearing when I’m traveling in Korea, in Japan, in the U.S. and in Canada. One way to solve this challenge is that we are partnering with academia to offer skills for the future graduates that are readily usable in the industry.”

Founded in 1989, NAPA has offices in ten countries and has 230 experts on board.

Forss, a graduate from Helsinki University and a naval architect for almost 20 years, explained his enthusiasm for his profession.

“Ships are the largest man-made objects that move,” he said. “It’s just a remarkable effort of engineering to design and build those and that is still fascinating me every single day. … Naval architects are one big family, globally, and the relationships and connections are really tight in our business.”

USS Colorado Returns to Fleet from Maintenance Ahead of Schedule, Accelerating Pacific Readiness

Virginia-class fast-attack submarine USS Colorado (SSN 788) returns from sea trials during a maintenance period at Joint Base Pearl Harbor-Hickam, June 6, 2026. Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) and Colorado’s crew completed the scheduled maintenance period on June 10, 2026, 29 days ahead of schedule, returning to the fleet lethal and ready to defend the nation. (US Navy photo by Claudia LaMantia)

From Kenny Jones, June 11, 2026

PEARL HARBOR, Hawaii – Virginia-class fast-attack submarine USS Colorado (SSN 788) completed a scheduled maintenance period at Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) 29 days ahead of schedule June 10, 2026.

Virginia-class fast-attack submarine USS Colorado (SSN 788) returns from sea trials during a maintenance period at Joint Base Pearl Harbor-Hickam, June 6, 2026. Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) and Colorado's crew completed the scheduled maintenance period on June 10, 2026, 29 days ahead of schedule, returning to the fleet lethal and ready to defend the nation. Commissioned March 17, 2018, at Naval Submarine Base New London, Colorado is the 15th Virginia-class fast-attack submarine and fifth Block III submarine of the class. Colorado is assigned to Submarine Squadron 7 and is capable of supporting various missions, including anti-submarine warfare; anti-surface ship warfare; strike warfare; special operations forces support; and intelligence, surveillance, and reconnaissance. PHNSY & IMF's mission is to keep the Navy's fleet "Fit to Fight" by repairing, maintaining, and modernizing the Navy's fast-attack submarines and surface ships. Strategically located in the heart of the Pacific, it is the most comprehensive fleet repair and maintenance facility between the U.S. West Coast and the Far East. (US Navy photo by Claudia LaMantia)

Effective and efficient maintenance keeps the U.S. Navy lethal and ready to defend the nation and maximizes the lifespan of its vessels. By returning Colorado to the fleet ahead of schedule, the shipyard and crew demonstrated exceptional professionalism and capability.

Maintenance was completed early through close partnership between the shipyard and Colorado's crew. Using the Navy's world-class planning processes, the joint team executed a complex work package safely and efficiently. Operating seamlessly within the submarine's confined spaces, an

integrated team of shipyard craftsmen, engineers, support staff, and crew members utilized decisive, deckplate-level problem solving to complete repairs.

“Finishing ahead of schedule is not about rushing, it’s about hard work and persistence,” said U.S. Navy Capt. Ryan McCrillis, commander of PHNSY & IMF. “It’s producing first-time, high-quality work and attacking every roadblock with urgency. It’s a team effort, from the newest apprentice to senior shipyard leaders, the ship’s force, the project team, and support from the fleet and headquarters.”

A shared focus between the shipyard workforce and the crew—built on clear communication and constant teamwork—drove the project to an early completion.

“There isn’t just one moment; it’s all the little victories we had leading up to this point,” said Chad Renti Cruz, PHNSY & IMF Colorado project superintendent. “From the get-go, the team gelled as one. Whenever challenges or problems came up, we swarmed the issue, got all the right people in the room to lay out a solid plan, and executed it to a T.”

For Colorado’s crew, the accelerated shipyard period required active involvement and constant coordination with shipyard maintainers. By applying their deep system knowledge alongside PHNSY & IMF’s experts, the crew played a crucial role in early completion, ensuring the submarine returned to the fleet fully ready for operations.

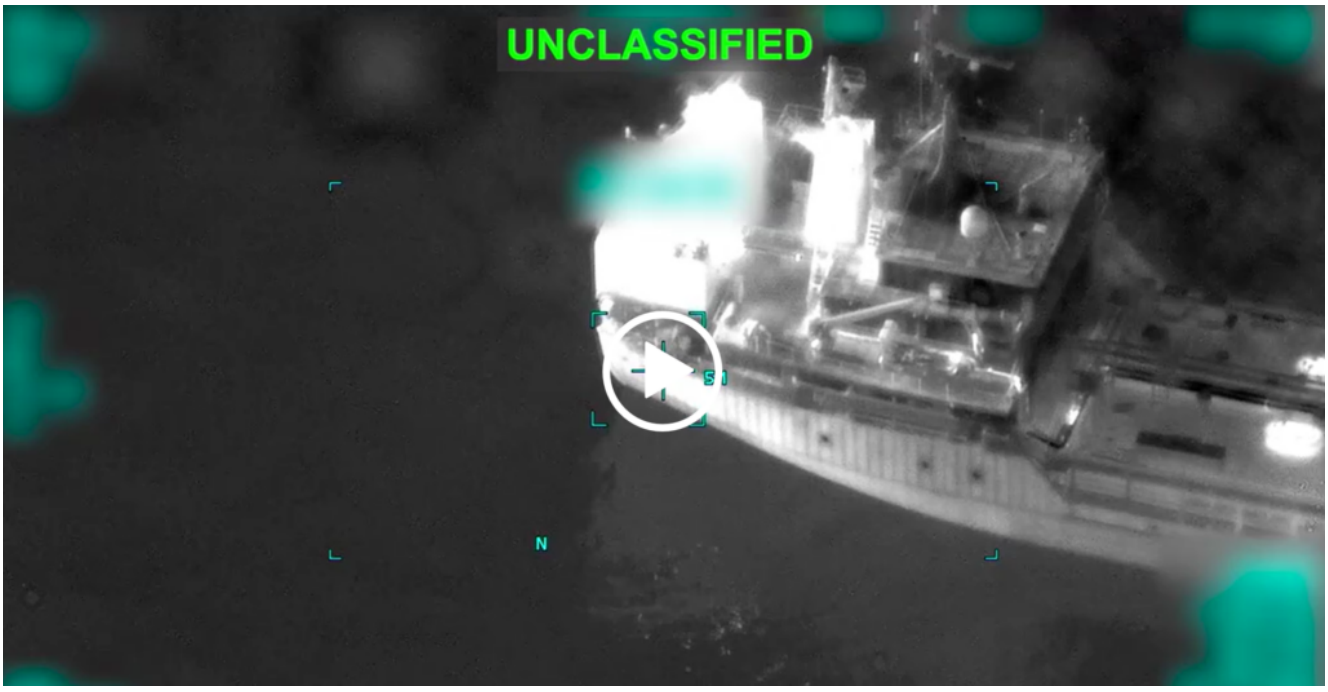
“Colorado’s success was largely due to the continual hard work, communication, and coordination between our Sailors and the shipyard team,” said U.S. Navy Cmdr. Justin Reeves, Colorado commanding officer. “Ending the availability early allows us to get back out to sea and prepare the crew for operations.”

Commissioned March 17, 2018, at Naval Submarine Base New London, Colorado is the 15th Virginia-class fast-attack

submarine and fifth Block III submarine of the class. Colorado is assigned to Submarine Squadron 7 and is capable of supporting various missions, including anti-submarine warfare; anti-surface ship warfare; strike warfare; special operations forces support; and intelligence, surveillance, and reconnaissance.

PHNSY & IMF's mission is to keep the Navy's fleet "Fit to Fight" by repairing, maintaining, and modernizing the Navy's fast-attack submarines and surface ships. Strategically located in the heart of the Pacific, it is the most comprehensive fleet repair and maintenance facility between the U.S. West Coast and the Far East.

U.S. Forces Disable 3rd Oil Tanker Violating Blockade in Gulf of Oman



From U.S. Central Command, June 11, 2026

TAMPA, Fla. – U.S. forces disabled an oil tanker in the Gulf of Oman at 11:20 p.m. ET on June 10 after the vessel violated the blockade against Iran by attempting to transport Iranian oil, marking the third commercial ship disabled by American forces this week.

U.S. Central Command (CENTCOM) acted against Guinea-Bissau flagged M/T Jalveer as it attempted to transport oil from Iran through the Gulf of Oman. A U.S. aircraft fired two Hellfire missiles into the ship's engine room after the crew repeatedly failed to comply with directions from U.S. forces.

Earlier this week, U.S. aircraft disabled Palau-flagged vessels M/T Marivex and M/T Settebello on Monday and Tuesday, respectively. Marivex violated the blockade by attempting to sail to an Iranian port and Settebello attempted to transport Iranian oil.

CENTCOM forces have disabled nine non-compliant vessels, redirected 135 ships that complied, and allowed 42 vessels supporting humanitarian aid to pass since initiating the blockade on April 13.

The blockade is being enforced impartially against vessels of all nations entering or departing Iranian ports and coastal areas, including all Iranian ports on the Arabian Gulf and Gulf of Oman.

U.S. Forces Complete Latest

Strikes in Iran

U.S. Central Command, June 10, 2026

TAMPA, Fla. – U.S. Central Command (CENTCOM) forces completed additional self-defense strikes against multiple targets in Iran, June 10, at the Commander in Chief’s direction.

CENTCOM forces launched strikes on Iranian military surveillance capabilities, communication systems, and air defense sites across Iran. U.S. Marine Corps, Air Force, and Navy assets fired precision munitions on Iranian targets that posed a threat to U.S. forces and international commercial ships transiting regional waters.

The strikes are in response to Iran’s unwarranted and continued aggression. U.S. forces remain vigilant, lethal, and ready.