

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



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

From the Navy Office of Information, June 5, 2026

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

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

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

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

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

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

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

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

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

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

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

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

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

the Future is our answer.

RENK America Moving to Become Second Builder of Ship Propulsion Bull Gears for U.S. Navy Ships



RENK is positioning itself to offer to provide the main gearboxes for the Navy's proposed FF(X) frigate, a development of the Coast Guard's Legend-class national security cutter. (U.S. Navy)

By Richard R. Burgess, Senior Editor

ARLINGTON, Va. – A 120-year-old American manufacturing company now owned by a German firm is positioning itself to return to building main gearboxes for new U.S. Navy ships as a

Tier 1 supplier.

RENK Group AG bought Cincinnati Gearing Systems of Cincinnati, Ohio last year, which made the main reduction gear sets for the two fast combat support ships (AOEs) and the Kaiser-class fleet replenishment oilers three decades ago. Now called RENK America Marine and Industry (RAMI), RAMI is part of the global RENK Group's Marine and Industry division.

RENK Germany provided the main gear boxes for the Coast Guard's Legend-class national security cutters and is providing the main gear boxes for the Heritage-class offshore patrol cutters.

"Right now, for the big gear boxes – on aircraft carriers, cruisers, destroyers – there's really only one supplier in America," said Thom Burke, president of RENK America Marine and Industry (RAMI), in an interview with Seapower. "RENK's big idea was to use Cincinnati Gear's legacy experience in gearboxes to get back into bringing the Navy a second supplier. I was brought in to pivot us harder towards Navy business."

During his Navy career, Burke commanded two ships, including a nuclear-powered aircraft carrier.

RAMI has approximately 120 employees who "grind the gears, make all the components, assemble the components, [and] test the assemblies." Burke said.

Since supplying gear boxes to the AOEs and T-AOs 25 or 30 years ago, "we fell out of the ability to make the big, giant bull gears that drive those main reduction gear sets," he said. "RENK is making investments in the company to prepare us to do that so that we can compete on frigate, destroyer, battleship, cruiser, whatever that next ship is going to be for the Navy.

Noting that the Navy is planning on building new frigates

based on the Legend-class national security cutters, Burke said that “we’re [RENK] the incumbent for those vessels, so we’re preparing to grow ourselves up to be able to make frigates for the Navy if they so choose to do that.”

RAMI has been asked for a price quote for the proposed frigate Flight 1 design and is “trying to figure out ways to make those gearboxes here in America, here in Cincinnati, instead of Germany.”

Burke said that Cincinnati and now RENK products are on every destroyer in the U.S. Navy right now.”

The company also builds equipment for Textron’s LCAC 100-class of Ship-to-Shore Connectors and components for sustaining the Ohio-class submarines and for equipping the new Columbia-class submarines.

“There’s plenty going on now, and there’s plenty potential for the future,” Burke said, noting that RAMI wanted “to be able to offer the Navy a robust capability.”

Asked about RAMI’s workforce and the current industry-wide workforce challenges, Burke said, “We have been very aggressively trying to grow the workforce ... [and] get a second shift. ... “We’re filling out that second shift now.”

He said RAMI has hired 15 workers over the last six months.

“I’m trying to grow my own,” he said. “So far we’ve made a lot of progress, but it’s a continuing challenge for sure.”

RAMI has a partnership with a local high school and community college and is leveraging the Navy Talent Pipeline Program and the Accelerated Training in Defense Manufacturing (ATDM) Program in Denville, Virginia, which is “specifically designed to help adult learners earn the skills necessary to make an immediate impact in the submarine industrial base (SIB),” the ATDM website said.

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



NSWC IHD cast its first-ever Mk 70 propellant grain into a salvaged Mk 12 booster case, a significant step toward increasing the command's production capacity of large solid rocket motors for national defense programs. The command's Mk 70 Production Using Salvaged Hardware (PUSH) program reuses components from Mk 12 Terrier boosters to produce certified Mk 70 boosters for fleet readiness and training requirements.

(U.S. Navy photo Released)

By NSWC IHD Public Affairs, June 4, 2026

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

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

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

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

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

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

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

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

**Fincantieri: WASS Submarine
Systems, Magellan Aerospace**

to Support Underwater Capabilities

Canadian Defense



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

From Fincantieri, June 4, 2026

Fincantieri, through its subsidiary WASS Submarine Systems, a leader in the design and development of advanced underwater defense systems, and Magellan Aerospace Corporation (“Magellan”), have signed a Memorandum of Understanding (MoU) to identify and develop areas of industrial cooperation aimed at strengthening Canada’s defense sovereignty and enhancing its underwater defense capabilities. The agreement was signed during CANSEC 2026, the defense exhibition recently held in

Ottawa, Canada.

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

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

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."

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's CNIC Launches Wellness, Food Service Pilot Programs



Naval Construction Battalion Center Gulfport Colmer Dining Facility underwent a multi-million dollar modernization project as part of the Commander, Navy Installations Command's Shore Food Service Transformation pilot program, May 23. NCBC Gulfport was selected to implement the "campus style dining" initiative in support of the Navy's commitment to warfighter readiness, wellness and performance through better nutrition.

Photo credit: U.S. Navy | Jovi Prevot

The U.S. Navy's Commander, Navy Installations Command (CNIC) has launched two related pilot programs aimed at expanding the quality and variety of food to which Sailors have access and improving their holistic wellness.

Those pilots are the Human Performance Optimization, or HPO program, and the Shore Food Service Transformation initiative.

The HPO launched Feb. 2 at Naval Base San Diego and provides Sailors with expert-led training across all aspects of physical, nutritional and mental wellness. Instead of the gym being just a place to work out, the HPO provides a "higher-end experience," Vice Admiral Scott Gray, commander of Navy Installations Command, told reporters in an interview at the Washington Navy Yard.

Sailors at the Harborside Sports & Fitness Complex in San Diego now have access to a team of experts, including a dietician, cognitive specialist and human performance specialists to coach Sailors on proper nutrition, optimum sleep strategies, injury prevention and recovery, stress management and more.

"Everyone in that gym is going to be a fitness expert," Gray said.

So far, 13,000 people have participated in the program and the Navy is monitoring the results.

"The whole point of the initiative is to learn from it," Gray said.

Food Service Transformation

The food service transformation initiative has two pilot programs of its own, one that launched May 29 at Naval Construction Battalion Center Gulfport, Mississippi, and one launched June 3 at Naval Base Kitsap-Bangor in Washington

state.

They have slightly different aims. The Gulfport pilot focuses on expanding and rotating ethnic food stations and refreshing and modernizing the interior of the galley. The Kitsap-Bangor pilot will allow Sailors to use their meal entitlements at Navy Morale, Welfare and Recreation (MWR) branded restaurants.

The galleys will continue to use “go for green” signage to help Sailors make healthy choices. Green is good, yellow means be cautious and red means food that should be an occasional treat.

“Everybody wants a burger now and then, but that shouldn’t be your only food source,” Gray said.

Galleys are also now providing healthy “grab and go” options for Sailors who might have missed galley mealtimes but still need to eat; that option should be rolled out to all installations by the end of this month, Gray said.

The Kitsap-Bangor pilot gives Sailors greater dining flexibility while still allowing them to use their meal allotments instead of paying out of pocket for meals outside of the galleys.

After spending nine months at sea eating in a ship’s galley, “the last thing they want to do is eat in another galley,” Gray said.

Galley gooks are also being trained by the Culinary Institute of America, which not only means better meals for Sailors but more skills training for the cooks.

As with the HPO, the Navy will be watching the results of the pilots. Will more Sailors eat in the galleys if they provide better options? Will they use their allotments at MWR-branded restaurants?

“We want to make our options and our expanded options

attractive to our Sailors so that they use it, and that's one of the things that we're looking for is, as this plays out and as we roll it out, we're looking to ensure that our utilization rate goes up and that the Sailors are taking better advantage of their entitlement, because it's a significant portion of their compensation and when they're not using it, they're not helping themselves financially," Gray said.

Eventually, CNIC plans to roll these two pilots together and offer them at all installations, although some will have more MWR-branded dining options than others and some installations may just have improved galleys.

"Ultimately, you will have expanded food options inside the galley and expanded food options outside the galley where we can provide it," Gray said.

CNIC is assessing the first phase of rollout after the pilots, and anticipates rolling the transformation out to nine additional facilities between March and July of next year, with additional phases to follow after that.

The cost of all this is not insignificant – \$1.4 million for the San Diego HPO site alone and \$3.2 million for construction, renovation and training at the two food pilot sites – but needs to be done after years of budgetary neglect of Navy shore services, Gray said.

"We set that money aside before we started and come hell or high water we're going to continue it and follow it through, and we will transform our food service, we will continue the expansion of Human Performance Optimization, even if I have to reshuffle things to make it happen," Gray said. "I'm committed."

CNIC oversees 10 Navy regions, 70 installations, and nearly 50,000 employees focused on warfighting and manning, training and equipping shore installations.

Annual Anchors Aweigh Fly-In Spreads Sea Services Knowledge Across Capitol Hill



Sen. Todd Young of Indiana greets Navy League CEO Mike Stevens during the Anchors Aweigh Fly-In. *Photo credit: James Peterson* Navy League members from across the country fanned out across Capitol Hill on June 2 as part of the annual Anchors Away Fly-In, where they educated lawmakers and their staff on the importance of sea service budgets and policy.

They presented congressional representatives with data about sea service budgets and requirements, and urged predictable spending levels, multi-year procurement programs and moving away from continuing resolutions, which have slowed down

shipbuilding.

They also urged support for the Maritime Security Trust Fund, which would provide long-term mandatory funding outside of the annual appropriations cycle for merchant mariners and would help rebuild facilities and education for maritime academies.

The Navy Leaguers also urged members to cosponsor legislation including the SHIPs for America Act, the Pay Our Troops Act and the SERVE Act. Among budget issues, they urged support for a \$50 billion annual shipbuilding budget and a \$20 billion annual Coast Guard budget.

“The day was great. We saw three principals and three staffers, for a total of six, and most were friends of the Navy League,” National President Larry Salter said at a reception following the day of meetings.

Salter said his team emphasized support of the SHIPs for America Act, aimed at revitalizing the U.S. maritime industry, but most of the people they visited were supporters or even co-writers of the legislation.

“It was a friendly crew and it was great to emphasize what we are doing,” Salter said.



Navy League members fanned out across House and Senate office buildings to discuss the needs of the sea services. *Photo credit: James Peterson*

Ed Duffet of the Denver Council was on his second Fly-In visit, and this year was the sole representative of the Rocky Mountain region, doing his six meetings as a one-man band. He had high praise for the Navy League Legislative Affairs team.

“Everything’s set. They give you the briefing, they give you everything you might need to hand out to folks, they tell you tips and tricks,” he said, and members can leave knowing they made a difference.

“I’m coming back again. This was so much fun,” he said. “... This is a joy. If they had it twice a year I’d come twice a year.”

Taylor Smith came from the Portland-Blueback Council and attended nine meetings, including in-person sessions with Sen. Jeff Merkley (D-Oregon) and Rep. Cliff Bentz (R-District 2).

“Everybody was very receptive to all the information we

presented, especially regarding the SHIPs for America Act, it seems like a lot of support for that across the board,” Smith said. “It all seemed very positive overall and was a great trip.”

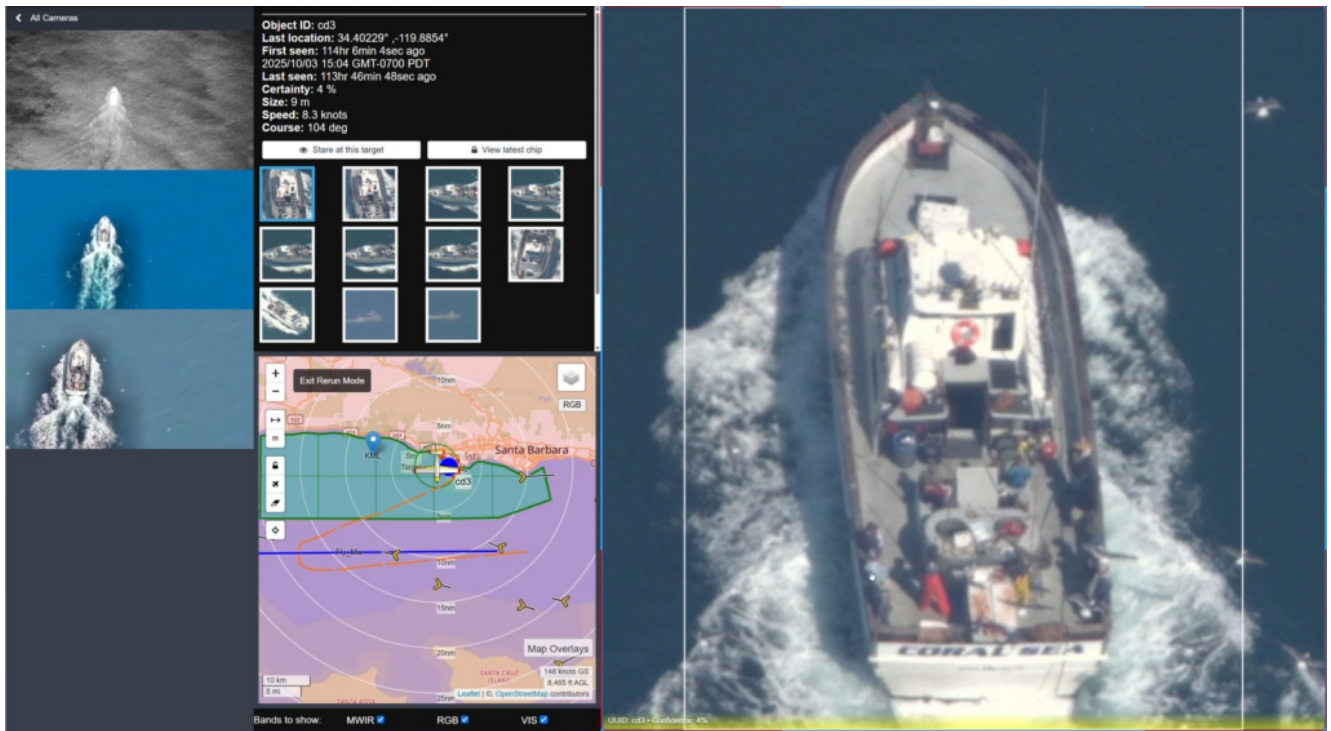
“It was remarkably successful,” said Randall Myers of the Mobile Council.

His group met with five of the seven staffs from Alabama, and “we’re all in agreement that we need a state-level maritime security board, so we’re doing some things nobody else is doing, primarily to push forward and provide the support that the U.S. group needs at the state level, so we’re kind of working from the bottom up while they’re pushing these various acts,” he said.

The Fly In is a big part of one of the Navy League’s core missions, that of advocating for the sea services, Salter said.

“The members get to meet other members, meet some of their elected officials, and they get to discuss what’s important for them and the Navy League in supporting sea services,” he said.

Overwatch Imaging’s ASO
Software Integrates AI
with Sensors



ARLINGTON, Va. – Integration of artificial intelligence (AI) with imaging sensors relieves operator workload on some drones and Navy aircraft and enables those operators to focus on decision making rather than sifting through overwhelming amounts of data, a sensor technology expert said.

“We focus on automating the experience of using sensors – especially in the maritime environment but also overland – to make it easier and faster as well as better for crews to gain intelligence from the sensors that they use,” said Greg Davis, founder and CEO of Overwatch Imaging, an imagery intelligence technology company, in an interview with Seapower. “That process uses artificial intelligence and autonomy to reduce the workload for the crews that are using sensors and also provide those crews with a super-human vision – to see more than they can naturally see by using the power of computing and AI.”

“The Navy has this problem [in that] they collect a lot more data than they can look at,” Davis said. “Sometimes they don’t even collect data because they know they can’t look at it.”

Davis likened the task as “needing to find a needle in a

haystack.”

Over watch’s software, called Automated Sensor Operator (ASO), uses a connection to a sensor that same as the crew would.

“The crew interacts with a sensor through ethernet connections or serial connections,” Davis said. “We use that same method of connecting to the sensor. We sit between the crew member and the sensor. From that position we can take command of the sensor and accomplish the job that the sensor operator wants to accomplish and do that in an automated way that allows the crew member to focus on something else. We provide alerts when there’s something to see.”

No modifications to an aircraft’s mission computer are required, Davis said.

“We add a small edge processor, a small, ruggedized computer that basically lives between the sensor and the operator workstation,” he said. “That small computer does the AI, the sensor autonomy, right there at the edge between the sensor and the crew in a way that does not change the existing airworthiness of the kit.”

Overwatch puts the ASO software on sensors of its own designs and the ASO is “compatible with third-party sensors like sensors that are on Navy [MH-60] Seahawks or on the [P-8] Poseidon,” he said.

Overwatch Imaging, based in Hood River, Oregon, has deep roots in the autonomous systems and drone industry, Davis said. It has had an existing SBIR contract for 2 years that started with a Navy requirement for AI-enabled video processing. Overwatch is expanding its work to include a contract with another unnamed agency.

Davis noted that special operations forces, the Coast Guard, Customs and Border Protection all have “the same

characteristic of needing to search big areas to find small things. Once you find the small things, our crews are very good at responding.

The company also is working on applying its technology to radar

“We started building ASO for image-based sensors, but next up this summer for us is an ASO for other types of sensors,” Davis said. “Probably a synthetic-aperture radar will be the first extension for us beyond image-based sensors. But eventually we’ll probably make this for all of the sensors in use on naval aircraft and other kinds of sophisticated aircraft. The crew can focus on making decisions, rather than looking at a lot of raw data. Let’s use computers to look at the raw data. ... freed up that crew time to do decision making rather than staring at a [computer] screen.

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.