Keel Authenticated for Future USS Wisconsin (SSBN 827)

GROTON, Conn. (Aug. 27, 2025) Dr. Kelly Geurts, ship sponsor of the future Columbia-class ballistic missile submarine USS Wisconsin (SSBN 827), welds her initials into the ship's keel during its keel-laying ceremony under the supervision of General Dynamics Electric Boat welder Robert Ray Jr. The future Wisconsin will be the second Columbia-class submarine, following the future USS District of Columbia (SSBN 826).
Release From Team Submarine Public Affairs, Aug. 28, 2025

GROTON, Conn. – The keel for the future USS Wisconsin (SSBN 827), a Columbia-class submarine, was laid during a ceremony on Aug. 27 at the General Dynamics Electric Boat Quonset Point facility in Kingstown, Rhode Island.

The keel laying ceremony signifies a major milestone in the life of a ship as it begins to transition from design to reality. The future Wisconsin will be the second Columbia-

class submarine, following the future USS District of Columbia (SSBN 826).

“Our ballistic missile submarines are the most survivable leg of our nation’s nuclear triad; they are the ultimate guarantee that no adversary will ever miscalculate America’s resolve,” said Adm. William Houston, Director, Naval Nuclear Propulsion Program, in his keynote remarks. “From this keel, the Wisconsin will rise—an intricate structure of power, precision, and purpose. And just as the keel bears the weight of the ship, this vessel bears the weight of our nation’s most solemn responsibility: to deter war and preserve peace through strength.”

Houston directly addressed the workforce charged with building this intricate submarine. “To our shipbuilders, engineers and suppliers: your craftsmanship makes this possible,” said Houston. “You are laying not just a keel, but the foundation of security for generations to come.”

The submarine’s sponsor is Dr. Kelly Geurts, a retired educator and military spouse. Her husband, the Honorable James Geurts, is a former Assistant Secretary of the Navy for Research, Development and Acquisition.

This is the third Navy ship to bear the name Wisconsin. The original Wisconsin (BB-9), an Illinois-class pre-Dreadnought battleship, was commissioned in 1901 and served as the flagship of the Pacific fleet until 1903. In 1908 the ship joined the Atlantic fleet for the trans-pacific leg of the Great White Fleet and was decommissioned in 1920.

Wisconsin (BB-64), an Iowa-class battleship, was commissioned in April 1944. The ship served in combat in the Pacific, notably at the Philippines, Iwo Jima, Okinawa and the final bombardments in Japan. Wisconsin was decommissioned after World War II and was later recommissioned for the Korean War serving until 1958. The ship was recommissioned once more in

1988 to participate in the Persian Gulf War before being decommissioned a final time, in 1991. The ship now operates as a museum battleship at Nauticus Berthing in Norfolk, Virginia.

The keel laying of future USS Wisconsin (SSBN 827) symbolizes the Navy's 250-year commitment to innovation and maritime dominance. From seabed to space, the Navy delivers power for peace – always ready to fight and win. This milestone marks the Navy's enduring legacy and commitment to shaping the future of maritime power.

Columbia-class submarines will replace the U.S. Navy's Ohio-class ballistic missile submarines. The Navy's ballistic missile submarines, often referred to as "boomers," serve as an undetectable launch platform for submarine-launched ballistic missiles. They are designed specifically for stealth and to provide an ensured second-strike capability forming the backbone of the Nation's strategic deterrence strategy.

For more information about Columbia-class ballistic missile submarines visit: https://www.navy.mil/Resources/Fact-Files/Display-FactFiles/Article/2169580/fleet-ballistic-missile-submarines-ssbn/

Crowley-managed CS Anthem Joins Tanker Security Program

From Crowley, Aug. 28, 2025

Through the program, CS Anthem and its crew will support MARAD's mission to ensure fuel transport readiness for the U.S. Department of Defense, while advancing the nation's strategic sealift capabilities.

JACKSONVILLE, Fla., Aug. 28, 2025 /PRNewswire-PRWeb/ — Crowley Stena Marine Solutions, the joint venture between Crowley and Stena Bulk, has received approval from the U.S. Maritime Administration (MARAD) to operate the CS Anthem tanker under the Tanker Security Program.

The addition of the CS Anthem demonstrates our commitment to strengthening U.S. maritime security and providing reliable, U.S.-crewed tanker capacity in support of national defense.

The CS Anthem, a U.S.-flagged, 49,990-metric-ton, medium-range tanker, is crewed and managed by Crowley under a bareboat charter through the joint venture. The vessel joins Crowley-managed tankers Stena Imperative and Stena Impeccable in the

Tanker Security Program, replacing the Stena Immaculate.

Through the program, CS Anthem and its crew will support MARAD's mission to ensure fuel transport readiness for the U.S. Department of Defense, while advancing the nation's strategic sealift capabilities.

"The addition of the CS Anthem demonstrates our commitment to strengthening U.S. maritime security and providing reliable, U.S.-crewed tanker capacity in support of national defense," said Tucker Gilliam, vice president of fleet operations for Crowley Shipping. "Together with Stena Bulk, we are proud to continue advancing solutions that serve both commercial and government energy transportation needs."

The Crowley Stena Marine Solutions joint venture combines Crowley's leadership in U.S. flag operations and mariner crewing with Stena Bulk's global tanker expertise, delivering agile, reliable and secure solutions for government and commercial customers.

National Security Leaders Underscore Need to Move at the Speed of Technology

For 11th Year, Defense Innovation Days Fosters Increased Collaboration in the Defense Industry

Release From SENEDIA, Aug. 28, 2025

NEWPORT, R.I. – SENEDIA, the Alliance for Defense Tech, Talent, and Innovation, yesterday concluded Defense Innovation Days, a signature national event that attracted nearly 400 of

the most important decisionmakers and innovators in the defense industry.

“It is more important today than any time in our history that we have the capacity and skills to not only be competitive with other countries, but to far exceed them,” said Senator Jack Reed (RI), Ranking Member of the Senate Armed Services Committee. Reed called on the defense industry leaders in attendance to continue to advance American innovation and security. “What you do ultimately ensures the safety and security of our men and women in uniform across the world. This is a common purpose we share.”

Distinguished speakers at the 11th annual sold-out event represented decades of experience across Navy, Army, Marine Corps, and private sector service, including RDML Peter Small, Chief Engineer and Commander of NAVSEA Warfare Centers; Dr. Andrew Erickson, Naval War College China Maritime Studies Institute; Dr. Michael Winter, Chief Scientist, RTX; COL David Brown (ret.), Naval War College Center for Irregular Warfare and Armed Groups; LtGen Eric E. Austin, Deputy Commander, Combat Development and Integration, US Marine Corps Combat Development Command, and BG Chris Hackler, Deputy Commanding General, US Army Combat Capabilities Development Command.

Panels included “Future of the Surface Navy and Hybrid Fleet” and “Mastering the Depths: Navigating the Engineering Battlespace.”

Key takeaways from this year’s event are:

- The threat landscape is rapidly evolving, including the unprecedented acceleration of China’s military capabilities and a global rise in authoritarianism.

- Innovation in autonomous vehicles and undersea technology is essential to stay competitive and has

redefined traditional warfare.

- The foundation for increased collaboration and innovation exists, and equally important must be the focus on scaling and speed to execution. The priority is a nimble and responsive defense ecosystem that can quickly get new and interoperable technologies into the hands of warfighters.

“More than a decade after we hosted the first Defense Innovation Days, SENEDIA continues to see the critical need to bring together industry and government, civilian and military leaders to connect, collaborate with one another, and ultimately innovate in service of our national security,” said Molly Donohue Magee, Chief Executive Officer of SENEDIA. “Investing in defense is an economic, workforce, and national security imperative.”

More from Defense Innovation Days

An Increasingly Challenging and Complex Environment

Rapid advancements in technology have made internal research and development processes more challenging and increased external and geopolitical pressures have likewise made the warfighting landscape more complex. A rise in authoritarianism around the globe represents a threat to American democracy – including from China.

Returning to Defense Innovation Days, Dr. Erickson provided a deep dive into changes in the Chinese military. He said that Chinese leader Xi Jinping has removed large numbers of military, defense, and political officials, but warned that it does not signal a slowdown. To the contrary, Erickson called it “the most dramatic military build-up since World War II.”

“China’s military capabilities development and operational

readiness are clearly advancing rapidly across the board," he said. "The speed and scope are breathtaking. That is what needs to inform our dedication, our sense of purpose, and the missions to which we are directed."

Several speakers noted the importance of the workforce to maintain American dominance.

"The Navy faces an urgent imperative to increase our capabilities, and our people are our biggest asset," said RDML Small. "It's not just the trades we need to strengthen. We need to rebuild the national maritime engineering workforce. A tremendous national effort to rebuild this workforce is underway."

The Unmanned and Undersea Advantage

The United States submarine program is widely viewed as the greatest deterrent to American adversaries, and two panel discussions focused on undersea challenges and opportunities in an ever-changing maritime landscape. Several speakers used the ongoing conflict in the Black Sea as an illustration of how maritime strategy is changing, where Ukraine has used naval drones to stave off a strong Russian Navy.

The Mastering the Depths panel was moderated by Marie Bussiere, the Technical Director of the Naval Undersea Warfare Center, Division Newport. She was joined on the stage by NUWC colleagues Mark Vacarro, Director of the Subsea and Seabed Warfare SSTM; Steve Plunkett, Next Generation Weapons and Defensive Systems SSTM; Steve Lamb, Chief of the Contracting Office, and CDR Shawn Stelzel of the Undersea Warfighting Development Center.

Collectively, they urged industry leaders – especially those who have yet to engage with NUWC – to consider delivering their best-in-class tools and technology for defense applications.

“To maintain the undersea advantage, we need to get solutions into the hands of the fleet faster,” Bussiere said.

On the Future of the Surface Navy and Hybrid Fleet panel, CAPT Colin Corridan (ret.), the former leader of Task Force 59, the Navy’s first maritime robotics and AI task force, moderated a panel that included Commander David Brannighan, Royal Navy, British Defence Staff USA, and Austin Gray, Co-Founder and CSO, Blue Water Autonomy.

One takeaway of the panel included a charge to industry to apply their solutions to national security and help ensure a high-low procurement strategy that is diversified between advanced yet expensive high-end systems and cheaper, more flexible low-end systems.

Moving at the Speed of Technology

Across all three days, multiple speakers talked about the need to move faster – from harnessing AI and new technology to developing and quickly scaling new capabilities – to ensure our warfighters have the systems and tools they need when they need them.

Just as undersea technology has changed the maritime landscape, COL Brown (ret.) pointed to drones as a comparable example of how airpower has been democratized. Beyond weapons, he also warned about disinformation as a weapon of war and how increasingly convincing deepfakes are making it difficult for military leaders and civilians alike to distinguish the truth.

“We are entering an era of breathtaking technological advancement,” he said. “The warning of history is clear: Unless we adapt, the upheavals of the last century may pale in comparison to what lies ahead.”

LtGen Austin and BG Hackler agreed on the importance of government and industry collaboration.

Speed to execution must consider future changes in technology. Dr. Winter shared that RTX has introduced a new military engine nearly every decade over the last century. Looking forward, RTX and other Primes – as well as the supply chain companies that support them – must bring together the digital thread, relying on model-based systems engineering that allows for greater efficiency and responsiveness.

"It is critical that we build these tools with enough longevity and enough forethought," he said.

Other speakers featured at Defense Innovation Days included Senator Sheldon Whitehouse (RI), Congressman Seth Magaziner (RI-02); and Congressman Gabe Amo (RI-01).

Thanks to Our Sponsors

Sponsors for Defense Innovation Days 2025 include Platinum Sponsors General Dynamics, RTX, and the Undersea Technology Innovation Consortium. Leidos served as Gold Sponsor and IM Technology, Quantic Electronics, Northrop Grumman, SAIC, and SEACORP as Silver Sponsors.

The sponsors for the two evening receptions were Adler Pollock & Sheehan and Anduril, and Bronze Sponsors included AstrodyneTDI, Comark – a Division of SourceCode, Exail Defense Systems, FORCYS, Globe Composite Solutions, Granite State Manufacturing, Guill Tool & Engineering Company, L3Harris Technologies, McLaughlin Research Corporation, NeQter Labs, PacMar Technologies, Preveil, Retlif Testing Laboratories, Rite Solutions, Serco, Teledyne Marine, and VATN Systems.

Coast Guard Awards Contract for Waterfront Homeport Improvements in Sitka, Alaska

Photo from U.S. Coast Guard Cutter Douglas Denman Facebook Page

Release From U.S. Coast Guard Arctic District

JUNEAU, Alaska –The U.S. Coast Guard's Facilities Design and Construction Center awarded a contract Aug. 14, 2025, to the Whiting-Turner Contracting Company to design and construct new homeport facilities in Sitka, Alaska.

The award, with a total potential value of $50.475 million, will construct waterfront facilities to support the arrival of one fast response cutter (FRC), Coast Guard Cutter Douglas

Denman (WPC-1149), and improve waterfront facilities for one 225-foot seagoing buoy tender, Coast Guard Cutter Kukui (WLB-203), that is already homeported in Sitka.

This work represents a significant investment in mission support infrastructure supporting Coast Guard operations throughout Sector Southeast Alaska and the greater Arctic District. By modernizing and expanding waterfront facilities, this initiative underscores the Coast Guard's commitment to ensuring readiness and resilience in the region.

Construction of homeport facilities is expected to begin in 2026 and be completed in 2028.

The FRCs feature advanced command, control, communications, intelligence, surveillance and reconnaissance equipment, as well as over-the-horizon cutter boat deployment, enhancing the Coast Guard's operations to control, secure, and defend the U.S. border and maritime approaches.

The Kukui's primary mission is the servicing of aids-to-navigation (ATON) buoys within an area of responsibility extending across the inland and coastal waters of southeastern Alaska. Other missions include maritime law enforcement, ports and waterways security, marine environmental response, and search and rescue.

Teledyne Brown Engineering Awarded $126.7M Contract to

Advance Military Medical Readiness

Release from Teledyne

HUNTSVILLE, Ala. – August 27, 2025 – Teledyne Brown Engineering, a subsidiary of Teledyne Technologies Incorporated (NYSE: TDY), has been awarded a $126.7 million, five-year IDIQ contract by Naval Supply Systems Command (NAVSUP) Fleet Logistics Center Norfolk to support the Naval Health Research Center (NHRC). The contract supports continued development and enhancement of the NHRC's medical modeling and simulation tools, including the Joint Medical Planning Tool (JMPT) and Medical Planners' Toolkit (MPTk).

"These solutions help ensure the right care is delivered at the right time, to the right place, to support the warfighter," said Scott Hall, President of Teledyne Brown Engineering. "We're honored to continue our partnership with the NHRC and contribute to the mission of optimizing medical readiness."

Used across the Department of Defense, JMPT and MPTk enable predictive analysis for casualty estimation, medical resource planning, and personnel support across combat, disaster relief, and humanitarian missions. Mandated by the Chairman of the Joint Chiefs of Staff and designated as tools of record by the U.S. Army and Marine Corps, these platforms are critical to operational readiness.

Teledyne Brown Engineering has provided continuous development and support for these tools since their inception for over 24 years.

American Bureau of Shipping Issues Full Class for Saildrone Surveyor Ocean-going USV

The Saildrone Surveyor is a 20-meter USV capable of long-endurance missions in the open ocean, collecting deep-ocean bathymetry and performing a wide range of maritime domain awareness tasks—from anti-submarine warfare (ASW) to trans-ocean cable route surveys.

Full ABS classification sets a new benchmark for safety and reliability of autonomous maritime operations.

From Saildrone, Aug. 17, 2025

ALAMEDA, Calif. – Saildrone, the global leader in maritime autonomy, today announced that its Surveyor-class of unmanned surface vehicle (USV) has received full classification from

the American Bureau of Shipping (ABS). This milestone follows the Voyager, Saildrone's coastal and near-shore USV, which received ABS class in 2023.

This landmark achievement sets a new global benchmark for unmanned systems and highlights Saildrone's leadership in developing fully classed, open-ocean-capable USVs.

While other platforms have received certificates or interim approvals under evolving unmanned vessel frameworks, no other USV or UUV has yet received full classification status from any classification society. ABS is the first to grant full class to an unmanned platform, marking a key milestone for the industry.

The classification notation assigned is ✠A1, DV Naval Craft, AUTONOMOUS (NAV, MNV, PRP, AUX, RO3), which follows the "Rules for Building and Classing Light Warships, Patrol, and High-Speed Naval Vessels (2023)."

"The ABS class certification is more than a certificate—it's a signal to governments and the maritime industry that Saildrone USVs are mature, safe, tested, and ready for scale," said Richard Jenkins, Saildrone founder and CEO. "It's been a very large investment and a multi-year process to achieve ABS Class Certification, but we are proud to be the first company in the world to do so and proud that our systems have reached the highest standards as required by the ABS Class certificate."

ABS class is an internationally recognized standard for safety, design integrity, and operational reliability. The classification process is a rigorous review and validation of a vessel's design, construction, and autonomous control systems. For unmanned platforms like the Saildrone Surveyor and Saildrone Voyager, this process includes autonomous control systems, cybersecure communications, structural integrity, and fail-safe redundancies, ensuring the vehicle can safely operate without crew, even in complex,

unpredictable ocean conditions.

The 20-meter Surveyor is capable of long-endurance missions in the open ocean, collecting deep-ocean bathymetry and performing a wide range of maritime domain awareness tasks—from anti-submarine warfare (ASW) to trans-ocean cable route surveys. The 10-meter Voyager is designed for persistent surveillance in coastal and near-shore environments, complementing the Surveyor's blue-water capabilities. Both platforms are capable of fully autonomous operations with no humans on board and are remotely monitored 24/7 by Saildrone's global Mission Management team.

"ABS and Saildrone are pioneering new frontiers, setting the pace for innovation. This step forward is a result of our investments in ABS' technical capability and helping to ensure our Rules are able to support innovation with an unwavering focus on safety," said Patrick Ryan, ABS Senior Vice President and Chief Technology Officer.

"This is just the latest in a series of confidence-building actions from ABS for autonomous technologies in maritime, including the issuance of interim class for the 10-meter Saildrone Voyager. We're proud to collaborate with trailblazing companies like Saildrone to advance safe, innovative solutions for autonomous and remotely operated ocean missions," said Christopher J. Wiernicki, ABS Chairman and CEO.

Saildrone USVs are currently supporting missions around the world, including ocean mapping, border security, persistent ISR, and critical infrastructure security. With both its Surveyor and Voyager platforms fully classed by ABS, Saildrone is uniquely positioned to support the next generation of naval and commercial unmanned operations.

MARAD Celebrates Christening of State of Maine Vessel at Hanwha Philadelphia Shipyard

New vessel symbolizes new era of maritime dominance

From the U.S. Department of Transportation, Aug. 26, 2025

PHILADELPHIA, Pennsylvania – U.S. Maritime Administration (MARAD) today celebrated the christening of the *State of Maine*, the third of five cutting-edge National Security Multi-Mission Vessels (NSMV), at Hanwha Philly Shipyard. Built for Maine Maritime Academy, the *State of Maine* will serve as a next generation training ship, supporting both the academic development of cadets and America's humanitarian relief.

Spearheaded by the U.S. Department of Transportation and the Maritime Administration, the NSMV program is revitalizing America's maritime training infrastructure—a cornerstone of President Trump's Executive Order on restoring maritime dominance. The program directly supports nearly 1,500 skilled jobs in Philadelphia and boosts American competitiveness at sea and ashore.

President Lee Jae Myung of the Republic of Korea, and Acting Maritime Administrator Sang Yi, shared remarks during the ceremony.

"State of Maine is more than a ship – it's a strategic investment in the people and infrastructure that keep America's maritime economy strong," said U.S. Transportation Secretary Sean P. Duffy. "Our cadets deserve cutting-edge tools and training to become the industry leaders who will keep our nation strong and ready when it matters most. Under President Donald Trump's leadership, American shipyards can and will produce more big, beautiful ships again."

"This vessel marks a new era for American maritime power," said Acting Maritime Administrator Sang Yi. "MARAD's mission to modernize sealift and empower the Merchant Marine hinges on relentless innovation and partnership. Together, we can build the fleet America needs to secure our future and dominate the seas."

"Maine Maritime Academy is internationally recognized as a leader in maritime education and this vessel represents a

major step forward in our mission to train the world's finest mariners," said Maine Maritime Academy President Craig Johnson. "As our first purpose-built training ship, the State of Maine will provide world-class learning experiences for cadets pursuing unlimited tonnage licenses. It's a game-changer for our mission and a powerful reflection of what's possible through strong partnerships and shared vision."

Additional Information:

MARAD is replacing aging training vessels from the National Defense Reserve Fleet with new, purpose-built ships designed to meet modern academy needs—and to provide critical capabilities for disaster response and national emergencies.

Stretching 525 feet long, a single NSMV can accommodate 600 cadets and up to 1,000 people in times of humanitarian need. These vessels boast eight classrooms, cutting-edge labs, a training bridge, auditorium, helicopter pad, advanced medical facilities, and roll-on/roll-off and container capacity—ensuring cadets get unmatched hands-on training.

State of Maine joins *Empire State* and *Patriot State* already in service, with two more NSMVs under construction at Hanwha Philly Shipyard, destined for Texas and California maritime academies.

NSMV Key Specs:

- Length: 525' 1"
- Design Draft: 21' 4"
- Breadth: 88' 7"
- Depth: 55' 1.5"

- Speed: 18 knots
- Deadweight: 8,487 MT

USS Abraham Lincoln Carrier Strike Group Completes Exercise Northern Edge 2025

From Ensign Hallie Atengco, USS Abraham Lincoln (CVN 72), Aug. 27, 2025

NORTH PACIFIC OCEAN – The USS Abraham Lincoln (CVN 72) Carrier Strike Group (ABECSG) wrapped up participation in the U.S.

Indo-Pacific Command-led joint force exercise Northern Edge 2025 from the North Pacific Ocean, Aug, 25, 2025.

Over the course of nine days, from the Gulf of Alaska out through the Aleutian Island chain, in the air, on land, and at sea, the ABECSG demonstrated the full power and capability of a U.S. Navy carrier strike group. The 5,000 Sailors and Marines of the ABECSG successfully completed a variety of exercise events across multiple domains, leveraging the unique capacity a CSG brings to the joint force.

Flagship Abraham Lincoln, with the embarked CSG-3 staff, served as the command and control hub for the strike group, directing operations across a multi-dimensional battlespace hundreds of nautical miles wide. The ship hosted Adm. Christopher Grady, Vice Chairman of the Joint Chiefs of Staff; U.S. Senators Lisa Murkowski and Dan Sullivan, and other military and civilian leaders from across Alaska and the U.S. government, reaffirming the strategic importance of aircraft carriers in signaling U.S. resolve and operational reach.

“I am incredibly proud of the Abraham Lincoln crew and their performance throughout Northern Edge,” said Capt. Daniel Keeler, commanding officer of Abraham Lincoln. “This has been a demanding but incredibly rewarding opportunity. Operating in Alaska alongside the joint force and our Canadian allies, we displayed not only our ship’s unique capabilities as the flagship of the world’s most powerful carrier strike group, but also the dedication, technical acumen, and strength of Lincoln Nation.”

Sailing alongside Abraham Lincoln were three Arleigh Burke-class guided-missile destroyers, fulfilling a variety of roles over the course of the exercise. Complicated scenarios at sea demanded professionalism, skill, and expertise from these crews. They performed admirably, sustaining maritime superiority in an integrated maritime domain.

“Northern Edge offered an invaluable opportunity for our ships and crews to refine the full spectrum of surface warfare in a challenging and geographically strategic location,” said Capt. Allison Christy, commanding officer, Destroyer Squadron (DESRON) 21. “Our destroyers demonstrated the readiness, lethality, and teamwork required to fight and win as part of a carrier strike group, alongside our counterparts across the joint force.”

Taking place over a vast expanse of territory around Alaska, including the Joint Pacific Alaska Range Complex (JPARC), Joint Base Elmendorf-Richardson, Eielson Air Force Base, and Dutch Harbor, among others, this exercise emphasized both the ability to project power far across the Pacific and the capacity to defend the home front.

A variety of scenario events undertaken by Carrier Air Wing (CVW) 9 were integral to reinforcing the strike group’s ability to deliver effects throughout the exercise area. Aircraft from CVW-9, ABECSG’s embarked air wing, performed defensive counter-air, maritime strike missions, and expeditionary advanced base operations across the Alaskan waterspace and the Aleutian Islands. In the skies above and around Alaska, CVW-9 logged over 3,000 flight hours and more than 1,100 sorties in support of exercise requirements.

“This exercise tested the SHOGUN Warriors of CVW-9 in a wide range of demanding missions, from long range maritime strike to operating in an expeditionary manner forward deployed in Alaska’s challenging conditions,” said Capt. William “Tank” Frank, Commander, Carrier Air Wing NINE. “The professionalism and adaptability of our team proved once again that this Air Wing is ready to deliver combat power anytime, anywhere, no matter how contested the environment. The many hours of tactical flying don’t reflect all of the mission planning, aircraft maintenance, and preparation our aviators and

maintainers put forward to accomplish our objectives. The Naval Aviation team continues to set the standard for responsiveness and warfighting excellence."

For 250 years, America's Navy has operated across the globe in defense of freedom and economic vitality. Today, carriers like Abraham Lincoln remain unmatched in mobility, endurance, and combat capability and are symbols of U.S. maritime power, resilient presence, and national security. These symbols were on full display during Northern Edge, and exemplify what the U.S. Navy offers to the joint force and our network of partner and allied nations.

CSG-3 participants in Northern Edge included Abraham Lincoln, Destroyer Squadron (DESRON) 21 staff, Arleigh Burke-class guided-missile destroyers USS O'Kane (DDG 77), USS Michael Murphy (DDG 112), and USS Frank E. Petersen Jr. (DDG 121), and the nine squadrons of CVW-9, including an F-35C Lightning II squadron, the "Black Knights" of Marine Fighter Attack Squadron (VMFA) 314; three F/A-18E/F Super Hornet squadrons, the "Tophatters" of Strike Fighter Squadron (VFA) 14; "Black Aces" of Strike Fighter Squadron (VFA) 41, the "Vigilantes" of Strike Fighter Squadron (VFA) 151; the "Wizards" of Electronic Attack Squadron (VAQ) 133, operating the EA-18G Growler; the "Wallbangers" of Carrier Airborne Early Warning Squadron (VAW) 117, operating the E-2D Advanced Hawkeye; the "Chargers" of Helicopter Sea Combat Squadron (HSC) 14 operating the MH-60S Sea Hawk; and the "Raptors" of Helicopter Maritime Strike Squadron (HSM) 71, operating the MH-60R Sea Hawk.

Northern Edge 2025 is an exercise led by U.S. Indo-Pacific Command that serves as a platform for joint, multi-domain operations to deliver high-end, realistic warfighter training, strengthen joint interoperability, and sharpen the air and sea-based combat readiness of U.S. and participating forces.

For more news from CSG-3,

visit http://www.dvidshub.net/unit/CSG3 and www.facebook.com/CarrierStrikeGroupThree.

Hanwha Makes $5B Philly Shipyard Investment as Commitment to U.S. Shipbuilding Growth

- As part of South Korea’s $150 billion U.S. shipbuilding investment, Hanwha announces infrastructure plan, which will boost Philly Shipyard’s annual capacity and deliver world-class technology

- South Korean President Lee Jae Myung and senior U.S. officials attend key christening ceremony of U.S. training vessel at Hanwha Philly Shipyard

- Hanwha Group Vice Chairman Dong Kwan Kim: “Hanwha is committed to being a partner in building the next chapter of American shipbuilding.”

From Hanwha

PHILADELPHIA, August 26, 2025 – Hanwha Group announced a $5 billion infrastructure plan for Hanwha Philly Shipyard as part of South Korea’s commitment to supporting the growth of the U.S. shipbuilding industry through a $150 billion investment fund. The announcement was made in time for the christening of a new training vessel, the U.S. Maritime Administration’s (MARAD) third National Security Multi-mission Vessel (NSMV).

The naming ceremony, which took place at Hanwha Philly Shipyard, was attended by South Korean President Lee Jae Myung, the First Lady and other senior U.S. government officials, including Pennsylvania Governor Josh Shapiro

The ceremony followed summit talks between President Lee and U.S. President Donald Trump. Earlier, the Lee administration had pledged $150 billion in American shipbuilding investments during a trade deal between Korea and the U.S. Hanwha Philly Shipyard is expected to play a key role in future collaboration between the two countries.

In his welcome address, Hanwha Vice Chairman Dong Kwan Kim expressed gratitude to the leaders of both countries and emphasized the importance of joint partnership in bolstering the shipbuilding industry.

“Today’s christening ceremony is the physical embodiment of our two nations working side by side to reindustrialize industry, expand our capacity to build ships, and invest in the skilled workforce that will drive the industry forward,” said Kim. “This is just the beginning. Hanwha is committed to being a partner in building the next chapter of American shipbuilding.”

Hanwha acquired Philly Shipyard last year through a $100 million investment, building a landmark hub for shipbuilding in America. It is investing to modernize infrastructure and create a digitally-enabled, high-efficiency shipyard, with world-class automation and smart yard technology.

The $5 billion program will be dedicated to the installation of additional docks and quays to increase capacity. Hanwha is also reviewing the build-out of a new block assembly facility. Through this expansion, Hanwha aims to increase Philly Shipyard's annual production volume from less than two vessels to up to 20. As a global leader in LNG vessels, Hanwha aims to produce LNG carriers, naval modules and blocks, and, in the long-term, naval vessels out of its U.S. shipyard.

In addition to the infrastructure plan, the U.S. subsidiary of Hanwha's shipping arm, Hanwha Shipping, announced that it has ordered 10 medium range (MR) oil and chemical tankers from its affiliate, Hanwha Philly Shipyard, with the first tanker expected to be delivered by early 2029. The vessels will be designed to support the U.S. Jones Act fleet renewal and other strategic initiatives. Hanwha Shipping also announced it has exercised its option to order a second liquefied natural gas (LNG) carrier from Hanwha Philly Shipyard. This follows Hanwha Shipping's announcement last month that it signed a contract for the first U.S.-ord

ered, export-market-viable LNG carrier in almost 50 years.

Hanwha Ocean CEO Hee Cheul Kim and Hanwha Global Defense CEO Michael Coulter were also present at the christening ceremony. Through joint synergy between its world-class shipbuilder Hanwha Ocean and U.S. affiliate Hanwha Philly Shipyard, Hanwha looks to drive mutual growth across both markets, fostering job creation and the development of a robust industry ecosystem.

Naval Aviation at Highest Readiness in Years, ‘Air Boss’ Said

The world’s largest aircraft carrier, USS Gerald R. Ford (CVN 78), transits the North Sea, Aug. 23, 2025. (U.S. Navy photo by MC2 Tajh Payne)

By Richard R. Burgess, Senior Editor

ARLINGTON, Virginia – U.S. naval aviation is at its highest readiness in years, a senior naval aviation admiral said to an audience in Washington and online.

Speaking Aug. 26 in an event of the U.S. Naval Institute and the Center for Strategic and International Studies sponsored by HII, Vice Admiral Daniel L. Cheever, commander Naval Air

Forces and commander, Naval Air Force, U.S. Pacific Fleet – the Navy's Air Boss' – said the Naval Air Forces are "sustaining the readiness increases that we enjoyed" and "we're at the "highest state of readiness we've had in at least 10 to 15 years back. And so, both carriers and the air wings with the carriers and our expeditionary forces are all at that heightened readiness."

Cheever said that small pockets of challenges to readiness remained, particularly with the management of the supply chain and sustainment,

"We have a good playbook," he said. "When there is a challenge, we get after it, and we have a perform-to-plan that re-energizes and gets us back to where we should be for readiness, and that's across the board. And it's pretty exciting to be part of that. It's a lot of hard work but it is totally worth it. The return on investment from all of that parts supply is in the readiness of the force."

Cheever praised the F-35 Lightning II strike fighter as "a game changer, a difference maker in the fleet," while noting that there are some supply-chain challenges that are being addressed.

He said that a mixture of 4th-, 5th-, and 6th-generation mix of carrier-based strike fighters with manned-unmanned teaming is the "right blend."

The 6th-generation strike fighter is being designed to replace the F/A-18E/F Super Hornet strike fighter and the EA-18G Growler electronic attack aircraft.

Cheever offered no details of the concept for the 6th-generation strike fighter but said that "I see a maritime version of the aircraft that starts at the carrier, is made for the carrier, and is a complete carrier version … I'm looking forward to the down-select… because that 6th generation

means air superiority in that timeframe in the future, which means sea control.”

He affirmed that aircraft carriers will be central to air superiority in the future for the Navy and America as a maritime nation.

He noted that the MQ-25 Stingray unmanned refueling aircraft will fly this year and be integrated with the aircraft carrier next year.

The air boss praised the design of the USS Gerald R. Ford, lead ship of the Navy’s newest class of aircraft carriers. The position of the island superstructure is farther aft than on the Nimitz class produces less of an air burble for approaching aircraft. The increase of aircraft parking space forward of the island eases aircraft handling and enables an aircraft to park directly over a weapons elevator for weapons download.

He also noted that, unlike the Nimitz class carriers, the Gerald R. Ford is completely air conditioned.