AUSTAL USA Lays Keel of Its First Offshore Patrol Cutter

From Austal USA, Dec. 8, 2025

MOBILE, Ala. – Austal USA hosted a keel laying ceremony today for the first U.S. Coast Guard (USCG) Heritage-class Offshore Patrol Cutter (OPC) to be built at the company's Mobile, Ala. ship manufacturing facility. Pickering (WMSM 919) is being built under a contract that includes up to 11 cutters and has a potential value of $3.3 billion. The Coast Guard has executed contract options for six of the 11 cutters to date.

Ship sponsor Dr. Meghan Pickering Seymour authenticated Pickering's keel by welding her initials onto a keel plate in front of over a hundred distinguished guests including The Honorable Mike Ezell, House of Representatives Mississippi's 4th District *and Chair of House Transportation & Infrastructure Subcommittee on Coast Guard and Maritime*

Transportation, Admiral Kevin Lunday, Commandant (acting) U.S. Coast Guard, as well as Mobile community leaders and members of the Austal USA and USCG shipbuilding team.

Dr. Seymour is the great-great-great-great-great-granddaughter of Colonel Timothy Pickering, the namesake of the first USCGC Cutter Pickering launched in 1798. She was assisted in welding her initials by one of Austal USA's advanced welders, Mr. Ravi Khamsourin.

The OPC program will recapitalize the Coast Guard's aging medium endurance cutters and provide a capability bridge between the service's national security cutters, which operate in the open ocean, and the fast response cutters which operate closer to shore.

"Meeting this important milestone for the Coast Guard's Offshore Patrol Cutter program is a significant achievement that underscores our commitment to the on-time delivery of the cutters the USCG needs," stated Austal USA President Michelle Kruger. "Today's ceremony is representative of the hard work and dedication of our skilled workforce and the strength of the shipbuilding team of Austal USA, the Coast Guard and our suppliers. We are proud to be building these critically important cutters that will help ensure the security of our Nation."

The 360-foot OPC will provide the majority of the Coast Guard's offshore presence conducting a variety of missions including law enforcement, drug and migrant interdiction, and search and rescue. With a range of 10,200 nautical miles at 14 knots and a 60-day endurance period, each OPC will be capable of deploying independently or as part of task groups, serving as a mobile command and control platform for surge operations such as hurricane response, mass migration incidents and other events. The cutters will also support Arctic objectives by helping regulate and protect emerging commerce and energy exploration in Alaska.

Pickering is one of two Coast Guard OPCs, and one of ten total surface vessels, under construction at Austal USA's Mobile, Ala. ship manufacturing facility. Austal USA started construction on its second Heritage-class Offshore Patrol Cutter (OPC), Icarus (WMSM 920), in August 2025.

Navy Establishes First Information Warfare Squadron

Capt. Jon O'Connor, prospective Commanding Officer, Information Warfare Squadron (IWRON) Two, renders a salute as he arrives with the official party during an assumption of command ceremony for IWRON Two in Norfolk, Virginia. (U.S. Navy photo by Robert Fluegel)

From Naval Information Forces, Dec. 5, 2025

NORFOLK, Va. – Information Warfare Squadron (IWRON) Two, a first-of-its-kind unit designed to operationalize Information Warfare (IW) capabilities and provide decisive decision advantage to Carrier Strike Group Commanders, was established, Dec. 5.

This command is being stood up as part of a 48-month pilot program that received unanimous approval at the Fleet Commanders' Readiness Council (FCRC) in June of 2025. The FCRC is a forum where top Navy leaders develop integrated solutions to Fleet-wide issues necessary to support warfighting, mission effectiveness, and sustain readiness wholeness. This pilot program will be a period of learning, adaptation, and innovation, with a focus on improving readiness, refining doctrine, evaluating the effectiveness of integrated IW capabilities and increasing lethality across the Carrier Strike Group.

"This isn't just another ceremony, this is a paradigm shift in how we fight and win in the 21st century," said Vice Adm. Mike Vernazza, commander, Naval Information Forces. "For too long, Information Warfare has been a collection of vital but often disparate capabilities. Today, we change that. Today, we forge a unified force, a sharpened spear, ready to deliver the necessary decisive decision advantage to our Carrier Strike Group Commanders in any environment."

The establishment of IWRON Two addresses the increasing complexity and sophistication of global threats, which actively seek to exploit vulnerabilities from seabed to space. The IWRON construct, modeled after the successes of Air Wings and Destroyer Squadrons, streamlines the chain of command, aligns warfare commander authorities, and consolidates responsibilities under a single accountable commander, thereby enhancing speed, agility, and decisive action.

“The IWRON construct represents a bold step forward,” said Vernazza. “We are integrating and employing advanced IW capabilities and delivering them as a unified force across the spectrum of conflict. We are employing IW warfighting effects in a way that has never been demonstrated before. To get to outcomes we haven’t had, we need to do things we haven’t done…this is one of them.”

IWRON TWO brings together talent from across the IW community, including the Carrier Strike Group staff, the Strike Group Oceanography Team, the Fleet Intelligence Detachment DC, the Navy Cyber Defense Operations Command, the Navy Information Operations Command, and the Naval Information Warfare Training Group.

CAPT Jon O’Connor assumed command of IWRON Two.

“IWRON-2 will not only meet, but exceed the standards of excellence because we must. Our mission demands it. We are here to strengthen the readiness, lethality, and survivability of our Carrier Strike Groups by integrating our advanced IW capabilities,” said O’Connor. “This is about warfighting, pure and simple.

The Sailors who comprise the initial cadre of IWRON Two were recognized for their pivotal part of this new command.

“Your willingness to embrace this challenge, to be pioneers in this new frontier of warfare, is a testament to your dedication and your commitment to our Navy. You are the lifeblood and decisive warfighting advantage of our Navy. Your work here will pave the way for future generations of Information Warfare professionals for years to come.” said Vernazza.

IWRON Two will serve as the pilot squadron on the East Coast,

with another squadron being established on the West Coast in 2026.

The establishment of Information Warfare Squadron Two marks a crucial step forward in ensuring the U.S. Navy remains the premier warfighting force – ready, capable, and unmatched.

NAVIFOR's mission is to generate, directly and through our leadership of the IW Enterprise, agile and technically superior manned, trained, equipped, and certified combat-ready IW forces to ensure our Navy will decisively DETER, COMPETE, and WIN.

For more information on NAVIFOR, visit the command Facebook page at https://www.facebook.com/NavalInformationForces/ or the public web page at https://www.navifor.usff.navy.mil.

USCG, CBP, HSI seize vessel with $28M in illicit narcotics off Miami Beach

Law enforcement crews from U.S. Coast Guard Station Miami Beach and CBP Air and Marine Operations seized approximately 3,715 pounds of cocaine, worth an estimated $28 million, from a suspected drug smuggling vessel 2 miles east of government cut, Nov. 2, 2025. (U.S. Coast Guard photo by Coast Guard Station Miami Beach)

From Coast Guard Southeast District, Dec. 5, 2025

MIAMI – A U.S. Coast Guard Station Miami Beach law enforcement boat crew along with CBP Air and Marine Operations (AMO) and HSI seized approximately 3,715 pounds of cocaine, worth an estimated $28 million, from a suspected drug smuggling vessel 2 miles east of government cut, Tuesday.

CBP AMO law enforcement boat crews provided assistance with multiple marine units and specialized search tools upon initial interdiction by Coast Guard Station Miami Beach crew.

“This was the largest USCG Small boat station cocaine seizure since 1995,” said Lt. Matthew Ross, Coast Guard Station Miami Beach commanding officer. “Protecting our maritime borders from illicit drug trafficking and transnational criminal

organizations remains one of our highest priorities. The Coast Guard and our federal, state and local law enforcement partners remain vigilant in our shared efforts to keep our maritime borders safe by preventing illicit narcotics from reaching our communities."

CBP's Office of Field Operations (OFO) Miami Seaport also responded with a K9 team once the vessel was brought pierside. The OFO K9 alerted to multiple locations within the vessel. A physical search by AMO agents uncovered more than 1,000 concealed packages of cocaine, weighing over 3,700 lbs. Federal agents took custody of three subjects and transported them.

"Disrupting maritime narcotics smuggling like this demonstrates the power of teamwork in safeguarding our nation and holding criminals accountable," said Executive Director Andy Blanco, CBP Air and Marine Operations Southeast Region. "Smugglers should be warned that our whole-of-government team is watching, and they will be caught."

We are part of a whole-of-government approach to secure our borders by dismantling Foreign Terrorist Organizations (FTO) and Transnational Criminal Organizations (TCO), including narco-trafficking and human smuggling operations.

BAE Systems secures $36 million contract to equip U.S. Navy submarines with

Multifunction Modular Masts

Radio frequency antennas provide U.S. Navy submarines with enhanced situational awareness to carry out missions

MERRIMACK, N.H. – December 8, 2025 – BAE Systems has been awarded a $36 million production contract from Lockheed Martin to deliver Multifunction Modular Mast (MMM) systems for integration onto U.S. Navy submarines.

The MMM system is a radio frequency receiving antenna that provides U.S. Navy submarines the ability to detect, identify, and direction-find adversary communications signals before rising to the surface. The antennas will mount on new Virginia-class submarines and feed into Lockheed Martin's AN/BLQ-10 electronic warfare (EW) system.

"In dynamic and contested environments, stealth is key, and submarines rely on accurate communications signal information to make decisions quickly," said Michael Rottman, program area director for Maritime Sensors and Systems at BAE Systems. "The Multifunction Modular Mast system equips U.S. Navy submarines with critical capabilities to locate and identify potential

threats, enabling them to analyze and respond accordingly."

As network-centric naval warfare evolves, advanced sensors, data links, communications, and EW systems are needed to outpace threats. The MMM system plays a critical role in electromagnetic spectrum dominance and strategic situational awareness. It provides operators with a reliable secondary source to detect nearby adversaries, in addition to radar and sonar.

The tactical communications receiving antenna resides in a composite radome. Its pressure-rated and corrosion-resistant design allows the unit to survive the harsh undersea environment and maximize signal-gathering performance while minimizing visibility of the mast and platform. The system also includes a payload module that enables the U.S. Navy to incorporate additional sensors for other mission applications.

For more than 65 years, BAE Systems has developed and manufactured a range of maritime and communications solutions, including antennas, acoustic transducers, and sensors. Designed to withstand the depths of the ocean, these systems enable communication and remote sensing across the U.S submarine fleet.

Work on the MMM system is performed at BAE Systems' New Hampshire facilities in Hudson, Merrimack, and Nashua.

NOAA Holds Keel-Laying

Ceremony for 2nd New Charting and Mapping Vessel

A welder from Thoma-Sea Marine Constructors, LLC, welds the initials of the Navigator's sponsor, Rear Admiral (retired) Evelyn Fields, onto a steel plate that will be incorporated into the ship, in keeping with maritime tradition, at a keel-laying ceremony for the new ship on December 4, 2025, at the International WorkBoat Show in New Orleans, Louisiana. (Image credit: NOAA)

By Keely Belva, NOAA, Dec. 4, 2025

NOAA leadership was joined by partners today to celebrate the keel-laying for Navigator, a new charting and mapping vessel being constructed for NOAA. The vessel is being built by Thoma-Sea Marine Constructors, LLC., in Houma, Louisiana.

The keel-laying is a centuries-old maritime tradition that formally recognizes the start of a ship's construction. During today's ceremony, the initials of the ship's sponsor, NOAA

Corps Rear Adm. Evelyn Fields (ret.), were welded onto a steel plate that will be incorporated into the ship during construction.

“NOAA’s investments in data collection platforms, like Navigator, are integral to understanding and predicting our environment,” said Neil Jacobs, Ph.D., undersecretary of commerce for oceans and atmosphere and NOAA administrator. “NOAA, and our science mission, is also proud to support the Maritime Industrial Base and our nation’s shipbuilding economy. We look forward to Navigator’s completion and the ability to incorporate emerging technologies like uncrewed systems, to help NOAA meet its mission.”

In 2023, NOAA announced the addition of two new charting and mapping vessels to the NOAA fleet. Surveyor is expected to be completed in 2027 and Navigator in 2028. The ships will be used primarily for ocean mapping and nautical charting as part of NOAA’s mission to deliver tools and information to help mariners safely navigate the $2.3 trillion worth of cargo that comes in and out of the nation’s ports and harbors.

“Mariners navigating U.S. waters depend on NOAA charts,” said NOAA Corps Rear Adm. Chad Cary, director of the NOAA Commissioned Officer Corps and NOAA Marine and Aviation Operations. “These new, state-of-the-art ships will ensure that we can continue to meet our mission to support safe navigation in established waters as well as evolving regions like the Arctic for decades to come.”

The vessel’s name, Navigator, highlights one of NOAA’s central missions: facilitating the safe navigation of mariners throughout U.S. waters. The Navigator will be homeported in Newport, Oregon.

Grumman Reveals ‘Project Talon’ Autonomous Wingman

Northrop Grumman has unveiled ‘Project Talon’: the Autonomous Wingman. (Photo Credit: Northrop Grumman)

MOJAVE, Calif. – Dec. 4, 2025 – Northrop Grumman (NYSE: NOC) unveiled Project Talon, an autonomous aircraft built to fly alongside crewed fighters. As the latest addition to the company’s elite autonomous portfolio, Project Talon represents a paradigm shift in air dominance as an adaptive, collaborative teammate for combat missions.

- Project Talon combines greater mission versatility with the most advanced modular manufacturing techniques. This disruptive approach shortens timelines, emphasizing speed and simplicity.

- Project Talon advances collaboration between crewed and uncrewed aircraft, acting as a force multiplier to enhance lethality, adaptability and mission effectiveness.

- Project Talon expands previous boundaries of collaborative aircraft technology to give U.S. and international customers the ability to project power in dynamic threat environments.

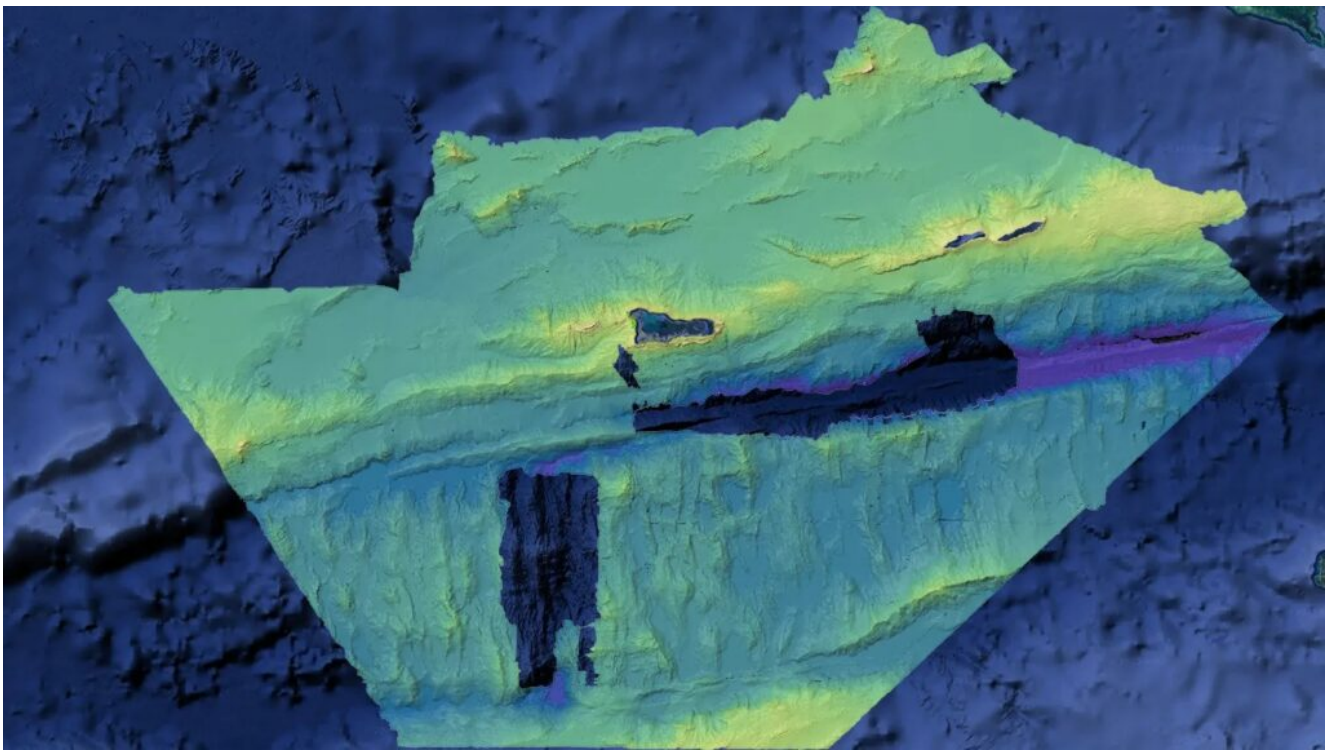
Northrop Grumman has more than 500,000 autonomous flight test

hours across seven decades of experience in autonomy. Along with the release of Beacon earlier this year, Northrop Grumman continues to demonstrate it is advancing autonomy with speed and decisive action.

Details on Project Talon:

- Project Talon was designed, built and on track to fly in under 24 months.
- The Northrop Grumman autonomous testbed ecosystem, Beacon, accelerated Project Talon, testing its avionics software in real-world environments.
- Project Talon builds on Northrop Grumman's seven decades of advanced, battle-tested autonomous systems across every domain.

Saildrone Completes Pioneering Mapping Mission of Cayman Islands' EEZ



The Cayman Islands is the first country in the world to have its exclusive economic zone mapped using autonomous systems, unlocking opportunities to expand its Blue Economy.

Saildrone, the global leader in autonomous deep water mapping solutions, has completed its mission to map the exclusive economic zone (EEZ) of the Cayman Islands, using a Saildrone Surveyor uncrewed surface vehicle (USV). Over the course of approximately 300 mission days, Saildrone surveyed approximately 90,000 square kilometers of seabed, in depths ranging from 20 meters to 7,000 meters, executing over 900 sound-velocity profile casts to ensure accurate bathymetric data. One of the priorities of the mission was to survey four fishing banks—60 Mile Bank, Lawfords Bank, Pickle Bank, and 12 Mile Bank—which serve as crucial hotspots of biodiversity supporting fisheries, tourism, and recreation, and are an indicator of the health of the Cayman Islands' marine ecosystem.

The mission was philanthropically funded by the London & Amsterdam Trust Company Limited, a Cayman-based organization that wants to leave a lasting legacy to the Cayman Islands.

Prior to the Saildrone survey, the Cayman Islands had limited

data available of its EEZ; the extent to which the Cayman EEZ had been surveyed with modern multibeam sonar technology was only 20,000 sq km of seafloor concentrated around the deep water of the Cayman Trench.

For small island nations such as the Cayman Islands, ocean mapping unlocks critical opportunities in the Blue Economy: A high-resolution bathymetric map of a country’s EEZ is a prerequisite for exploring and managing natural resources in waters extending up to 200 nautical miles from its shores.

With the newly acquired seabed data, the Cayman Government will be better positioned to support:

- enhanced maritime safety, navigation, and charting
- sustainable fisheries
- offshore energy planning
- responsible seabed mining and marine mineral exploration
- conservation of vulnerable marine ecosystems and habitat management.

All raw bathymetric, backscatter, and ocean-profile data will now be handed over to the UK Hydrographic Office (UKHO), which will process data under its role as the Primary Charting Authority for the Cayman Islands, before the final data sets are formally delivered to the Cayman Government. The UKHO intends to update its nautical chart portfolio of the Cayman Islands by incorporating the collected data. Additionally, a low-resolution dataset will also be provided

to Seabed 2030 to support its goal of mapping the entire global seabed by 2030.

During the mission, Saildrone faced numerous operational challenges, including unprecedented sargassum blooms and severe weather threats, which exacerbated the operational difficulties of delivering high-resolution seabed mapping in the open ocean. However, these challenges also presented important opportunities to develop new techniques and tools for overcoming them. Saildrone responded with new approaches to clearing the sound velocity profiler (SVP) and enhanced remote diagnostics to detect biofouling early. Operating safely and consistently during severe weather helped validate the Surveyor's proven capability to remain on survey up to sea state seven.

"This mission is a testament to the power of Saildrone vehicles in delivering ocean mapping at a scale and resolution that was previously prohibitively expensive for small island nations. Delivering mission-critical operations in sargassum-filled, hurricane-exposed waters demonstrates the resilience of Saildrone's unmanned mapping services and the prospects it holds for nations worldwide," said Saildrone VP Ocean Mapping, Brian Connon.

Following the success of this mission, Saildrone is looking forward to opportunities to map the EEZs of additional Caribbean nations.

U.S. Launches One-Way-Attack

Drone Force in the Middle East

U.S. CENTRAL COMMAND AREA OF RESPONSIBILITY (Nov. 23, 2025) Low-cost Unmanned Combat Attack System (LUCAS) drones are positioned on the tarmac at a base in the U.S. Central Command (CENTCOM) operating area, Nov. 23. The LUCAS platforms are part of a one-way attack drone squadron CENTCOM recently deployed to the Middle East to strengthen regional security and deterrence. (Courtesy Photo)
Release From U.S. Central Command

TAMPA, Fla. – On Dec. 3, U.S. Central Command (CENTCOM) announced a new task force for the U.S. military's first one-way-attack drone squadron based in the Middle East.

CENTCOM launched Task Force Scorpion Strike (TFSS) four months after Secretary of War Pete Hegseth directed acceleration of the acquisition and fielding of affordable drone technology. TFSS is designed to quickly deliver low cost and effective

drone capabilities into the hands of warfighters.

The new task force has already formed a squadron of Low-cost Unmanned Combat Attack System (LUCAS) drones currently based in the Middle East.

LUCAS drones deployed by CENTCOM have an extensive range and are designed to operate autonomously. They can be launched with different mechanisms to include catapults, rocket-assisted takeoff, and mobile ground and vehicle systems.

“This new task force sets the conditions for using innovation as a deterrent,” said Adm. Brad Cooper, CENTCOM commander. “Equipping our skilled warfighters faster with cutting-edge drone capabilities showcases U.S. military innovation and strength, which deters bad actors.”

In September, CENTCOM launched the Rapid Employment Joint Task Force (REJTF) led by its chief technology officer to fast-track processes for outfitting deployed forces with emerging capabilities.

The joint task force is coordinating innovation efforts among Service components in three focus areas: capability, software, and tech diplomacy.

TFSS’s efforts to build the one-way-attack drone squadron are led by personnel from Special Operations Command Central and align with REJTF’s capability focus area.

Recruit Training Command

Graduates Final Class of FY 2025

(Nov. 20, 2025) Rear Adm. Matthew Pottenburgh, commander, Naval Service Training Command (center), Capt. Kenneth Froberg, commanding officer, Recruit Training Command (RTC) (right) and Navy Club of the United States Military Excellence Award winner Seaman Yazmine Gaines ring a ceremonial bell during Recruit Training Command's Pass-In-Review in Midway Ceremonial Drill Hall November, 20, 2025. (U.S. Navy photo by Mass Communication Specialist 2nd Class Stuart Posada)
From U.S. Navy Recruit Training Command, Dec. 5, 2025

NAVAL STATION GREAT LAKES, Ill – The final training group of Sailors who arrived at U.S. Navy Recruit Training Command (RTC) during the Navy's record-breaking year for recruiting, training and retaining Sailors, graduated from basic military training, commonly known as "boot camp," during a ceremony at Naval Station Great Lakes, Dec. 4, 2025.

With the graduation of Training Group 52, more than 42,000 Sailors completed initial training during Fiscal Year 2025 (FY25), marking the highest production year for RTC in the past decade—an increase of 10,000 Sailors over last fiscal year.

Today, more than 46,000 Sailors are enrolled in courses throughout the Navy's accession pipeline to increase mastery of their craft before joining the fleet in defense of the nation. This level of force development is the highest in 20 years, sustaining a battle-ready force that is built to fight and win at sea. Every month, more and more of these Sailors report to commands around the globe.

"Future Sailors arrive at RTC, leaving home for the first time, taking that first critical step into the world seeking adventure," said Capt. Ken Froberg, commanding officer, Recruit Training Command. "As these men and women mature through boot camp, they realize they are capable of so much more by embracing our professional values of honor, courage and commitment. It really is amazing week-to-week to see these new Sailors graduate and embark on their own journeys with our Navy, unified by a strong warrior ethos. I know the watch is in good hands!"

This milestone coincides with U.S. Navy Recruiting Command surpassing its FY25 recruiting goal for active component Sailors, beating its active duty, enlisted goal by nearly 3,500 future Sailors.

Recruit Division Commanders (RDC) are responsible for training new recruits during boot camp.

"Being an RDC has been one of the most rewarding experiences of my career," said Master-at-Arms First Class Selena Barragan. "From the first day of training to Pass-In-Review, it's a privilege to watch recruits grow through discipline, teamwork, and resilience. Seeing that growth

firsthand—watching civilians become Sailors who carry themselves with confidence and integrity—is what makes this role so meaningful. Every division I train reminds me why this work matters and why preparing them for the Fleet is both an honor and a responsibility."

FY25 also saw continued innovations to Navy boot camp, including the further development of the Future Sailor Prep Course (FSPC) and the optimization of training from 10 weeks to 9 weeks.

The FSPC is designed to physically and mentally prepare recruits before starting boot camp, reducing attrition and increasing career opportunities for Sailors after graduation.

To celebrate this achievement in production, commander, Naval Service Training Command, Rear Adm. Matthew Pottenburgh and Training Group 50 Top Sailor, Seaman Yazmine Gaines, rang the ship's bell – a Navy tradition used to mark important occasions – at a recent RTC graduation.

"RTC is the foundry where Recruits are forged into battle-ready Sailors," said Pottenburgh. "Here in Great Lakes, our success is measured by the quality of the Sailor who leaves boot camp, the 'Quarterdeck of the Navy', following graduation as total Sailors – fit to fight and ready to win tonight, tomorrow, and well into the future."

The mission of RTC, the Navy's only boot camp, is to transform civilians into smartly disciplined, physically fit, basically trained Sailors who are ready for follow-on training and service to the fleet, while instilling in them the highest standards of honor, courage, and commitment.

Navy Accepts Delivery of Final Freedom-Variant LCS, USS Cleveland

Release From Naval Sea Systems Command

Cleveland is the 16th and final ship of its class, marking the completion of the Freedom-variant littoral combat ship (LCS) construction phases – a sustained acquisition effort involving Navy personnel, industry partners, and program management teams for over two decades.

“The delivery of USS Cleveland, our final Freedom-variant LCS, symbolizes the U.S. Navy’s unwavering vigilance and a steadfast commitment to protecting national interest and ensuring global stability,” said Jay Iungerich, acting deputy program manager of the LCS Program Office (PMS 501).

Following commissioning in Cleveland, Ohio in early 2026, LCS

31 will be homeported in Mayport, Florida. She will support forward presence, maritime security, sea control, and deterrence in key operational theaters.

“With the final Freedom-variant LCS now delivered, we celebrate the successful outcome of years of innovation and commitment,” said Melissa Kirkendall, Program Executive Officer, Unmanned and Small Combatants (PEO USC). “This highly capable and lethal warship is ready to assert maritime dominance and protect global waters with unparalleled precision and power.”

LCS 31 honors the city of Cleveland, Ohio. She will be the fourth ship to bear the name. The lineage began with the Denver-class protected cruiser, USS Cleveland (C-19), later reclassified as CL-21, commissioned in 1903. She served prominently as flagship of the Atlantic Fleet. During World War I, she diligently escorted convoys and transported troops before her decommissioning in 1929.

The second USS Cleveland (CL-55), a Cleveland-class light cruiser, entered service in 1942, leaving her mark on history through extensive action in World War II’s Pacific theater. Her participation spanned numerous campaigns, including Guadalcanal, Bougainville, the Philippines, Iwo Jima, and Okinawa. CL-55 was decommissioned in 1947.

The third namesake, USS Cleveland (LPD-9), an Austin-class amphibious transport dock, was commissioned in 1976 and served a distinguished 30-year career. LPD-9 was a familiar presence in deployments and exercises around the world, notably contributing to Operation Desert Shield/Storm and Operation Iraqi Freedom. She was decommissioned in 2011.

Now, LCS 31 carries the legacy forward, embodying Cleveland’s spirit of service.

LCS is a fast, agile, mission-focused warship designed to operate in near-shore environments to counter 21st-century

threats. It is a class of small surface combatants armed with capabilities to defeat challenges in the world's littorals. LCS can operate independently or in high-threat scenarios as part of a networked battle force that includes larger, multi-mission surface combatants such as cruisers and destroyers.

PEO USC designs, develops, builds, maintains, and modernizes the Navy's unmanned maritime systems; mine warfare systems; special warfare systems; expeditionary warfare systems; and small surface combatants. For more news from Program Executive Office, Unmanned and Small Combatants, visit: https://www.navsea.navy.mil/Media/News/