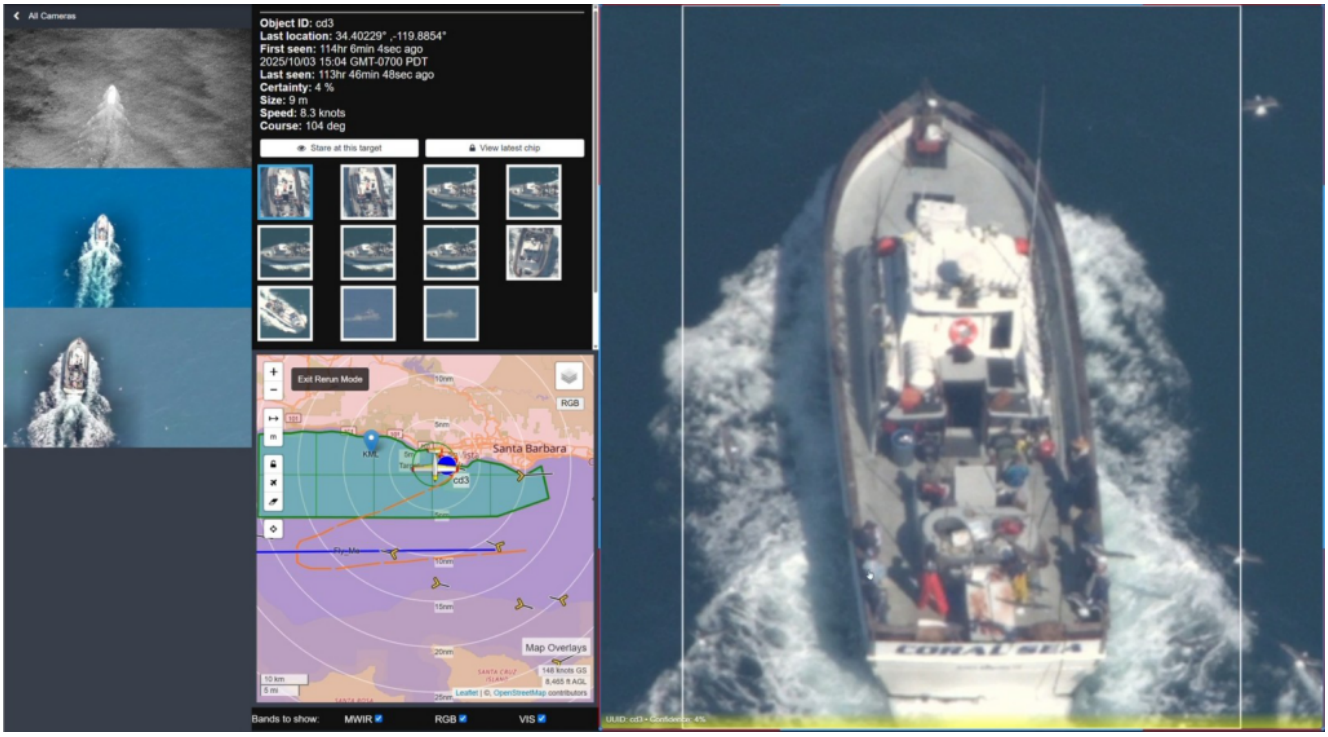
Overwatch Imaging's ASO Software Integrates AI with Sensors



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 corrections 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.

Sigma Defense in Running for Navy Next-Generation CANES Programs

A U.S. Sailor stands watch in the combat information center of Arleigh Burke-class guided-missile destroyer USS Milius (DDG 69), April 9, 2026. Milius is deployed to the U.S. 5th Fleet area of operation to support maritime security and stability in the Middle East. (U.S. Navy photo) (Image blurred for operation security purposes)

By Richard R. Burgess, Senior Editor

ARLINGTON, Va. Sigma Defense, a company with a prime contract for the Navy's Consolidated Afloat Networks and Enterprise Services (CANES) program, is in the running for a down-select for the Next-Generation (NextGen) CANES program.

CANES provides a core set of highly survivable, secure shipboard network services that is a programmatic and technical infrastructure consolidation of previously separately delivered and managed networks into a single computing environment. It can handle unclassified, secret, and sensitive compartmentalized information domains across the fleet with applications for email, chat, voice, and weapon system command and control.

Sigma was awarded an OTA [Other Transactional Authority] for NextGen, said Ed Anderson, executive vice president for Innovative Mission Solutions, Sigma Defense, in an interview with Seapower. “It’s a clean sheet of paper but with existing hardware as a first go, and then we are going to get into hardware revisions to add capability and simplify the design. … We are in a down-selected prototype phase [with] at least one other competitor.”

Anderson noted comments made in recent remarks by Chief of Naval Operations Admiral Daryl Caudle when he decried the lack of standardization of the various CANES versions in the fleet, and the need for a new CANES design to overcome some of the difficulties of the system.

In February, SOLUTE, a Sigma Defense company, was awarded a seven-year, indefinite-delivery / indefinite-quantity contract by the Naval Information Warfare Center Pacific, San Diego, California to provide technical and programmatic services for the CANES program. The three-year base contract is valued at $42 million and includes two, two-year option periods that can bring the overall value to $102 million, Sigma said in a release.

“Through CANES, Sigma Defense will support the design, integration, and testing of systems that are part of the CANES architecture, provide software engineering support, including development and updates for all CANES platforms, ensure systems modernization and provide fleet readiness support,” the release said.

Asked about the main challenge in the CANES installation on board ships, Anderson noted the “difficulty with installing is the duration required. We’re cutting holes in ships to get racks in, any change in hardware requires re-cutting those holes, a large amount of time re-routing cabling. So, one particular thing we are looking to do is, with the software change, what capability could we add? What hard spots

could we alleviate? That is the key aim for our work on NextGen.”

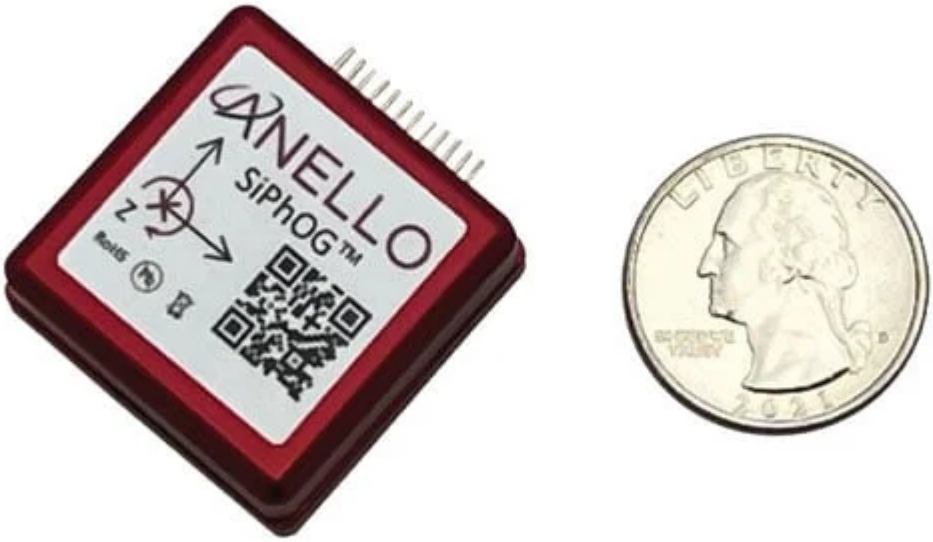
Julie Ferraro, Sigma’s vice president for Maritime Networks, told Seapower that CANES is installed on new ships and retrofitted on ships already delivered.

“The intention for NextGen is that we will handle a “green field” and a “brown field,” clean install or with existing configurations at different levels of integration,” she said.

Anderson said he expected the Navy to make a further down-select in June or July 2026.

Sigma Defense is based at Perry, Georgia, with other offices in San Diego, California; Huntsville, Alabama; Turnersville New Jersey: Orlando, Florida; and Arlington, Virginia.

ANELLO Photonics Miniaturizes Navigation Systems for Unmanned Systems



ARLINGTON, Va. – A Silicon Valley-based technology company is finding success in developing and producing small, silicon chip-based navigation systems ideal for unmanned systems operating in GPS-denied environments across land, air and sea.

ANELLO Photonics, headquartered in Santa Clara, California, develops advanced navigation systems based on silicon photonics technology. The company integrates optical sensing and inertial navigation capabilities onto compact silicon chips to deliver high-performance positioning and guidance solutions.

Its core product, the SiPhOG (Silicon Photonic Optical Gyroscope), is a photonic integrated circuit that provides the functionality of a traditional fiber-optic inertial navigation system used in aircraft, ships, and submarines, while significantly reducing size, weight, power consumption, and system complexity.

“Fiber-optic gyros are high-end, navigation-grade sensors usually used for ICBMs, fighter jets, [and] submarines.

They’re the gold standard, [and] often can navigate for weeks or months at a time,” said Dr. Kirstin Schauble, Vice President for Systems Engineering at ANELLO, in an interview with Seapower. “They’re fantastic sensors; the problem with them is that they are big, bulky, power hungry, and extremely expensive.”

As such, fiber-optic gyros are impractical for small unmanned systems, particularly attritable systems.

“We’ve taken the core physics behind traditional fiber-optic gyroscopes – systems that conventionally rely on numerous discrete optical components – and integrated them onto a compact silicon photonics chip,” said Schauble. “By integrating active and passive photonic elements onto a two by five millimeter chip , we’ve dramatically reduced the size and complexity of high-performance inertial navigation technology. The SiPhOG is also mass producible and highly robust, while still delivering the precision expected from traditional fiber-optic gyroscopes due to the significant innovations we’ve achieved in silicon photonics.”

Because the SiPhOG is relatively inexpensive, small, lightweight, and consumes little electric power, it is ideal for equipping swarms of autonomous systems such as unmanned aerial vehicles (UAVs), unmanned surface vessels (USVs) and unmanned underwater vehicles (UUVs).

Schauble said the SiPhOG is ideal for Group 2/3 fixed wing drones, USVs, and 10-foot-to-200-foot vessels.

“We’re able to bring high precision capability to lower-cost, lower size-weight-power form factors for smaller vessels that previously couldn’t afford FOG-level performance,” she said.

The company’s Maritime Inertial Navigation System (INS) delivers precise and reliable navigation in GPS-denied or contested environments, enabling continuous positioning,

heading, and motion tracking for autonomous maritime platforms.

ANELLO's X3 IMU (Inertial Measurement Unit) integrates seamlessly into existing systems and can operate either independently or as part of a larger navigation architecture, according to Schauble. Designed with an open interface and modular architecture, the X3 supports flexible plug-and-play integration across a wide range of aerial autonomous applications.

According to a company press release, ANELLO was selected in January by the Department of War (DoW) for a $20 million award under the Accelerate the Procurement and Fielding of Innovative Technologies (APFIT) program to fast-track the procurement, production, and scaling of ANELLO's GPS-denied navigation technology.

ANELLO's SiPhOG-based Maritime INS is integrated on several autonomous systems, including HavocAI's USVs and BlackSea Technologies' Chaser USV.

Schauble said ANELLO's workforce is expanding from its current 35-to-40 personnel.

"We can't build these things fast enough," she said commenting on the flood of orders.

Pilots Eject from T-45C Goshawk in May 26 Mishap

ATLANTIC OCEAN (Sept. 20, 2025) A T-45C Goshawk, attached to Training Airwing (TW) 1, prepares for launch on the flight deck of the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75). (U.S. Navy photo by Mass Communication Specialist Seaman Michael Gomez)

By Richard R. Burgess, Senior Editor

ARLINGTON, Va. – A U.S. Navy T-45C Goshawk jet training aircraft crashed May 26, 2026, in Mississippi. The two aviators in the crew ejected successfully.

The T-45C crashed near Shuqualak, Mississippi, according to a post by television station WTOK.

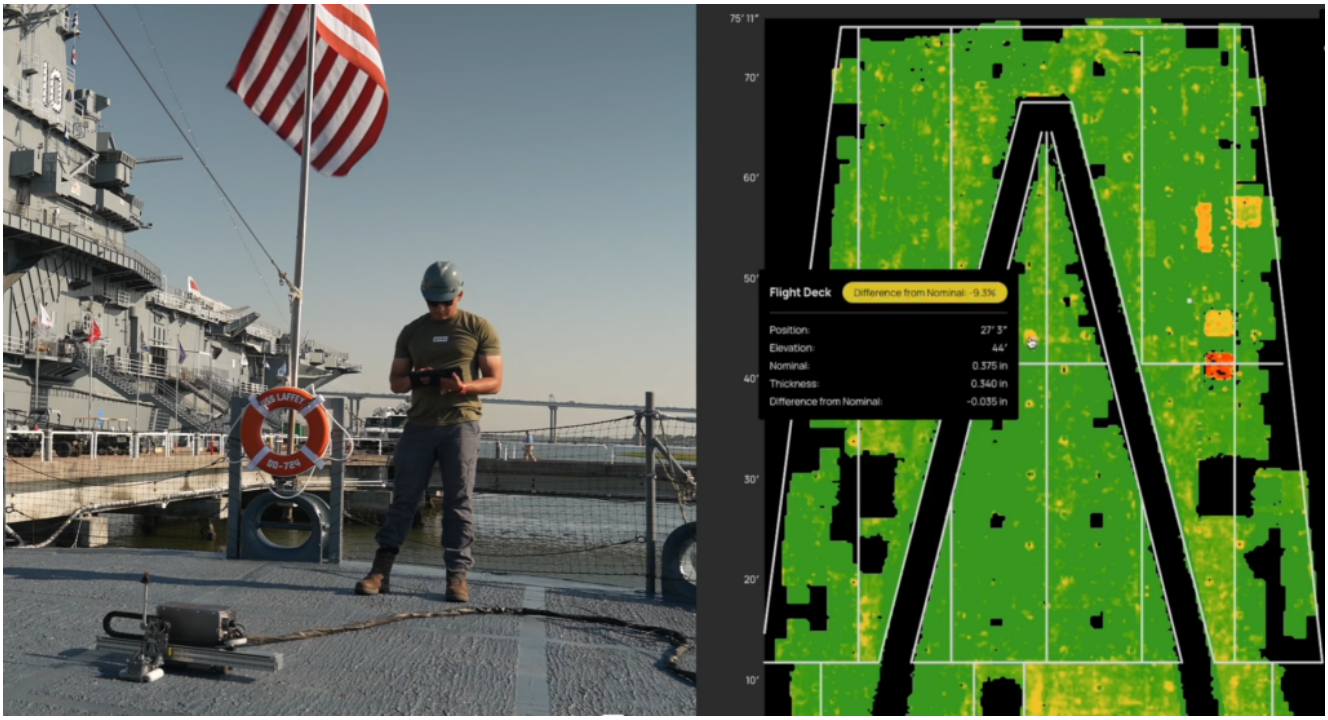
The T-45C was assigned to Training Air Wing One, based at Naval Air Station Meridian, Mississippi.

According to an aviation expert, the aircraft was the 35th T-45 to be lost in mishaps since the aircraft began service in 1991.

The Navy is in the process of

selecting a new training aircraft to replace the T-45.

Gecko Robotics' Komodo Robot Aids Ship Flight Deck Maintenance



By Richard R. Burgess, Senior Editor

ARLINGTON, Va. – Robots and other unmanned systems are advocated to relieve humans for the "dull, dirty, and dangerous" jobs and missions the Navy is called upon to complete. One example is the increasing use of robotics for assessment and maintenance of ship surfaces such as the flight decks, weather decks, and well desks as applicable of amphibious warfare ships and guided-missile destroyers. Artificial intelligence is being added to speed up the processes.

Flight decks are coated with non-skid, a rough coating that reduces the slickness of the decks, enhancing the safety of operations sea for personnel, aircraft, and ground support equipment. The coating needs to be replaced periodically as it is worn down by operations. Assessing that need is being accomplished by Gecko's Komodo robots.

The U.S. Navy and the General Services Administration have awarded Gecko Robotics of Pittsburgh, Pennsylvania, a contract with a ceiling of $71 million "to deploy artificial intelligence and robotics to assess and maintain the health of military assets," the company said in a release. "Gecko will start work with 18 ships [per year] in the U.S. Pacific Fleet with the initial award worth up to $54million over a five-year period.

"The Chief of Naval Operations has set a target of 80% fleet readiness, which Gecko will have a crucial role in helping to meet," Gecko said. "Gecko's advanced AI and robotic technology identify repairs up to 50 times faster and more accurately than manual methods, reducing maintenance delays and boosting battle readiness. This work will be carried out across destroyers, amphibious warships, and littoral combat ships."

Gecko's Komodo robot is designed to assess the extent of corrosion of non-skid, said Troy Demmer, co-founder and president of Gecko, in an interview with Seapower. The crawling robot uses "electromagnetic acoustic conduction to create an ultrasonic waveform that can penetrate that non-skid down to the base metal and be able to assess any sort of corrosion."

The Komodo is able to operate during different sea states on the ship's flight deck, enabling an assessment of the deck at sea six to 12 months before the ship enters a maintenance availability, reducing the time spent on the task of refurbishing the deck. The robot rolls along like a paint

roller, its sensor scanning the deck in its passes, taking measurements, and recording those data points on a map display of a laptop computer. The measurements allow the Navy to determine the areas of the deck that need attention for non-skid maintenance.

Gecko also uses its Toka wall-climbing robots to scaling U.S. Navy ship hulls in order to assess corrosion.

Demmer expects the U.S. Naval Surface Force Atlantic to request Gecko's services in the future in a separate contract.

"Where value hasn't improved, that's where opportunity lives. Cracking the cost equation is just as important as cracking the physics equation," said Justin Fanelli, Chief Technology Officer for the Department of the Navy, quoted by Geck in its release. "We're now seeing solutions that make innovation adoption easier and in doing so save time, money and risk. When these American companies, pure play defense and dual use companies like Gecko Robotics, choose to do hard things and move the needle on our outcome metrics, not by percentage points but by orders of magnitude, it results in faster, better portfolio management."

Gecko employs about 275 personnel, half of them based in Pittsburgh.

Terradepth Mines Seabed Intel ligence

for Maritime Customers

By Richard R. Burgess, Senior Editor

ARLINGTON, Va. — The seabeds of the world's oceans are becoming less mysterious, thanks to companies like Terradepth, a company that provides its clients with geospatial surveys of the seabed to meet their economic, defense, or scientific needs.

Terradepth Inc., founded in 2018 and based in Austin, Texas, with a facility in Panama Beach, Florida, provides customized robotic surveys of the seabed using autonomous unmanned underwater vehicles (AUVs) and provides data to its customers through its Absolute Ocean intelligence layer software platform for their awareness of their ocean systems and infrastructure.

"Absolute Ocean is a high-resolution map that pulls data from multiple information sources," said Joe Wolfel, Terradepth founder and chief executive officer, in an interview with Seapower, noting that the data is collected and aggregated into one spot. "That ecosystem drives better and

faster decision making [for customers] at scale."

Wolfel explained that Terradepth takes some ocean data – from NOAA, for example – into the Absolute Ocean data platform that is publicly available to its customers.

"A lot of times customers want to keep their data private and secure, so they have access to al of the publicly available data and obviously their own data holdings in the geospatial platform, Absolute Ocean," he said.

Wolfel told Seapower that his company builds and deploys its own AUVs and also uses AUVs built by other companies "to the extent that it makes sense." The company deploys teams equipped with AUVs to areas to be surveyed. The teams can fly to ports worldwide and deploy on vessels of opportunity to execute their surveys. He said the "major cost driver of ocean data acquisition is the requirement for that surface vessel."

Terradepth's missions are varied: looking for mines, a leak in an oil pipeline, a break in a data transmission cable. Its data is used in sectors including defense and national security; maritime insurance, government; regulation; scientific research, offshore energy; and telecommunications, according to the company website.

Terradepth cooperates with other ocean technology companies such as Saildrone, Anduril, Kongsberg, and Oceaneering. Many of its customers and missions are not disclosable. Its customers have included NOAA. The U.S. Navy uses the company software for undersea applications.

Wolfel is a Naval Academy graduate, a former Navy SEAL officer who later worked for the McCrystal Group where he was exposed to a lot of emerging technologies, including Gate Technologies, that made "about half the world's data storage," he said. He recalled the 2005 collision of the attack submarine USS San Francisco with an uncharted

seamount and how the incident highlighted the dearth of knowledge about the world's seabeds.

"There was just a huge gap in our understanding of that environment," he said. "That stuck with me … and gave me the opportunity to do something special."

"We're trying to drastically reduce human cognitive load with respect to high-resolution seabed data," Wolfel said. "The amount of human involvement that occurs throughout that ocean operating system between data acquisition, data processing; before we built Absolute Ocean, we were keeping data on hard disk drives and Fedexing it around the world, or hand carrying them. We have to be able to reduce human in the loop, human on the loop with respect to that entire ecosystem," referring to the ocean's 310 billion square kilometers of seabed.

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5 Ways Shipbuilding Can Be Shipshape Despite Geopolitical Instability

By Vicky Uhland, *Seapower* Correspondent

Shipbuilding is highly affected by geopolitical volatility and there are five key adjustments that will define the new winners in this rapidly shifting environment, according to a new report from McKinsey & Company.

The report, "Seizing the advantage in shipbuilding amid geopolitical shifts," was released during Sea-Air-Space 2026.

“It’s a desire to look beyond the everyday headlines of defense budgets and capacity restraints and look more globally at the shipbuilding sector,” McKinsey senior partner and report co-author Ryan Brukardt said during a discussion at Sea-Air-Space.

Brukardt and McKinsey Senior Partner Brooke Weddle said there are four main geopolitical factors affecting shipbuilding in the western hemisphere:

- Trade agreements and tariffs
- State-directed industrial policies and incentives
- Import, export and capital controls
- Artificial intelligence and technology.

While all of these can make it difficult for U.S. and European shipbuilders to compete with other countries, the report notes that they can outperform their industry peers with five best practices:

- Rethinking portfolio strategy with future-proof platforms. This involves an unsentimental, analytical assessment of core products, big bets, products with limited market opportunities unless they’re linked to a specific program, and reevaluated products, the report says.

Examples of core products include command and control systems or radar and sensor systems. Big bets might be communications systems or digital twins. Opportunistic go-to-market products could be training or self-defense systems. And products that

might need to be reevaluated include navigation or propulsion-control systems.

- Accelerating production to meet spiking demand. This includes developing more efficient processes and personnel management by using technological innovations like AI-enabled dynamic scheduling and digitized workflows.

The McKinsey researchers found that using AI to handle scheduling inputs can increase throughput rates by at least 10 to 15 times, Weddle said.

- De-risking supply chains. Starting with the COVID-19 pandemic and extending to the current tariffs, sanctions and regional conflicts, shipbuilders have been dealing with vulnerabilities in their supply chains.

The report recommends two best practices to help address these vulnerabilities: continuous exposure assessment, including advanced illumination models that help companies identify common sub-supplier choke points and other risks; and mitigation planning such as finding alternative suppliers and considering insourcing capabilities.

- Improving cost structures. The report identified three cost categories that are most affected by geopolitical disruption: materials, external labor and internal labor.

Materials procurement strategies can include creating supplier risk profiles for each country, supplier and commodity. Managing external labor includes developing multi-region vendor pools and shifting toward more modular work packages with standardized scopes of work. Handling internal labor

costs requires time, the report found, but can include developing digital work instructions and smoothing out workloads.

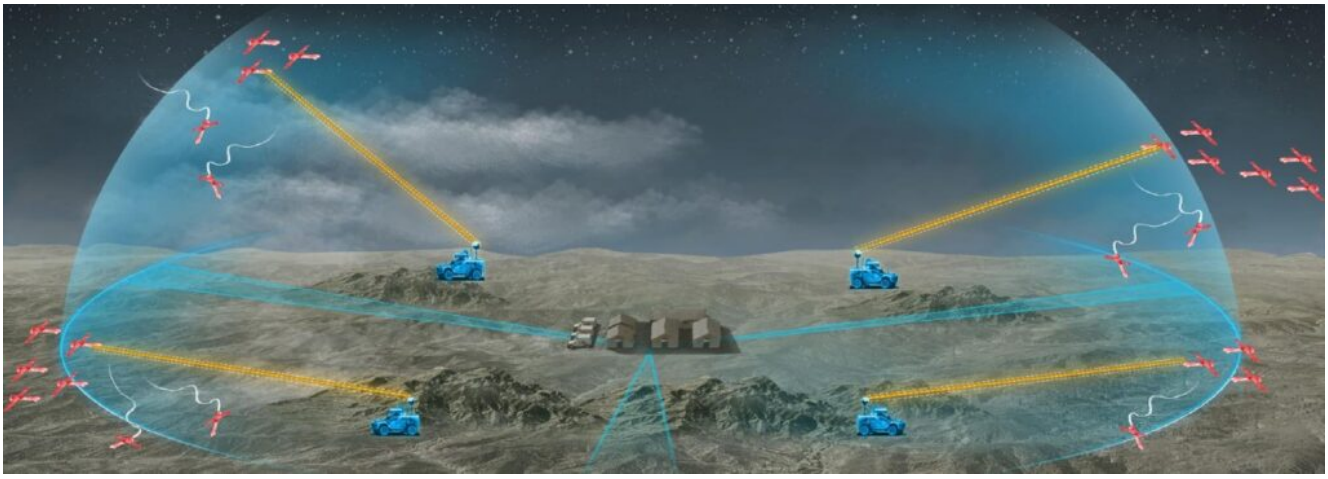
- Building organizational capabilities. Many shipyards have trouble attracting and retaining young workers because of limited growth opportunities, low pay and difficult working conditions, the report found. And retirement looms – the report cited data that a third of U.S. aerospace and defense manufacturing employees are over age 55.

“When you compare our shipyards to Korea, it’s not always a great place to be a young or older worker,” Weddle said. “We need to fundamentally rethink what we think about workforce in the shipbuilding environment.”

The report recommends using holistic talent strategies like recruiting people with similar skills from non-shipbuilding sectors; partnering with schools for job-shadowing initiatives; cutting the time it takes to achieve job proficiency though standardized onboarding boot camps and hands-on learning; rethinking performance measures to identify what roles high-performance employees are best suited for; and determining the underlying causes of attrition by encouraging employee feedback.

“Capital is the constraint in certain places but really, at the end of the day, it’s management practices, appropriate use of technology, and ability to attract and retain talent that are most significant” for gaining competitive advantage in an increasingly geopolitical shipbuilding environment, Brukardt said.

Raytheon Proposes Next-Generation Jammer for Ground- and Ship-Based Defense



By Richard R. Burgess, Senior Editor

ARLINGTON, Va. — Raytheon is demonstrating its Next-Generation Jammer Mid-Band (NGJ-MB) electronic attack arrays for ground-based or shipboard use, particularly in a counter-UAS (unmanned aerial system) role.

The NGJ-MB currently serves in the airborne electronic attack role on the Navy's EA-18G Growler electronic attack aircraft. Raytheon is looking at expanding its use in other domains. One reason is to use non-kinetic solutions to save on ammunition.

"What we're finding with high munitions usage, a lot of our customers are looking for non-kinetic options in products and capabilities to solve their problems," said Camille Wilson, vice president for Requirements and Capabilities for the Raytheon Naval Power sector.

"From a defense perspective, we need a number of different solutions," Wilson said.

She said that the NGJ-MB array itself can be used for such applications.

“We’ve explored one array up to two, three, four arrays depending on what effect you need, what electric power out you need,” Wilson said. “With one array I could do a myriad of different things. I could use it on a vehicle. I could use a smaller system. If I wanted more capability and more power out or coverage, I could add more arrays. The interesting thing about the land-based variation that we’re looking at is I don’t have the same power and cooling constraints as I do on the airborne side, so there’s a lot more that we could do with it. There are a lot more configurations that we could use those arrays for.”

Wilson was not at liberty to discuss “the full complement of capabilities for a ground-or-ship-based NGJ array, but what a lot of our customers are asking for is counter-UAS.”

She noted that software changes on the NGJ-MB would be required for the counter-UAS role, but that “taking something that is in production, TRL-9 [Technology Readiness Level 9], that we know works, can we make a few software tweaks and optimize for a different mission set?”

She said that in the counter-UAS role, the NGJ-MB could be used to jam or decoy drones.

Raytheon has a demonstration system and is actively demonstrating the ground-based electronic attack capability, Wilson said. “We have multiple U.S. Government and departments and entities [with which] we’re discussing options for deployment.

Caudle: ‘Era of Platform-Centric Thinking is Over’

CNO Caudle met with reporters the morning of his luncheon keynote address.

By Brett Davis, Editor-in-Chief

Ongoing operations against Iran are the “early expression of the Golden Fleet design” the Navy is pursuing, which will require a new way of doing business with the defense industry, Chief of Naval Operations Admiral Daryl Caudle said at the opening luncheon at Sea-Air-Space 2026 on Monday, April 20.

The Golden Fleet Initiative “integrates a high-low mix of crewed and uncrewed platforms,” including uncrewed surface and underwater vehicles, into “tailored force packages” for combatant commanders, he said.

All of these will be “enabled by advanced manufacturing, artificial intelligence, directed energy and containerized capabilities,” he said, “because the era of platform-centric thinking is over.”

The low side would be attritable uncrewed systems that could be built and deployed rapidly, and the high side would be the main battle force, including submarines, destroyers and the new battleship, which would begin design work under the new Pentagon budget.

“It creates a continuous engine that can produce, adapt and employ combat power faster than any adversary, levering the hedge strategy in order to optimize our Navy,” Caudle said.

His message to the industry officials in the room was simple: “Build systems that integrate. Build systems that scale. Build systems that sustain in contact. And build them fast.”

To that end, Caudle said he has introduced the Fleet Introduction Operating System, or FIOS.

“Under FIOS, when the Navy receives a new capability, subsequent updates and upgrades should be as seamless as updating an app on your phone,” he said. “That means common interface standards. It means modularity. Open architecture. Virtualization with digital twins. Familiar look and feel. Modern training content that matches the style of what we are doing … FIOS is how we end the era where the fleet is the integration lab. If a capability shows up, it’s ready to fight, day one.”

Sailor Concerns

Earlier in the day, Caudle met with reporters to discuss his priorities and to push back on recent news reports about poor Sailor food during Operation Epic Fury.

“Nutrition for Sailors has been one of my top priorities,” he

said, as he wants to treat Sailors “like world-class athletes.”

He said at least some of the photos sent to media reports appear to have been taken on shore facilities, not at sea, and all ships in the operation had at least 10 days’ worth of food, and most had more than 30.

“But in no way, shape or form has there been a time, at least in this deployment, where they’ve not meant the nutritional requirements” of Sailors, Caudle said.

Sailors occasionally might grumble about individual meals but otherwise he had heard no food complaints until the story broke.

The food is just part of the Navy’s push to better the lives of its service members, which Caudle said will be reflected in the pending defense budget request.

The Navy tries to get a quick jump on unsafe living conditions if there is a “tactical” issue, he said, but a recent unhealthy leak situation at the Red Hill facility in Hawaii led to a pilot program where responses to public works issues have been moved from Naval Facilities Command, a systems command, to a local captain and region commander to align solving those issues with the base command.

“public work divisions is not only base operations stuff … but it’s also tied into NAVFAC, so it’s not that easy just to split that out, so we had to figure out how to do that, so we’re working that with the mid-South region now down in Norfolk and Hampton Roads.”

The Navy has been pushing to improve unaccompanied housing for Sailors. “When the budget rolls out, that the administration and secretary of the Navy are certainly behind funding barracks and getting more and better quality situations there … you’re going to see that in the budget and you’re going to

see that as a high priority for us," he said.

Department of the Navy Releases FY27 Budget Request

From the Department of the Navy, April 21, 2026

WASHINGTON, D.C. – The Department of the Navy released their Fiscal Year (FY) 2027 President's Budget request today focused on restoring American maritime dominance with a total Navy topline of $377.5B, an increase of more than $70.B compared to last year. This generational investment in our future fleet represents a 23% growth over the previous fiscal year and signals a clear commitment to the Golden Fleet Initiative, modernization and readiness.

The budget request is part of President Trump's historic $1.5T topline provided for national defense submitted to Congress on April 3, that ensures the United States is able to maintain the world's most powerful and lethal naval force.

“This is a strategy-driven budget,” said Secretary of the Navy John Phelan. “It’s not about business as usual – it’s about making generational investments in real, usable capability for our warfighters.”

This year’s budget submission was guided by Secretary of the Navy John Phelan’s priorities: strengthening shipbuilding and the maritime industrial base; fostering a more adaptive, accountable, and innovative warfighter culture; and investing in the health, welfare and training of our people. The submission was also guided by Chief of Naval Operations Adm. Daryl Caudle’s Fighting Instructions and the Commandant of the Marine Corps Gen. Eric Smith’s Force Design Strategy.

This budget request will launch a new age of American shipbuilding, bolster munitions supplies, enhance operational strength, sustain the force, and improve the health, welfare and training of our people and their families.

“This is the money that builds the future fleet,” said Deputy Assistant Secretary of the Navy for Budget Rear Adm. Ben Reynolds. “It funds the acquisition of 34 new ships and 123 new aircraft, directly translating dollars into the steel and systems that will guarantee our maritime dominance for decades to come.”

To usher in America’s Golden Fleet Initiative, the Department of the Navy is requesting $65.8 billion in shipbuilding funds to buy 18 battle force ships and 16 auxiliary ships. This funding will allow the Navy to purchase one Columbia-class submarine, two Virginia-class submarines, one FF(X) Frigate, one Arleigh Burke-class Destroyer, one America-class Amphibious Assault ship, one San Antonio-class Amphibious Transport Dock, six Medium Landing Ships, two John Lewis-class Oiler Tankers, two Submarine Tender Replacements, and one Ocean Surveillance Ship. The request also continues incremental funding for the third Ford-class carrier, CVN 80, and fourth Ford-class carrier, CVN 81. This request will also

support the design and development of the Navy's premier large surface combatant, the BB(X) Battleship.

For aircraft procurement, the Department's request of $34.4B billion supports the purchase of 123 aircraft, including 47 F-35s, 12 P-8As, 6 E-2Ds, 22 CH-53Ks, 3 MQ-25s, 5 MQ-9As, as well as modification, spares, and support equipment. This request doubles F-35 procurement and accelerates aircraft procurement to ensure a robust industrial base.

The weapons procurement request of $22.6 billion includes significant investments in a variety of munitions including Standard Missiles, Tactical Tomahawk Missiles, and Patriot PAC-3s.

The ground procurement request for the Marine Corps for $6.3B supports units across the Fleet Marine Force, investing in key warfighting capabilities including 32 Navy/Marine Expeditionary Ship Interdiction System (NMESIS) Launchers and 103 Naval Strike Missiles (NSM) that enhance precision fires capabilities and contribute meaningfully to the joint kill chain. The request also invests in ground based air defense, supporting 42 Marine Air Defense Integrated Systems (MADIS) and 16 Medium Range Intercept Capability (MRIC) systems along with 410 missiles that enable Marines to maneuver and operate under complex aerial threat conditions.

"This budget significantly enhances our ability to be a globally responsive, resilient, and lethal naval expeditionary force in readiness," said Gen. Smith. "It delivers much-needed investment in amphibious warships and medium landing ships, strengthens our aviation combat element, increases our magazine depth, and takes care of our strategic advantage, our Marines. Together, these investments ensure we are ready to fight today and modernizing to meet the demands of the future fight."

Fostering a More Adaptive, Accountable, and Innovative Warfighter Culture

The budget request invests smartly in our capabilities – acquiring the new FF(X) frigate to take-on lower priority missions and freeing up our advanced destroyers for high-end combat. Additionally, we are investing heavily in unmanned platforms to provide a strategic hedge and multiply our force. We are making key investments in the Golden Fleet Initiative that will revitalize America's maritime industrial base and restore American maritime dominance.

The Department of the Navy includes a $150B request for operations and maintenance, emphasizing our desire to drive platform readiness towards an 80% combat surge ready posture by reducing maintenance delays and applying a disciplined focus across manning, training, modernization and sustainment. This investment supports training, deployment costs and flying hours to ensure our Sailors and Marines remain the most lethal force in the world.

Ensuring the United States maintains the world's most innovative and capable military, the Department of Navy is investing $36.2B in research and development. The Department will continue to focus on a major modernization effort across the force, from strategic deterrence recapitalization to air and surface warfare posturing to counter emerging threats and maintain our decisive edge

"The FY27 budget request is a definitive order to shift our Navy from a peacetime posture to a warfighting footing," said Caudle. "Operationalizing the Foundry, Fleet and Fight framework, we are ensuring our Sailors have the lethal platforms and the delegated autonomy they need to win decisively. We are not just observing the security environment; we are actively shaping it with credible tailored forces to ensure peace through strength."

Investing in the Health, Welfare and Training of our People

Our greatest asset continues to be the extraordinary men and women of our United States Navy, Marine Corps and civilian workforce. This budget request dedicates $70.1B to military personnel, funding an overall military end strength of 621,500 Sailors and Marines, and dedicating $2.5B to enhance the quality of life for our Sailors and Marines so that they can continue providing the expeditionary force necessary to promote and protect America's interests at home and abroad. The Department of the Navy is taking direct action to improve unaccompanied housing, deliver healthier and more accessible dining, and expand child and youth programs.

To view the proposed FY27 DoN budget documents, visit: https://www.secnav.navy.mil/fmc/Pages/Fiscal-Year-2027.aspx

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