Magnet Defense Acquires Metal Shark to Accelerate Autonomous Capabilities

Release From Magnet Defense

MIAMI, Jan. 6, 2026 /PRNewswire/ – Today, Magnet Defense LLC ("Magnet Defense" or the "Company"), a developer of fully autonomous national security maritime platforms for fleet operations and missile defense missions, announces that it has officially completed its acquisition of Metal Shark, a leading designer and shipbuilder of highly-capable maritime platforms for defense and law enforcement missions. The combination of Magnet Defense and Metal Shark offers U.S. and allied militaries a leading supplier of AI-enabled unmanned surface vessels (USVs). Metal Shark's shipyards are the hubs from which Magnet Defense will deliver critical capabilities for the U.S. Golden Fleet initiative.

The acquisition represents a critical step in Magnet Defense's strategy to pair advanced robotics and AI-enabled software-defined systems with domestic industrial-scale production. By integrating Metal Shark's established shipbuilding operations, workforce, and facilities, Magnet Defense moves from prototype

development to sustained delivery of autonomous maritime platforms at speed and scale.

Global maritime security demands are increasing rapidly, while U.S. shipbuilding capacity has lagged behind its peer competitors. Magnet Defense addresses this gap by combining artificial intelligence, modular vessel design, and modern manufacturing approaches to rebuild domestic maritime capability and deliver next-generation platforms faster and more efficiently.

Metal Shark brings more than 20 years of experience designing and constructing mission-specific vessels, with over 2,000 vessels delivered to customers worldwide, including over 500 vessels for the U.S. Navy, 600 vessels for the U.S. Coast Guard, and hundreds more for allied nation military forces around the globe.

The company’s two Louisiana manufacturing facilities encompass more than 125,000 square feet of manufacturing space across 40 acres and are supported by a seasoned workforce and a strong engineering organization. These assets provide Magnet Defense with immediate production depth and execution capacity.

F-35 pilots, Navy Collaborative Combat Aircraft Hone Tactics in Joint Simulation Environment

An F-35 Lightning II is shown operating alongside Collaborative Combat Aircraft in a conceptual graphic illustrating their integration. The unmanned systems serve as wingmen, enhancing mission effectiveness by supporting manned aircraft pilots with critical tasks. (U.S. Navy graphic)

From Naval Air Warfare Center Aircraft Division, Jan. 5, 2026

NAS PATUXENT RIVER, Md.– The Naval Air Warfare Center Aircraft Division (NAWCAD) achieved a milestone in advancing F-35 Lightning II aircraft integration with the Navy's Collaborative Combat Aircraft (CCA) during a recent tactical demonstration in its Joint Simulation Environment (JSE).

The event demonstrated how advanced modeling and simulation can develop tactics and strategies for fifth-generation aircraft like the F-35 operating with uncrewed combat systems.

"Modern warfare is demanding more from our aviators," said NAWCAD Commander Rear Adm. Todd Evans. "This milestone shows the Joint Simulation Environment's impact on equipping them with the advanced tactics they need to win future battles."

During the demonstration, F-35 pilots used touch-screen tablets to control multiple CCA during simulated missions. Using advanced operational communication systems and precision-guided missiles, pilots engaged complex threats in the JSE's highly realistic virtual environment.

The JSE is the Department of War's state-of-the-art digital test and training range that replicates real-world combat scenarios in a virtual environment. Built by NAWCAD engineers, the JSE combines cockpit simulators, advanced software, and domed visual displays to allow pilots to train and test systems in a safe, controlled setting. The JSE enables pilots to fly more sorties in one week than they can on open-air ranges in a year, sharpening their skills and improving readiness.

The Navy's CCA are multi-role uncrewed combat vehicles that will operate with crewed fighters enhancing the mission effectiveness of crewed platforms in highly contested environments. They are central to the Department's future strategy, enabling pilots to focus on high-level decision-making while expanding operational capabilities. The JSE is playing a key role in developing tactics and operational concepts for integrating these systems with fifth-generation platforms like the F-35.

NAWCAD'S JSE continues to integrate additional platforms and enhance the fidelity of its simulated environment with planned additions of the E-2D Advanced Hawkeye, F/A-18E/F Super Hornet, and EA-18G Growler to enable integrated test and training in fiscal year 2026.

NAWCAD hosts dozens of squadrons and hundreds of pilots annually, fostering joint and international collaboration in advanced air combat training. The JSE is expanding with additional Navy and Air Force facilities under development at Naval Air Station Fallon, Nellis Air Force Base, and Edwards Air Force Base, to train tactical pilots.

NAWCAD employs military, civilian, and contract personnel. It operates test ranges, laboratories, and aircraft in support of test, evaluation, research, development, and sustainment for all Navy and Marine Corps aviation platforms. Based in Patuxent River, Maryland, NAWCAD also has major sites in St. Inigoes, Maryland; Lakehurst, New Jersey; and Orlando, Florida.

Marine Corps Launches New Drone Training Program

By Marine Corps Staff Sgt. Claudia Nix, U.S. Marine Corps Training and Education Command, Dec. 31, 2025 |

The Marine Corps has launched a training program to rapidly increase the number of small unmanned aircraft system operators for commercial off-the-shelf attack drones.

The program, announced in Marine Corps administrative message 624/25, addresses a critical need for standardized training as the service integrates new systems, including the Neros Archer first-person-view attack drone and prepares for this significant investment in various drone technologies.

This initiative builds on the service's success over the past few months scaling FPV attack drones across the Fleet Marine Force. It also aligns directly with War Department plans to field tens of thousands, and then hundreds of thousands, of attack drones across service components starting in March 2026 and continuing over the next several years.

The new framework, created by Training and Education Command, establishes six pilot courses and eight certifications to create a standard for drone operators across the force. These initiatives are designed to provide foundational skills for a variety of small unmanned aircraft systems.

"We are fielding these courses as pilot programs to move quickly while maintaining our commitment to quality training and safety," said Marine Corps Lt. Gen. Benjamin T. Watson, commanding general, Training and Education Command. "This allows us to validate all aspects of the training, from prerequisites and instructional methods to resourcing needs and certification standards, ensuring that we refine and perfect the curriculum before it becomes part of our long-term training framework."

Six approved pilot courses will certify Marines while testing instructional methods and curriculum. These courses include training for drone operators, payload specialists and instructors, with specific prerequisites such as simulator experience on Training and Education Command-approved systems. The courses aim to ensure proper integration and supervision of new drone capabilities. The Training and Education Command has also established a process to grant certifications to Marines who have existing qualifications and experience through an exception to policy.

Seven organizations are designated as regional training hubs with the authority to immediately begin conducting the pilot courses, including schools within Training and Education

Command, 1st Marine Division, 2nd Marine Division, III Marine Expeditionary Force, and Marine Forces Special Operations Command.

Weapons Training Battalion at Marine Corps Base Quantico, Virginia, will serve as the interim central hub, responsible for standardizing training, certification and safety across the force. It will consolidate lessons learned and function as the Marine Corps' focal point for adapting training to emerging platforms, payloads and evolving operational requirements.

This effort to scale standardized FPV attack drone training was shaped by lessons from recent certifications, including two Marine Corps attack drone competitions, one in the National Capitol Region and the other in Okinawa, Japan. These efforts certified 19 attack drone operators, five attack drone instructors, seven payload specialists, and two payload specialist instructors.

In mid-November, the Marine Corps Attack Drone Team also supported the certification of 22nd Marine Expeditionary Unit Marines, resulting in 14 attack drone operators and 11 payload specialists fully trained, equipped and ready for contingency operations.

Over the next few months, the Marine Corps Attack Drone Team, alongside Weapons Training Battalion and regional hubs, will certify hundreds more Marines. By May 2026, all infantry, reconnaissance battalions and littoral combat teams across the Corps will be equipped to employ FPV attack drone capabilities.

John Baylouny Takes Reins as CEO of Leonardo DRS

Says company is uniquely positioned to rapidly deliver disruptive, trusted defense technologies to match the speed of today's warfare.

ARLINGTON, VA, January 5, 2026 – Leonardo DRS, Inc. (NASDAQ: DRS) announced today that John Baylouny has officially assumed the role of President and Chief Executive Officer, effective January 1, 2026.

Baylouny is deeply rooted in the organization, bringing more than 35 years of experience across senior leadership, engineering, design, operations, and P&L leadership roles. As COO, he oversaw the company's workforce across both operating segments and drove enterprise strategy for next-generation capability development. Backed by his deep experience relentless drive for excellence and unwavering commitment to our warfighters. Baylouny's leadership marks a

bold new chapter for Leonardo DRS, one which he believes will be defined by speed and innovation.

“This is a defining moment for our industry, and we intend to lead from the front,” Baylouny said. “Leonardo DRS is uniquely positioned to deliver disruptive, trusted technologies at the speed the mission demands. We will strive to innovate and perform faster, and broaden our impact across defense, intelligence, and international customers – while staying anchored in the technical expertise and customer focus that have earned us our reputation for delivering when it matters most.”

Baylouny stated that his primary focus will be leading the company’s next phase of growth, expanding into high-opportunity markets aligned with its core strengths, accelerating next-generation R&D, and strengthening Leonardo DRS’s role as a trusted partner delivering high-performance, mission-critical systems across all warfighting domains.

As previously announced, the Leonardo DRS Board of Directors on October 27, 2025, named Baylouny as President and Chief Executive Officer and a member of the Board when Bill Lynn, the company’s prior Chairman and Chief Executive Officer, announced his retirement after leading the company for fourteen years.

CENTCOM Forces Remove ISIS Operatives in Syria After

Large-Scale Strike

U.S. Army Staff Sgt. William Essman, assigned to Delta Company, 1st Battalion, 133rd Infantry Regiment, 2nd Brigade Combat Team, 34th Infantry Division, Iowa National Guard, provides security within the U.S. Central Command area of responsibility, Sept. 21, 2025. The unit, operating in support of Combined Joint Task Force – Operation Inherent Resolve, secured a landing zone to ensure the safe arrival of incoming personnel and visitors. (U.S. Army photo by Sgt. Zachary Ta)
From U.S. Central Command, Dec. 30, 2025

TAMPA, Fla. – U.S. and partner forces killed or captured nearly 25 ISIS operatives during the days that followed a Dec. 19 large-scale strike in Syria.

U.S. Central Command (CENTCOM) and partners across Syria killed at least seven ISIS members and captured the remainder during 11 missions conducted Dec. 20-29. The operations also led to the elimination of four ISIS weapons caches.

These recent missions followed the launch of Operation Hawkeye Strike on Dec. 19 when U.S. and Jordanian forces struck over 70 targets with more than 100 precision munitions. The massive strike executed by dozens of fighter aircraft, attack helicopters and artillery destroyed ISIS infrastructure and weapons sites across central Syria.

“We will not relent,” said Adm. Brad Cooper, commander of CENTCOM. “We are steadfast in commitment to working with regional partners to root out the ISIS threat posed to U.S. and regional security.”

In 2025, ISIS inspired at least 11 plots or attacks against targets in the United States. In response, U.S. and partner forces in Syria have conducted operations during the last 12 months that resulted in more than 300 terrorists being detained and over 20 killed.

“Continuing to hunt down terrorist operatives, eliminate ISIS networks, and work with partners to prevent an ISIS resurgence makes America, the region, and the world safer,” said Cooper.

Bollinger Shipyards Signs Contract to Build Four U.S. Coast Guard Arctic Security Cutters

Construction of ASCs at Bollinger's Gulf Coast shipbuilding facilities promotes the rapid onshoring of icebreaking technology and swift deployment of these new critical vessels to the fleet.

[Release From Bollinger Shipyards]

LOCKPORT, La. – (December 29, 2025) – Bollinger Shipyards ("Bollinger") today announced it has signed a contract with the U.S. Coast Guard for the construction of four Arctic Security Cutters (ASCs), a new class of medium polar icebreakers that will expand America's operational presence in the Arctic.

The contract formalizes Bollinger's leading role in the historic U.S.–Finland collaboration announced earlier this fall by the White House. Bollinger will construct ASCs based on the Multi-Purpose Icebreaker design by Seaspan Shipyards of Vancouver, Canada, developed with Aker Arctic Technology Inc of Helsinki, Finland. To support the objectives of the White House, Bollinger has worked in close partnership with Rauma

Marine Construction Oy, a Finnish shipyard, to ensure that the US receives these icebreaking capabilities as rapidly as possible.

Work on the four Bollinger-built ASCs will be based at its shipyard in Houma, Louisiana. Construction of the ASCs will be supported by the company's workforce at multiple facilities across America's Gulf Coast to meet the aggressive schedule set forth by President Trump.

"The Arctic Security Cutter is one of the most consequential and time-sensitive shipbuilding programs in U.S. Coast Guard history, and today's contract award is a clear vote of confidence in the men and women of Bollinger," said Ben Bordelon, President and CEO of Bollinger Shipyards. "The program will be Bollinger's fifth class of cutters built for the Coast Guard, building on our current Sentinel and Polar Security Cutter programs and more than 40 years of experience in delivering over 187 cutters for the service. With clear direction from President Trump and an aggressive delivery timeline, our mission is straightforward: leverage the full strength of our shipbuilding facilities across the Gulf Coast, along with our proven partners, to deliver these cutters on schedule and mission ready on day one."

"By centering ASC construction in Houma, Louisiana, while drawing on our broader footprint, we gain the flexibility and capacity to move fast without compromising safety or quality," Bordelon added. "These ships will operate in some of the harshest conditions on Earth. Our responsibility is to deliver a stable, reliable platform that Coast Guard crews can trust from their first mission underway and for decades to come."

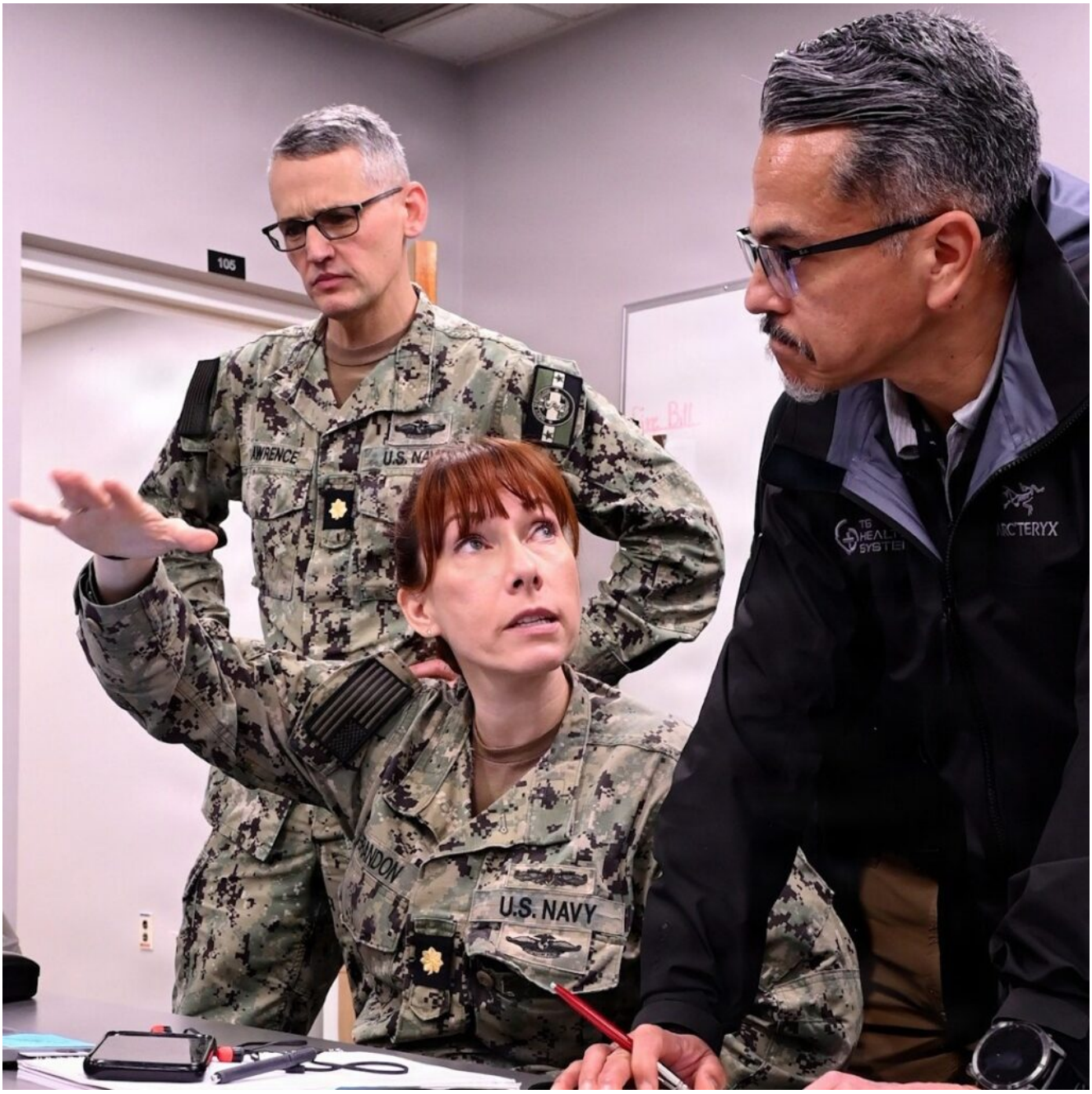
The contract for four Bollinger-built ASCs is part of a broader program that will ultimately field up to eleven Arctic Security Cutters under the trilateral ICE Pact framework. Together with the ongoing Polar Security Cutter program, ASC will provide the Coast Guard with a modern, layered

icebreaking fleet capable of enforcing U.S. sovereignty, protecting American interests against global threats and enabling year-round operations as commercial activity and strategic competition accelerate in the Arctic.

About the Arctic Security Cutter Program

The Arctic Security Cutter is a new class of medium polar icebreakers designed to conduct missions of the U.S. Coast Guard in the world's most challenging maritime environments. The ASC will be capable of breaking thick sea ice, sailing thousands of nautical miles without resupply and remaining on-station for extended periods. Along with the future Polar Security Cutter class, ASCs will provide the Coast Guard with the endurance and capability needed to protect U.S. interests in the rapidly evolving Arctic domain.

Navy Tests New Digital Health System to Modernize At-Sea Care



MAYPORT, Fla. U.S. Navy Lt. Cmdr. Erik Lawrence, left, U.S. Navy chief nursing informatics officer for Joint Operational Medicine Information System (JOMIS) assigned to U.S. Navy Bureau of Medicine and Surgery, Lt. Cmdr. Elise Brandon, assigned to Naval Medical Forces Atlantic, and Joe Espinosa from the JOMIS Program Office, discuss the data seeding process in the JOMIS Operational Medicine Care Delivery Platform (OpMed CDP), during a pilot onboard USS Carney (DDG 64) in Mayport, Dec. 9. (U.S. Navy photo by MC2 Sasha Ambrose)

From Petty Officer 2nd Class Sasha Ambrose – U.S. Navy Bureau of Medicine and Surgery

Navy Medicine conducted its first pilot test of the

Operational Medicine Care Delivery Platform (OpMed CDP) aboard the Arleigh Burke-class destroyer USS Carney (DDG 64) to bring modern, seamless patient care to service members aboard ships, Dec. 1-12.

The Joint Operational Medicine Information System (JOMIS), under the Program Executive Office for Defense Healthcare Management Systems, developed OpMed CDP as part of modernized health IT software suite. This pilot program was established through a partnership with the U.S. Navy Bureau of Medicine and Surgery (BUMED), U.S. Fleet Forces Command (USFFC), Commander, Naval Surface Force Atlantic (CNSL), Commander, Naval Medical Forces Atlantic (NMFL), and JOMIS to gain fleet approval of the software's functionality.

"The JOMIS ecosystem will transform the way our clinicians, physicians, and corpsmen provide care to warfighters in operational settings to maintain patient data flow through the continuum of care," stated Lt. Cmdr. Erik Lawrence, U.S. Navy chief nursing informatics officer for JOMIS assigned to BUMED.

During the 12-day test, the ship's crew received comprehensive, user-centered training on the system. The goal was to make documenting and accessing a patient's electronic health record simple and accurate – from pharmacy and lab work to general check-ups – and to ensure connectivity with the Military Health System's MHS GENESIS platform.

"We're still learning how it [OpMed CDP] works, but the team has been really helpful with answering questions and listening to feedback, so I'm really excited to keep moving," described Hospital Corpsman 3rd Class Johnny Percadoni, assigned to Carney, during a hands-on, scenario-based session. "It's a different day and a new system, but I think it's going to become a lot more prevalent and useful for us." This phased, structured training install approach – also called fielding – is critical to implementing OpMed CDP across the Navy. The

JOMIS Fielding Plan is designed to ensure a disciplined rollout that allows for agile development, continuous user feedback, and alignment with operational readiness cycles.

“We’ve been developing this agile software for the past three and a half years to provide better decision support at the point of care for medical providers,” explained Cmdr. John de Geus, the U.S. Navy’s chief health informatics officer. “But also to provide data to operational commanders in dynamic, real-time environments.”

Based on the initial trial, CNSL has decided to move into the next phase: an extended pilot to ensure that the final product will be resilient, effective, and ready for the demands of the fleet.

“A successful fielding isn’t just about delivering software; it’s about delivering the right capability,” concluded de Geus. “The initial pilot provided crucial insights, which is why we are moving to an extended pilot. This decision reinforces our commitment to a truly feedback-driven process, prioritizing the needs of our Sailors above all else.”

Once all phases are complete, Carney will be the first ship to use OpMed CDP for daily medical operations. This will modernize Navy Medicine’s readiness and ensure seamless data sharing, ultimately help to prepare warfighters for their missions at sea.

For 250 years, Navy Medicine – represented by more than 44,000 highly-trained military and civilian healthcare professionals – has delivered quality healthcare and enduring expeditionary medical support to the warfighter on, below, and above the sea, and ashore.

HII Delivers Destroyer Ted Stevens to U.S. Navy

Release From HII

PASCAGOULA, Miss., Dec. 29, 2025 (GLOBE NEWSWIRE) — HII's (NYSE: HII) Ingalls Shipbuilding division has delivered Arleigh Burke-class guided missile destroyer Ted Stevens (DDG 128) to the U.S. Navy. This marks the second Flight III Arleigh Burke-class destroyer to be delivered by Ingalls shipbuilders.

"The delivery of Ted Stevens reflects the strong momentum of our destroyer program as we accelerate Flight III production and bring enhanced capabilities to the fleet," said Brian Blanchette, Ingalls Shipbuilding president. "We are honored to deliver DDG 128 to the Navy knowing that it will stand as a powerful asset in strengthening U.S. maritime security for decades to come."

The future USS Ted Stevens represents the next generation of surface combatants for the U.S. Navy, featuring the second-in-

class Flight III AN/SPY-6 (V)1 radar system and the Aegis Baseline 10 combat system, designed to counter threats well into the 21st century.

At Ingalls Shipbuilding there are four more Flight III destroyers under fabrication and another seven moving through early pre-planning stages of construction. To increase the throughput and meet the increased demand for ships by the U.S. Navy, Ingalls recently embarked on a distributed shipbuilding initiative to improve schedule adherence for all ships built at Ingalls by partnering with shipyards and fabricators beyond the company's traditional labor market.

To date, Ingalls Shipbuilding has delivered 36 Arleigh Burke-class destroyers to the U.S. Navy, including the first Flight III, USS Jack H. Lucas (DDG 125) and Ted Stevens (DDG 128). The four Flight III destroyers under construction include: Jeremiah Denton (DDG 129), George M. Neal (DDG 131), Sam Nunn (DDG 133), and Thad Cochran (DDG 135). Additionally, Ingalls is in early pre-planning and material procurement phases for John F. Lehman (DDG 137), Telesforo Trinidad (DDG 139), Ernest E. Evans (DDG 141), Charles French (DDG 142), Richard J. Danzig (DDG 143), Intrepid (DDG 145) and Robert Kerrey (DDG 146).

To learn more about the DDG 51 Arleigh Burke-class destroyer program at Ingalls visit: https://hii.com/what-we-do/capabilities/guided-missile-destroyers/arleigh-burke-class/.

USS Annapolis Returns to Guam

Following Indo-Pacific Deployment

NAVAL BASE GUAM (Dec. 19, 2025) – Los Angeles-class fast-attack submarine USS Annapolis (SSN 760) transits Apra Harbor, Naval Base Guam, returning to its homeport after completing a routine deployment in the Indo-Pacific, Dec. 19, 2025. (U.S. Navy photo by MC1 Class Bryan Mai)
From Lt. James Caliva, Commander, Submarine Squadron 15

NAVAL BASE GUAM (Dec. 19, 2025) – Los Angeles–class fast-attack submarine USS Annapolis (SSN 760) returned to its homeport at Naval Base Guam following a routine deployment in the Indo-Pacific, Dec. 19, 2025

“USS Annapolis delivered outstanding results, completing an exceptional deployment that showcased the operational readiness of the Pacific undersea force,” said Capt. Neil Steinhagen, commander, Submarine Squadron 15. “The crew’s disciplined execution was central to their success and clearly

reflects the strength of our forward-deployed posture in support of our mission in the Indo-Pacific. True to their motto, 'Born Free, Hope to Die Free,' the Sailors of Annapolis remained professional, focused, and effective in every task. Well done, team—welcome home."

During the deployment, Annapolis conducted a range of missions that strengthened national security, enhanced maritime operational capabilities, and reinforced the strategic value of forward-deployed submarines operating at the tip of the spear. The submarine also conducted a port visit to Yokosuka, Japan, reinforcing the United States' enduring commitment to the region.

"No matter the mission, this crew executed with precision and professionalism," said Cmdr. Clint Emrich, commanding officer of USS Annapolis (SSN 760). "Their readiness, discipline, and teamwork were the foundation of a successful deployment, and every Sailor played a role in delivering results. I'm proud of how this crew performed and how they represented Annapolis throughout the Indo-Pacific."

During the deployment, 30 Sailors assigned to Annapolis earned their submarine warfare insignia—commonly known as "dolphins" or "fish". The insignia signifies qualification to operate at the highest standards of the undersea force and reflects mastery of submarine systems, watch stations, and mission execution.

Annapolis' return was marked by the Navy's time-honored "first kiss" and "first hug" traditions, with Senior Chief Machinist Mate (Nuclear) Chris Mahmood receiving the first kiss and Chief Fire Control Technician Isaiah King receiving the first hug.

Commissioned April 11, 1992, Annapolis is the fourth ship in U.S. Navy history to be named for Annapolis, Maryland, home of

the United States Naval Academy. Assigned to Commander, Submarine Squadron 15 at Polaris Point, Naval Base Guam, Annapolis is one of five forward-deployed fast-attack submarines. Renowned for their speed, endurance, stealth, and mobility, fast-attack submarines are the backbone of the Navy's submarine force. Regarded as apex predators of the sea, Guam's fast-attack submarines operate forward in support of a free and open Indo-Pacific.

Royal Navy Hosts Mine Countermeasures Conference 2025

The Royal Navy hosted a mine countermeasures conference at the U.K. Naval Support Facility in Manama, Bahrain, Dec. 15. **(Photo by NAVCENT Public Affairs)**

By NAVCENT Public Affairs

MANAMA, Bahrain – The Royal Navy hosted a mine countermeasures conference at the U.K. Naval Support Facility in Manama, Bahrain, Dec. 15.

Royal Navy Commodore Ben Aldous, Commander, U.K. Maritime Component Command and deputy commander, Combined Maritime Forces, made opening remarks at the conference and emphasized the critical importance of continued interoperability, shared success and mutual trust among those in attendance.

Attendees included personnel from the Royal Navy Mine & Threat Exploitation Group, Mine Warfare Battle Staff, the Hunt-class mine countermeasures vessel HMS Middleton (M-34), as well as liaison officers from the Royal New Zealand Navy and Royal Australian Navy. Additionally, personnel from U.S. mine warfare units, like expeditionary mine countermeasures and explosive ordnance disposal units, and Sailors from the Independence-class littoral combat ships USS Canberra (LCS-30) and USS Santa Barbara (LCS-32) were in attendance.

Units that provided briefings spoke about their successes, challenges and future opportunities. The presentations sparked discussions and created an opportunity for collaboration among the key players in the local MCM community. Key topics of discussion were advancing squadron autonomy, the integration of the Mine & Threat Exploitation Group, and the development of the littoral combat ship mission package.