Anduril, U.S. Navy Invest $6.6B to Expand America’s Submarine Industrial Base



President Donald J. Trump today announced Arsenal-2, a new software-defined shipyard backed by a $3.7 billion private capital investment by Anduril Industries. The facility will manufacture critical components for the Virginia-class submarine, adding significant new capacity to America’s submarine industrial base in support of the Navy’s effort to increase attack submarine production.

Under President Trump’s leadership, the U.S. Navy has awarded Anduril a contract of up to $2.9 billion, with payments tied directly to demonstrated production outcomes. This contract structure ensures that Anduril, not the taxpayer, takes on the majority of the execution risk, aligning incentives to ensure on-time, high-quality submarine production. Altogether, this equates to a $6.6 billion investment in America’s submarine industrial base.

Virginia-class submarines are built by General Dynamics Electric Boat and Huntington Ingalls Industries' Newport News Shipbuilding as part of one of the most complex manufacturing enterprises in the country. Meeting domestic fleet requirements and AUKUS commitments will require substantial growth across that enterprise, including new suppliers, infrastructure, workforce, and production capacity. Arsenal-2 is intended to contribute to that expansion.

Arsenal-2 will build complex components and large scale assemblies of the Virginia-class submarine and deliver them to Electric Boat and Newport News Shipbuilding for final assembly. Adding another source of this work will allow more submarine construction to happen in parallel across the industrial base and increase the overall capacity available to the Virginia-class program.

Building Arsenal-2 in Baltimore County

The scale of the production plan is reflected in the physical infrastructure and workforce required for its execution. Arsenal-2 will be built at Tradepoint Atlantic in Baltimore County, Maryland, where the project will create 3,100 direct jobs and support more than 11,000 indirect jobs. The site will drive $2 billion in annual economic output, including an estimated $312 million in wages each year.

Permitting and site preparation will begin immediately, with construction commencing as soon as the necessary approvals are in place. Initial operations are expected to come online in 2030, with production scaling progressively thereafter as Anduril builds the workforce, supplier base, infrastructure, and manufacturing throughput required for submarine production.

Arsenal-2 will sit within the Sparrows Point complex, a site central to America's maritime heritage and well positioned for a new generation of heavy industry. Existing road, rail, and

maritime infrastructure connect the site to suppliers and to the nation’s two primary submarine builders. Baltimore’s shipyards produced the first Liberty Ship during World War II, and Sparrows Point was once known as the “Patriarch of U.S. Tanker Builders;” Arsenal-2 will return shipbuilding to a site that once helped define American naval power.

A Shipyard Designed for Production

Arsenal-2 is designed as a product in its own right: a modern shipbuilding system built around software-defined production and advanced manufacturing. At more than 2 million square feet — roughly 40 football fields — the facility will be purpose-built on a 187-acre site for high-volume, high-precision production of undersea naval capabilities.

The shipyard’s layout is optimized for production. Reduced distances between fabrication, assembly, testing, and integration areas eliminate the staging bottlenecks that slow conventional yards. A functional 1,200-foot graving dock and multimodal road and rail access support large-scale component movement. High-bay assembly halls, adjacent fabrication areas, and reconfigurable production lines allow the yard to shift rapidly as Navy requirements evolve.

ArsenalOS, Anduril’s industrial software platform, will provide the digital backbone for the yard and its production systems. It will connect fabrication workflows, outfitting sequences, material movement, inspection protocols, and documentation requirements in a single system, giving workers and managers real-time visibility into the state of production. Digital work instructions, embedded quality controls, modern sensing, and automation will support the expertise of welders, pipefitters, electricians, shipfitters, inspectors, and other skilled trades. By making production requirements more visible and processes more consistent, ArsenalOS will help new workers train faster while preserving the technical rigor, judgment, and quality required for

submarine construction.

Building the Industrial Foundation

In parallel with Arsenal-2's construction, Anduril is already standing up the manufacturing capabilities that will anchor operations at the new yard. Anduril will manufacture critical Virginia-class submarine components at a new 160,000-square-foot facility in Orange County, California, purpose-built to support key submarine construction processes and SUBSAFE-qualified production qualification efforts.

The Orange County facility gives Anduril a two-year operational head start to develop and validate manufacturing methods, production workflows, and quality systems before Arsenal-2 comes online. It will support prototyping and production of Virginia-class test assets and critical maritime components, including torpedo tubes, while allowing Anduril to recruit and train the early workforce on the systems and standards that will ultimately scale at Arsenal-2. Once Arsenal-2 comes online, the Orange County facility will continue supporting broader maritime manufacturing eorts across Anduril's industrial network.

This is the same approach Anduril has used at Arsenal-1 in Ohio: building the workforce, processes, and production system ahead of full-scale operations.

A Distributed Industrial Network

Arsenal-2 is also part of a broader network of Anduril production facilities spanning the United States and allied nations — including Arsenal-1 in the Columbus, Ohio region; its maritime factory at Quonset Point, Rhode Island; its Ghost Shark factory in Sydney, Australia; a rocket motor facility in McHenry, Mississippi; and more than 15 additional production sites. Together, these facilities form a distributed industrial network designed to rapidly scale production of the systems, components, and infrastructure required for modern

defense.

Closing the gap between current Virginia-class output and the Navy's requirement will require expansion across the submarine industrial base. By investing private capital in additional shipbuilding infrastructure, proving out its production system years before Arsenal-2 opens, and accepting a contract structure tied to measurable outcomes, Anduril is adding capacity to an existing national enterprise and helping create the industrial scale required to increase Virginia-class production.

From Anduril, Oct. 6.

CENTCOM Maintains Strict Enforcement of U.S. Blockade Against Iran

TAMPA, Fla. – On Oct. 5, U.S. Central Command (CENTCOM) forces redirected the 130th commercial vessel in the Middle East during strict enforcement of the ongoing U.S. naval blockade against Iran.

CENTCOM forces resumed the blockade against ships attempting to enter or depart Iranian ports July 14 at the Commander in Chief's direction. In addition to redirecting 130 vessels, American forces have disabled three ships that refused to comply.

Over the past 12 weeks, CENTCOM has destroyed 13 commercial vessels that were violating the blockade or part of the

Islamic Revolutionary Guard Corps' multibillion-dollar shadow network.

"The U.S. military remains intensely focused on this mission," said Adm. Brad Cooper, CENTCOM commander. "We will swiftly act against any vessels trying to run the blockade. Our forces are highly trained, professional, and lethal."

All mariners are advised to monitor Notice to Mariners broadcasts and contact U.S. naval forces on bridge-to-bridge channel 16 when operating in the Gulf of Oman and Strait of Hormuz approaches.

From U.S. Central Command, Oct. 5, 2026

SSBNs USS Pennsylvania and USS Wyoming Complete Hull Swap



KINGS BAY, Ga. – On October 2, 2026, Ohio-class ballistic missile submarines USS Pennsylvania (SSBN 735) and USS Wyoming (SSBN 742) arrived at their new homeports of Kings Bay, Georgia, and Naval Base Kitsap – Bangor, Washington, respectively. The hull swap between Pennsylvania and Wyoming was a planned component of the Navy's long-term fleet modernization strategy to position the newer ballistic missile submarines at Naval Base Kitsap. This process allows the Navy to position its submarine fleet strategically in preparation for the introduction of the future Columbia-class ballistic missile submarines, while ensuring our Sailors and their families experience the least disruption possible. By keeping the crews and their families at their current homeports, the Navy maintains stability for our Sailors, their families, and the communities they call home. This initiative underscores the Navy's commitment to both its critical national security mission and the well-being of our service members and their families.

by Commander, Submarine Forces Public Affairs, Oct. 5, 2026

Kraken and Saab UK Develop Pioneering Autonomous ‘Drone Seeker’ Vessel



FAREHAM, U.K. – World-leading uncrewed surface vessel (USV) company Kraken Technology Groupand defence prime Saab UK have developed and tested a pioneering prototype autonomous “drone seeker” vessel for maritime environments.

The experimental vessel combines Kraken’s K3 SCOUT, a high-performance, modular USV, with Saab UK’s Giraffe 1X, a lightweight, 3D radar designed to detect and track airborne threats in real time. Integrated into K3 SCOUT’s modular payload bay, Giraffe 1X is expected to provide enhanced early warning of aerial threats, detecting even small airborne targets at extended ranges.

Kraken and Saab UK took the capability from concept to a

working prototype in a matter of months, including a series of sea trials to test radar performance in maritime conditions. The integration demonstrates how K3 SCOUT’s modular architecture can rapidly bring new sensors and payloads to sea, creating deployable autonomous capabilities to help protect shipping, ports, offshore energy assets and critical national infrastructure.

Able to operate independently or alongside conventional surface vessels, the prototype demonstrates the role of autonomous systems within a ‘hybrid navy’, extending sensing and early-warning capability without requiring an additional crewed platform.

Kraken and Saab UK are both based in Fareham, where the K3 SCOUT and Giraffe 1X are manufactured. Following its $175m Series B raise and $1bn valuation, Kraken is scaling production to 1,000 vessels per year at its new 35,000 sq ft facility, supporting growing allied demand for maritime defence capabilities.

Mal Crease, CEO and Founder, Kraken Technology Group, said: “Kraken and Saab UK’s prototype “drone seeker” vessel is exactly what the K3 SCOUT was designed to do: integrate with mission-relevant payloads to then operate in austere maritime environments.”

Andy Fraser, Managing Director, Saab UK, said: “This is a pioneering, UK manufactured, deployable capability, that together with Kraken we’ve developed in less than seven months. This reflects the strength of our partnership, the maturity and flexibility of our respective technologies, and our ability to respond at pace to the evolving threat landscape and needs of our customers.”

From Kraken Technology Group, Oct. 5, 2026

Coast Guard, Dominican Republic Navy Rescue 61 Migrants from Sinking Vessel

SAN JUAN, Puerto Rico – The crew of the Coast Guard Cutter Winslow Griesser and two Dominican Republic Navy vessels rescued 61 alien migrants Monday morning from a grossly overloaded, sinking vessel in Atlantic Ocean waters off Dominican Republic.

All migrants aboard the sinking vessel were successfully rescued and transferred to Dominican Republic Navy rescue assets on-scene, their nationalities are yet to be determined.

“Thanks to the rapid response of the Coast Guard and Dominican Republic Navy rescue crews, 61 lives were saved from an overloaded, sinking vessel,” said Cmdr. Matthew Romano, Sector San Juan chief of response. “However, these dangerous and unlawful voyages are increasing, and our luck will eventually run out. Do not risk your life with ruthless smugglers. Choose safe, lawful migration pathways; if caught, you could face prosecution or immediate repatriation.”

At approximately 5:50 a.m., the crew of the Winslow Griesser detected a suspect, 30-foot makeshift vessel taking on water, approximately 12 nautical miles northwest of Cabo Cabron, Dominican Republic. Cutter Winslow Griesser spotted the makeshift vessel while transiting through Dominican Republic territorial waters under our joint nation bi-lateral agreement to help deter unlawful maritime migration.

Upon arriving alongside, the cutter crew confirmed the makeshift vessel was rapidly taking on water and immediately began embarking the passengers. Coast Guard watchstanders also deployed an MH-60T Jayhawk helicopter crew from Air Station Borinquen to provide overhead rescue support, while a Dominican Air Force aircraft also responded.

Shortly after, the Dominican Republic Navy patrol boats Capella CG-108 and Algenib Ll-169 arrived on scene to assist with the rescue. Together, the crews safely embarked all 61 survivors.

Just last week a similar migrant venture capsized, dumping more than 60 people into the waters of the Mona Pass. A multi-agency response, including the Coast Guard, Customs and Border Patrol Air and Marine Operations, Puerto Rico Police Joint Forces of Rapid Action FURA, and Dominican Navy assets, which rescued 49 of the migrants and recovered three deceased. Several remain unaccounted for.

Migrants interdicted at sea or apprehended ashore will not be allowed to stay in the United States or a U.S. territory. Furthermore, individuals who arrive unlawfully may be declared ineligible for legal immigration parole options and face repatriation to their country of origin or return to their country of departure.

The Coast Guard, along with its Operation Vigilant Sentry and Operation Bahamas, Turks and Caicos partners, maintains a continual presence with air, land and sea assets in the Florida Straits, Windward Passage, Mona Passage and Caribbean Sea in support of OVS. This multiagency and multilayered approach is designed to protect the safety of life at sea while preventing unlawful maritime entry to the United States and its territories.

This interdiction is part of the Homeland Security Task Force (HSTF) initiative established by Executive Order 14159,

Protecting the American People Against Invasion. The HSTF is a whole-of-government partnership dedicated to eliminating criminal cartels, foreign gangs, transnational criminal organizations, and human smuggling and trafficking rings operating in the United States and abroad. Through historic interagency collaboration, the HSTF directs the full might of United States law enforcement towards identifying, investigating, and prosecuting the full spectrum of crimes committed by these organizations, which have long fueled violence and instability within our borders. In performing this work, the HSTF places special emphasis on investigating and prosecuting those engaged in child trafficking or other crimes involving children. The HSTF further utilizes all available tools to prosecute and remove the most violent criminal aliens from the United States.

HSTF San Juan comprises agents and officers from the following federal partners: FBI, ICE-HSI, CBP (OFO, AMO and Border Patrol), the U.S. Marshals Service for Puerto Rico and the U.S. Virgin Islands, DEA, ATF, IRS, U.S. Coast Guard, U.S. Coast Guard Investigative Service, U.S. Postal Inspection Service, the Department of State, and the U.S. Secret Service, the Puerto Rico/U.S. Virgin Islands HIDTA, TSA, FAA, and the U.S. Attorney’s Offices for the Districts of Puerto Rico and the U.S. Virgin Islands.

From U.S. Coast Guard Southeast District, Oct. 5, 2026

GA-ASI, U.S. Navy to Demonstrate Collaborative

Autonomous Mission Planning for Simulated Battle



SAN DIEGO – General Atomics Aeronautical Systems, Inc. (GA-ASI) and the U.S. Navy's Strike Planning and Execution Systems program office (PMX-281) collaborated on a demonstration of collaborative autonomous mission planning using GA-ASI's MQ-20 Avenger® Autonomous Collaborative Platform (ACP) test aircraft on September 10 from GA-ASI's Gray Butte Flight Operations Facility near Palmdale, California, and the Mission Operations Center located in Poway, California.

The team extended the Navy's planning systems with Autonomy Government Reference Architecture (A-GRA)-compliant mission context. This allows mission autonomy software to understand a human commander's intent, then exercise autonomous judgment and autonomously coordinate a diverse team of Group 5 uncrewed aircraft with human-crewed teammates against land, air, and maritime threats. The system proved it could understand its human boss's instructions and then carry them out with the team.

The demonstration highlighted how mission autonomy software can work across the full kill chain using passive sensors, autonomy, and coordinated operations among live, virtual, and constructive participants. The MQ-20 Avenger aircraft used GA-ASI's Tactical Autonomy Ecosystem (TacACE®) software and platform information that provided an environment for integrated human-machine mission planning, command and control, autonomy configuration, simulation, and post-mission analysis.

In an exercise called Gray Flag 2026, the Navy's baseline mission planner was augmented with A-GRA-compliant data products that exposed mission objectives, constraints, and threat context to the autonomy layer. This allowed TacACE to reason over the plan and adapt it in real time as the scenario evolved. The system supported planning and coordination of missions involving multiple aircraft and other mission participants, enabling operators to define objectives, tasks, priorities, and coordination rules across the force.

The demonstration also incorporated a Live, Virtual, and Constructive (LVC) framework to support scalable mission rehearsal and operational evaluation. LVC environments connect physical aircraft with simulated platforms and constructive entities, allowing teams to evaluate multi-ship coordination, autonomy behaviors, mission timelines, and operator interactions in representative scenarios. The event showed a practical path for inserting mission autonomy into current Navy planning workflows.

"By taking the Navy's practices, adding A-GRA-compliant mission context, and connecting it to TacACE, we showed that autonomy can understand commander's intent, coordinate a heterogeneous team of uncrewed aircraft, and adapt the plan using its judgment in real time alongside human pilots," said Michael Roberts, Advanced Programs Emerging Technology Director at GA-ASI. "Working together, we can get the Navy to

the next level.”

The Gray Flag demonstration is part of GA-ASI’s ongoing campaign of increasingly complex, operationally representative flight tests. The campaign combines live aircraft, mission systems, sensors, communications, autonomy software, high-fidelity digital twin models, and LVC capabilities to advance collaborative unmanned operations and inform the development of mission-ready ACP capabilities. The flight marks another milestone in warfighter adoption of ACP and advances the operational readiness and production maturity of autonomy-enabled, AMS GRA-compliant aircraft.

From General Atomics Aeronautical Systems Inc., Oct. 5, 2026

Coast Guard Orders Six Additional C-130J Surveillance Aircraft



WASHINGTON – On Sept. 24, 2026, the U.S. Coast Guard leveraged existing U.S. Air Force contracts to order six baseline C-130J long-range surveillance aircraft from Lockheed Martin Aeronautics in Marietta, Georgia.

This acquisition expands the Coast Guard's C-130J program to 25 total aircraft. The Coast Guard expects to receive the first C-130J from Lockheed Martin in fiscal year (FY) 2028, with all six arriving by the end of FY 2030. Following delivery, the Coast Guard will award separate contracts to configure the aircraft to meet the Coast Guard's mission requirements that designate the aircraft as HC-130Js.

These acquisitions continue the ongoing modernization of the Coast Guard's aviation fleet. Compared with the legacy C-130H model, the new C-130J aircraft features a more advanced engine and propellers, yielding a 20% increase in speed and altitude, as well as a 40% increase in range.

HC-130J aircraft operate in core Coast Guard missions including counterdrug operations, alien interdictions, and search-and-rescue recoveries. The fleet is vital to the Coast Guard’s efforts to save lives, secure, control, and defend the U.S. border and maritime approaches, facilitate commerce vital to economic prosperity, and respond to crises and contingencies.

“The HC-130J is the largest and most capable airlift asset for the Coast Guard and the Department of Homeland Security,” said Michael Haycock, director of systems integration (CG-SI). “Expanding our fleet supports the most critical Coast Guard missions and those of our DHS partners.”

This procurement also supports the Coast Guard’s plans to expand its HC-130J operations to additional air stations, including Air Station Sacramento, California, which received its first HC-130J in July 2026. The Coast Guard currently operates the HC-130J out of three air stations: Elizabeth City, North Carolina; Kodiak, Alaska; and Barbers Point, Hawaii.

The Coast Guard funded this acquisition using up to $735 million of the $1.412 billion provided by the fiscal year 2025 One Big Beautiful Bill Act for fixed-wing aircraft. The FY 2025 One Big Beautiful Bill Act is part of a comprehensive strategy to invest in Coast Guard facilities and infrastructure, supporting execution of missions across the country. To date, the Coast Guard has awarded approximately $19 billion across reconciliation projects throughout the United States.

From U.S. Coast Guard Headquarters, Oct. 2, 2026

Secretary of the Navy Commissions USS Ted Stevens



WHITTIER, Alaska – The U.S. Navy placed its newest Flight III Arleigh Burke-class guided-missile destroyer, USS Ted Stevens (DDG 128), into active commission today during a formal ceremony in Whittier, Alaska.

The commissioning of USS Ted Stevens marks an immediate, decisive leap in naval warfighting readiness and surface fleet lethality. As the second Flight III destroyer to enter active service, USS Ted Stevens provides combatant commanders with unmatched integrated air and missile defense capabilities, directly supporting Department of War priorities to enforce maritime dominance, secure contested sea lanes, and project credible deterrence worldwide.

The ship and its commissioning location honor the legacy of the late Senator Ted Stevens, a decorated combat aviator and

lifelong champion for the state of Alaska and the nation's armed forces. Selecting the strategic deep-water port of Whittier highlights Alaska's enduring maritime significance and the historic partnership between the U.S. Navy and the 49th State. "Woosh-Jee-een," is a phrase in the southeast Alaskan indigenous language Tlingit meaning "working together" or "pulling together," which reflects the spirit of partnership between the Navy, the Stevens family, the crew and the people of Alaska.

Senator Stevens served as an Army Air Forces pilot during World War II, flying hazardous transport missions over "The Hump" in the China-Burma-India theater supporting the 14th Air Force "Flying Tigers," earning two Distinguished Flying Crosses and two Air Medals. Returning home after the war, Stevens played an instrumental role in securing Alaska statehood in 1959. During four decades in the U.S. Senate, from 1968 to 2009, he served as President Pro Tempore and President Pro Tempore Emeritus, dedicating his career to modernizing the armed forces, bolstering national security, and ensuring warfighters were equipped to fight and win.

During the ceremony, Acting Secretary of the Navy The Honorable Hung Cao highlighted the significance of the crew's role in bringing the ship to life as it began its commissioned service.

"Today, USS Ted Stevens is no longer preparing to join the fleet. Today, Ted Stevens is the fleet," said Cao. "Today, USS Ted Stevens stands ready to defend the homeland, deter aggression, and when called upon, fight and win."

During the ceremony, the ship's sponsors, Mrs. Catherine Ann Stevens, wife of Senator Stevens, and his daughters, Mrs. Susan Stevens Covich and Mrs. Lily Stevens Becker, gave the traditional naval order: "Man our ship and bring her to life!" At that command, the commissioning crew ran aboard to man the rails, set the first watch, and bring the warship's advanced

combat systems to full operational status.

“I am deeply honored and proud to be your sponsor, along with my mother and sister Susan,” said Lily Stevens Becker, daughter of Senator Ted Stevens. “As you wake up every day, know that we and every person here believe in you to take care of this ship, take care of each other, and to uphold the peace and safety of our nation.”

The ship’s motto, *“Lead with Courage,”* serves as an operational mandate that reflects Senator Stevens’ wartime bravery and channels it into the aggressive combat posture required of today’s surface warriors.

“To my crew, my shipmates, the men and women who are the heart and soul of this great ship, you have exceeded all expectations,” said U.S. Navy Capt. Mary Katey Hayes, commanding officer of USS Ted Stevens. “We are ready to answer our nation’s call. We are ready to defend freedom, whether the winds of war blow near the rugged coast of Alaska, or in the far reaches of the globe.”

From the North Pacific campaigns of World War II to modern Arctic maritime operations, the Navy and Alaska share a deep commitment to homeland defense. The commissioning in Whittier emphasizes the Navy’s persistent operational presence in high-latitude environments to deter northern flank aggression and safeguard critical maritime routes.

USS Ted Stevens is built around the AN/SPY-6(V)1 Air and Missile Defense Radar (AMDR) and Aegis Baseline 10 combat system, delivering a generational leap in simultaneous Anti-Air Warfare (AAW) and Ballistic Missile Defense (BMD). Featuring enhanced electrical power distribution and expanded cooling capacity, the destroyer is engineered to operate in high-threat environments and integrate seamlessly with joint and coalition forces.

Following post-commissioning operations, USS Ted Stevens will

transit to its permanent homeport in Norfolk, Virginia, fully prepared to deploy worldwide.

The commissioning of the USS Ted Stevens (DDG 128) underscores the Navy’s commitment to building America’s Golden Fleet. For 250 years, American naval power has projected strength globally. That mission continues — and intensifies. We operate forward 24/7, 365 days a year. This operational tempo demands continuous capability delivery, and the Golden Fleet is our answer.

Commander, Naval Surface Force, U.S. Pacific Fleet ensures fleet commanders are equipped with the personnel, materiel, and training required to project credible naval power at sea, ashore, at home, and abroad.

From Commander, Naval Surface Force, U.S. Pacific Fleet, Oct. 3, 2026

Skillman Nominated for Vice Chief of Naval Operations



ARLINGTON, Va. — Secretary of War Pete Hegseth announced Oct. 2 that the president has nominated Navy Vice Adm. John B. “Brad” Skillman for appointment to the grade of admiral, with assignment as vice chief of Naval Operations, Pentagon, Washington, D.C.

Skillman is currently serving as deputy chief of Naval Operations for Integration of Capabilities and Resources, N8, Office of the Chief of Naval Operations, Pentagon, Washington, D.C.

To succeed Skillman as deputy chief of Naval Operations for Integration of Capabilities and Resources, N8, Office of the

Chief of Naval Operations, Pentagon, Washington, D.C., the president nominated Navy Rear Adm. Benjamin G. Reynolds for appointment to the grade of vice admiral. Reynolds is currently serving as deputy assistant secretary of the Navy for Budget/Director, Fiscal Management Division, N82, Office of the Chief of Naval Operations, Pentagon, Washington, D.C.

In the same announcement, Navy Rear Adm. Benjamin R. Nicholson was nominated for appointment to the grade of vice admiral, with assignment as commander, Military Sealift Command, Norfolk, Virginia. Nicholson is currently serving as commander, Military Sealift Command, Norfolk, Virginia.

Below is the official biography of Skillman from the Navy's website:

"Vice Adm. Brad Skillman is a native of Muncie, Indiana and St. Paris, Ohio. He is a 1986 graduate from the U.S. Naval Academy with a Bachelor of Science in Oceanography. He earned a Master of Science in Operational Oceanography from the Naval Postgraduate School. He is also a proven financial management specialist.

A surface warfare officer, Skillman's sea duty assignments include USS Josephus Daniels (CG 27), USS Belleau Wood (LHA 3), USS Nashville (LPD 13), USS Gunston Hall (LSD 44) Amphibious Squadron (PHIBRON) 8 and PHIBRON-4.

Skillman was the commissioning commanding officer of USS New Orleans (LPD 18). He also commanded USS Ponce (LPD 15) and USS San Antonio (LPD 17). His major command was as commander, Amphibious Squadron 4.

Ashore, Skillman served as the lead ship maintenance action officer for the Maintenance and Modernization Division (N43) and as the Sea Shield and Surface Warfare Program analyst for the Director of Integration and Warfare Assessment (N70) on the staff of the chief of naval operations. He was the military assistant and director of operations for the deputy

director, Naval Warfare in Under Secretary of Defense (Acquisition, Technology and Logistics), Portfolio Systems Acquisition and served as the executive assistant and naval aide to the assistant secretary of the Navy (Financial Management & Comptroller).

As a flag officer, his tours include deputy commander and chief of staff, NATO Joint Warfare Centre, Stavanger, Norway, commander, Expeditionary Strike Group 2, he established the Enterprise Support pillar as director in MyNavyHR and most recently, Director, Programming Division OPNAV (N80).

Skillman's decorations include the Defense Superior Service Medal, Legion of Merit, Meritorious Service Medal, Navy and Marine Corps Commendation Medal, Navy and Marine Corps Achievement Medal and various campaign, unit and service awards."

Anduril Acquires Popoto Modem

Anduril today announced the acquisition of Popoto Modem, an underwater acoustics company based in Massachusetts.

The future of maritime dominance hinges on the ability of a single operator to command dozens, even hundreds, of vehicles at once. That places a priority on persistent, resilient, and affordable communications infrastructure. That requirement, however, is complicated by the nuances of the undersea domain: sound waves are the only signal that travels a meaningful distance through water, making them the only way to transport the high-fidelity, low-latency data required to connect assets from surface to sub-sea.

To make matters worse, undersea acoustic communications equipment has historically been prohibitively expensive, placing an upper limit on the size of undersea maritime formations. As a result, undersea communications are largely point-to-point links between exquisite platforms — an architecture that doesn't scale to the desired end state where a single operator can control many affordable autonomous systems.

Popoto Modem's acoustic communications technology changes that equation, enabling persistent, multi-node mesh networking underwater that lets autonomous vehicles communicate with each other, with surface vessels, and the broader fleet simultaneously. Anduril has worked with Popoto Modem for over a year, integrating their affordable acoustic modems into a variety of products across Anduril's family of maritime systems.

Acquiring Popoto Modem will accelerate Anduril's efforts to develop, produce, and deploy a fleet of autonomous underwater systems. The immediate priority is scaling integrations into Anduril's Copperhead family of affordable autonomous underwater vehicles (AUV), enabling a single operator to command and oversee large formations of AUVs while maintaining confidence that every vehicle stays in contact and on task.

Dominance of the undersea domain demands systems that operate together, rather than individually. That construct has underpinned Anduril's work across every domain. Recently, at BlueTIDE 2026 and in the U.S. Navy's Lanternfish exercise, Anduril demonstrated how Lattice fuses disparate platforms above the waterline into a single operating picture, creating an integrated system to streamline port defense. Acquiring Popoto Modem enables Anduril to extend that integration to subsea, unlocking the affordable undersea communications mesh network required to deploy systems at scale.

Popoto Modem brings a flexible, agile acoustic hardware to the

software and platforms Anduril has already built, allowing us to deliver more capable undersea systems to customers faster.

By Anduril Industries, Oct. 2, 2026