Singapore, Denmark Plan to Join the P-8 Poseidon Club

A New Zealand Defence Force P-8A Poseidon maritime patrol aircraft. (Photo credit: Defence Public Affairs, Corporal Naomi James)

By Richard R. Burgess, Senior Editor

ARLINGTON, Va. — In recent weeks two more nations have been approved by the U.S. State Department for possible procurement of Boeing-built P-8 Poseidon maritime patrol aircraft (MPA).

The Defense Security Cooperation Agency (DSCA) has announced that Denmark and Singapore each have been approved by the U.S. State Department for possible Foreign Military Sales of three and four P-8A aircraft, respectively.

The procurement of the four P-8As and associated systems and support services for Singapore is estimated to total $2.316

billion. The sale also would include MK54 lightweight tordedoes drawn from existing U.S. Navy stocks, the DSCA announced on Jan. 20, 2026.

Earlier, the DSCA announced on Dec. 29, 2025, the State Department approved the possible sale of three P-8As and associated systems and support to Denmark. The value of the sale is estimated at $1.8 billion.

The Defense Security Cooperation Agency delivered the required certification notifying Congress, the agency said.

Interestingly, the two nations have not traditionally operated long-range MPA. The acquisitions will strengthen the anti-submarine and surface warfare capabilities of allies of the United States and NATO allies.

The P-8A is operated by seven armed forces including the U.S. Navy, Royal Australian Air Force, Royal Air Force, Royal Norwegian Air Force, New Zealand Defence Force, Republic of Korea Navy, and German Navy. The Royal Canadian Air Force also has P-8As on order. All of these except the Royal Air Force previously operated versions or derivatives of the P-3 Orion. India also operates a similar version of the Poseidon purchased by direct commercial sale, the P-8I Neptune.

Philippines, U.S. Conduct Bilateral Maritime

Cooperative Activity

SOUTH CHINA SEA (Jan. 26, 2026) – U.S. Navy Sailors aboard Arleigh Burke-class guided-missile destroyer USS John Finn (DDG 113) wave at the Philippine Navy Jose Rizal-class frigate BRP Antonio Luna (FF151) during the Maritime Cooperative Activity (MCA) in the Philippines' Exclusive Economic Zone, Jan. 26, 2026. (U.S. Navy photo by MC2 Alexandria Esteban)
By U.S. 7th Fleet Public Affairs, Jan. 27, 2026

SOUTH CHINA SEA – The Armed Forces of the Philippines (AFP) and the U.S. Navy conducted a bilateral Maritime Cooperative Activity (MCA) within the Philippines' Exclusive Economic Zone, demonstrating a collective commitment to strengthen regional and international cooperation in support of a free and open Indo-Pacific, Jan. 25-26, 2026.

MCAs are conducted in a manner consistent with international law and with due regard to the safety, navigational rights and freedoms of all nations.

This MCA continues to build on interoperability between the AFP and U.S. Navy through maneuver exercises, replenishment-at-sea evolutions, communications checks, and shared maritime domain awareness.

Participating units included U.S. Navy Arleigh Burke-class guided-missile destroyer USS John Finn (DDG 113), P-8A Poseidon maritime patrol and reconnaissance aircraft assigned to Patrol Squadron (VP) 45, Philippine Navy Jose Rizal-class guided-missile frigate BRP Antonio Luna (FF151), Philippine Air Force FA-50 aircraft, A-29 Super Tucano aircraft, and Philippine Coast Guard offshore patrol vessel BRP Gabriela Silang (OPV 8301) with embarked AW109.

The U.S., along with our allies and partners, upholds the right to freedom of navigation and overflight and other lawful uses of the sea and international airspace, as well as respect to the maritime rights under international law.

U.S. 7th Fleet, the Navy’s largest forward-deployed numbered fleet, routinely interacts and operates with allies and partners in preserving a free and open Indo-Pacific region.

USS Wichita Crew Completes Critical Repairs at Sea, Sustains Mission Readiness

MAYPORT, Fla. (Nov. 14, 2025) – The Freedom-variant littoral combat ship USS Wichita (LCS 13) departs Naval Station Mayport, Florida, to support U.S. Northern Command (USNORTHCOM) southern border operations, Nov. 14. (U.S. Navy photo by MC1 Brandon J. Vinson)
Release From U.S. Fleet Forces Command

CARIBBEAN SEA (Jan. 26, 2026) – Sailors aboard the Freedom-variant littoral combat ship USS Wichita (LCS 13) recently completed a series of critical engineering repairs while deployed, demonstrating the growing self-sufficiency and technical expertise of the Littoral Combat Ship force.

While operating in the U.S. Fourth Fleet area of operations, Wichita Sailors repaired key ship systems, including a ship's service diesel generator (SSDG), a main propulsion diesel engine (MPDE), and supporting auxiliary equipment. These efforts allowed the warship to remain fully mission capable.

Repairs of this scope were previously conducted during shipyard availabilities; however, through dedicated training, strict adherence to technical documentation, and a drive to master their craft, Wichita Sailors demonstrated the importance of ownership and self-sufficiency in sustaining

operational readiness.

“Our primary task is to maintain and operate the engineering plant in a consistently high state of readiness in order to support the ship’s mission as an instrument of national policy,” said Lt. Brandon Cravey, Wichita’s chief engineer. “Our weekly engineering evolutions and damage control drills allow us to respond quickly and efficiently to a wide variety of casualties. We must be ready to answer all bells.”

The most significant repair began when watchstanders identified an abnormal lube oil leak on one of the ship’s diesel generators. Acting quickly, Sailors secured the engine and isolated the issue before it could escalate into a more serious casualty.

Engineering teams conducted a detailed inspection, identified a failed component, and completed repairs within 24 hours—restoring full electrical generating capability without disrupting operations. Advance planning by Wichita’s engineering and supply teams ensured high-demand spare parts were available onboard, reducing reliance on shore-based support and shortening repair timelines.

In a separate instance, Sailors repaired a failing heating element on one of the ship’s main propulsion diesel engines. Working closely with Littoral Combat Ship Squadron Two and the Navy logistics enterprise, the crew completed the repair within 72 hours with no impact to operational tasking.

Cmdr. Travis Snover, Wichita’s commanding officer, said the crew’s success reflects a broader cultural shift across the LCS community. “To say I’m proud of Wichita’s engineering team would be an understatement,” Snover said. “Their initiative, professional curiosity, and commitment to mastering their equipment are the enablers of our success at sea. With maintenance requirements becoming less reliant on contracted shore side support in the LCS community, it is imperative that

Wichita Sailors take ownership of our equipment and learn to recognize the signs and symptoms of potential failure. We, as a team onboard Wichita, have made ownership the foundation of our culture and strive to demonstrate that Sailors at sea, when provided the necessary tools, parts, and materials, can ensure that each and every ship is ready on arrival when we are called to stand the watch."

USS Wichita departed Naval Station Mayport in October 2025 for a regularly scheduled deployment with an embarked Coast Guard Law Enforcement Detachment, supporting missions assigned by U.S. Fourth Fleet and U.S. Second Fleet.

USS Cincinnati arrives in Ream Naval Base

REAM NAVAL BASE, Cambodia (Jan. 24, 2026) A Royal Cambodian Navy Delegation welcomes Independence-Variant littoral combat ship USS Cincinnati (LCS 20) to Ream Naval Base, Cambodia, Jan. 24. Cincinnati is operating in the U.S. 7th Fleet area of operations to ensure maritime security and stability in the Indo-Pacific region. (U.S. Navy photo by MC2 Class Nicholas Rodriguez)

By Destroyer Squadron 7 Public Affairs, Jan. 24, 2026

REAM NAVAL BASE, Cambodia – Independence-variant littoral combat ship USS Cincinnati (LCS 20) arrived in Ream Naval Base for a temporary port visit, Jan. 24, 2026.

Cincinnati's visit to Cambodia celebrates the continued partnership between the United States and Cambodia, reaffirming our shared commitment to regional security, peace and prosperity. While in port, the crew will conduct ship tours, hold subject matter expert exchanges, and meet with key leaders to further enhance maritime partnership between the two nations.

“It is an honor to be welcomed by the Cambodian people at Ream Naval Base,” said Capt. Matt Scarlett, commodore, Destroyer Squadron (DESRON) 7. “We are always excited to work alongside our partners and continue to build a free and open Indo-Pacific for all nations.”

This visit also demonstrates the deepening cooperation and expanding friendship between the U.S. and Royal Cambodian navies. Cambodia and the United States work shoulder-to-shoulder to uphold a free and open Indo-Pacific.

As we mark the 250th anniversary of the founding of the United States, we reflect not only on our ideals, but also on the enduring role of diplomacy in shaping our nation’s journey and global impact. This visit is a testament to our long-standing partnership with Cambodia and our shared vision for the future. Cincinnati’s visit also follows Independence-variant littoral combat ship USS Savannah’s (LCS 28) port visit to the Kingdom of Cambodia in December 2024.

As the U.S. Navy’s forward-deployed DESRON in Southeast Asia, DESRON 7 serves as the primary tactical commander of littoral combat ships deployed to the U.S. 7th Fleet area of responsibility.

U.S. 7th Fleet, the Navy’s largest forward-deployed numbered fleet, routinely interacts and operates with allies and partners in preserving a free and open Indo-Pacific region.

Shore Boss Assesses

Readiness, Quality of Life at NSA Singapore

From Commander, Navy Installations Command Public Affairs, 23 January 2026

SINGAPORE – Vice Adm. Scott Gray, commander, Navy Installations Command (CNIC), visited Naval Support Activity (NSA) Singapore Jan. 23, 2026, continuing a series of engagements across the Indo-Pacific focused on strengthening shore readiness and operational support to the fleet.

The visit supported a broader effort to evaluate how Navy installations enable global power projection, sustain forward forces and remove friction for operational commanders.

While in Singapore, Gray met with Rear Adm. Todd Cimicata, commander, Logistics Group Western Pacific and Task Force 73, and Capt. Silas Bouyer, commanding officer, Singapore Area Coordinator (SAC), to discuss installation capabilities, regional logistics posture and infrastructure priorities.

“NSA Singapore is one of those places where the mission never slows down, and the margin for error is small,” said Gray. “I’m here to see firsthand what our teams need to keep ships moving, keep Sailors supported and keep the fleet ready to respond at speed.”

Gray toured key areas of the installation, including SAC unaccompanied housing facilities, which primarily house junior enlisted Sailors when they are ashore. As part of the Secretary of War’s Barracks Task Force initiative and the Navy’s “Sailors First” principle, CNIC continues to drive improvements in barracks safety, habitability and cleanliness across the shore enterprise.

“If a Sailor can’t rest, reset and feel good about where they live, it shows up in the mission,” said Gray. “These walkthroughs are about spotting real issues, holding ourselves accountable and making sure our standards match what our people deserve.”

Gray also visited Changi Naval Base, where he toured the pier complex, ship repair facilities and Destroyer Squadron 7 spaces. The discussions centered on the strategic value of forward-positioned logistics and maintenance hubs in sustaining naval forces throughout the Indo-Pacific.

“When maintenance, parts, fuel and people come together seamlessly overseas, commanders gain options and flexibility,”

said Gray. “That advantage only exists if we continue to invest, modernize and operate with urgency and discipline.”

CNIC enables and sustains naval forces from the shore by designing and delivering integrated shore capabilities to the fleet, fighter and family. Gray oversees 10 Navy regions and 70 installations worldwide.

CNFJ/RJ’s primary responsibility is to provide shore readiness to the fleet, liaise with the Japanese government and strengthen ties with the Japan Maritime Self-Defense Force. Navy Region Japan manages installations in Atsugi, Misawa, Okinawa, Sasebo, Yokosuka, Diego Garcia and Singapore.

CTF 68 Builds Maritime Advantage with NATO Allies During Exercise Freezing Winds 2025

UPINNIEMI, Finland (Nov. 25, 2025) U.S. Navy explosive ordnance disposal technicians from Explosive Ordnance Disposal Mobile 8, Commander Task Group 68.1, and Finnish Navy sailors conduct a live-fire exercise as a part of Freezing Winds 25 in Upinniemi, Finland, Nov. 25, 2025. (U.S. Navy Photo by MC2 Juan J. Ruiz-Lazcano)

By Commander, Task Force 68 Public Affairs

BALTIC SEA – U.S. Navy expeditionary forces assigned to Commander, Naval Expeditionary Combat Forces Europe-Africa/Commander, Task Force 68 (CTF 68) recently concluded operations in support of Exercise Freezing Winds 2025, a Finnish-led multinational training event designed to bolster collective readiness, interoperability, and security across the North Baltic Sea.

Operating in concert with NATO Allies and U.S. Marines from Marine Rotational Force – Europe, CTF 68 contributed command and control, explosive ordnance disposal, and maritime logistics support across multiple domains. The

exercise served as a proving ground for joint force operations in cold-weather environments and underscored the U.S. Navy's commitment to enhancing allied maritime security throughout the Baltic region.

"Operating alongside our NATO Allies and U.S. Marines in the challenging conditions of the Baltic Sea sharpens our readiness and reinforces our shared commitment to collective defense," said Capt. Jeremy Wheat, commodore of Task Force 68. "This exercise strengthens our ability to respond as a unified force, no matter the environment or mission."

A key focus during Freezing Winds was improving freedom of movement in contested environments, which was made possible in part by the efforts of explosive ordnance disposal technicians from Explosive Ordnance Disposal Mobile Unit (EODMU) 8, assigned to Task Group 68.1. Their role involved simulated route clearance, underwater searches, and demolition operations near critical infrastructure and maritime logistics nodes. All of which were part of scenarios designed to test real-world response to sea mines and unexploded ordnance in congested littorals.

"Our role during Freezing Winds was to ensure freedom of movement by mitigating explosive threats along resupply corridors and maritime infrastructure, especially in areas affected by simulated mining and unexploded ordnance," said Lt. Luke Robertson, platoon officer-in-charge from TG 68.1. "Training with NATO Allies in these conditions enhances our ability to operate forward and respond to real-world threats in complex environments."

To support these clearance efforts and maintain the tempo of operations, logistics teams from Navy Cargo Handling Battalion (NCHB) 5, assigned to Task Group 68.5, provided the connective tissue needed to move fuel, cargo, and personnel across the battlespace. Supporting the combined force, TG 68.5 conducted cargo handling, aerial port coordination, and fuel delivery

under freezing conditions proving the battalion’s capacity to sustain forward-deployed operations in the High North.

“Our mission was to provide combat service support by moving fuel, cargo, and munitions anywhere they’re needed from high-latitude airfields to expeditionary seaports,” said Lt. Michael Flickinger, TG 68.5 site officer-in-charge. “The environment was challenging, but working side-by-side with Finnish and U.S. Marine logistics teams allowed us to validate scalable, mobile support concepts.”

Exercise Freezing Winds 2025 also contributed to NATO’s broader effort to boost defense readiness across the Baltic Sea, a vital region for global commerce and energy transit. The inclusion of expeditionary units from CTF 68 added a crucial logistics and access-focused dimension to high-end naval and amphibious training.

“The ability of our expeditionary units to integrate into Allied operations, as demonstrated in Freezing Winds, is what makes CTF 68 so unique,” Wheat added. “We bring scalable, responsive capability that extends the reach and impact of the entire naval force.”

Wheat said that in an era marked by renewed focus on strategic deterrence in the High North, exercises like Freezing Winds enabled CTF 68 to contribute directly to integrated defense posture and the Alliance’s maritime advantage.

Exercise Freezing Winds 2025 demonstrated the value of persistent, forward-deployed presence and reinforced the importance of logistics, access, and integration as enablers of joint and allied maritime advantage. “Through exercises like Freezing Winds, CTF 68 continues to maintain a persistent, forward-deployed presence delivering scalable expeditionary capabilities that advance Alliance readiness and regional stability,” said Wheat.

Commander, Task Force 68 commands all Navy Expeditionary

Combat Forces in Europe and Africa and provides critical capabilities including logistics, explosive ordnance disposal, maritime engineering, port operations, and expeditionary security in support of U.S. 6th Fleet and NATO objectives.

HII Marks One Year of Newport News Shipbuilding Charleston Operations

Release From HII

GOOSE CREEK, S.C., Jan. 22, 2026 (GLOBE NEWSWIRE) — HII (NYSE: HII) today marked one year of Newport News Shipbuilding (NNS) Charleston Operations in Goose Creek. The company hosted community and Navy leaders at the facility and a town hall event for all NNS Charleston Operations shipbuilders.

“Today, we celebrate our teammates here in South Carolina for the incredible difference you are making and will continue to make,” NNS President Kari Wilkinson said. “Whether you work in South Carolina or Virginia, we are one team on an important mission with the power to change the course of history – one component, one unit, one module, one boat or one ship at a time.”

Since the asset acquisition closing in January 2025, NNS has continued to ramp up production at this important facility in support of its U.S. Navy programs. The South Carolina team was able to deliver its first unit within the first 40 days as NNS Charleston Operations, and has exceeded production targets for 2025.

“You are crucial as we continue to ramp up submarine and carrier shipbuilding,” Rear Adm. Jonathan Rucker, program executive officer, attack submarines, told shipbuilders at the town hall. “Part of increasing shipbuilding is what we call distributed shipbuilding or outsourcing, (which means) leveraging the people here and those around the country to be able to increase our capacity to build the submarines and aircraft carriers and ships that our nation needs. I can’t thank you enough for what you do day in and day out.”

NNS Charleston Operations is located on 45 acres along the Cooper River with more than 480,000 square feet of covered manufacturing space. It is strategically located within South Carolina’s rapidly growing maritime ecosystem, having both barge and rail access, capacity to expand, and growing access to the highly skilled maritime trades workforce.

The work underway in South Carolina is part of HII’s distributed shipbuilding initiative to increase shipbuilding throughput and meet the increased demand for ships. In addition to NNS Charleston Operations, HII is partnering with 23 shipyards and fabricators beyond the company’s traditional labor market. HII also forged partnerships with international

manufacturers to explore meaningful ways to expand capacity, including evaluation of adding an additional shipyard in the U.S.

Leonardo DRS Opens Advanced Naval Power and Propulsion Facility in Charleston, South Carolina

Investment Underscores Continued Commitment to Support U.S. Navy and Defense Industrial Base

Release From Leonardo DRS

ARLINGTON, VA, January 23, 2026 – Leonardo DRS, Inc. (NASDAQ: DRS) today announced the official opening of its new, state-of-the-art naval power and propulsion manufacturing and testing facility in the Charleston, South Carolina region. The more than 140,000-square-foot facility is a major investment to expand domestic production capacity in support of U.S. Navy submarine and shipbuilding programs, including systems for the Columbia-class ballistic missile submarine program.

The purpose-built facility provides advanced manufacturing, final assembly, integration, and testing space dedicated to large components for Leonardo DRS's naval electric power and propulsion systems. In addition to electric propulsion and power generation systems, the site supports naval steam turbine system design, manufacturing, and testing.

“This strategic investment is a national asset and represents our commitment to supporting the U.S. Navy’s efforts to increase production capacity across the submarine and shipbuilding industrial base,” said Jon Miller, senior vice president and general manager of the Leonardo DRS Naval Power Systems business unit. “This advanced multi-purpose facility enables us to increase production capacity, streamline our production processes, and rapidly respond to evolving fleet requirements.”

John Baylouny, president and CEO of Leonardo DRS, added: “The Department of War has been clear about the need to strengthen and expand the defense industrial base, and this investment answers that call. By increasing capacity and modernizing our manufacturing infrastructure, we are ensuring the U.S. military has reliable access to the critical capabilities it needs, when and where they are needed.”

As the Navy fields more power-intensive weapons, sensors, and computing systems, scalable integrated power architectures are essential to mission success. The Charleston facility positions Leonardo DRS to deliver those architectures at scale and with the schedule reliability required for next-generation surface combatants and submarines.

HII Completes Builder’s Sea Trials for USS Zumwalt

From HII

PASCAGOULA, Miss., Jan. 21, 2026 (GLOBE NEWSWIRE) — HII's (NYSE: HII) Ingalls Shipbuilding division successfully completed builder's sea trials for USS Zumwalt (DDG 1000). The Ingalls and Navy team conducted a comprehensive series of at-sea tests following an extensive modernization availability as the Navy's first Conventional Prompt Strike (CPS) platform.

"We have achieved a pivotal milestone with our Navy and industry partners to advance this complex modernization work that will set a precedent for the Zumwalt class," said Brian Blanchette, Ingalls Shipbuilding president. "I'm very proud of the team effort and their critical role to advance the U.S. Navy's first warship with hypersonic capabilities."

USS Zumwalt, the lead ship of the Zumwalt-class destroyers, arrived at the Pascagoula shipyard in August 2023 for modernization. Shortly after arrival, the ship was moved onto land where the Ingalls team completed major technology upgrades. This included integrating the Conventional Prompt Strike (CPS) weapon system and replacing

the original twin 155mm Advanced Gun Systems with new missile tubes. In December 2024, USS Zumwalt was undocked and underwent further preparations for operational readiness.

Additionally, USS Lyndon B. Johnson (DDG 1002) is also undergoing CPS weapon system integration at Ingalls and USS Michael Monsoor (DDG 1001) is scheduled to receive the CPS system during a future availability.

Zumwalt-class destroyers feature a state-of-the-art electric propulsion system, wave-piercing tumblehome hull, stealth design and is equipped with the most advanced warfighting technology and weaponry. These ships will be capable of performing a range of deterrence, power projection, sea control, and command and control missions while allowing Navy to evolve with new systems and missions.

NAWCAD WOLF innovation ensures radar system readiness

Innovation at the Naval Aviation Warfare Center Aircraft Division Webster Outlying Field (NAWCAD WOLF) Air Traffic Control and Landing Systems (ATC&LS) division is saving time and money for the warfighter by providing organic sustainment services for the Navy’s primary Shipboard ATC air surveillance radar system, the AN/SPN-43C, in support of the Naval Air Traffic Management Systems Program Office (PMA-213).
From Naval air Warfare Center Aircraft Division, St. Inigoes, Md., Jan. 22, 2026

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Faced with diminishing support from the original equipment manufacturer for the aging AN/SPN-43 radar system—a cornerstone of U.S. Navy aircraft carrier operations since the

1960s—NAWCAD WOLF developed advanced in-house capabilities to repair and overhaul critical components. These efforts have addressed obsolescence challenges head-on, keeping the radar system reliable and effective in supporting complex flight operations.

“Ensuring the operational readiness of our critical systems is a top priority for the Navy, and the AN/SPN-43 radar system is no exception,” said Capt. Walter Massenburg, PMA-213 program manager. “The innovative efforts of NAWCAD WOLF exemplify the dedication and ingenuity required to sustain mission-critical capabilities in the face of obsolescence challenges. Their proactive approach not only extends the service life of this essential system but also reinforces the Navy’s commitment to maintaining mission readiness and operational excellence.”

A key element of NAWCAD WOLF’s initiative is the complete overhaul of the AN/SPN-43C pedestal and antenna assembly—a critical subsystem responsible for the precise rotation and stabilization of the radar antenna. Historically a major source of system downtime and maintenance challenges, the pedestal underwent a transformative process involving full disassembly, detailed inspections, repair or replacement of worn components, and reassembly, followed by rigorous testing to ensure peak performance. This proactive maintenance strategy has extended the service life of the AN/SPN-43C, reduced catastrophic failures within the pedestal by 70 percent, and significantly improved system reliability while lowering maintenance costs.

“We continuously refine our processes to increase project efficiency with testing and minimizing outsourcing while developing methods to keep repairs organic,” said AN/SPN-43C government project lead, Tom Ackerson. “With our government team providing organic in-service engineering support, we keep both the repair time and cost low.”

NAWCAD WOLF also acquired, at no cost, data rights for vital

radar receiver components, enabling the team to independently manufacture, repair and modify these parts. This capability mitigates the risk of obsolescence and ensures a reliable supply of spare components, further enhancing the system’s sustainability.

Today, NAWCAD WOLF performs the majority of all repair and overhaul activities for the AN/SPN-43C organically, in-house. This capability reduces reliance on external vendors, shortens turnaround times, and provides greater control over quality and cost.

“The ATC&LS division serves as organic repair depot for 92 items in support of the AN/SPN-43C radar,” said NAWCAD WOLF executive director, Blaine Summers. “The ability to repair these items versus procuring new items provides a great cost savings to PMA-213 and the Navy.”

By sustaining the AN/SPN-43C’s operational readiness, NAWCAD WOLF ensures the system remains effective until its planned replacement, the AN/SPN-50, is fully fielded in the coming years.