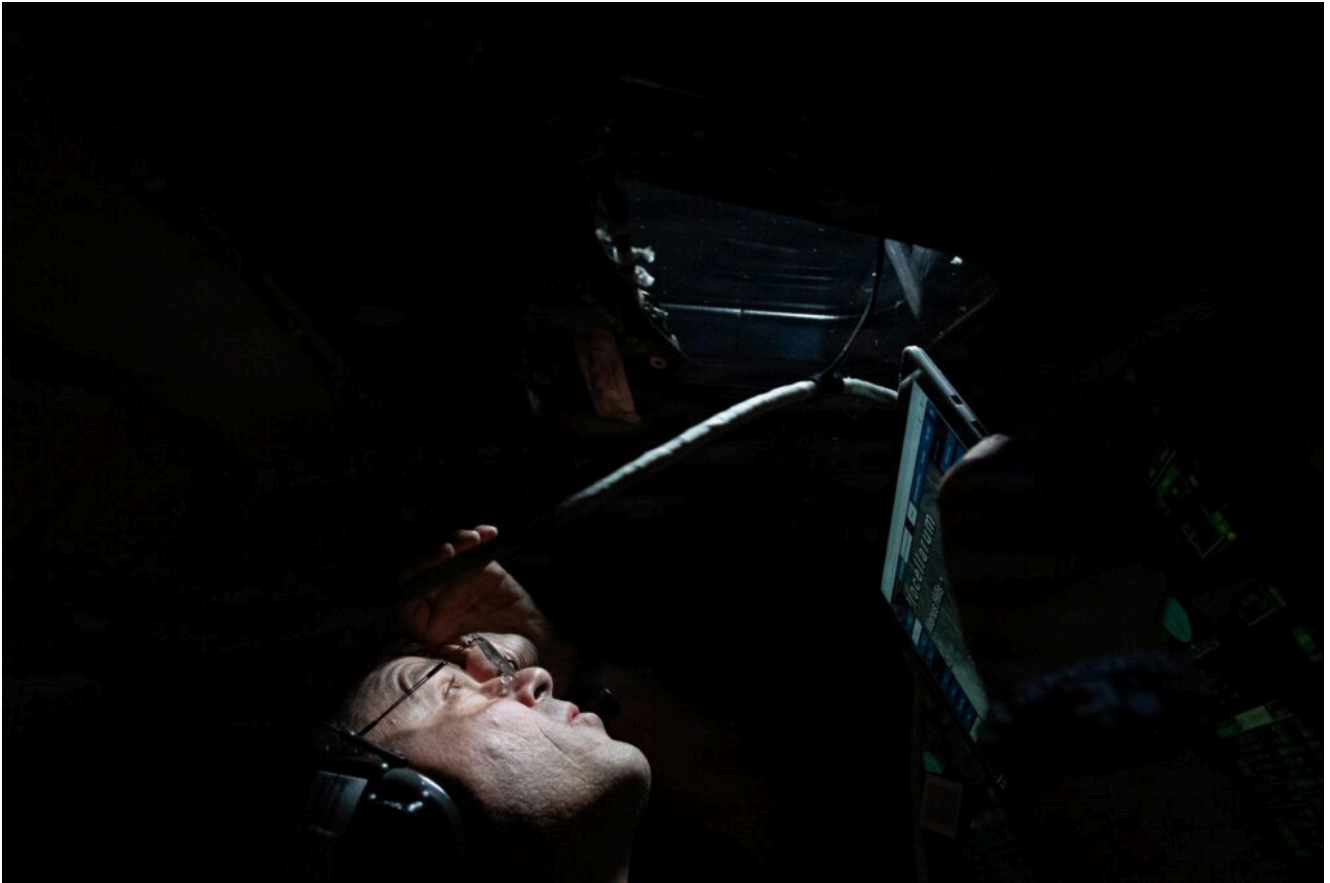


# Naval Postgraduate School Alumni Lead Artemis II Homebound



NPS alumnus and Artemis II mission commander retired U.S. Navy Capt. Reid Wiseman peers out the window of the Orion spacecraft just as his first lunar observation period of the day begins. Throughout the course of the sixth day of the mission, Wiseman and his crewmates took turns at the windows, capturing images and video of the Moon, along with recorded observations. (Credit NASA)

## Naval Postgraduate School Alumni Lead Artemis II Homebound

April 8, 2026 | By Daniel Linehan, DoW News

Next stop – Earth.

After a historic lunar flyby at a record-setting distance, the Artemis II crew is now on its return journey, with splashdown

expected April 10 in the Pacific Ocean, approximately 50-60 miles off the coast of San Diego.

Awaiting their arrival will be the amphibious transport dock ship USS John P. Murtha, positioned to recover the astronauts and capsule.

Mission commander and Naval Postgraduate School alumnus, retired Navy Capt. Reid Wiseman, now focuses on the most critical phase of the mission – bringing the crew home safely.

“We are locked in,” Wiseman said. “We are definitely excited for the second half of this mission. And we are on guard. We are the first crew to fly this vehicle. We are ready for any contingency and any scenario. We are going to stay locked in every second until we are back on that Navy ship, at home reunited with our families.”

Wiseman and spacecraft pilot, Navy Capt. Victor Glover – also an NPS alumnus – use their years of experience as Navy test pilots to guide the spacecraft, coined Integrity by the crew. Their advanced education and astronaut training will ensure a safe return to Earth.

As our blue planet grows steadily larger in the capsule’s windows, the mission’s significance is clear. Their journey around the moon has generated critical insights that will inform future Artemis missions and advance NASA’s long-term goal of human exploration beyond lunar orbit.

On the sixth day of the mission, the crew entered the moon’s sphere of influence – the point at which lunar gravity overtakes Earth’s pull – marking a key milestone in the mission. For hours, the astronauts conducted detailed observations of the moon’s near and far sides, capturing new imagery and data.

Wiseman and Glover, alongside crewmates Christina Koch and

Jeremy Hansen, passed within 4,070 miles of the lunar surface and experienced a 40-minute communications blackout, another defining moment of the mission.

That moment was made even more meaningful by a prerecorded message from Apollo 8 and Apollo 13 astronaut Jim Lovell, a fellow naval aviator and test pilot, who died in 2025 at 97.

“Hello Artemis II. This is Apollo astronaut Jim Lovell. Welcome to my old neighborhood,” the message read. “I’m proud to pass that torch to you as you swing around the moon and lay the groundwork for missions to Mars for the benefit of all. ... Good luck and Godspeed from all those here on the good Earth.”

The symbolism was powerful. Lovell, commander of Apollo 13, held the previous record for the farthest distance traveled from Earth at 248,655 miles. Artemis II surpassed that mark, reaching 252,760 miles, more than 4,000 miles farther than any human spaceflight before it.

During the moon flyby, the crew worked in rotating pairs for six hours, observing the lunar surface. They witnessed Earth set behind the moon, then rise again. They also saw an extremely rare view of a solar eclipse as the moon passed between the spacecraft and the sun, a first for human eyes.

While the Artemis II crew observed the moon, another spacecraft was watching them.

NASA’s Lunar Reconnaissance Orbiter, a robotic spacecraft, captured images of the Integrity capsule as it swung around the moon. The orbiter’s mission includes mapping the moon’s surface, identifying potential resources such as water and ice and helping determine safe landing sites for future missions.

NPS faculty and students contributed to the orbiter’s fast attitude maneuvering control system, which enables the

spacecraft to precisely reorient, capabilities essential for tracking and imaging.

Data from the Artemis II and imagery from the orbiter are now being processed and are anticipated by researchers at NASA and partner institutions.

This collaboration reflects a broader, enduring partnership between NASA and NPS that advances both cutting-edge research and the education of future operational leaders and astronauts. The ability to connect real-world missions with graduate-level education remains a hallmark of the NPS experience.

Since first putting humans in space, the Navy, NPS and NASA have had an inseparable bond in space education and research; from naval aviators turned astronauts to Navy ships and sailors returning the astronauts home after splashdown; and to the scientists, engineers and leaders filling every space in-between.

With seven NPS alumni in the active NASA astronaut corps, the Navy and NPS remain vital contributors to America's future lunar missions and space exploration.

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## **USS John P. Murtha to Support NASA's Artemis II Mission**



Sailors assigned to amphibious transport dock ship USS John P. Murtha (LPD 26) and NASA engineers prepare to release a crew module test article from the ship's well deck, Jan. 26, 2026. John P. Murtha is underway in the U.S. 3rd Fleet area of operations performing a just-in-time training in support of U.S. Space Command's human space flight recovery mission to retrieve NASA's Artemis II crew and spacecraft following their splashdown in the Pacific Ocean. (U.S. Navy photo by MC1 Jomark A. Almazan)

From Petty Officer 1st Class Jomark Almazan, April 6, 2026

SAN DIEGO – Amphibious transport dock ship USS John P. Murtha (LPD 26) is slated to serve as the recovery ship for the Orion spacecraft and its crew upon their return from the historic Artemis II mission.

The ship is named in honor of the late and long-serving Pennsylvania Congressman John P. Murtha.

“It is a fitting tribute to Congressman Murtha, who dedicated his life to serving our nation, that the ship bearing his name will be integral to this historic moment in space

exploration,” said U.S. Navy Capt. Erik Kenny, commanding officer of John P. Murtha. “He was a champion for our military and a visionary. We are honored to carry on his legacy by supporting NASA and the Artemis II mission.”

The Artemis II mission is the first crewed flight of NASA’s Space Launch System (SLS) rocket and Orion spacecraft, sending four astronauts on an approximately 10-day journey that will take them beyond the Moon. This mission will mark humanity’s first crewed voyage to the vicinity of the moon in over 50 years.

Upon completion of their mission, the Orion capsule will splash down in the Pacific Ocean, where John P. Murtha and its crew will be prepared to recover the astronauts and the spacecraft.

The U.S. Navy’s amphibious transport dock has unique advantages, including a well deck, helicopter pad, onboard medical facilities, and communication capabilities needed to support the mission. The platform gives NASA the ability to recover the Orion space capsule and collect critical data to help ensure it’s ready to recover the astronauts and capsule during future Artemis missions.

MH-60S Sea Hawk helicopters from Helicopter Sea Combat Squadron (HSC) 23 will provide imagery support for NASA by tracking the Orion space capsule as it travels through Earth’s atmosphere. After splashdown, HSC-23 helicopters will recover the astronauts once they exit the capsule and bring them to the ship for assessment and then transport them to shore.

Explosive Ordnance Disposal Group (EODGRU) 1 will provide Navy divers to recover and transport the Orion space capsule from the ocean to the ship’s well deck. Navy divers are experts in mobile diving, salvage, towing, and open water, small boat operations. In addition to the Navy divers, EODGRU-1 will

support the recovery mission with a dive medical team to assess and assist the astronauts following their exit from the capsule.

Artemis II is NASA's first crewed mission in a series of missions around and to the lunar surface where crew can build and test systems needed to prepare for the challenge of future missions to Mars. The mission launched from NASA's Kennedy Space Center in Florida, April 1, with four astronauts onboard.

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## **Mr. Peter Reddy named NAVSEA Warfare Centers Executive Director**



By NAVSEA Warfare Centers Public Affairs, April 8, 2026

WASHINGTON – Mr. Peter Reddy has been appointed as the Executive Director of the Naval Sea Systems Command (NAVSEA)

Naval Surface and Undersea Warfare Centers.

Reddy most recently served as the Deputy Assistant Secretary of the Navy for Research, Development, Test and Engineering (DASN (RDT&E)), under the Assistant Secretary of the Navy for Research, Development and Acquisition (ASN (RDA)). In that role, he was responsible for executive oversight of all matters related to RDT&E budget activities, science and engineering, advanced research and development, prototyping and experimentation, and test and evaluation. He was also responsible for management and stewardship of the Naval Research and Development Establishment (NR&DE), which includes naval laboratories and warfare centers, Office of Naval Research, Naval Postgraduate School, five University Affiliated Research Centers, and the Navy's Federally Funded Research and Development Center.

Jason Potter, who is performing the duties of ASN (RDA), congratulated Reddy for assuming his critical new role at the NAVSEA Warfare Centers and called him a champion for the Department of the Navy engineering workforce, with an encyclopedic knowledge of the NR&DE and the intricacies of the Navy Working Capital Fund.

Reddy became a member of the Senior Executive Service (SES) in November 2019 with his appointment as Executive Director of Naval Information Warfare Center (NIWC) Atlantic, part of the Naval Information Warfare Systems Command (NAVWAR), where he served until January 2025.

A seasoned aerospace and systems engineer, Reddy brings extensive technical and engineering leadership expertise, forged through a distinguished career as both a senior civilian executive and a commissioned officer in the U.S. Marine Corps, where he served for 30 years before retiring from active duty in May 2014. He has a proven track record of managing a broad portfolio, including information systems technology; command, control, communications, computers,

intelligence, surveillance and reconnaissance (C4ISR); and cyber systems.

In a message to the NAVSEA Warfare Centers' workforce, Acting NAVSEA Executive Director Thomas A. Perotti noted, "Mr. Reddy's leadership and vision will be instrumental as we continue to accelerate the delivery of decisive combat power for our Navy and our nation."

The NAVSEA Warfare Centers are the Navy's principal research, development, test and evaluation assessment activity for surface ship and submarine systems and subsystems and supply the technical operations, people, technology, engineering services and products needed to equip and support the fleet and meet the warfighters' needs. The Warfare Centers comprise 10 divisions: Naval Surface Warfare Center (NSWC) Carderock, NSWC Corona, NSWC Crane, NSWC Dahlgren, NSWC Indian Head, Naval Undersea Warfare Center (NUWC) Keyport, NUWC Newport, NSWC Panama City, NSWC Philadelphia, and NSWC Port Hueneme.

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**Navy UAS Surpass  
1 Million Hours in ISR  
Operations**



A Textron MQ-19 Aerosonde Unmanned Aircraft System launches from the expeditionary sea base ship USS Hershel "Woody" Williams (ESB-4).

*From the Navy and Marine Corps Small Tactical Unmanned Aircraft Systems Program Office, April 9, 2026*

PATUXENT RIVER, Md. – The Navy and Marine Corps Small Tactical Unmanned Aircraft Systems (UAS) Program Office announced its Intelligence, Surveillance and Reconnaissance (ISR) Services UAS have surpassed 1 million flight hours supporting operations on land and at sea.

Sailors achieved the milestone during routine mission support in the U.S. 6th Fleet.

Since the program's inception in 2005, the program office has completed more than 50 UAS installations aboard Navy and

Military Sealift Command (MSC) ships and operated from more than 50 land-based locations worldwide. The ISR Services team ensures ships across the 4th, 5th, 6th and 7th fleets, as well as land-based operations worldwide, are equipped to provide day-and-night ISR support to joint force and coalition partners.

“Every hour flown represents more than mission success—it reflects the resilience of our people, the trust of our partners and the impact we’ve had on history,” said Gregg Skinner, program manager. “Together, we’ve supported operations in every corner of the globe, advanced unmanned systems into the fight and stood ready in times of uncertainty.”

More than a dozen ships are currently equipped with ISR Services UAS, enabling naval vessels to launch and recover aircraft in support of missions. Sea- and land-based systems include the Boeing Insitu MQ-27 ScanEagle and the Textron MQ-19 Aerosonde, both providing day-and-night surveillance and around-the-clock mission support to the warfighter.

UAS installations are optimized to help transfer full-motion video and other sensor data to personnel in critical locations. The information gathered by these systems plays a vital role in tactical operational decision-making and long-term intelligence gathering, strengthening the Navy and Marine Corps’ ability to maintain maritime domain awareness and operational readiness.

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# NRL's Advanced Payloads Soar into Orbit Aboard STPSat-7 Mission



Department of War (DoW) Space Test Program's (STP) STPSat-7 payload, at NASA Marshall Space Flight Center, Huntsville, Ala., June 25, 2025. (Photo by DoW Space Test Program)

From Emily Winget U.S. Naval Research Laboratory Corporate Communications, April 7, 2026

WASHINGTON, D.C. – U.S. Naval Research Laboratory (NRL) successfully launched three advanced experimental payloads aboard the Department of War (DoW) Space Test Program's (STP) Satellite-7 mission at approximately 4:33 a.m. PDT on April 7 from Vandenberg U.S. Space Force (USSF) Base, Calif.

U.S. Naval Research Laboratory (NRL) successfully launched three advanced experimental payloads aboard the [Department of War \(DoW\) Space Test Program's \(STP\) Satellite-7 mission](#) at

approximately 4:33 a.m. PDT on April 7 from [Vandenberg U.S. Space Force \(USSF\) Base, Calif.](#)

NRL's payloads included the Lasersheet Anomaly Resolution and Debris Observation (LARADO) instrument; the Global Navigation Satellite System (GNSS) Orbiting Situational Awareness Sensor (GOSAS); and the Gadolinium Aluminum Gallium Garnet (GAGG) Radiation Instrument (GARI-1C).

The STPSat-7 spacecraft is aboard the STP-S29A mission, which uses a Northrop Grumman Minotaur IV launch vehicle, marking a significant step forward in advancing U.S. space-based capabilities for the U.S. Navy and national security. By improving understanding of the space environment and testing next-generation satellite technologies, NRL is ensuring the United States maintains its technological advantage and protects critical assets in orbit.

## **LARADO**

One of the key NRL payloads, LARADO will directly address the growing threat of orbital debris.

"LARADO is the next step in ensuring situational awareness in space," said Andrew Nicholas, NRL Sensor Development and Applications Section Head and LARADO principal investigator. "The instrument will detect and characterize small orbital debris that cannot be observed from the ground. This is vital to understanding the space environment and will provide essential data to update orbital debris models. These updates are important to the orbital debris research community, engineers designing spacecraft to survive and minimize growth to the debris environment, satellite operators, and policy makers."

The LARADO concept began in 2012. In FY22, [NASA's Heliophysics Division](#) Space Weather Program's Orbital Debris and Space Situational Awareness portfolio within its Science Mission Directorate began funding the development of the LARADO

instrument for STPSat-7.

## **GOSAS**

GOSAS will improve the reliability of navigation and communication systems for warfighters.

“The GOSAS is a CubeSat-compatible, programmable dual GPS receiver designed to characterize the orbital GNSS environment and produce high quality ionospheric space weather products,” said Scott Budzien, Ph.D., NRL research physicist and GOSAS principal investigator. “Understanding and predicting space weather is critical for ensuring the accuracy of GPS and the integrity of military communications.”

GOSAS is a follow-on to the NRL experiment GROUP-C (GPS Radio Occultation and Ultraviolet Photometry-Collocated) experiment on the International Space Station from 2017-2023 that serendipitously detected GPS ground interference. GOSAS originated in 2020 with the mission of increasing GPS accuracy for the warfighter.

## **GARI-1C**

GARI-1C is set to pave the way for future defense applications from space, including detecting weapons of mass destruction. The NRL team takes technology developed for ground-based applications and tests its performance in space. Since most commercial-off-the-shelf components are not radiation-hardened, understanding how they respond to the harsh radiation environment of space is critical for future operational use.

“GARI-1C is designed to space-qualify new gamma-ray detector technology for space-based defense applications,” stated Lee Mitchell, Ph.D., NRL Research Physicist and GARI-1C principal investigator. “This detector technology offers improved energy resolution, lower power consumption and reduced size compared to similar systems, which is key to developing more advanced

and efficient sensors for detecting threats from orbit.”

[The DoD/DoW Space Test Program \(STP\)](#) was founded in 1966 to provide flight opportunities for all DoD/DoW research and development activities in an economic and efficient manner. Under the U.S. Space Systems Command, STP supports mission design, payload-to-bus integration, space vehicle-to-launch vehicle integration, and on-orbit operations for S&T payloads that exhibit potential military utility. By advancing scientific knowledge and capability, STP is foundational to ensuring continuous STP advantage in the space domain.

“The success of this mission, achieved through a powerful collaboration with the DoW’s Space Test Program, highlights how cutting-edge research and development are fundamental to preserving America’s strategic edge in space,” said USSF Lt. Col. Brian Shimek, system program manager and director for STP.

NRL’s Space Science Division conducts a broad-spectrum of Research, Development, Test & Evaluation in solar-terrestrial physics, astrophysics, upper and middle atmospheric science, and astronomy. The Division’s Military Deputy, Lt. Elijah Ray, is embedded with DoW STP at [Kirtland Air Force Base, N.M.](#), as NRL’s on-site liaison for space experiment coordination and advocacy.

### **About the U.S. Naval Research Laboratory**

NRL is a scientific and engineering command dedicated to research that drives innovative advances for the U.S. Navy and Marine Corps from the seafloor to space and in the information domain. NRL, located in Washington, D.C. with major field sites in Stennis Space Center, Mississippi; Key West, Florida; Monterey, California.

NRL offers several mechanisms for collaborating with the broader scientific community, within and outside of the Federal government. These include Cooperative Research and

Development Agreements (CRADAs), LP-CRADAs, Educational Partnership Agreements, agreements under the authority of 10 USC 4892, licensing agreements, FAR contracts, and other applicable agreements.

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# **U.S. Navy and Royal Danish Navy Conducted Medical Evacuation Near Greenland, Highlighting Arctic Interoperability**



NUUK, Greenland (Feb. 21, 2026) – Members of the Royal Danish Navy assigned to the offshore patrol vessel HDMS VAEDDEREN (F 359) embark the Virginia-class fast-attack submarine USS Delaware (SSN 791) in preparation for a personnel transfer. Delaware is operating in the U.S. Naval Forces Northern Command (NAVNORTH) area of operations. NAVNORTH is the maritime component of U.S. Northern Command (USNORTHCOM) and is responsible for homeland defense, maritime security, and theater security cooperation in the Arctic and North American maritime approaches. (Courtesy photo)

[By U.S. Northern Command Public Affairs](#), April 6, 2026

PETERSON SFB, Colo.— A recent medical evacuation of a U.S. Navy Sailor off the coast of Greenland demonstrated the importance of international partnerships and readiness in the Arctic.

In late February, while preparing for Ice Camp 2026, a Sailor aboard the Virginia-class fast-attack submarine USS Delaware

(SSN 791) required urgent medical attention. Severe weather conditions prevented evacuation to other locations, prompting the submarine to divert toward Greenland. U.S. naval forces coordinated with the Danish Joint Arctic Command, which dispatched the Royal Danish Navy offshore patrol vessel HDMS Vaedderen (F 359) to assist.

Crews from both nations worked together to transfer the Sailor at sea.

The MEDEVAC occurred as U.S. forces were preparing for Ice Camp 2026, an Arctic operation focused on testing and refining capabilities in the region. These efforts underscore the shared commitment of the U.S. and its allies to Arctic security and regional stability.

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## **USS Ashland Completes Ship Wartime Repair and Maintenance in the Philippines**



Hull Maintenance Technician 2nd Class Christian Deang, assigned to Southwest Regional Maintenance Center, welds a fan unit bracket aboard Whidbey Island-class dock landing ship USS Ashland (LSD 48) as part of ship wartime repair and maintenance exercise (SWARMEX) in Cebu, Philippines, March 25, 2026. (U.S. Navy photo by MCSN Maliq J. Martin)

From USS Ashland Public Affairs, April 6, 2026

Whidbey Island-class amphibious dock landing ship USS Ashland (LSD 48) completed a ship wartime repair and maintenance exercise (SWARMEX), April 5, as part of its scheduled port visit to Cebu.

These exercises are routinely conducted to maintain readiness and proficiency. This iteration follows Arleigh Burke-class guided-missile destroyer USS Pinckney (DDG 91) in Singapore in February 2026, demonstrating Ashland's ability to conduct maintenance and repair while forward deployed and away from homeport.

"This exercise allowed us to work shoulder-to-shoulder with

our Philippine allies to conduct complex repairs while keeping USS Ashland ready to respond to any contingency in the region," said Cmdr. Adam Peeples, Ashland's commanding officer. "We cannot thank the Philippines enough for their gracious hospitality, and our visit signifies the unwavering resolve our two nations share in preserving a free and open Indo-Pacific."

SWARMEX consisted of three distinct, concurrent elements: expeditionary repair availability, battle damage assessment and repair table-top exercise, and continuous maintenance availability.

"Our Sailors really came together as a team to meet the challenges of this exercise," said Peeples. "The skills we learned increase our capability to keep USS Ashland in top material condition and help our forces maintain peace through strength."

Ashland and embarked Marines from I Marine Expeditionary Force make up Task Force Ashland (TF Ashland), which is conducting routine operations in U.S. 7th Fleet. TF Ashland is a flexible, purpose-built task force that can operate independently or integrate with other naval assets, showcasing a key component of Distributed Maritime Operations (DMO). This model provides combatant commanders with more options to maintain presence and build partner capacity.

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

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# HII Redelivers USS New Jersey from Post-Shakedown Availability



NEWPORT NEWS, Va., April 03, 2026 (GLOBE NEWSWIRE) – HII’s (NYSE: HII) Newport News Shipbuilding division has completed post-shakedown availability (PSA) work on Virginia-class fast attack submarine USS New Jersey (SSN 796). The submarine was redelivered to the U.S. Navy Friday.

“Maintaining our nation’s undersea maritime supremacy is strengthened by the redelivery of USS New Jersey,” said Jason Ward, NNS vice president of new construction submarine programs. “Our combined NNS-Navy team is focused on the mission and understands the importance of getting this submarine to the fleet.”

The PSA, a maintenance period that typically follows delivery of new ships, included combat systems and electronics upgrades, as well as general maintenance on the submarine.

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# Norfolk Naval Shipyard Undocks USS John Warner



Norfolk Naval Shipyard (NNSY) successfully undocked USS John Warner (SSN 785) last month, meeting a major milestone in the Virginia-class submarine's Extended Drydocking Selected Restricted Availability (EDSRA). (Photo by Daniel DeAngelis)  
From Michael D Brayshaw, Norfolk Naval Shipyard, April 2, 2026

Norfolk Naval Shipyard (NNSY) successfully undocked USS John Warner (SSN 785) last month, meeting a major milestone in the Virginia-class submarine's Extended Drydocking Selected Restricted Availability (EDSRA).

During an EDSRA, the submarine is drydocked to undergo hull, propulsion system, and modernization upgrades, allowing the

submarine to remain fully operational for its planned service life. Virginia-class submarines are critical vessels in maintaining national security given their operational versatility and nuclear-powered fast attack capability.

John Warner has been a pivotal availability for the Navy as the first Virginia class Block III drydocking at any of the nation's four public shipyards. Block III refers to the redesigned submarines procured during the third Virginia-class acquisition contract.

NNSY's preparations for John Warner involved extensive teaming and knowledge sharing with Portsmouth Naval Shipyard and Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility, having previously executed Virginia-class CNO availabilities.

"NNSY's commitment to learn and reach out for knowledge from the other shipyards for critical work evolutions has been a major key to the success of the project," said Charles Brock, NNSY Submarine Program Manager. "The Virginia-class shipyard community is a very close-knit group that leans in to help one another. Because this is the first Block III EDSRA for the corporation there were many opportunities where NNSY was able to share lessons learned with the other shipyards to help them as well. Additionally, the team's drive to work all possible solutions and then execute the best one was critical."

In a demonstration of the shipyard's ability to adapt and overcome first-time challenges, John Warner undocked with the crew able to move back aboard, mast and periscope installation completed, and command and control system testing started, a trifecta feat not accomplished on a submarine availability at NNSY since 2001.

"The powerful collaboration between our crew and the shipyard delivered the most materially ready submarine I've undocked," said Cmdr. Nicholas Tuuk, John Warner commanding officer.

“This achievement allows us to now fully focus on forging a crew of master submariners, ready to execute any mission when we return to the fleet.”

Undocking with more than 95 percent of the production work complete, remaining availability work will focus on testing and crew readiness to support critical operations and sea trials.

NNSY established a Submarine Maintenance Operations Center (SMOC) Detachment in 2025 to provide timely depot-maintenance submarine deliveries back to the fleet. The SMOC assists project teams including John Warner’s in resolving issues such as material and resource needs, work package modifications, and technical adjudication. By aligning resources with readiness priorities, the Navy is able to provide more available ships and submarines to defend US interests globally and support critical operations.

“Clearly identifying the project’s needs and expecting a reciprocal response and commitment has been one of the key elements to the success of John Warner,” said Brock. “It has kept the team and all support aligned to what was needed and when it was needed. Additionally, the team employed a process of setting aggressive goals with specific dates to steer the shipyard in the direction needed to complete these major key events.”

“It’s a great win for our shipyard and Navy taking such a huge step toward delivering a Virginia-class submarine back to the fleet and ready to meet the mission,” said Rear Adm. Kavon Hakimzadeh, shipyard commander. “I thank everyone for their efforts so far and we now rally around John Warner to urgently complete all remaining work as a committed team to return this critical asset supporting our nation’s warfighting readiness.”

Commissioned on Aug. 1, 2015, John Warner is the 12th

Virginia-class attack submarine and the first ship bearing the name of Senator John Warner who served the Commonwealth of Virginia for three decades until his retirement in 2009. Warner also served as Chairman of the Senate Armed Services Committee from 1999 to 2001, and again from 2003 to 2007.

As one of the largest, most historic and multifaceted shipyards in the nation, Norfolk Naval Shipyard's mission is to repair, modernize and inactivate Navy warships and training platforms to maximize readiness and availability for fleet tasking.

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## **Former Sen. Sam Nunn Visits Ingalls Shipbuilding for Update on His Namesake Destroyer**



From HII

PASCAGOULA, Miss., April 03, 2026 (GLOBE NEWSWIRE) – HII’s (NYSE: HII) Ingalls Shipbuilding division recently welcomed former U.S. Sen. Sam Nunn, his wife, Colleen Nunn, and their daughter and ship sponsor Michelle Nunn, for a visit to the shipyard. The visit included a construction update and tour of the future USS Sam Nunn (DDG 133), a Flight III Arleigh Burke-class destroyer named in honor of the senator, and marked their return to Ingalls following the ship’s [keel authentication](#) ceremony.

“It was an honor to welcome Sen. Nunn and Michelle Nunn to Ingalls to see first-hand the progress taking place on DDG 133 and to highlight the ship’s advancing construction path toward launch,” Ingalls Shipbuilding President Brian Blanchette said. “Our shipbuilders take tremendous pride in building a ship that will carry Sen. Nunn’s name and his legacy of enduring commitment to national defense.”

During the 24 years of service in the U.S. Senate, Nunn became one of the nation’s most influential voices on defense policy.

He spearheaded major initiatives including Department of Defense Reorganization Act and the NunnLugar Cooperative Threat Reduction Program, which led to the deactivation of more than 7,600 nuclear warheads from former Soviet Union republics. The future USS Sam Nunn honors this legacy of strengthening America's defense and advancing global security.

Nunn expressed appreciation for the shipbuilders working to bring DDG 133 to life. "It is exciting and deeply humbling to see this powerful destroyer taking shape and to witness the exceptional craftsmanship of the Ingalls team," Nunn said. "I am grateful for the vital role Ingalls plays in ensuring our nation's strength and readiness."

Future USS Sam Nunn (DDG 133) is the fifth Flight III Arleigh Burke-class destroyer to be built at Ingalls. Flight III destroyers incorporate substantial design and system upgrades including the AN/SPY 6(V)1 Air and Missile Defense Radar and the Aegis Baseline 10 Combat System that significantly enhance the U.S. Navy's integrated air and missile defense capabilities and ensure readiness against evolving threats well into the 21st century.

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 currently 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).