USS Fitzgerald Returns to San Diego Following Seven-Month Underway

The Arleigh Burke-class guided-missile destroyer USS Fitzgerald (DDG 62) returns to its homeport of Naval Base San Diego following operations in the U.S. 3rd, 5th and 7th Fleets, Jan. 6, 2025 (U.S. Navy photo by MC2 Lordin Kelly)
From U.S. 3rd Fleet Public Affairs, Jan. 6 2026

Arleigh Burke-class guided-missile destroyer USS Fitzgerald (DDG 62) returned to its homeport of Naval Base San Diego following a seven-month underway to the U.S. 3rd, 5th, and 7th Fleet areas of operation, Jan. 6, 2026.

While underway, Fitzgerald conducted a wide range of operations, including routine presence patrols and maritime security operations.

The ship participated in several multinational exercises, enhancing interoperability and strengthening partnerships with key allies, including the Japan Maritime Self-Defense Force and the Republic of Korea Navy.

Fitzgerald executed six transits of the Strait of Hormuz, ensuring freedom of navigation in the Arabian Gulf, and participated in major multinational exercises including MALABAR 2025 and SWARMEX 2025, enhancing interoperability and strengthened partnerships with the navies of Australia, Bangladesh, Germany, India, Japan, Pakistan, the Philippines, and the United Arab Emirates, all contributing to a free and open Indo-Pacific.

As a lethal, agile force, the Sailors aboard Fitzgerald exemplified the warrior ethos and readiness required to defend the United States and its interests at a moment’s notice.

“I am truly proud of the hard work and dedication this crew has displayed daily throughout this seven month deployment,” said Cmdr. Paul F. Richardson III, commanding officer of Fitzgerald. “Their resilience and professionalism enabled us to successfully execute every mission we were tasked with in multiple areas of operation. We are all excited to be home and reunited with our families and loved ones, whose unwavering support made this possible.”

The professionalism and resilience displayed by the crew throughout their deployment directly honored the legacy of their ship’s namesake.

Fitzgerald is named in honor of Lt. William Charles Fitzgerald, a U.S. Navy officer who was posthumously awarded the Navy Cross for his extraordinary heroism in the Vietnam War. The ship’s motto, “Protect Your People,” is a direct tribute to his sacrifice, when he was mortally wounded while providing covering fire for his evacuating men during an attack by Viet Cong forces.

As a multi-mission surface combatant, Fitzgerald is capable of conducting Anti-Air Warfare (AAW), Anti-Submarine Warfare (ASW), and Anti-Surface Warfare (ASuW) operations.

As an integral part of the U.S. Pacific Fleet, U.S. 3rd Fleet leads naval forces in the Indo-Pacific and provides the realistic, relevant training necessary to execute the U.S. Navy’s role across the full spectrum of military operations. U.S. 3rd Fleet works together with allies and partners to advance freedom of navigation and overflight, the rule of law and other principles that underpin security for the Indo-Pacific region.

Navy Reservists Support Operation Deep Freeze 2026

Jan. 6, 2026 | By Sarah Cannon, Military Sealift Command Pacific

Navy reservists from a Military Sealift Command Pacific expeditionary port unit are currently supporting cargo operations in Port Hueneme, California, in preparation for Operation Deep Freeze 2026, a resupply mission.

The team is overseeing the loadout of supplies and equipment onto the Military Sealift Command chartered heavy lift ship Plantijngracht, which will deliver the cargo to the remote Antarctica outpost of McMurdo Station.

Serving as liaisons between the ship's crew and Military Sealift Command, the reservists are overseeing the loadout of 302 pieces of cargo consisting of containers filled with construction materials, construction equipment, parts for the ongoing barge project at McMurdo Station, as well as dry goods and supplies needed for survival on Antarctica.

"This mission gives us a broader experience of what goes on [for] the logistics side of the Navy; most specifically with MSC and the way they do business," explained Navy Cmdr. Allan Phillips, expeditionary port unit commanding officer. "For us as reservists, it takes us away from the warship aspect of the Navy and focuses us on working with civilians and MSC."

In addition to cargo containers, materials for a 65-ton floating causeway system will also be loaded. The causeway will replace the ice pier at McMurdo Station.

Previously, an ice pier made up of rebar and frozen seawater was used for cargo offloads. Because of the size and weight of the cargo this year, the ice pier is unusable.

Once in Antarctica, the causeway will be assembled into sections on the ship's deck and placed into the water. The sections will be attached to one another to form the final pier.

The four-person unit began operations Dec. 21, 2025, with a brief holiday break. As the "eyes on the pier," the team is providing on-site observations for the onload of cargo, including staying engaged with the ship's crew, the pier crews and serving as a reporting team to the Military Sealift Command operation team in San Diego.

While most people would think working away from home during the holidays would be a hardship, members of the team welcomed the opportunity to be part of the unique operation made up of different military branches and government organizations

working together, something outside their normal routine.

“For the enlisted members of the team, we get to see how this type of mission plays into the big picture of an operation,” said Navy Petty Officer 1st Class Marilyn Lazar, a hospital corpsman assigned to the expeditionary port unit.

Plantijngracht is scheduled to depart Port Hueneme Jan. 8. Following a stop in Christchurch, New Zealand, where the ship will load additional cargo, it will travel to McMurdo Station, traveling approximately 8,040 nautical miles over nearly a month.

Once in Antarctica, members of Navy Cargo Handling Battalion 1 will conduct the offload. Before departing McMurdo Station, the ship will be loaded with retrograde cargo for transportation off the continent. This includes trash and recyclable materials for disposal and equipment no longer required at the station.

HII Hosts Secretary of War Pete Hegseth at Newport News Shipbuilding

Release From HII

NEWPORT NEWS, Va., Jan. 05, 2026 (GLOBE NEWSWIRE) — HII (NYSE: HII) hosted Secretary of War Pete Hegseth at its Newport News Shipbuilding division today. The visit is part of Hegseth's "Arsenal of Freedom" industry tour.

During his visit to the shipyard, Hegseth met with HII and shipyard leadership and spent significant time interacting directly with shipbuilders and sailors.

"Our warfighters cannot win without you," Hegseth told shipbuilders. "We are in this fight together, shoulder to shoulder."

"There is an unbreakable line tying the wrench in your hand to the safety and survival of a 22-year-old American sailor patrolling the depths of the Pacific. The quality of your work, your unwavering commitment to excellence, your speed, your patriotism itself. You give our warrior the decisive edge."

"I want to thank Secretary Hegseth for his visit today, and for reinforcing to shipbuilders directly the critical

importance of the work they do for the Navy and the nation," HII CEO and President Chris Kastner said. "Speed matters. Over the past year, in partnership with our government customers, we've taken steps to measurably increase our hiring, grow our retention, and most importantly, improve proficiency levels within our workforce. These actions are yielding a meaningful increase in shipbuilding throughput. With more than 40 ships at Ingalls and NNS in active construction or modernization, our focus in 2026 is on building on this momentum. Every improvement in our operations, every efficiency we unlock, every day we reduce from a schedule translates directly into capability the Navy can deploy to the front line of deterrence and defense, to protect American interests."

Hegseth saw firsthand how NNS is leveraging technology and state-of-the-art facilities to execute serial-module-production for both Columbia– and Virginia-class submarines and toured these submarines in various stages of construction, from early construction to final assembly and test. He also toured construction progress and met with sailors on aircraft carrier John F. Kennedy (CVN 79), undergoing final outfitting and testing at NNS. The ship will be the world's most lethal aircraft carrier upon delivery to the U.S. Navy.

To increase shipbuilding throughput and meet the increased demand for ships, HII recently embarked on a distributed shipbuilding initiative to improve schedule adherence by 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. At NNS in 2025, shipbuilders also modified shifts to support a 56-hour standard work week in order to finish the year strong.

At 44,000 employees, HII is the largest industrial employer in Virginia and Mississippi. It is also the largest producer of

unmanned underwater vehicles for the U.S. Navy, and the world.

Magnet Defense Acquires Metal Shark to Accelerate Autonomous Capabilities

Release From Magnet Defense

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

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

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

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

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

F-35 pilots, Navy

Collaborative Combat Aircraft Hone Tactics in Joint Simulation Environment

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

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

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

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

combat systems.

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

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

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

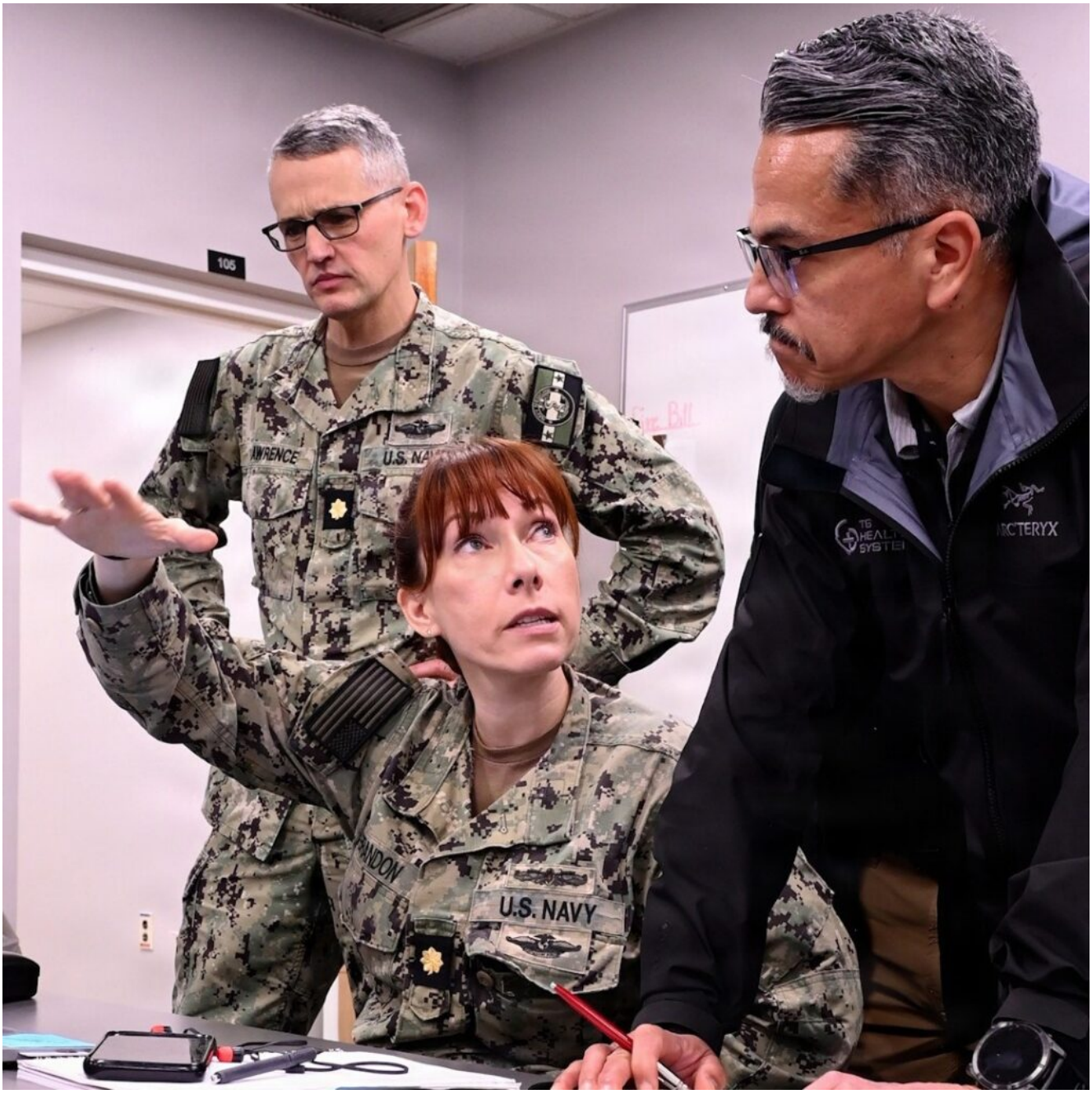
The Navy’s CCA are multi-role uncrewed combat vehicles that will operate with crewed fighters enhancing the mission effectiveness of crewed platforms in highly contested environments. They are central to the Department’s future strategy, enabling pilots to focus on high-level decision-making while expanding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

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

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

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

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



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

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

Navy Medicine conducted its first pilot test of the

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

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

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

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

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

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

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

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

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

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

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

HII Delivers Destroyer Ted Stevens to U.S. Navy

Release From HII

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

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

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

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

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

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

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

USS Annapolis Returns to Guam

Following Indo-Pacific Deployment

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

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

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

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

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

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

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

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

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

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

Royal Navy Hosts Mine Countermeasures Conference 2025

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

By NAVCENT Public Affairs

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

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

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

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

White House, Navy Announce

Trump-Class Battleships

An illustration of the first Trump-class battleship. *Image credit: U.S. Navy*

WASHINGTON, D.C. – On Dec. 22, President Donald Trump and Secretary of the Navy John C. Phelan, alongside Secretary of War Pete Hegseth, announced their intent to construct a new class of American-designed battleships.

The future USS Defiant (BBG 1) is to be the first Trump-class battleship and "will be an unambiguous statement of American commitment to maritime superiority with capability to distribute more firepower across the fleet than any other class of ship, for any Navy, in history," according to a U.S. Navy announcement.

"The President has been clear – we must bring back our American maritime industrial might, and he has told me many times that as secretary of the Navy it is my job to equip our Sailors to win the fight at sea with the finest ships in our history," Phelan said. "Now when a conflict arises, you're going to ask us two questions: where is the carrier, and where

is the battleship?”

These new battleships will stand as the centerpiece of the Navy’s Golden Fleet initiative and will be the first of its kind providing dominant firepower and a decisive advantage over adversaries by integrating the most advanced deep-strike weapons of today with the revolutionary systems of the years ahead, the Navy said.

“At triple the size of an Arleigh Burke-class destroyer, its massive frame provides superior firepower, larger missile magazines, and the capability to launch Conventional Prompt Strike hypersonic missiles and the Surface Launch Cruise Missile-Nuclear,” the Navy statement said.

Trump-class ships will be capable of operating in a traditional Integrated Air and Missile Defense role with a Carrier Strike Group or commanding its own Surface Action Group for Surface and Anti-Submarine Warfare efforts in addition to delivering long range hypersonic strategic fires and quarterbacking the operations of an entire fleet as the central command control node.

“As we forge the future of our Navy’s fleet, we need a larger surface combatant and the Trump-class battleships meet that requirement,” said Admiral Daryl Caudle, 34th Chief of Naval Operations. “We will ensure continuous improvement, intellectually honest assessments about the requirement to effectively deter and win in the 2030s and beyond, and disciplined execution resulting in a fleet unparalleled in lethality, adaptability and strength.”

The battleship will be acquired using a Navy-led, industry-collaborative design team approach to accelerate design and construction and supported by over 1,000 suppliers in nearly every state in America. The Navy will continue to build and employ DDG 51 as its fleet workhorse and develop FF(X) as a highly produceable combatant, growing the fleet rapidly

through a more intentional high/low mix of capability and platforms, the Navy said.

The last battleship delivered to the U.S. Navy was USS Missouri (BB-63) in the summer of 1944.