Lockheed Martin Delivers First Integrated Combat System Enabled Baseline

From Lockheed Martin

MOORESTOWN, N.J., May 28, 2026 – Lockheed Martin (NYSE:LMT) has successfully delivered the first Integrated Combat System (ICS)-enabled baseline to the U.S. Navy. ICS-enabled baselines combine heritage combat system capability with modern infrastructure, driving rapid proliferation of capability through a singular development effort at scale. Working with the Navy and industry partners, this marks the start of a six-month operating cadence for updates and certifications that will be fielded across the fleet, a significant step toward the Navy's vision of fleetwide commonality.

The six-month cadence keeps the ICS adaptable and continuously refreshed with cutting edge capabilities, ensuring the surface fleet stays at the forefront of naval warfare.

“The first ICS-enabled baseline delivery highlights Lockheed Martin’s commitment to and partnership with the U.S. Navy to accelerate the transition to a common, fully integrated combat architecture in a continuously evolving warfighting environment,” said Chandra Marshall, vice president of Multi-Domain Combat Systems at Lockheed Martin. “Each baseline upgrade delivered and integrated into the ICS further reinforces and expands the already proven Aegis integrated air and missile defense capability.”

Highlights and Impact

- The Aegis BL9.C3.0 Package: This is the first baseline compiled from the Forge development environment. It introduces the re-architected display component, Tactical PaaS (Platform as a Service), which establishes the foundation for containerized software, and a suite of new operational capabilities.

- Accelerated Capability Fielding: Each follow-on delivery will incrementally integrate new capabilities, sensors, effectors, and software. Driving towards a single ICS-enabled baseline cuts cost and ensures that every surface combatant can field the latest combat capabilities on a predictable schedule.

Delivering baseline BL9.C3.0 highlights Lockheed Martin’s partnership with the U.S. Navy, our commitment to deliver force-level capability, and accelerate the transition to a common, fully integrated combat architecture.

Two Decades of Cooperation in the Indo-Pacific: Pacific Partnership 2026 Mission Begins

NAVAL AIR STATION NORTH ISLAND, Calif. (May 26, 2026) – U.S. Navy Capt. Robert Reyes (left), mission commander of Pacific Partnership 2026 (PP26), Royal Canadian Armed Forces Col. Alain Lafrenière (right), deputy mission commander of PP26, and Sailors pose for a photo commemorating the start of the mission on Naval Air Station North Island, May 26, 2026. (U.S. Navy Photo by Mass Communication Specialist 1st Class Justin E. Yarborough)

From Courtesy Story, May 28, 2026

SAN DIEGO – Pacific Partnership, the U.S. Navy's largest annual maritime humanitarian and civic assistance effort conducted in the Indo-Pacific, officially began with the

departure of U.S. personnel from San Diego to the mission coordinating hub in the Philippines, May 27, 2026.

The Pacific Partnership 2026 (PP26) team, led by U.S. Navy Capt. Robert C. Reyes, mission commander, and Canadian Armed Forces Col. Alain Lafrenière, deputy mission commander, will conduct mission stops in Indonesia, Malaysia, the Philippines, Timor-Leste, and Vietnam.

“This year marks the 20th anniversary of Pacific Partnership, and the 22nd time embarking on this critical mission alongside our allies and partners,” said Reyes. “With our unified commitment to a free and open Indo-Pacific, we strengthen regional security by building host nation capacity to prepare for and overcome crises, deepen cooperation, and deliver an enduring impact across the region.”

U.S. personnel will work alongside personnel from participating nations including Australia, Canada, Germany, Japan, New Zealand, Republic of Korea, Singapore, and the United Kingdom to bolster host nation capacity to administer critical humanitarian services and support efforts to prepare and respond to disaster emergencies in the region.

“Our team has worked hard to plan this mission and we are excited to visit new countries, experience new cultures, and integrate with our allies and partners to see first-hand, the positive impact we can have together, said Master Chief Air Traffic Controller Eric Zimmerman, senior enlisted leader for PP26.

During the deployment, the PP26 mission team will work alongside host nation partners to conduct medical exchanges, engineering projects, community outreach, and disaster preparedness engagements. The first stop is scheduled to take place in Vietnam in mid-June.

PP26 will focus on enhancing multilateral cooperation, strengthening national capacities for disaster and emergency

response, and deepening strategic partnerships throughout the region.

The U.S. Pacific Fleet, along with its allies and partners, remains steadfast in advancing the shared vision of a free, open, and secure Indo-Pacific.

Pacific Partnership works collaboratively with host and partner nations to enhance regional interoperability and disaster response capabilities, increase security in the region, and foster new and enduring friendships in the Indo-Pacific.

For updates and multimedia from Pacific Partnership 2026, follow #PacificPartnership, #PP26, and #PacificPartnership26 on social media or visit: Pacific Partnership

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U.S. 4th Fleet Commander Strengthens Maritime Partnership During Argentina Visit

Rear Adm. Carlos Sardiello, commander of U.S. Naval Forces Southern Command/U.S. 4th Fleet, addresses Argentine Sailors aboard MEKO 360H2-class destroyer ARA La Argentina (D 11) during a ship tour at Puerto Belgrano Naval Base, Argentina, May 18, 2026. (U.S. Navy photo by Chief Mass Communication Specialist Margie Vinson)

By Chief Petty Officer Margie Vinson, May 27, 2026

PUERTO BELGRANO NAVAL BASE, Argentina — The U.S. delegation, led by Rear Adm. Carlos Sardiello, commander of U.S. Naval Forces Southern Command/U.S. 4th Fleet, was hosted by Rear Adm. José Alberto Martí Garro of the Argentine Navy. The U.S. contingent also included Col. Jeffrey Hammond, Operations Officer for U.S. Marine Corps Forces, South, along with representatives from Joint Interagency Task Force South and Special Operations Command South.

The talks focused on enhancing interoperability, deepening maritime domain awareness, and advancing cybersecurity cooperation to address shared security interests. Key areas of

discussion included leveraging upcoming multinational exercises such as UNITAS and Southern Seas to ensure seamless integration and teamwork between the two naval forces.

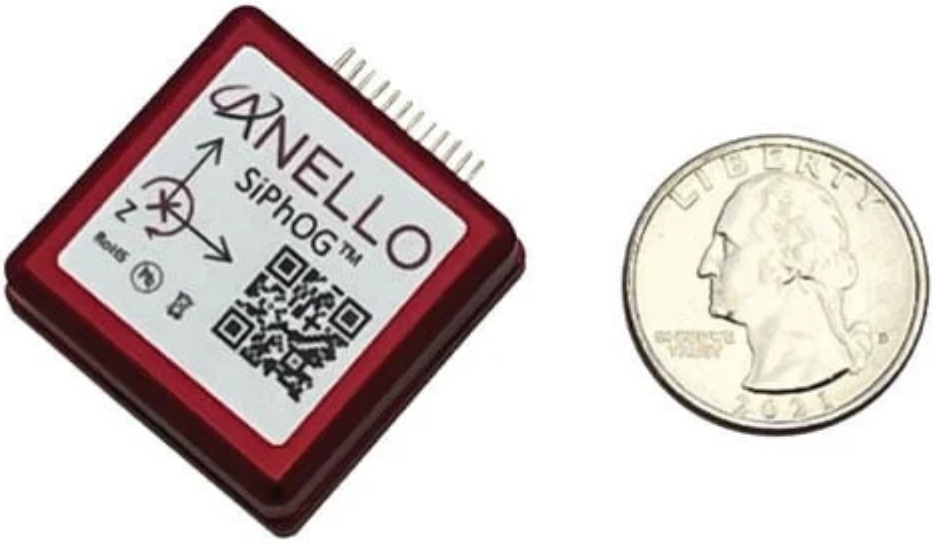
“Argentina has had a longstanding relationship of cooperation with the U.S.,” said Sardiello. “The foundation of that is interoperability, trust and security. This helps ensure international norms and maritime domain are enforced so that we may respond to any crisis.”

As part of the visit, the U.S. delegation participated in celebrations for the 212th Argentine Navy Day and observed a Joint Combined Exchange Training (JCET) demonstration. The exercise featured the U.S. Army’s 7th Special Forces Group and Argentine Marine Special Operations Forces (Comandos Anfibios), observed alongside U.S. Ambassador Marc Stanley at the Baterias training area. The agenda also included a visit to the destroyer ARA Sarandi (D13) and the presentation of the Legion of Merit to former Naval Attaché Rear Adm. Calafel at the Argentine Navy Headquarters in Buenos Aires.

The event concluded with the signing of minutes by Rear Adm. Sardiello and Rear Adm. Martí Garro, formally documenting the key agreements reached and solidifying a collaborative path forward. Both leaders reiterated their shared commitment to a robust and lasting defense partnership between the United States and Argentina.

A U.S. Naval Forces Southern Command/U.S. 4th Fleet serves as a trusted maritime partner for Caribbean, Central, and South American maritime forces, working to promote unity, security, and stability throughout the region.

ANELLO Photonics Miniaturizes Navigation Systems for Unmanned Systems



ARLINGTON, Va. – A Silicon Valley-based technology company is finding success in developing and producing small, silicon chip-based navigation systems ideal for unmanned systems operating in GPS-denied environments across land, air and sea.

ANELLO Photonics, headquartered in Santa Clara, California, develops advanced navigation systems based on silicon photonics technology. The company integrates optical sensing and inertial navigation capabilities onto compact silicon chips to deliver high-performance positioning and guidance solutions.

Its core product, the SiPhOG (Silicon Photonic Optical Gyroscope), is a photonic integrated circuit that provides the functionality of a traditional fiber-optic inertial navigation

system used in aircraft, ships, and submarines, while significantly reducing size, weight, power consumption, and system complexity.

“Fiber-optic gyros are high-end, navigation-grade sensors usually used for ICBMs, fighter jets, [and] submarines. They’re the gold standard, [and] often can navigate for weeks or months at a time,” said Dr. Kirstin Schauble, Vice President for Systems Engineering at ANELLO, in an interview with Seapower. “They’re fantastic sensors; the problem with them is that they are big, bulky, power hungry, and extremely expensive.”

As such, fiber-optic gyros are impractical for small unmanned systems, particularly attritable systems.

“We’ve taken the core physics behind traditional fiber-optic gyroscopes – systems that conventionally rely on numerous discrete optical components – and integrated them onto a compact silicon photonics chip,” said Schauble. “By integrating active and passive photonic elements onto a two by five millimeter chip , we’ve dramatically reduced the size and complexity of high-performance inertial navigation technology. The SiPhOG is also mass producible and highly robust, while still delivering the precision expected from traditional fiber-optic gyroscopes due to the significant innovations we’ve achieved in silicon photonics.”

Because the SiPhOG is relatively inexpensive, small, lightweight, and consumes little electric power, it is ideal for equipping swarms of autonomous systems such as unmanned aerial vehicles (UAVs), unmanned surface vessels (USVs) and unmanned underwater vehicles (UUVs).

Schauble said the SiPhOG is ideal for Group 2/3 fixed wing drones, USVs, and 10-foot-to-200-foot vessels.

“We’re able to bring high precision capability to lower-cost, lower size-weight-power form factors for smaller vessels

that previously couldn’t afford FOG-level performance,” she said.

The company’s Maritime Inertial Navigation System (INS) delivers precise and reliable navigation in GPS-denied or contested environments, enabling continuous positioning, heading, and motion tracking for autonomous maritime platforms.

ANELLO’s X3 IMU (Inertial Measurement Unit) integrates seamlessly into existing systems and can operate either independently or as part of a larger navigation architecture, according to Schauble. Designed with an open interface and modular architecture, the X3 supports flexible plug-and-play integration across a wide range of aerial autonomous applications.

According to a company press release, ANELLO was selected in January by the Department of War (DoW) for a $20 million award under the Accelerate the Procurement and Fielding of Innovative Technologies (APFIT) program to fast-track the procurement, production, and scaling of ANELLO’s GPS-denied navigation technology.

ANELLO’s SiPhOG-based Maritime INS is integrated on several autonomous systems, including HavocAI’s USVs and BlackSea Technologies’ Chaser USV.

Schauble said ANELLO’s workforce is expanding from its current 35-to-40 personnel.

“We can’t build these things fast enough,” she said commenting on the flood of orders.

Pilots Eject from T-45C Goshawk in May 26 Mishap

ATLANTIC OCEAN (Sept. 20, 2025) A T-45C Goshawk, attached to Training Airwing (TW) 1, prepares for launch on the flight deck of the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75). (U.S. Navy photo by Mass Communication Specialist Seaman Michael Gomez)

By Richard R. Burgess, Senior Editor

ARLINGTON, Va. — A U.S. Navy T-45C Goshawk jet training aircraft crashed May 26, 2026, in Mississippi. The two aviators in the crew ejected successfully.

The T-45C crashed near Shuqualak, Mississippi, according to a post by television station WTOK.

The T-45C was assigned to Training Air Wing One, based at Naval Air Station Meridian, Mississippi.

According to an aviation expert, the aircraft was the 35th T-45 to be lost in mishaps since the aircraft began service in 1991.

The Navy is in the process of selecting a new training aircraft to replace the T-45.

Hyperion Systems to Build First 3D Printed Uncrewed Surface Vessel in the Southern Hemisphere

Image caption: Hyperion CEO Joshua Wigley and Greenroom COO

Harry Hubbert with ASTRA 3D printed vessel
From Hyperion Systems, May 25, 2026

Hyperion Systems has unveiled the southern hemisphere's first 3D printed Uncrewed Surface Vessel (USV), marking a major milestone for advanced manufacturing and autonomous maritime capability in Western Australia (WA).

Designed by WA marine architect Versatile Marine and powered by Greenroom Robotics' AI and autonomy software, the ASTRA 460 will be manufactured in Henderson Western Australia by Hyperion Systems, demonstrating how next-generation vessels can be built faster, more affordably and with sovereign Australian capability.

The project was officially unveiled today at the Indian Ocean Defence and Security conference (IODS) by WA Defence Minister Paul Papalia alongside the first public viewing of Hyperion's deployable "factory in a box" TitanCell.

The 4.6m ASTRA hulls will be 3D printed using Large Format Additive Manufacturing (LFAM) and recycled polymer waste by a consortium led by Hyperion Systems with integration support from key Australian stakeholders.

The autonomous navigation and control system will be delivered by Greenroom Robotics' GAMA platform, providing a proven solution that is flexible and readily scalable to varying USV configurations.

Hyperion CEO Joshua Wigley said the vessel hull will be manufactured in approximately 40 hours using LFAM 3D printing, compared to at least 4-6 weeks using traditional boat-building methods.

"This dramatic reduction in production time highlights the transformative potential of additive manufacturing for rapid maritime capability and sovereign industrial

resilience," Mr Wigley said.

Greenroom Robotics co-founder and COO, Harry Hubbert said that Greenroom's autonomy stack is ideally suited to Hyperion's rapidly reconfigurable 3D printed USV platforms.

"In contested environments, the ability to quickly adapt a vessel to meet evolving mission requirements delivers a significant asymmetric advantage," Mr Hubbert said. "Hyperion's 3D printed USVs can deliver almost real-time customisation to suit the specific operating context."

"In a matter of days, a vessel can be printed, autonomy enabled and on the water. This opens up endless possibilities for rapid, scalable and distributed maritime defence."

The ASTRA 460 will be among the world's first LFAM 3D-printed USVs and a larger 8m initial prototype is planned to be supplied to a European navy for use at a major naval exercise later in 2026.

Subject to successfully completing a series of rigorous sea trials which will start later this month, the fully autonomous vessel will feature:

· Top speed approximately 40 knots

· Cruising speed between 20-30 knots

· Range of up to 180-200 kilometres

· Multi-mission capability, including covert movement of small teams

· Operation across a range of sea states

· Modular payload flexibility for surveillance, security and defence roles.

Mr Wigley said combining Hyperion's AI development toolkit with variable scale LFAM printing capacity will mean the ASTRA

will be the first of a series of USVs which will be produced in many sizes and capability configurations that can be printed either in Henderson of deployed and printed using Hyperion's "Titan Cell".

"We are immediately provisioning to build 10 units a month and can scale to over 100 as needed," he said.

Uncrewed Surface Vessels have rapidly become a critical component of modern defence capability

ASTRA Project Manager Jacob Kleinman said recent conflicts have demonstrated the effectiveness of USVs as cost-efficient, low-risk platforms that enhance maritime surveillance, reconnaissance and operational reach while reducing risk to personnel.

"USVs provide strong force-multiplication advantages. They are significantly cheaper to build and operate than traditional crewed vessels, enable persistent maritime presence, and act as force multipliers for manned fleets," he said.

"We see the ASTRA playing a key role supporting missions including intelligence, surveillance and reconnaissance, border protection and security operations. Its modular payload capability also allows rapid reconfiguration for mission-specific roles."

The ASTRA project brings together leading defence industry players to position Western Australia at the forefront of advanced maritime manufacturing, while strengthening Australia's sovereign capability in autonomous maritime systems.

TitanCell also on display

Mr Wigley said the IODS conference also provided a unique opportunity to publicly show for the first time the deployable anywhere TitanCell which can be used to manufacture USVs and a

range of other products.

Designed as a deployable “factory-in-a-box”, the TitanCell combines advanced robotics, 3D printing and in-house recycled polymer technology to manufacture products such as marine infrastructure, modular housing components, culverts, pontoons and autonomous vessel hulls.

By using difficult-to-recycle plastics, including material recovered from decommissioned resources industry infrastructure, the TitanCell supports sovereign manufacturing capability, reduces waste and carbon emissions and allows advanced manufacturing to be deployed directly to remote, regional or disaster-affected areas where traditional supply chains are limited.

The commercialisation of the TitanCell was accelerated via a $385,000 matched funding grant provided under the Australian Government’s Industry Growth Program.

Department of the Navy Names New Service Acquisition Executive

From the Navy Office of Information, May 26, 2026

ARLINGTON, Va. – Acting Secretary of the Navy Hung Cao announced today that William F. Mahan, a member of the Senior Executive Service, is now performing the duties of Assistant Secretary of the Navy for Research, Development and Acquisition. In this capacity, Mahan will serve as the senior acquisition executive for both the Navy and Marine Corps.

Mahan, a former submarine officer and a 2003 graduate of the United States Naval Academy, also brings a wealth of industry experience to the role. He was the founder and Chief Executive Officer of a defense engineering firm that supported the Department of War with expertise in systems engineering and integration, rapid prototyping, flight testing, and acquisition management.

“Restoring our maritime dominance requires bold leadership in warfighting acquisition,” Cao said. “Will Mahan is a proven leader who will help the Navy deliver the Golden Fleet to ensure our Sailors and Marines have what they need to fight and win when the nation calls.”

Jason L. Potter, who had been performing the duties of the assistant secretary since July 2025, returns to his original role as the Principal Civilian Deputy ASN RDA.

“Jason provided vital leadership over the past year, including the establishment of Portfolio Acquisition Executives and getting an ambitious, yet achievable shipbuilding plan over the finish line,” Cao added. “I am incredibly grateful for his steady hand and unflinching commitment to the mission, and we are extremely fortunate to retain his expertise in our acquisition leadership team.”

Mahan assumes stewardship of the Department of the Navy’s warfighting acquisition efforts as the department undergoes foundational acquisition reforms, shifting from a compliance-based bureaucracy to a more agile, warfighter-focused organization. At the same time, the Department of the Navy is making investments with industry to invigorate the maritime industrial base and build historic numbers of ships for the Navy and Marine Corps. The recently unveiled U.S. Navy Shipbuilding Plan calls for generational investments in both manned and unmanned ships, including surface combatants, submarines, aircraft carriers, amphibious ships, and auxiliary and combat logistics ships.

U.S. Blockade of Iran Reaches Milestone of Redirecting 100 Ships

From U.S. Central Command, May 23, 2026

TAMPA, Fla. – U.S. Central Command (CENTCOM) forces reached the milestone of redirecting 100 commercial vessels, May 23, while enforcing a maritime blockade against Iran.

American forces began implementing the blockade April 13 against commercial ships entering and exiting Iranian ports, in accordance with a presidential proclamation. Over the past six weeks, more than 15,000 Soldiers, Sailors, Marines and Airmen have redirected 100 vessels, disabled four, and allowed 26 humanitarian aid ships to pass.

“Our service members are doing extraordinary work,” said Adm. Brad Cooper, CENTCOM commander. “They have been highly effective by executing the mission with precision and professionalism, allowing zero trade into and out of Iranian ports which has squeezed Iran economically.”

More than U.S. 200 aircraft and warships are supporting the mission, including the Abraham Lincoln Carrier Strike Group, George H.W. Bush Carrier Strike Group, Tripoli Amphibious Ready Group/31st Marine Expeditionary Unit, and multiple guided-missile destroyers.

The blockade is being enforced against vessels of all nations entering or departing Iranian ports and coastal areas, including all Iranian ports on the Arabian Gulf and Gulf of

Oman.

Secretary of War Announces New Flag Officer Nominations

From the Department of War, May 22, 2026

Secretary of War Pete Hegseth announced May 22 that the president has made the following nominations:

Navy Captain Stephen W. Aldridge for appointment to the grade of rear admiral (lower half). Aldridge is currently serving as deputy director, Politico Military Affairs – Asia, Joint Staff, Pentagon, Washington, D.C.

Navy Captain Joseph A. Baggett for appointment to the grade of rear admiral (lower half). Baggett is currently serving as commanding officer, Surface Warfare Officer School Command, Newport, Rhode Island.

Navy Captain Sean P. Barbabella for appointment to the grade of rear admiral (lower half). Barbabella is currently serving as the physician to the President of the United States of America, White House, Washington, D.C.

Navy Captain Thomas T. Bodine for appointment to the grade of rear admiral (lower half). Bodine is currently serving as chief of staff, Naval Air Forces/Naval Air Force, U.S. Pacific Fleet, San Diego, California.

Navy Captain Matthew L. Bolls for appointment to the grade of rear admiral (lower half). Bolls is currently serving as executive officer to the Director, Defense Logistics Agency, Fort Belvoir, Virginia.

Navy Captain Jeffrey P. Buschmann for appointment to the grade of rear admiral (lower half). Buschmann is currently serving as information warfare commander, Carrier Strike Group TEN, Norfolk, Virginia.

Navy Captain Michael S. Carl for appointment to the grade of rear admiral (lower half). Carl is currently serving as executive assistant to the Deputy Chief of Naval Operations for Fleet Readiness and Logistics, N4, Office of the Chief of Naval Operations, Pentagon, Washington, D.C.

Navy Robert R. Christian for appointment to the grade of rear admiral (lower half). Christian is currently serving as fleet chaplain, U.S. Fleet Forces Command, Norfolk, Virginia.

Navy Captain David S. Cox for appointment to the grade of rear admiral (lower half). Cox is currently serving as chief of staff, Submarine Force, U.S. Pacific Fleet, Pearl Harbor, Hawaii.

Navy Captain John D. Craddock for appointment to the grade of rear admiral (lower half). Craddock is currently serving as director, Submarine Officer Career Management and Distribution Division (PERS-42), Navy Personnel Command, Millington, Tennessee.

Navy Captain Christopher D. Eng for appointment to the grade of rear admiral (lower half). Eng is currently serving as executive assistant to the Deputy Chief of Naval Operations for Information Warfare, N2, Office of the Chief of Naval Operations, Pentagon, Washington, D.C.

Navy Captain William D. Gallagher for appointment to the grade of rear admiral (lower half). Gallagher is currently serving as director, Legislative Affairs, U.S. Special Operations Command Detachment, Washington, D.C.

Navy Captain Eric M. Gardner for appointment to the grade of rear admiral (lower half). Gardner is currently serving as

vice commander, Naval Air Systems Command, Patuxent River, Maryland.

Navy Captain Christopher F. Hill for appointment to the grade of rear admiral (lower half). Hill is currently serving as chief of staff, Naval Air Force Atlantic, Norfolk, Virginia.

Navy Captain Jeffrey W. Hill for appointment to the grade of rear admiral (lower half). Hill is currently serving as chief of staff, Navy Installations Command, Washington Navy Yard, Washington, D.C.

Navy Captain Jeffrey Juergens for appointment to the grade of rear admiral (lower half). Juergens is currently serving as executive assistant to the Director, Naval Nuclear Propulsion Program, Department of the Navy/ Department of Energy, Washington Navy Yard, Washington, D.C.

Navy Captain Thomas M. Ogden for appointment to the grade of rear admiral (lower half). Ogden is currently serving as executive assistant to the Commander, U.S. Pacific Fleet, Pearl Harbor, Hawaii.

Navy Captain Eric J. Rozek for appointment to the grade of rear admiral (lower half). Rozek is currently serving as executive assistant to the Deputy Chief of Naval Operations, Integration of Capabilities and Resources, N8, Office of the Chief of Naval Operations, Pentagon, Washington, D.C.

Navy Captain William A. Shafer for appointment to the grade of rear admiral (lower half). Shafer is currently serving as commodore, Naval Special Warfare Development Group, Virginia Beach, Virginia.

Navy Captain Ryan Stormer for appointment to the grade of rear admiral (lower half). Stormer is currently serving as deputy lead special trial counsel, Office of Special Trial Counsel, Washington, D.C.

Navy Captain Aaron J. Taylor for appointment to the grade of rear admiral (lower half). Taylor is currently serving as director for Operations, U.S. Pacific Fleet, Pearl Harbor, Hawaii.

Navy Captain Clifford W. Toraason for appointment to the grade of rear admiral (lower half). Toraason is currently serving as executive assistant to the Commander, U.S. Indo-Pacific Command, Camp H.M. Smith, Hawaii.

USS Roosevelt Departs Rota, Spain, for Patrol

From U.S. 6th Fleet Public Affairs

ROTA, Spain – The Arleigh Burke-class guided-missile destroyer

USS Roosevelt (DDG 80) departed its homeport of Rota, Spain, to execute its ninth Forward-Deployed Naval Forces-Europe (FDNF-E) patrol, May 22, 2026.

Roosevelt, named after U.S. President Franklin D. Roosevelt and his wife Eleanor, is one of five U.S. Navy destroyers based in Rota, Spain and assigned to Commander, Task Force 65 in support of NATO's Integrated Air Missile Defense architecture. These FDNF-E ships have the flexibility to operate throughout the waters of Europe and Africa, from the Cape of Good Hope to the Arctic Circle, demonstrating their mastery of the maritime domain.

"Throughout the past seven weeks, this crew has trained hard, prepared relentlessly, and proven that we are ready for whatever our next mission demands," says Cmdr. R. J. DaPrato, commanding officer, USS Roosevelt. "It is an honor to stand shoulder to shoulder with these sailors as we head to sea and continue the legacy of excellence that this ship has earned."

Roosevelt returned from a six-and-a-half-month patrol on March 27, 2026. During the patrol, the ship operated in the 5th and 6th fleet Area of Operations. For the past seven weeks, the crew has been working diligently to prepare for the patrol, focusing on maintenance and training. Roosevelt is scheduled to conduct operations and exercises as directed by U.S. European Command (EUCOM) and C6F, including working directly alongside allies and partners throughout the Mediterranean Sea and Eastern Atlantic Ocean.

U.S. 6th Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied and interagency partners, in order to advance U.S. national interests and security and stability in Europe and Africa.