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THE HOUSE COMMITTEE ON OVERSIGHT
AND ACCOUNTABILITY
SUBCOMMITTEE ON NATIONAL SECURITY,
THE BORDER, AND FOREIGN AIFFAIRS

STATEMENT OF

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BEFORE THE

SUBCOMMITTEE ON NATIONAL SECURITY, THE BORDER, AND FOREIGN AFFAIRS OF
THE HOUSE COMMITTEE ON OVERSIGHT AND ACCOUNTABILITY

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Chairman Grothman, Ranking Member Garcia and distinguished members of the Subcommittee, thank you for the opportunity to appear before you today to address the state of the Department of the Navy's Surface Shipbuilding. Maintaining a world-class and world-wide deployable Navy and Marine Corps as a first line of defense for the United States is a continuous effort. The Department of the Navy (DON) appreciates the support of Congress for the Department's acquisition, sustainment, research, and development programs that allow us to continue to build and operate a lethal, capable, integrated, and forward-postured Navy and Marine Corps.

The security of our country and preservation of our national interests remains reliant on a superior naval force, strategically postured to adapt to constantly evolving geopolitical challenges and threats. The Navy and Marine Corps team must continue to provide unmatched operational capability to best support the regional Combatant Commanders in countering the People's Republic of China (PRC), the pacing challenge for the Department, the acute threat posed by Russia, and other persistent threats, while remaining prepared to respond to any global crisis. The Navy and Marine Corps continue to lead Joint and Coalition forces through integrated deterrence and remain postured to adapt to emerging threats as demand for our naval capabilities continues to increase. To maintain the maritime dominance of the Joint Force, the DON continues to invest in the modernization of our existing capabilities and acquisition of future capabilities, including those of our allies and partners.

The DON is investing in lethal capabilities across a broad spectrum of platforms and programs to equip our warfighters for potential combat operations with credible and sufficient capability to deter, and when necessary, prevail in conflict. Since the start of FY 2022 we have delivered 14 battle force ships to the Fleet including three Arleigh Burke Class destroyers (DDG 51), two Virginia Class submarines (SSN), five Littoral Combat Ships (LCS), one San Antonio Class amphibious transport dock (LPD), the first Fleet Replenishment Oiler of the new

John Lewis class (TAO-205), one Spearhead Class expeditionary fast transport dock with autonomy functions (EPF), and one Lewis B. Puller class expeditionary sea base (ESB). Today, the Navy has 296 battle force ships, with an additional 76 ships under contract and 56 ships in construction, with the balance of ships in pre-construction activities such as long lead material procurement and planning efforts. We expect to take delivery of seven more ships and plan to award contracts for up to 17 more ships during FY 2023, including the DDG 51 FY 2023-2027 multi-year procurement contracts and the T-AO block buy contract as authorized in the FY 2023 National Defense Authorization Act.

Over the last year, global events have continued to pressurize the need for rapid change across the Services and the DON has taken note, aggressively seeking and implementing new and improved ways to operate, integrate, and sustain our forces. Russia's ongoing war against Ukraine has affirmed our perception of the modern-day character of war. Specifically, the war against Ukraine has displayed the value of enhanced sensors and long-range precision fires, and the importance of freedom of navigation and the ability to sustain a force. The war highlights the need for increased industrial capacity, and has shown the genuine value in maintaining relationships among partners and allies. Additionally, it has shown us that persistent, forward presence is essential for the success of our nation's deterrence efforts. Moreover, recent provocations by China, such as flying collection assets directly over the continental United States, clearly shows their willingness to compete below the threshold of armed violence.

The Fiscal Year 2024 President's Budget Request

The President's FY 2024 budget provides the resources necessary for the Navy and Marine Corps to continue to implement the 2022 National Defense Strategy (NDS). This request builds and sustains the right mix of capabilities to keep the sea lanes open and free, deter conflict, and defend against current and future threats. In

alignment with the Secretary of the Navy's priorities, the budget request enables the One Navy-Marine Corps Team to continue strengthening our maritime dominance, building on our culture of warfighting excellence, and enhancing our strategic partnerships.

The FY 2024 budget request is strategy-based and analytically-driven to meet our strategic goals, while balanced with reform targeted at maximizing the value of every dollar. The budget reflects the Department's commitment to building and sustaining a modernized naval force and operating forward with sufficient capability, size, and mix to deter and defend. FY 2024 continues key investments in advanced technologies and modernization of our current Seapower and Projection forces. In this request we are prioritizing the recapitalization of the nuclear-powered ballistic missile submarine (SSBN) force with the Columbia Class, which remains the Department's top acquisition priority and will ensure continuous sea-based strategic deterrence into the 2080s, forming the most survivable leg of the Triad. It requests the first year of incremental funding for the second Columbia Class SSBN and full funding for two DDG Flight IIIs, two SSNs, two FFGs, one T-AO, and one AS(X), while providing the next increment of funding for construction of CVN 80, CVN 81, and LHA 9. The budget supports modernization of our warfighting capabilities across all domains, including research and development (R&D) funding for the future fast attack submarine (SSN(X)), future destroyer (DDG(X)), the Next Generation Air Dominance (NGAD) Family of Systems (FoS), Marine Corps Unmanned Expeditionary (MUX) FoS, and recapitalization of the Take Charge and Move Out (TACAMO) mission. TACAMO recapitalization is critical to the overall modernization of the nuclear command, control, and communications (NC3) system and mission assurance for nuclear operations.

The FY 2024 budget continues investment in the defense industrial base to ensure the continued viability of the crucial businesses and infrastructure needed to

ensure our ships, aircraft, and ground equipment are available when needed for the defense of the nation and our interests abroad. The budget request includes a $647 million investment in the Submarine Industrial Base (SIB) to support serial production of Columbia Class SSBNs in parallel with Virginia Class nuclear-powered attack submarine (SSN) construction. While the budget is targeted at achieving the necessary expansion of the SIB to deliver 1 Columbia Class and 2 Virginia Class submarines per year (up to 100,000 workers over the next 10 years), the investments in supply chain and workforce development have Navy wide shipbuilding impacts.

Summary

The Navy and Marine Corps team continues to meet challenges head on – in cyberspace, in outer space, on the sea, under the sea, in the littorals and in the air every single day. With Congress' support, the Department of the Navy is focused on rapidly researching, developing, acquiring, and fielding the material solutions required to be more lethal, sustainable, resilient, survivable, agile, and responsive. We are committed to providing the Nation with a combat-credible, dominant, globally responsive naval force to keep the sea lanes open, deter conflict, and when called upon, decisively win our Nation's wars.

Programmatic details regarding major Navy and Marine Corps surface ship and craft capabilities acquired by PEO SHIPS and PEO USC are summarized in the following section.

U.S. NAVY AND MARINE CORPS SEAPOWER CAPABILITIES

SURFACE SHIP PROGRAMS

Large Surface Combatants

Arleigh Burke Class (DDG 51) destroyers are the workhorse of the Fleet, with 72 ships delivered as of February 2023. In FY 2023 Congress authorized MYP authority for up to 15 DDGs in FY 2023-2027, and provided funding for three ships. The shipbuilders have a total of 17 DDG-51s under contract and 11 ships in various stages of production.

Flight III DDG 51s will provide enhanced Integrated Air and Missile Defense (IAMD) with the AN/SPY-6(V)1 Air and Missile Defense Radar (AMDR) and AEGIS Baseline 10 (BL10). The Flight III leverages the proven Flight IIA platform with modifications for hull stability, cooling, and power to accommodate AMDR. AMDR meets the growing ballistic missile threat by improving radar sensitivity and enabling longer range detection of increasingly complex threats. The program demonstrated design maturity through its successful completion of all developmental testing. AMDR is in production for delivery to support Flight III ships. Initial shipboard testing of the radar and combat system has commenced on the first DDG 51 Flight III ship, USS Jack H Lucas (DDG 125), which has already undergone initial builders sea trials and will deliver in FY 2023. As part of a two-phased testing approach, Initial Operational Capability (IOC) in FY 2024 will include Air and Missile Defense Commander (AMDC) capability with core ballistic missile defense capability for Long-Range Search and Track and Sea Based Terminal. This aligns with Fleet priorities for Flight III to replace Cruisers in the AMDC role. Follow-on testing will support the IAMD key performance parameters with completion of Initial Operational Test and Evaluation, which culminates with Flight Test Mission (FTM)-

42 in the Q4FY27.

Aligned with congressional intent, risk reduction integration testing of critical Flight III systems is ongoing. BL10 is being integrated with a LRIP SPY-6 array and power conversion equipment at a land-based development site to buy down risk of first-time integration at the waterfront aboard DDG 125. The first two successful at-sea testing trials of the Flight III electric plant were conducted in December 2022 and February 2023, proving operational integration and testing of the Machinery Control System software. The first combat system software incremental load was delivered to DDG 125 in February 2022 with additional at-sea testing later in FY 2023.

The Zumwalt Class (DDG 1000) guided missile destroyers are multi-mission surface combatants designed to provide long-range, offensive surface strike capabilities. The DDG 1000 program continues to accomplish first-time integration of unique combat systems elements, complete Post Delivery Test and Trials, demonstrate operational performance, and planning efforts for the first integration of Conventional Prompt Strike (CPS) hypersonic weapon system. USS Zumwalt (DDG 1000) will be the first maritime platform to integrate the CPS weapons system, with work starting in October 2023.

In FY 2022, DDG 1000 conducted a deployment to the western Pacific that included port visits to Pearl Harbor, HI, Guam, and Yokosuka, Japan and included the first material inspection by INSURV for the class. DDG 1001 participated in submarine Command Course Mini-Wars February-March 2022, conducted Survivability test events in March 2022, and Deck Landing Qualifications in April 2022 to include 16 deck landings with UH-1Y Venom and AH-1Z helicopters and fueling during the landing operations. DDG 1001 participated in the 28th edition of the biennial Rim of the Pacific (RIMPAC) international maritime exercises in July 2022, and completed Failure and Recoverability Mode Testing / Enhanced Total Ship Survivability Trial in September 2022. DDG 1002 sailed from Bath, ME to

Pascagoula, MS for the first phase of the Combat Systems Activation (CSA) which was awarded in August 2022. In December 2022, the Navy approved a plan to install CPS during the CSA, allowing for delivery of a complete DDG 1002 to the Fleet with CPS capability.

DDG(X) will be the next enduring large surface combatant (LSC) that follows the highly successful DDG 51 Class. Like DDG 51's evolution from CG 47, the initial flight of DDG(X) is a new hull form built around the DDG 51 Flight III's AMDR with AEGIS BL10 to deliberately reduce execution risk. DDG(X) will provide significant increases in range, efficiency, and time-on-station compared to the DDG 51 class, providing Fleet Commanders with increased operational flexibility and decreasing the demand on Fleet Logistics. When deployed with the FFG 62 class, which is designed to relieve LSCs of lower-tier missions, the resulting Fleet mix will directly contribute to the Navy's concept of Distributed Maritime Operations (DMO). DDG(X) will provide the flexibility and margins (space, weight, power, and cooling reservations) to accommodate required future capacity and capability upgrades to counter evolving threats. The Navy is committed to a smooth and successful transition from DDG 51 to DDG(X), currently planned to begin around FY 2032. The transition will preserve the critical shipbuilding and supplier industrial base by executing a collaborative design process with current DDG 51 shipyards and transitioning to a proven limited competition model between these shipyards at the right point in ship construction.

Small Surface Combatants

The Constellation Class Frigate (FFG 62) is the evolution of a proven parent design built to Naval combatant design standards with increased lethality, survivability, and improved capability to support the full range of military operations as part of a more lethal Joint Force. The FFG 62 program is managing development risk by combining proven ship designs with mature, best-of-breed Government

Furnished Equipment designated combat system elements. Consistent with congressional intent, the Navy is establishing a FFG 62 Land Based Engineering Site to reduce integration risks and test power and propulsion systems. Equipped with Navy standard Government Furnished Equipment (GFE) combat system elements, the Navy is confident in the multi-mission capabilities FFG 62 will deliver to the Fleet. The first three ships, the future USS Constellation, USS Congress, and USS Chesapeake are under contract, and the lead ship started construction on August 31, 2022. The fourth ship will go on contract in FY 2023.

The LCS program has delivered 29 of the 35 total funded ships. The Navy has installed NSM on eight Independence variant LCS platforms, and 14 LCS hulls are programmed to receive the weapon system in the future. Additionally, execution of the first LCS Lethality and Survivability (L&S) upgrade is on track for USS Gabrielle Giffords in FY 2024. Development of the L&S Common Combat System continues and will support transition from shipbuilder-procured contractor-furnished equipment to program of record government furnished equipment. Through the efforts of the LCS Strike team and Task Force LCS, reliability of the LCS platform has continued marked improvement, with successful LCS deployments in FY 2022 in 4th, 5th, 6th, and 7th Fleets and planned operations across the Fleets in FY 2023. In the past year, the Navy has made significant progress in its effort to modernize mine countermeasure (MCM) capability, as the MCM Mission Package (MP) completed initial operational test and evaluation in FY 2022 and recently declared Initial Operational Capability. This capability is expected to fully replace the aging Avenger-Class MCM fleet by the end of FY 2027.

Large Deck Amphibious Warfare Ships

Amphibious warfare ships remain a critical component of the Nation's global forward presence, supporting deterrence, crisis and contingency response missions and

providing decision space for our nation's leaders. These ships support the amphibious assault, special operations, and expeditionary warfare missions of U.S. Marines and often Special Operations Forces by providing sovereign bases at sea, offering flexible services that provide shelter and sustainment, and enabling Marines, Sailors, and Special Operations Forces to plan and train a tailorable force.

The America Class Amphibious Assault Ships (LHA 6) program provides a lethal and versatile platform to serve as the flagship for the Expeditionary Strike Group (ESG)/Amphibious Ready Group (ARG) now and in the future. Among other capabilities, these ships host the fifth-generation F-35B Joint Strike Fighter (JSF) aircraft that are critical to maintaining air combat superiority. USS Tripoli (LHA 7) transitioned to in-service and completed its maiden deployment in 2022. LHA 7 also completed the "JSF Heavy" operational test in 2022, embarking 20 Joint Strike Fighters for the first time compared to a normal embark of ten aircraft. Bougainville (LHA 8), first of the LHA Flt I class, is at 63 percent construction complete with launch planned for summer 2023. LHA 8 includes a well deck to increase operational flexibility and a reduced island structure increasing flight deck space to enhance aviation capability. The Fallujah (LHA 9) construction contract was awarded in October 2022 and fabrication started in December 2022. Following advance procurement funding appropriated in FY 2023, this year's budget request accelerates LHA 10 by four years to a FY 2027 ship.

Other Amphibious Warfare Ships

San Antonio Class Amphibious Transport Docks (LPD 17) provide the ability to operate offensively in a medium-density, multi-threat, anti-access littoral environment by being a seabase for the Marine Expeditionary Unit (MEU), capable of launching and recovering helicopters, tiltrotor aircraft, landing craft, and amphibious vehicles, and Special Operations Forces. The San Antonio Class LPD is an essential

component of the amphibious warfare ship inventory, and continues to be constructed in a cost-efficient manner with capabilities critical to providing strategic mobility, force projection, and the range to campaign across the globe. NASA's Orion spacecraft for the Artemis I mission was successfully recovered inside the well deck of the USS Portland (LPD 27) in December 2022 off the coast of Baja California. USS Fort Lauderdale (LPD 28) commissioned in July 2022. Richard M McCool Jr (LPD 29) is 87 percent complete and is planned for delivery in the second quarter of FY 2024. LPD 28 and LPD 29 are the last of the LPD 17 Flight I line to be constructed and are the transition ships to the LPD 17 Flight II. The first Enterprise Air Surveillance Radar antenna was fitted on LPD 29 in January 2023, bringing the Navy one step closer to having a common radar hardware variant for carrier and amphibious ships. The first Flight II ship, Harrisburg (LPD 30), is 34 percent complete with a planned delivery in FY 2026. Pittsburgh (LPD 31) started ship fabrication in September 2022.

Connectors

The Ship to Shore Connector (SSC) program provides a robust, modern operational capability to land credible combat power from amphibious ships across beaches not accessible by conventional landing craft, thus enabling the Marine Corps and Navy to project combat power ashore from the sea. The SSC provides a one-for-one enhanced replacement platform for legacy Landing Craft Air Cushion (LCAC), which are beginning to reach an average 30 years of age. While no SSC are requested in FY 2024 as the Navy works through orders under contract, SSC procurement is planned to continue in FY 2025. The Navy is continuing to support production progress in serial SSC deliveries and evidenced by the delivery of four crafts (Hulls 103 to 106) over the last 15 months. The 2023 Consolidated Appropriations Act added funding for three additional SSC for five total. The 2023 National Defense

Authorization Act granted the authority to enter into one or more contracts for the procurement of up to 25 craft.

The Navy is also replacing its aging Landing Craft Utility (LCU) fleet with the LCU 1700 program which recapitalizes the capabilities and flexibility currently provided by the LCU 1610 Class in a more fuel efficient, cost effective, and updated design. The FY 2024 budget request continues to modernize the aging LCU fleet, which is currently approaching an average age of 50 years, with a request for two additional LCU 1700.

Expeditionary, Auxiliary, and Other Vessels

Expeditionary support vessels are flexible platforms used across a broad range of military operations in support of multiple operational phases. Moving forward the Light Amphibious Warship (LAW) is being referred to as the Medium Landing Ship (LSM) to better align name to mission and differentiate the platform from traditional larger, multi-purpose amphibious warfare ships classes. LSM is not a forcible entry platform. It is planned to fill the capability gap that exists between the Navy's large, globally deployable, high endurance, multipurpose amphibious ships and smaller complementary landing craft. The Navy and Marine Corps have come to an agreement on requirements and will pursue a commercial parent design with vulnerability and recoverability improvements to support overall vessel survivability. LSM concepts were refined and matured with the five initial industry partners under preliminary design studies awarded in January 2022 with follow-on studies awarded in January 2023. The FY 2024 funding request continues the development of acquisition documentation, equipment baseline, and efforts to support a lead hull contract award in FY 2025.

In the interim, the DON is evaluating a diverse group of existing naval platforms (e.g., EPF, SLV, LCU, etc.) to act as the bridging solution to support Stand-in Forces

operating in the Indo-Pacific until LSM is available. Interim material solutions can support limited subsets of the overall LSM operational concept and may require additional modifications. The Marine Corps has chartered a commercial Stern Landing Vessel (SLV) to experiment and prototype the SLV's use in providing logistics/sustainment capability to support EABO and Stand in Forces with a flexibility to navigate the littorals to deliver cargo initially or for resupply and maneuver Marines. The SLV offers the Marine Corps the ability to experiment with a roll-on/roll-off vessel capable of beaching on sand, gravel, shale, small stone, and man-made marine ramps. On February 13, 2023, the first SLV was officially undocked from its dry-dock location and is undergoing final shipyard modifications and various trials and inspections. Once complete and following acceptance, the vessel will undergo a thorough technical evaluation period and then conduct experiments and participate in exercises. The FY 2024 budget requests $31 million to support the planned acquisition of a 3rd SLV to be delivered in FY 2025.

In addition to the SLV, the Marine Corps is pursuing a future strategy for a smaller surface distribution connector – the Ancillary Surface Connector (ASC). ASC will be built by the commercial market to answer a Service requirement for a III Marine Expeditionary Force inter-island connector that supports the delivery of logistics over the "last tactical mile." In this effort, the Marine Corps is currently conducting trade space analysis and evaluating contracting options to pursue the most cost-effective options for continued experimentation.

Finally, the Navy is investigating the use of existing platforms to provide subsets of the overall LSM maneuver mobility and sustainment mission. These include, but are not limited to, the EPF which can provide a pier-to-pier role, and the LCU which can provide intra-island lift over limited ranges.

Fast Transport (EPF) provides rapid, agile, intra-theater personnel and equipment lift in support of DMO and Littoral Operations in a Contested

Environment. These vessels have and continue to support critical partnerships throughout the Indo-Pacific, to include theater security cooperation events such as Task Force Koa Moana with the Republic of Palau. During this annual event in 2021 and 2022, USNS City of Bismarck (EPF-9) supported Marines and Sailors from I Marine Expeditionary Force. The newest EPF, the Apalachicola (T-EPF 13), includes installation of evolutionary autonomy functions, serving as an important point of learning as Navy advances its unmanned vessel efforts. Apalachicola was delivered in February 2023 and successfully completed Unmanned Logistics Prototype trials. Cody (EPF 14) and Point Loma (EPF 15) are under construction with deliveries planned in FY 2023 and FY 2025 respectively. EPF 16 is scheduled to start construction in FY 2023.

The EPF Flight II (EPFs 14-16) does not have the autonomous capability of EPF 13 but is a modified EPF design that incorporates engineering, design and operational improvements which will provide Combatant Commanders with a more flexible and capable platform, and enable an embarkable Role 2 Enhanced (R2E) medical capability. EPF Flight II will be capable of conducting the same missions conducted by the EPF but with a reduced lift capacity.

FY 2023 appropriations included the addition of two Expeditionary Medical Ships (EMS). EMS is an EPF variant that has a similar shallow draft, is all aluminum, and is a commercial-based catamaran design. However, it is optimized to provide dedicated R2E medical care and intra-theater patient movement. The EMS will provide combatant commanders high-speed transport mobility to move casualties over operational distances. Construction of the first EMS ship is expected to start in FY 2024.

The Expeditionary Sea Base (ESB) is a modified commercial ship that acts as an afloat forward staging base. ESBs are versatile ships that provide a flight deck platform, mission deck and cargo capacity, and command and control capabilities for

mission planning and execution. The Navy accepted delivery of USS John L Canley (ESB-6) on March 1, 2023. ESB 7 had its keel laid in October 2022, and ESB 8 is planned to start construction in August 2023.

The FY 2024 request continues to expand DON combat logistics capacity with construction of the John Lewis (T-AO 205) Class fleet replenishment oiler to recapitalize the T-AO 187 Class, which has been in-service since the mid-1980s. USNS John Lewis, the lead ship of the T-AO 205 Class, delivered in July 2022. T-AO hulls 206 to 209 are currently under construction, and hulls 211 and 212 were put on contract in August 2022. The Navy is working through revised economic assumptions to support inflation-related cost growth and schedule delays due to late material and shipyard workforce challenges.

The T-ATS Towing, Salvage, and Rescue vessels are intended to replace the mission requirements of both retiring T-ARS 50 and T-ATF 166 Classes. They provide ocean-going tug, salvage, and rescue capabilities to support U.S. fleet operations and will be a multi-mission common hull platform capable of towing heavy ships. There are nine T-ATS on contract and seven under construction across two shipyards. A second production source was established in June 2021 to support the shipbuilding industrial base and expedite delivery to the fleet.

The Auxiliary General Ocean Surveillance ships (T-AGOS 25 Class) consists of a seven-vessel program of record, with four vessels procured through the FYDP. Ocean Surveillance ships gather underwater acoustical data by providing a ship platform capable of anti-submarine passive and active acoustic surveillance. T-AGOS ships are operated by Military Sealift Command and support the anti-submarine warfare mission of Atlantic and Pacific Fleet Commanders. FY 2024 includes the SCN funds necessary to award the full Detail Design & Construction contract for the first ship this year. The T-AGOS 25 ships will replace the T-AGOS 19 and T-AGOS 23 Class ships.

Strategic Sealift

The DON remains committed to sealift readiness and recapitalization, working with our partners in USTRANSCOM and the Maritime Administration (MARAD). This recapitalization strategy includes procurement and refurbishment of used commercial Roll-On Roll-Off ships for replacement of aging Ready Reserve Force capacity. The buy-used recapitalization program provides a stable acquisition profile with forecasted maintenance and repair costs to meet strategic mobility requirements at a moderate level of risk. The work to modify and outfit these used vessels will continue to be performed by U.S. shipyards. On February 27, 2023, MARAD completed the purchase of three ships that recapitalize over 660,000 square feet of Sealift capacity. In March 2023, two used vessels, the Cape Arundel and Cape Cortes, will complete modification and outfitting availabilities with commercial industry partners and enter into the Ready Reserve Force with 432,000 square feet of capacity.

In parallel with recapitalizing strategic sealift, the Navy and Marine Corps are in the early stages of developing requirements for the next generation of maritime prepositioned ships. The DON will initiate a new construction program to replace the current Maritime Prepositioning Force (MPF) ship portfolio. New MPF ships will include capability adaptations that support reliance on sea-basing to persistently project, sustain, and maintain discrete forces forward in the competition space. Funding included over the FYDP will support industry studies to prepare for new construction design work. Currently, five of the twelve maritime prepositioning ships have returned to CONUS in FY 2023 and have been placed in reduced operating status-5 (ROS-5). ROS-5 is designed to have the ships fully ready to activate and load cargo five days after notification. All ships, regardless of status, will continue to be maintained by, and operate through, Military Sealift Command for MPF usage through FY 2024. Two of the five ROS-5 ships will remain partially pre-loaded with

prepositioned materiel at Blount Island Command. The remaining three ships will be in various CONUS lay berths and not be loaded with prepositioned materiel. In FY 2025 those three ships are scheduled to transition to MARAD and be removed from the Naval prepositioned force.

Unmanned Surface Vehicles

The DON continues to invest and mature all the enabling and core technologies needed to deliver unmanned surface and undersea capabilities. These capabilities along with the platforms are foundational to creating the hybrid fleet of the future. Manned-unmanned teaming will increase capacity, standoff, reach, and provide protection of our manned platforms while reducing risk to our sailors and marines. Unmanned Surface Vehicles (USV) will expand Information Operations and missile magazine depth.

In keeping with the USV systems engineering pillars, FY 2022 efforts continued work with the Navy's industry partners on maturing reliable Hull, Mechanical and Electrical capability; advancing the required networks and radios; common core USV Combat System; vessel control software; sensory perception and autonomy; and platform and payload prototyping. In FY 2022, the Navy's autonomous-enabled ships traveled over 45,000 miles in the autonomy mode, and SeaHawk, a medium USV (MUSV), provided operational support to US Pacific Fleet for an extended period of time.

By the end of FY 2024, the Navy will have an operational MUSV Land-Based Test Site, will have initiated large USV land-based testing, and will operate several USV prototypes including, four Overlord USVs, Sea Hunter and SeaHawk. Additionally, the first autonomy-enabled EPF-13 will be available for operations to support experimentation and CONOPs development.

The MCM USV program includes the development and production of MCM USV craft and Payload Delivery Systems to deliver multiple capabilities to meet MCM MP requirements. MCM USV reached IOC in July 2022 alongside the Unmanned Influence Sweep System (UISS), one of its two baseline payloads. Initial operational test and evaluation of the MCM MP concluded in August 2022, followed by operational testing focused on mine hunting capability from the MCM USV which completed in September 2022. A MCM MP onboard USS Cincinnati (LCS 20) successfully executed the full MCM sequence. This included both the semi-autonomous MCM USV operating with the AQS-20 mine-hunting sonar, minesweeping payload, and MH-60S operating with the Archerfish Airborne Mine Neutralization System (AMNS) and Airborne Laser Mine Detection System. Together, these systems were able to find, fix, identify, target, and neutralize mines. The program continues to develop Barracuda to provide future mine neutralizing capability.

In accordance with our plans to build a DMO hybrid fleet, the Navy and Marine Corps are conducting studies to assess the supporting infrastructure requirements of unmanned systems, to include "motherships" to provide on demand command and control nodes in a denied environment, launch and recovery, maintenance, and resupply/refuel for all unmanned systems at sea, in all domains in addition to evaluating potential new concepts of operations.

Hypersonic Program

The DON is developing a hypersonic weapon system that will enable precise and timely strike capability against deep inland targets in contested environments. In collaboration with the Army, the Department is leveraging a common All Up Rounds missile design and test opportunities to field a conventional hypersonic weapon system. Zumwalt Class DDGs will be the first Navy platform to field this hypersonic capability in the mid-2020s, followed by Block V Virginia Class SSNs starting in the

early 2030s. In March 2020, the Services executed a successful flight test of the Common Hypersonic Glide Body, and in June 2022, the Services followed up that testing with several static-fire tests and a flight test of the newly developed two-stage Solid Rocket Motor. The DON has validated the design of the Navy's cold-gas launch approach and continued sounding rocket testing in support of future capability, manufacturability, and affordability improvements. This rapid development and demonstration of hypersonic strike weapon systems supports the U.S. ability to deter, and if necessary, defeat potential adversaries.

The Department's FY 2024 budget request funds continued build of the first three All Up Rounds to be delivered to the first Zumwalt Class DDG and All Up Rounds for future flight testing, supports construction of the Underwater Launch Test Facility, and executes two flight tests, including the first launch of the CPS All Up Round using the cold-gas launch approach for sea-based fielding. The request totals $901 million in CPS R&D funding. Additionally, the request includes $341 million in funding to procure additional rounds in support of Zumwalt Class fielding.

Surface Shipbuilding Industrial Base

Health and competition in the shipbuilding industrial base and supply chain is vital to meeting our National Defense Strategy. With the help of Congress and working with local, state, and national organizations, the Navy and its shipbuilders are identifying opportunities to generate resiliency and productivity in the shipbuilding workforce and in the supply chain. The overall Navy shipbuilding industrial base faces an increase in demand across the enterprise particularly in nuclear ship construction, as the Navy ramps up production of the COLUMBIA (CLB) Class SSBN while continuing to procure two VIRGINIA (VCS) Class submarines per year beginning in FY 2026 alongside continued

production of FORD Class aircraft carriers and sustainment of the nuclear fleet. The Navy is taking steps to expand and strengthen the submarine industrial base by investing in six key areas: shipbuilder infrastructure, supply chain capability/capacity, scaling new technologies, addressing workforce trade skill gaps and constraints, expanding productive capacity via strategic outsourcing of large-scale fabrication, and government oversight of expanded industrial base efforts. Innovative partnerships like AUKUS, will bolster trilateral defense industrial cooperation and supply chains. At the same time, the FY 2023 Surface Combatant Industrial Base (SCIB) and Frigate Industrial Base and Workforce Development investments address risk in schedules, increase capability to meet future force structure, promote job creation and economic security, and address risk in single or fragile supply chains. The Navy is working to expand the capabilities of suppliers and shipyard infrastructure in the surface ship industrial base to obtain greater industrial base stability, cost savings, and improved efficiency as production increases to build greater quantities of surface combatants.