

Fact Sheet



INGALLS
SHIPBUILDING
A Division of HII

For more information, contact:

Kimberly Aguillard | 228-935-6821 | Kimberly.K.Aguillard@hii-co.com

About Us

Employing more than 11,000 employees, HII's Ingalls Shipbuilding division is the largest manufacturing employer in Mississippi and a major contributor to the economic growth of Alabama. For 85 years, Ingalls has designed, built and maintained amphibious ships, destroyers, and cutters for the U.S. Navy and the U.S. Coast Guard. The largest supplier of U.S. Navy surface combatants, Ingalls is simultaneously building four classes of ships and has pioneered the development and production of technologically advanced, highly capable ships for the surface Navy fleet for decades. Our shipbuilders are honored to build tomorrow's fleet today.



For more detailed information about Ingalls Shipbuilding, please visit <https://hii.com/what-we-do/divisions/ingalls-shipbuilding/>

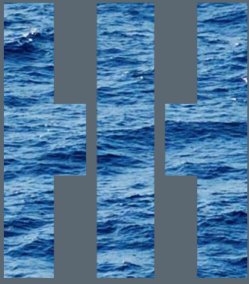
Facts at a Glance:

- Located in Pascagoula, Mississippi, on 800 acres of land along the Pascagoula River.
- Employing more than 11,000 people.
- Largest industrial employer in Mississippi.
- Builder-of-record for the Aegis DDG 51 class of guided missile destroyers.
- Builder-of-record for the LHA 6 class large deck amphibious ships and the sole builder of the Navy's newest fleet of *San Antonio* (LPD 17) class amphibious assault ships.
- Builder-of-record for the flagship of the Coast Guard – the National Security Cutter
- Completing the combat systems availability on DDG 1002 and builder to modernize DDG 1000 and DDG1001 with conventional prompt strike (CPS) capabilities.



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Large Surface Combatants

DDG-51 Arleigh Burke- class

Arleigh Burke-class destroyers are highly capable, multi-mission ships and can conduct a variety of operations, from peacetime presence and crisis management to sea control and power projection, all in support of the United States military strategy. Guided missile destroyers are capable of simultaneously fighting air, surface and subsurface battles. The ship contains a myriad of offensive and defensive weapons designed to support maritime defense needs well into the 21st century.



Ingalls has delivered 34 destroyers to the U.S. Navy, with five currently under construction including first of the Flight III variants USS *Jack H. Lucas* (DDG 125), *Ted Stevens* (DDG 128), *Jeremiah Denton* (DDG 129), *George M. Neal* (DDG 131) and *Sam Nunn* (DDG 133). *Lenah Sutcliffe Higbee* (DDG 123) sailed away from the shipyard April 3.

The new Flight III Arleigh Burke-class DDG will provide cutting edge capabilities. Flight III variants will have a AN/SPY-6 Air and Missile Defense Radar, or AMDR, that will be a true game-changer in protecting against a variety of threats, including ballistic missiles. Additionally, Flt III's have an advanced power generation suite designed to accommodate the demands of the latest weapons systems.

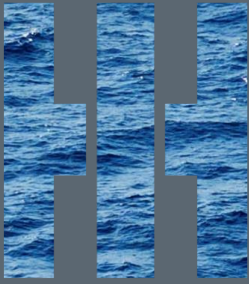
The Future DDG (X)

In July 2022, Ingalls was awarded a contract for engineering and design from the U.S. Navy for the next-generation guided-missile destroyer (DDG(X)) program. DDG(X) will be the next generation large surface combatant for the U.S. Navy, and is being designed by a Navy-industry collaborative team consisting of the Navy and both large surface combatant shipbuilders. This contract provides Ingalls with a tremendous opportunity to bring best practices and innovation from their experienced engineering team to the design of this important future surface combatant.



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DDG Zumwalt-class

In Jan. 2023, Ingalls was awarded a \$10.5 million contract for the modernization period planning of *Zumwalt-class* guided missile destroyers, *USS Zumwalt* (DDG 1000) and *USS Michael Monsoor* (DDG 1001). Additionally, the third of the *Zumwalt-class* ships, *Lyndon B. Johnson* (DDG 1002) arrived at the shipyard in January 2022 for a combat systems availability.



Amphibious Ships

LPD 17 San Antonio-Class

Ingalls Shipbuilding is building the entire LPD 17 *San Antonio-class* of ships, the newest addition to the Navy's 21st century amphibious assault force. The 684-foot-long, 105-foot-wide ships are used to embark and land Marines and their equipment by air cushion or utility landing craft, and amphibious assault vehicles, augmented by helicopters or vertical takeoff and landing aircraft such as the MV-22 Osprey. The ships will support joint operational mobility, special operations, and expeditionary warfare and humanitarian missions throughout the first half of the 21st century.



Ingalls has delivered LPDs 17-28 to the Navy and currently has additional *San Antonio-class* ships under construction including *Richard M. McCool Jr.* (LPD 29) and *Harrisburg* (LPD 30). Fabrication of the 15th *San Antonio-class* ship, *Pittsburgh* (LPD 31), began fabrication September 2022. Additionally, on March 31, Ingalls received a \$1.3 billion modification to a previously awarded contract from the U.S. Navy for the procurement of the detail design and construction of LPD 32. The resulting fixed-price-

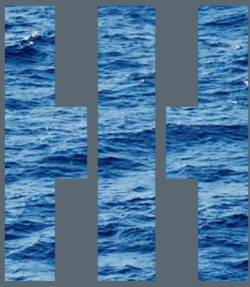
incentive contract totals \$1.54 billion. The ship will be the 16th in the *San Antonio-class* and the third Flight II LPD.

These amphibious ships feature many revolutionary design innovations, including enhanced war fighting and survivability capabilities, improved command and control capabilities, stealthy design elements, and several quality of life improvements. Each ship will hold a crew of up to 360 sailors and can accommodate 700 Marines with surge capability of 800 Marines for Flight I variants and



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552 Marines with surge capability of 600 Marines for Flight II variants. LPD Flight II replaces the aging *Whidbey Island* class and the *Harpers Ferry*-class dock landing ships.

LHA 6 America-Class

The *America* class is a multi-functional and versatile ship that is capable of operating in a high density, multi-threat environment as an integral member of an expeditionary strike group, an amphibious task force or an amphibious ready group.



For nearly 50 years, Ingalls has built large-deck amphibious assault ships and is the sole shipbuilder for amphibious ships. Ingalls has delivered 15 large-deck ships, including the *Tarawa*-class, LHA 1-5; the *Wasp*-class, LHD 1-8; and most recently the *America*-class, LHA 6 and LHA 7.

USS *America* (LHA 6), was delivered to the Navy in 2014. It was the first in the new class of amphibious assault ships replacing USS *Tarawa* (LHA 1). Ingalls' next ship in the class, *Tripoli* (LHA 7), was delivered to the Navy in the first quarter of 2020. The third of the *America* class, *Bougainville* (LHA 8), is currently under construction. In December 2022, Ingalls started fabrication of the Navy's newest amphibious ship *Fallujah* (LHA 9).



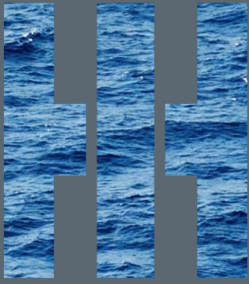
Similar to *Bougainville*, *Fallujah* will retain the aviation capability of the *America*-class design while adding the surface assault capability of a well deck and a larger flight deck configured for F-35B Joint Strike Fighter and MV-22 Osprey aircraft. These large-deck amphibious assault ships also include top-of-the-line medical facilities with full operating suites and triage capabilities.

LHA 6 class ships are 844 feet long and 106 feet wide and displace 44,854 tons. The gas turbine propulsion system drives the ship in excess of 22 knots. The ships accommodate 1,204 crew and 1,871 troops and are capable of carrying elements of a Marine Expeditionary Unit.



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Unmanned on Amphib Ships

HII's Advanced Technology Group, performed a launch and recovery demonstration with a prototype platform called Pharos and HII's LDUUV Proteus in June 2022. Pharos is outfitted with heavy duty wheels to allow its transport maneuverability within the well deck of an amphibious ship for stowage on the vehicle decks.



Building on the success from the June 2022 demonstration, HII entered into two separate Cooperative Research and Development Agreements (CRADA) to further advance the capability to deploy unmanned vehicles from ships. The CRADAs were with Naval Surface Warfare Center Panama City division and the Naval Undersea Warfare Center Division Newport, Rhode Island.

Following that successful demonstration, Pharos and the Snakehead LDUUVs were tested at the Navy's Narragansett Bay Test Facility in Newport. Pharos, with the Snakehead LDUUV embarked in its cradle, was lowered down and pulled up a ramp to simulate disembarking and embarking the system in the well deck of an amphibious ship. The simulation ensured that the 22,000-pound pull was within the existing capabilities of an LPD as operating in the Navy Fleet

U.S. Coast Guard National Security Cutter NSC Program

National Security Cutters are designed to replace the 378-foot *Hamilton*-class cutters, which entered service during the 1960s. NSCs are 418 feet long with a 54-foot beam and displace 4,500 tons with a full load. They have a top speed of 28 knots, a range of 12,000 miles, an endurance of 60 days and a crew of 120.

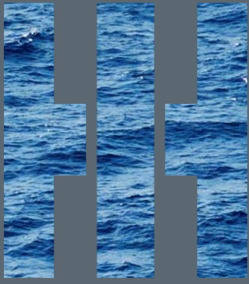


In December 2018, Ingalls received contracts worth more than \$930 million from the Coast Guard to build NSC 9 and NSC 10. *Stone* (NSC 9) was delivered in the fourth quarter of 2020. Ingalls christened *Calhoun* (NSC 10) in June 2022 and is scheduled to be delivered in 2023. The start of fabrication for NSC 11 occurred in May 2021.



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About HII

HII is a global, all-domain defense provider. HII's mission is to deliver the world's most powerful ships and all-domain solutions in service of the nation, creating the advantage for our customers to protect peace and freedom around the world.

As the nation's largest military shipbuilder, and with a more than 135-year history of advancing U.S. national security, HII delivers critical capabilities extending from ships to unmanned systems, cyber, ISR, AI/ML and synthetic training. Headquartered in Virginia, HII's workforce is 43,000 strong. For more information, please visit:

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