

**TESTIMONY OF
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**ON
“RESTORING AMERICAN SHIPBUILDING”**

**BEFORE THE
HOUSE ARMED SERVICES SUBCOMMITTEE ON SEAPOWER AND PROJECTION
FORCES**

**AND THE
HOUSE TRANSPORTATION AND INFRASTRUCTURE SUBCOMMITTEE ON
COAST GUARD AND MARITIME TRANSPORTATION**

April 22, 2026

Chairman Kelly, Chairman Ezell, Ranking Member Courtney, Ranking Member Carbajal, and distinguished members of the Subcommittees, good afternoon.

Thank you for your oversight and support for the U.S. Coast Guard. I am honored to appear before you today alongside this distinguished panel to testify on the Coast Guard’s role in restoring American shipbuilding.

The Coast Guard is a vital instrument of national security. We save lives; control, secure, and defend the U.S. borders and maritime approaches; facilitate the safe flow of commerce vital to economic prosperity; and respond to crises and contingencies. The Coast Guard delivers tremendous value for the American people and we are committed to maintaining this outstanding return on investment.

I am proud to represent the new Coast Guard enterprise that provides comprehensive acquisition and sustainment services to the fleet as part of a fully integrated, systems-based approach to asset lifecycle management. This work is carried out by a talented team of professionals dedicated to meeting today’s demands, while preparing the Coast Guard for tomorrow’s challenges.

Acquisition programs are complex and, like many of our partners across the federal government, the Coast Guard has experienced challenges in meeting cost, quality, and schedule targets. We take our role in these challenges seriously and are actively applying lessons learned to our current and future acquisitions strategies. The Coast Guard remains committed to working with the Department of Homeland Security, Congress, and the Government Accountability Office to continue improving.

Shipbuilding acquisitions are particularly capital intensive and require significant resources. The Coast Guard is grateful for the leadership of the President and the Department, the vision set forth in the Maritime Action Plan, and for Congress's historic investment in our fleet. Of the \$25 billion provided to the Coast Guard by the Working Families Tax Cut Act, \$14 billion will acquire new cutters. With the exception of the Arctic Security Cutter program, which will build the first four cutters in Finland as part of a plan to onshore expertise to the United States, these funds will be directed to American shipyards, restoring domestic shipbuilding and setting the Service on-path to deliver new assets at speed and at scale.

Thanks to the Working Families Tax Cut Act, the first two Polar Security Cutters, and all nine hulls of our Stage 2 Offshore Patrol Cutter fleet are fully funded. Together with the new Arctic Security Cutter class and the existing National Security Cutters, these assets will address the Nation's security and safety needs in the offshore environment and the Arctic, where our current fleet of icebreakers and ice-capable vessels remains insufficient and presents a national security risk.

The Working Families Tax Cut Act also made significant investments in maintaining and sustaining our existing fleet, which helps combat our ongoing readiness crisis and extends operation of our legacy fleet while the Service awaits delivery of new assets. This includes investment in the Coast Guard Yard, a critical piece of the Nation's overall ship repair capacity and one of our most cost-effective and agile resources. The Coast Guard Yard will only grow in strategic significance with the addition of a floating drydock capable of lifting a National Security Cutter or Offshore Patrol Cutter. Additional investment in this public shipyard will ensure continued operational success of the fleet.

Our acquisition efforts are further bolstered by the legislative relief that Congress provided in the Working Families Tax Cut Act, waiving select redundant and cumbersome pre-acquisition requirements, allowing the Service to engage industry faster to modernize our fleet at speed and scale. The Coast Guard sees great benefit to modernizing procurement processes, growing domestic capacity and streamlining regulations, and we look to apply these lessons to implementation of the Maritime Action Plan.

The Fiscal Year 2027 President's Budget builds on the already historic investments in our fleet by initiating Stage 3 of the Offshore Patrol Cutter program and increasing investment in Waterways Commerce Cutters, which will operate throughout the inland rivers and facilitate the flow of commerce and our economy. The President's Budget also reinforces our commitment to homeport, sustain, and missionize new assets, like Coast Guard Cutter *Storis* and requests expanded support for boats, which are essential to securing our Southern border. However, this historic investment is only a start. To complete this transformation, we require consistent, predictable annual appropriations. In addition to securing a Fiscal Year 2026 funding bill, the Fiscal Year 2027 Budget is the next critical step to support our people, grow our workforce, and expand our capabilities.

From shipyards in the Gulf that are building our major cutters, Waterways Commerce Cutters, and Fast Response Cutters; to the boatyards in the Pacific Northwest and New England that are restoring our specialized Motor Lifeboats; and the thousands of facilities and manufacturers in

between that are providing the parts, labor, and maintenance to sustain our fleet, the Coast Guard's relationships with American shipbuilders, the Navy, and our partners in Government are strong and essential to our mission success.

For more than 235 years, the American people have depended on the unique capabilities and values that the Coast Guard provides. Every day, the Coast Guard ensures the Nation's safety, security, and economic prosperity.

I appreciate the opportunity to testify before you today on behalf of the women and men of the U.S. Coast Guard. I look forward to your questions.