

USS Comstock Returns to Homeport Following Operations in U.S. 7th Fleet



Families of Sailors aboard USS Comstock (LSD 45) watch as the ship returns to Naval Base San Diego following a three-month deployment, June 5, 2025. Comstock is a Whidbey Island-class dock landing ship homeported in San Diego. (U.S. Navy photo Mass Communication Specialist Seaman Elicora Sims)

From Commander, U.S. 3rd Fleet, June 6, 2025

SAN DIEGO – Whidbey Island-class dock landing ship USS Comstock (LSD 45) returned to Naval Base San Diego following a three-month mission to the U.S. 7th Fleet area of operations, June 5, 2025.

While in U.S. 7th Fleet, the Comstock participated in exercises Tiger Triumph in India and Balikatan 25 in the

Philippines, demonstrating U.S. commitment to Allies and partners and a free and open Indo-Pacific region.

“Our ship’s successful completion of Tiger Triumph and Balikatan 2025 is a testament to the dedication, resilience, and skill of our crew,” said Cmdr. Byron Stocks, the commanding officer of the Comstock. “Together, we strengthened partnerships, honed our readiness, and proudly represented our nation on the world stage.”

Additionally, 115 U.S. Marines and Sailors from Alpha Company, 1st Light Armored Reconnaissance Battalion, 1st Marine Division embarked Comstock during the deployment.

During Tiger Triumph, the Comstock, with embarked U.S. Marines, worked alongside Indian counterparts for two weeks, enhancing interoperability and combined capacity to respond to crises. Featuring approximately 3000 personnel, two warships, and seven aircraft, Tiger Triumph gave participating forces the opportunity to refine humanitarian assistance and disaster response operations, conduct amphibious beach landings and build relationships and camaraderie through cultural exchanges.

“The tireless work ethic of the U.S. and Indian Armed Forces at all levels directly contributed to the successful execution of the amphibious landing,” said U.S. Marine Capt. Erik Ayala, commander of troops for Alpha Company, 1st Light Armored Reconnaissance Battalion, 1st Marine Division. “This success highlights the cohesion we currently have with our Indian Partners and will enable us to build on the complexity in the future.”

Following Tiger Triumph, the Comstock participated in exercise Balikatan 25 April 25 to 29, the 40th iteration of the largest annual bilateral exercise conducted between the Philippines and U.S. In addition to humanitarian projects and logistics

operations, the exercise featured a Full Battle Test, incorporating real-world forces and events in an exercise scenario. The Full Battle Test combined all domains – air, land, sea, space and cyber – and gave the U.S. and Philippines forces the opportunity to practice and test tactical actions and techniques. The Comstock participated in a multilateral maritime exercise alongside the Philippine Navy and the Japan Maritime Defense Force. This group sail tested maritime maneuvers and validated interoperability of doctrine, tactics, techniques, and procedures at sea.

The Comstock is a Whidbey Island-class dock landing ship homeported in San Diego.

For more information on the Comstock, please visit <https://www.surfpac.navy.mil/lzd45/>

USS Oscar Austin Completes Patrol with Newly Awarded Combat Action Ribbon



From U.S. Sixth Fleet Public Affairs, June 10, 2025

NAVAL STATION ROTA, Spain - The Arleigh Burke-class guided-missile destroyer USS Oscar Austin (DDG 79) returned to Naval Station Rota, Spain on Jun. 10, 2025 with a Unit Combat Action Ribbon following completion of her first Forward-Deployed Naval Forces-Europe (FDNF-E) patrol in the U.S. Sixth Fleet and Fifth Fleet areas of operations.

Oscar Austin departed for Patrol One on Dec. 11, 2024, during which she sailed over 37,900 nautical miles supporting U.S. national security interests in Europe and Africa. She operated as an independently deployed destroyer in the Mediterranean and in the Red Sea conducting combat operations with the USS Harry S. Truman Carrier Strike Group.

"I'm honored to have assumed command of Oscar Austin during her first patrol as a forward deployed warship," said Cmdr. David Nicolas, who took Command in May. "Having served previously as the ship's executive officer, I feel immense pride in witnessing the growth and development of the crew in their preparation for and completion of Patrol One."

Oscar Austin welcomed the New Year in the East Mediterranean by sailing alongside the Republic of Cyprus National Guard. Oscar Austin and the Republic of Cyprus offshore patrol vessel Commodore Andreas Ioannides (P61) completed events involving advanced signaling and maneuvering. The exercises reinforced partnerships with regional partners, highlighting the strategic importance in fostering multinational cooperation.

In April, Oscar Austin transited the Suez Canal into the U.S. Fifth Fleet area of operations with the USS Harry S. Truman Carrier Strike Group. The ship provided air and missile defense, joining fellow Arleigh Burke-class guided-missile destroyers USS Jason Dunham (DDG 109) and USS Stout (DDG 55), and the Ticonderoga-class guided-missile cruiser USS Gettysburg (CG 64).

In the Red Sea, Oscar Austin and the Harry S. Truman Carrier Strike Group came under fire from various airborne threats. Sailors onboard Oscar Austin acted swiftly and professionally to defend the strike group, upholding freedom of navigation in the Red Sea.

Capt. Alexander Mamikonian, Commodore of Destroyer Squadron (DESRON) 60, presented Nicolas and the Oscar Austin crew the distinguished award when they returned home.

“This was Oscar Austin’s maiden patrol as a Rota-based FDNF-E destroyer and her team performed exceptionally,” Mamikonian said. “As their Commodore, I was impressed by their professionalism, proficiency and self-sufficiency on a daily basis. It was a pleasure watching them perform on patrol, but we’re glad they’re back home in Rota reunited with their loved ones.”

Sailors wear the ribbon proudly around the ship: exclusive to units in the Department of the Navy demonstrating satisfactory performance under enemy fire.

Nicolas praised the crew for their skilled and courageous efforts during the patrol.

“Executing multiple missions across two theaters, Oscar Austin displayed the immense versatility of the Arleigh Burke class destroyer: from conducting ballistic missile defense in the eastern Mediterranean Sea to seamlessly integrating with the Harry S. Truman Carrier Strike Group in the Red Sea. But overall, it was the crew’s grit and resiliency that fueled the ship’s success throughout the patrol.”

After her time in the Red Sea, in May, Oscar Austin returned to the Eastern Mediterranean, postured to support America’s commitment to NATO, defending Allies and working together to deter malign actors from escalating the war in Israel.

Beyond crew-wide accomplishments, the Sailors onboard Oscar Austin also fulfilled numerous individual milestones, including six naval officers who earned their Surface Warfare Officer (SWO) pins, 78 enlisted personnel who acquired their Enlisted Surface Warfare Specialist (ESWS) pins, and 54 promotions of rank. While underway, Oscar Austin also saw 17 Sailors raise their right hands to reenlist in the Navy, reaffirming the command’s commitment to a culture of excellence.

“This crew has demonstrated remarkable resilience and unwavering dedication throughout a period of significant change and demanding operations,” said Cmdr. Gerald Sellars, the ship’s Executive Officer. “From navigating the complexities of a homeport shift to successfully executing deployments in both Fifth and Sixth Fleets, their teamwork and commitment have been instrumental in overcoming every challenge. The crew’s ability to adapt and persevere ensures mission success and, most importantly, a safe return home to their families. It is an honor to serve alongside this team.”

Upon their return home, Sailors manned the rails in their

dress whites and newly-earned ribbons as the ship pulled into Pier 1 in Rota, Spain, marking the completion of its first FDNF-E patrol.

Commander, U.S. Sixth Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allies, international partners, and other U.S. government departments and agencies to advance U.S. national interests, security and stability in Europe and Africa.

Navy's T-54A Brings New Era of Pilot Training



The U.S. Navy's T-54A Marlin II is a modern training aircraft designed to prepare pilots for advanced fleet platforms. It will support Navy, Marine Corps, Coast Guard, and allied training needs through 2055.

From Naval Air systems Command, June 9, 2025

NAS PATUXENT RIVER, Md. – The U.S. Navy declared initial operational capability for the T-54A Marlin II training aircraft in May, giving future naval aviators a modern platform to prepare them for the advanced aircraft they will fly in the fleet.

“Achieving IOC reflects our commitment to provide student naval aviators with the most realistic, effective training aircraft to equip them for today’s complex battlespace,” said Capt. Duane Whitmer, Naval Undergraduate Flight Training Systems Program Office (PMA-273) program manager. “We know what’s at stake for our nation’s sons and daughters. The T-54 team’s tireless dedication and hard work are making an impact on the next generation of pilots.”

The T-54A multi-engine training system is replacing the aging T-44C Pegasus aircraft, which the Navy has begun to retire. The T-54A incorporates the latest avionics and navigational updates, including a pressurized, state-of-the-art cockpit with side-by-side seating and a jump seat. The platform provides advanced instrument and asymmetric engine handling training to student naval aviators selected for multi-engine and tilt-rotor fleet communities.

The aircraft’s technology also captures data that allows for condition-based maintenance plus, a capability that enables the Navy to trend aircraft health over time to facilitate improved maintenance planning and efficiency.

The Navy has received 15 T-54A aircraft and plans to procure up to 64 aircraft per the contract it awarded to Textron in 2023. Aircraft deliveries are scheduled through calendar year 2026. The T-54A meets training requirements for the Navy, Marine Corps, Coast Guard and select U.S. allies through 2055.

As part of [Program Executive Office for Tactical Aircraft](#)

[Programs](#), PMA-273 manages the T-54A, T-44C and other training aircraft. The program office develops and oversees diverse and carrier-capable naval flight training systems where student pilots and undergraduate military flight officers acquire mission-critical aviation skills necessary to carry out current and future missions of the U.S Navy.

USS Cole Relieves USS Gravelly, Assumes Southern Border Mission



From U.S. Naval Surface Force Atlantic, June 6, 2025

MAYPORT, Fla. – The Arleigh Burke-class guided missile

destroyer USS Cole (DDG 67) departed Naval Station Mayport, Florida, to support U.S. Northern Command (USNORTHCOM) southern border operations, June 5.

Cole takes over duties previously carried out by the Arleigh Burke-class guided missile destroyer USS Gravelly (DDG 107) and will conduct similar operations in support of USNORTHCOM's border security objectives.

USNORTHCOM is working together with the Department of Homeland Security to provide additional military forces and capabilities at the southern border.

The Cole, homeported in Norfolk, Va., will deploy under U.S. Naval Forces Southern Command/U.S. Fourth Fleet. The deployment aims to enhance maritime security and support interagency collaboration in the region through presence operations and the support of an embarked U.S. Coast Guard Law Enforcement Detachment (LEDET).

Since entering the Gulf of America on March 15, Gravelly has received support from P-8 aircrafts assigned to Naval Air Station Jacksonville, Florida, allowing for enhanced and increased identification of illicit activity for the embarked Coast Guard LEDET in the Gulf of America. Along with the embarked USCG LEDET, the "Swamp Foxes" of Helicopter Maritime Squadron (HSM) 74, MH-60R Sea Hawk helicopters, is the attached helicopter detachment.

"USS Gravelly remains at the forefront of maritime operations, ready to take on any challenge," said Cmdr. Gregory Piorun, commanding officer, USS Gravelly. "We will continue to stand strong, protect vital waters, and ensure that justice prevails. True to our motto, we remain always, 'First to Conquer'."

On May 25, Gravelly seized an estimated 860 pounds of illegal

drugs from a vessel in the Caribbean Sea. The interdiction by Gravelly was conducted by the ship's Visit, Board, Search and Seizure (VBSS) team alongside a LEDET assigned to the ship. The VBSS team boarded a vessel of interest and discovered and seized 19 bales of cocaine, with an approximate weight of 860 pounds and an estimated value of \$13,650,000.

"This operation supports the administration's focus on integrated homeland defense and maritime border security," said Capt. Raymond Jackson, commanding officer, Coast Guard Tactical Law Enforcement Team South. "By uniting Coast Guard law enforcement expertise with Navy reach and surveillance, we're enhancing deterrence, increasing domain awareness and reinforcing our commitment to protecting the homeland."

The U.S. Coast Guard LEDET has unique legal authority to conduct U.S. law enforcement operations in support of border security missions under U.S. Northern Command. Utilizing the Coast Guard's jurisdiction, the Cole will employ LEDET personnel to perform vessel boardings, searches, and seizures in U.S. and international waters, targeting drug trafficking, illegal immigration, and transnational crime with a nexus to the U.S. southern border. With LEDET's tactical expertise guiding interdiction efforts, the Cole will harness its advanced surveillance systems and mobility to locate and intercept suspect vessels, effectively extending Coast Guard authority through naval power to enhance maritime security operations. This collaboration ensures a robust, legally empowered response to maritime threats, strengthening U.S. border protection efforts.

U.S. 2nd Fleet, reestablished in 2018 in response to the changing global security environment, develops and employs maritime forces ready to fight across multiple domains in the Atlantic and Arctic in order to ensure access, deter aggression and defend U.S., allied, and partner interests.

For more U.S. 2nd Fleet news and photos, visit [facebook.com/US2ndFleet](https://www.facebook.com/US2ndFleet), <https://www.c2f.usff.navy.mil/>, X – @US2ndFleet, and <https://www.linkedin.com/company/commander-u-s-2nd-fleet>.

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

For more USNAVSOUTH/4th Fleet news and photos, visit [facebook.com/NAVSOUTH4THFLT](https://www.facebook.com/NAVSOUTH4THFLT), <https://www.fourthfleet.navy.mil/>, X – @NAVSOUTH4THFLT, and <https://www.linkedin.com/company/u-s-naval-forces-southern-command-u-s-4th-fleet>

Coast Guard Offloads More than \$138M in Drug Interdictions in Caribbean Sea



USCGC Valiant (WMEC 621) crew members pause for a group photo with pallets of drugs before offloading at Port Everglades in Fort Lauderdale, Florida, June 6, 2025. The Valiant crew offloaded more than \$132 million in illicit drugs interdicted in the Caribbean Sea. (U.S. Coast Guard photo by Petty Officer 1st Class Diana Sherbs)

From U.S. Coast Guard 7th District, June 6, 2025

MIAMI –U.S. Coast Guard Cutter Valiant’s crew offloaded 17,450 pounds of cocaine and 2,585 pounds of marijuana worth \$132 million, Friday, at Port Everglades.

U.S. Coast Guard Cutter Vigorous crew offloaded approximately 840 pounds of cocaine worth an estimated \$6.2 million, Thursday, at Coast Guard Base Miami Beach.

The seized contraband was the result of six interdictions in the Caribbean Sea by Coast Guard and interagency partners.

“I am incredibly proud of our Valiant team and how they exemplify American values. They sacrifice time away from their families and when necessary, put themselves in harm’s way to secure our borders and protect the American people,” said Cmdr. Matthew Press, commanding officer of Valiant. “Collaborating with the United States Navy, Royal Canadian,

and Royal Netherlands Navies, our multinational team disrupted transnational criminal organizations making the world a safer place.”

On May 19, a maritime patrol aircraft located a suspicious vessel approximately 85 miles north of Aruba. Valiant’s crew interdicted the vessel and seized approximately 2,645 pounds of cocaine.

On May 22, a maritime patrol aircraft located a suspicious vessel approximately 170 miles north of Aruba. Valiant’s crew interdicted the vessel and seized approximately 7,750 pounds of cocaine.

On May 25, a maritime patrol aircraft located a suspicious vessel approximately 290 miles south of the Dominican Republic. [USS Gravelly’s crew and embarked U.S. Coast Guard Law Enforcement Detachment 401](#) interdicted the vessel and seized approximately 840 pounds of cocaine. The narcotics were transferred to the Vigorous.

On May 29, a maritime patrol aircraft located a suspicious vessel approximately 140 miles south of the Dominican Republic. His Majesty’s Canadian Ship William Hall’s crew and embarked Coast Guard LEDET 103 interdicted the vessel and seized approximately 750 pounds of cocaine. The narcotics were transferred to the Valiant.

On May 29, a maritime patrol aircraft located a suspicious vessel approximately 15 miles north of Venezuela. The Royal Netherlands Navy ship HNLMS Friesland crew and embarked Coast Guard LEDET 404 interdicted the vessel and seized approximately 4,050 pounds of cocaine and 2,585 pounds of marijuana. The narcotics were transferred to the Valiant.

On May 31, a maritime patrol aircraft located a suspicious vessel approximately 185 miles north of Colombia. HMCS William Hall’s crew and embarked Coast Guard LEDET 103 interdicted the vessel and seized approximately 2,250 pounds of cocaine. The

narcotics were transferred to the Valiant.

The following crews assisted with interdiction operations:

- [Joint Interagency Task Force-South \(JIATF-S\)](#)

- U.S. Coast Guard Tactical Law Enforcement Team South

- U.S. Coast Guard Tactical Law Enforcement Team Pacific

- [USS Gravelly \(DDG 107\)](#)

- [U.S. Navy Helicopter Maritime Strike Squadron \(HSM\) 74](#)

- [Royal Netherlands Navy ship HNLMS Friesland \(P-842\)](#)

- [HMCS William Hall \(AOPV 433\)](#)

- Seventh Coast Guard District watchstanders

Detecting and interdicting illicit drug traffickers on the high seas involves significant interagency and international coordination. Joint Interagency Task Force-South, in Key West, conducts the detection and monitoring of aerial and maritime transit of illegal drugs. Once an interdiction becomes imminent, the law enforcement phase of the operation begins, and control of the operation shifts to the U.S. Coast Guard for the interdiction and apprehension phases. Interdictions in the Caribbean Sea are performed by members of the U.S. Coast Guard under the authority and control of the Seventh Coast Guard District, headquartered in Miami.

These interdictions relate to Organized Crime Drug Enforcement Task Forces' Strike Force initiatives and designated investigations. OCDETF identifies, disrupts, and dismantles the highest-level criminal organizations that threaten the United States using a prosecutor-led, intelligence-driven, multi-agency approach. Additional information about the OCDETF program can be found at <https://www.justice.gov/OCDETF>.

[USCGC Valiant](#) is a 210-foot medium-endurance cutter homeported in Jacksonville under [U.S. Coast Guard Atlantic Area Command](#).

[USCGC Vigorous](#) is a 210-foot medium-endurance cutter homeported in Virginia Beach, Virginia under U.S. Coast Guard Atlantic Area Command.

For breaking news, follow us on [X \(formerly Twitter\)](#). For additional information, find us on [Facebook](#) and follow us on [Instagram](#).

**Raytheon Awarded \$646M
Production and Sustainment
Contract for SPY-6 Radars**



From RTX, June 9, 2025

Production continues for U.S. Navy's most advanced maritime radar

ANDOVER, Mass., (June 9, 2025) – Raytheon, an RTX (NYSE: RTX) business, was awarded a \$646 million contract to continue producing [AN/SPY-6\(V\) radars](#) for the U.S. Navy. This is the fourth option exercised from the [March 2022 hardware, production and sustainment contract](#) that is valued up to \$3 billion over five years.

Under this contract, the U.S. Navy will receive four additional radars, increasing the total amount of radars under contract for procurement to 42.

“SPY-6 enables the U.S. Navy to see further than they’ve ever seen before, providing sailors with more time to respond to detected threats,” said Barbara Borgonovi, president of Naval Power at Raytheon. “This latest contract builds on our decades of experience and technical expertise in developing modular, scalable, and highly maintainable radars.”

SPY-6 is one of several radar programs designed and

manufactured at Raytheon's Radar Development Facility in Andover, Massachusetts, a 30,000-square foot site supporting the production of diverse types of radars for U.S. and allied forces. This vertically integrated and highly automated site is one of the most advanced in the world, with sophisticated radar testing and integration happening around the clock.

Majority of the work under this contract will take place at the Andover facility through 2028.

Austal USA Successfully Completes Sea Trials on USNS Point Loma



MOBILE, Ala. – Austal USA and the Navy's Expeditionary Fast Transport (EPF) program team successfully completed acceptance trials on the future USNS Point Loma (EPF 15) May 21. Completion of acceptance trials means the ship is now ready for delivery to the Navy.

"I am excited for the hard-working Austal USA shipbuilding team who are responsible for the successful achievement of these trials," commented Austal USA Vice President of Surface Ship Programs Dave Growden. "With the help of our EPF program suppliers, Navy partners, and the Port of Mobile representatives involved in these trials, Point Loma is headed

toward her final milestone, delivery.”

These trials involved the execution of intense comprehensive tests by the Austal USA-led industry team which demonstrated to the Navy the successful operation of the ship’s major systems and equipment while underway. Point Loma is slated for delivery in June and will be the second EPF Flight II vessel Austal USA has delivered to the Navy, following USNS Cody which was delivered to the Navy in January 2024. EPF Flight II vessels feature enhanced naval medicine afloat capabilities and will provide critical combat care in austere and contested operating environments.

Austal USA has delivered fourteen EPFs and has two more EPFs, both Flight II vessels, under construction, including EPF 15.

Saildrone, Meta Complete Unmanned, Autonomous Deep- Water Route Survey



Saildrone Surveyor SD-3000 is Saildrone's first production Surveyor-class USV.

The 26-day mission demonstrated that Saildrone can deliver deep-water mapping accuracy comparable to traditional vessels while reducing HSE risk and cost.

From Saildrone

ALAMEDA, Calif.— In a first-of-its-kind demonstration mission, Saildrone, in partnership with Meta, successfully completed a deep-water cable route survey in the North Atlantic using the Saildrone Surveyor, a 20-meter uncrewed surface vehicle (USV). This innovative project represents a major milestone in the evolution of ocean survey technology, proving that autonomous platforms can deliver data quality and performance on par with traditional crewed survey vessels – while dramatically reducing risk and cost.

During the 26-day survey conducted in June and July 2024, the Saildrone Surveyor mapped more than 4,500 km of seabed, including complex topographies and challenging conditions, without a port call or outside assistance. Operating under sail and motor-sail modes and equipped with a Kongsberg EM304 MKII multibeam sonar, the Surveyor achieved swath coverage of

up to 10 km in water depths of up to 5,500 meters.

The demonstration focused on collecting bathymetric data along the established Anjana cable route and the recently surveyed Aurora route to directly compare the Saildrone Surveyor's performance against traditional crewed survey vessels. Key operational metrics – route fidelity, line keeping, data transmission, and depth accuracy – met or exceeded expectations across the board.

“This mission demonstrated that autonomous ocean mapping is not just possible – it's here, and it's incredibly effective,” said Andy Palmer-Felgate, subsea cable engineer at Meta. “Saildrone delivered data that matched legacy surveys with exceptional accuracy, all while operating remotely and with minimal environmental impact. As capacity needs increase, Meta continues to invest in cutting-edge infrastructure technologies—and our subsea cable strategy work is critical to these efforts. Ocean mapping plays an important role, and the implications for subsea cable route surveys are profound.”

Using the Saildrone Mission Portal and real-time, high-bandwidth satellite connectivity, Saildrone hydrographic surveyors and pilots monitored vehicle performance and dynamically re-tasked it to investigate features of interest – such as seamounts and canyons – critical for route optimization. Previously limited to crewed vessels, this capability opens the door to more agile, responsive, and distributed survey operations.

A critical focus of the mission was minimizing Health, Safety, and Environmental (HSE) risks associated with offshore operations, demonstrating significant benefits to the quality of life for hydrographic surveyors, cable route engineers, and client representatives who can now perform their work remotely from shore-based offices or home offices, reducing time away from family and minimizing the physical and mental strain associated with offshore deployments. Furthermore, the mission

avoided an estimated 243 tons of CO₂ emissions – over 50 times less than a conventional vessel – highlighting the sustainability advantages of uncrewed systems.

“This is a turning point for deep-ocean survey,” said Brian Connon, VP Ocean Mapping at Saildrone. “The Surveyor’s performance on this mission proves that we can deliver high-resolution, deep-water bathymetry with a fraction of the fuel, cost, and risk. As our fleet expands, we envision a global network of Surveyor USVs supporting offshore industries with safe, efficient, and scalable data solutions.”

This demonstration paves the way for broader adoption of USVs in subsea telecom, offshore energy, and national hydrographic programs. Future developments will focus on expanding operational range, improving weather resilience, and integrating new technologies like AI-based navigation and expendable bathythermographs.

Michael Duffey Assumes Role as New Acquisition, Sustainment Chief



June 5, 2025 | By Army Maj. Wes Shinego, DoD News

Michael P. Duffey was sworn in today as undersecretary of defense for acquisition and sustainment following a swift Senate confirmation that places him in charge of the Defense Department's vast procurement, sustainment and industrial base enterprise.

After Duffey received Senate confirmation yesterday, Deputy Defense Secretary Steve Feinberg administered the oath of office during a brief Pentagon ceremony.

Duffey now oversees more than \$300 billion in annual procurements and policies related to contracting, logistics, installations, energy resilience and the nuclear enterprise. He also leads an acquisition workforce of roughly 190,000 civilian and military professionals.

In a statement released after the ceremony, Defense Secretary Pete Hegseth called Duffey "a proven reformer who knows how to translate strategy into the tools our forces need in the

field.”

Although Duffey limited today’s remarks to thanking family and colleagues, he outlined his priorities during a [March 27, 2025, Senate Armed Services Committee hearing](#).

“America’s ability to protect our interests requires a military force structure with the capability and capacity to deter and, if necessary, to defeat our adversaries,” Duffey told lawmakers.

He also emphasized the need to modernize “how the department integrates requirements, budgeting and acquisition processes – aligning incentives to deliver results.”

Duffey said future wars may hinge as much on industrial production as battlefield performance.

“Future conflicts will be won on the factory floor as much as on the field of battle,” he said, warning that the side able to replace lost equipment fastest will hold the upper hand.

He said the United States must “outpace our adversaries in our ability to supply the joint force with decisive advantage while building an industrial base agile enough to replenish those forces as needed.”

Among his first tasks, Duffey plans to better align service requirements with congressional resources, expand rapid-fielding pathways for emerging technologies and apply data-driven metrics to keep programs on budget and schedule.

He also pledged a comprehensive review of the Cybersecurity Maturity Model Certification 2.0 framework, aiming to balance security needs with regulatory burdens – particularly for small businesses.

Duffey brings two decades of experience in the Pentagon and White House. Inside the department, he served as the deputy chief of staff to the defense secretary and chief of staff to

the undersecretary for research and engineering, among other senior positions. Outside the building, he guided national security budgets as associate director at the Office of Management and Budget, giving him what colleagues describe as “a 360-degree view” of the policy-to-production pipeline.

A native of Wisconsin, Duffey is a graduate of the University of Wisconsin–Madison and holds executive certificates from the Massachusetts Institute of Technology and the Wharton School at the University of Pennsylvania.

In the weeks ahead, Duffey plans to tour depots, shipyards and suppliers to assess production bottlenecks and meet with service acquisition executives to discuss modernization priorities.

He will also chair the Nuclear Weapons Council, linking strategic-deterrent recapitalization to its broader acquisition agenda.

“Our charge,” he told senators, “is to convert American ingenuity into ready combat power at a pace that preserves the nation’s decisive edge.”

UTIC Advances Workforce Development with Sonar Technology Training

From The Undersea Technology Innovation Consortium, June 4, 2025

MIDDLETOWN, R.I. – Over 100 Undersea Technology Innovation Consortium (UTIC) member company employees recently completed

a successful sonar training course through a partnership with the University of Rhode Island (URI). The partnership, aimed at strengthening the defense technology workforce, allowed UTIC members to take the Principles of Sonar, Underwater Sound, and Undersea Systems Course for non-credit during the Spring 2025 semester. Several URI graduate students also completed the course for credit. The course was offered virtually and in person.

“Access to targeted education and technical training is essential in a field where the pace of technology change is increasing,” said UTIC Chief Executive Officer Molly Donohue Magee. “Our mission is to enable member organizations with the tools, knowledge, and resources to stay competitive and advance their technology.”

Led by Dr. John Short—a nationally recognized expert in sonar and undersea systems—the program provided valuable insights and knowledge transfer to both emerging professionals and longtime engineers. Dr. Short emphasized the importance of initiatives like this in sharing and advancing expertise across generations.

“This course represents more than just professional development—it’s an investment in the future of our industry,” said Dr. Short. “Continued education gives industry professionals the opportunity to apply what they’ve learned to their own work and to build on existing and emerging innovations. With a focus on both practical application and fundamental principles, this course provided students with technical skills, hands-on experience, and an understand of lessons learned.”

Principles of Sonar, Underwater Sound, and Undersea Systems is a graduate-level course that introduces the core concepts of sonar technology, underwater acoustics, and undersea system engineering. Students explore active and passive sonar design, acoustic modeling, and ocean environment fundamentals.

Emphasis is placed on practical applications, including performance estimation, system tradeoffs, and the value of in-water testing. The course will be offered again in the Spring 2026 semester.