

USS Sampson Deploys to U.S. Northern Command Area of Responsibility



The Arleigh Burke-class guided-missile destroyer USS Sampson (DDG 102) steams alongside the aircraft carrier USS Nimitz (CVN 68) in the Pacific Ocean, Oct. 5, 2024. Nimitz is underway in 3rd Fleet conducting routine training operations. (U.S. Navy photo by Mass Communication Specialist Seaman Joseph M. Paolucci)

From U.S. Fleet Forces Command Public Affairs, June 4, 2025

SAN DIEGO – The Arleigh Burke-class guided-missile destroyer USS Sampson (DDG 102) departed Naval Base San Diego, June 3, 2025, to support operations in the U.S. Northern Command (USNORTHCOM) area of responsibility.

Sampson is relieving littoral combat ship USS Charleston (LCS 18), continuing the Navy's role in maritime operations that

support national security priorities.

Sampson will conduct operations in direct support of USNORTHCOM's mission to protect the homeland by enhancing maritime domain awareness and deterring illicit activities in coordination with U.S. interagency and law enforcement partners.

The deployment is part of the Department of Defense's support to national objectives along the U.S. southern border, following Presidential directives and ongoing interagency efforts to improve border security and homeland defense.

During this deployment, Sampson will operate with an embarked U.S. Coast Guard Law Enforcement Detachment (LEDET). This joint presence strengthens the ship's ability to conduct maritime interdiction operations, contribute to border security, and support counter-narcotics efforts and humanitarian missions as needed.

As a surface combatant assigned to Destroyer Squadron 9, Sampson brings robust multi-mission capabilities to the task of defending U.S. sovereignty and supporting homeland defense operations in coordination with USNORTHCOM.

USFFC is responsible for manning, training, equipping and employing more than 125 ships, 1,000 aircraft, and 103,000 active-duty service members and government employees, and providing combat-ready forces forward to numbered fleets and combatant commanders around the globe in support of U.S. national interests.

USFFC also serves as the Navy's Service Component Commander to both USNORTHCOM and U.S. Strategic Command, providing naval forces in support of joint missions as Commander, Naval Forces Northern Command (NAVNORTH) and Commander, Naval Forces Strategic Command (NAVSTRAT). USFFC is the Strategic Command Joint Force Maritime Component Commander (JFMCC STRAT) and

executes Task Force Atlantic in coordination with U.S. Naval Forces Europe.

BAE Systems Awarded \$30M for Identification Friend or Foe Common Transponder



From BAE Systems, June 4, 2025

IFF technical refresh positions the Department of Defense to meet future cyber and crypto requirements and eliminates obsolescence

GREENLAWN, N.Y. – June 4, 2025 – The U.S. Navy has awarded BAE Systems \$30 million to refresh the AN/APX-123A(V) Common Transponder (CXP), which provides time-critical insights that help prevent friendly fire incidents. The refreshed CXP will

support the U.S. Navy fleet and joint forces for air defense, weapon systems, air traffic control, and range instrumentation.

The upgrade will serve as a replacement option for currently installed Identification Friend or Foe (IFF) transponders on existing and emerging platforms including unmanned aerial vehicles, ships, fixed-wing aircraft, and helicopters. As a form, fit, and function replacement, its design will address obsolescence and processing capacity to support future needs. The open-system architecture design and high-density field programmable gate array technology ensures ongoing versatility and future utility through software upgrades, without the risk and cost associated with hardware modifications.

“Common transponders provide our service men and women with a reliable and secure solution to help them identify friendly forces and make decisions in a variety of threat environments,” said Seth Guanu, Combat Identification Products program area director at BAE Systems. “The level of speed, security, and accuracy matters to support interoperability across U.S. forces. This modernization effort enables us to deliver a critical capability to thousands of existing applications and equip emerging platforms.”

The AN/APX-123A(V) CXP will be Mark XIIB IFF certified with Mode S and Mode 5 for secure and encrypted data exchange – meeting latest Department of Defense standards. It will also include additional receive channels for passive acquisition of Mode 5 Level 2 and Automatic Dependent Surveillance – Broadcast In, enhancing situational awareness for warfighters. It will provide high-performance, multi-function capabilities while supporting the latest crypto requirements.

With more than 80 years of [IFF experience](#), BAE Systems has delivered over 1,500 interrogators, 6,000 combined interrogator transponder systems, and 16,000 transponders.

The AN/APX-123A(V) CXP technical refresh work will be performed at BAE Systems' Greenlawn, New York and Austin, Texas facilities. Production hardware is expected to be qualified for flight and delivered to users in 2027.

SECDEF Orders Renaming of USNS Harvey Milk



The John Lewis-class replenishment oiler USNS Harvey Milk (T-AO-206) conducts a replenishment at sea with the world's largest aircraft carrier, USS Gerald R. Ford (CVN 78), December 13, 2024. Photo credit: *U.S. Navy | Mass Communication Specialist 2nd Class Maxwell Orlosky*

According to numerous reports, Secretary of Defense Pete Hegseth has ordered the renaming of USNS Harvey Milk (T-AO-206), a John Lewis-class oiler named after the Navy veteran

and gay rights activist.

First reported by Military Times, a memorandum has ordered the changing of the name and the timing of the action, right at the beginning of Pride month, was on purpose, part of the Department of Defense objective of re-establishing a “warrior culture.”

Fox News reported that further name changes may be coming pending internal reviews.

Milk served four years in the Navy in the early 1950s, serving aboard the submarine rescue ship USS Kittiwake as a diving officer and later as a diving instructor at Naval Station San Diego. He resigned at the rank of lieutenant junior grade, leaving service rather than face a court martial for being gay, according to Wikipedia.

Later, he became the first openly gay man to be elected to public office in California as a member of the San Francisco Board of Supervisors. In late 1978, Milk and San Francisco Mayor George Moscone were shot to death by a disgruntled member of the board of supervisors, according to Wikipedia. Milk was posthumously awarded the Presidential Medal of Freedom in 2009.

The USNS Harvey Milk, the second in the John Lewis class of oilers, was officially named in 2016 and launched in 2021. The ship is operated by Military Sealift Command.

Navy Selects Mobile, Ala.,

Company to Scrap World's First Nuclear-Powered Aircraft Carrier



The nuclear-powered aircraft carrier ex-USS Enterprise is shown being moved to Newport News Shipbuilding in 2013 following its decommissioning in 2012. (NHHC)

By Richard R. Burgess, Senior Editor

ARLINGTON, Va. – The U.S. Navy has selected NorthStar Maritime Dismantlement Services LLC, a company with facilities in Mobile, Alabama, to scrap the former USS Enterprise (CVN 65), the Navy's – and the world's – first nuclear-powered aircraft carrier.

The Defense Department said in a May 30 contract announcement that NorthStar, headquartered in Vernon, Vermont, was being awarded a \$536.7 million firm-fixed-price contract from the Naval Sea Systems Command for “the dismantling, recycling, and

disposal of Ex-Enterprise (CVN 65).

“Under this contract CVN 65 will be dismantled in its entirety, and all resulting materials will be properly recycled or disposed of. Specifically, hazardous materials, including low-level radioactive waste, will be packaged and safely transported for disposal at authorized licensed sites,” the announcement said. “Work will be performed in Mobile, Alabama, and is expected to be completed by November 2029.”

The Ex-Enterprise, commissioned in 1961, served the nation in numerous crises and conflicts, including the Cuban Missile Crisis, Vietnam War, and Operations Frequent Wind, Earnest Will, Desert Fox, Southern Watch, Enduring Freedom, and Iraqi Freedom.

The carrier was deactivated in December 2012 and, when its nuclear reactors were defueled, it was decommissioned in February 2017. The hull remained at Newport News Shipbuilding at Newport News, Virginia, awaiting the Navy’s plans for disposal.

“NorthStar is partnered with Modern American Recycling and Radiological Services, LLC (MARRS) in Mobile, Alabama, where the dismantlement work will take place,” the Naval Sea Systems Command said in a June 2 release posted on linkedin.com. “Waste Control Specialists LLC, of Andrews, Texas, will serve as the licensed facility for disposal of low-level radiological and mixed hazardous waste. Non-hazardous materials will be recycled or disposed of in accordance with all applicable federal, state, and local regulations.”

The Navy’s selection of a commercial company to dismantle nuclear-powered ship is a change from its normal practice of scrapping nuclear-powered ships, which heretofore included nuclear-powered submarines and cruisers. In recent years, the Navy’s Puget Sound Naval Shipyard in Bremerton, Washington, has been the facility that has handled the tasks.

“By leveraging private-sector expertise in commercial nuclear power plant decommissioning, the Navy is achieving an estimated \$1 billion in cost savings compared to conducting the effort in public shipyards, the Navy release said. “This approach enables the Navy to prioritize public yard resources toward fleet readiness and modernization – while upholding its longstanding commitment to environmental stewardship and nuclear safety.”

BAE Systems Launches \$250M State-of-the-Art Shiplift and Land Level Facility in Jacksonville



From BAE Systems, June 2, 2025

JACKSONVILLE, Fla. – June 2, 2025 – BAE Systems unveiled its new shiplift and land-level repair complex during a ribbon-cutting ceremony at the company's Jacksonville, Florida shipyard. This marks a significant milestone in the \$250 million investment to transform its ship repair capabilities and solidify its role as a key partner to the U.S. Navy and commercial maritime industry.

The ceremony brought together approximately 500 attendees, including BAE Systems employees, subcontractors, Navy personnel, shipyard neighbors, local community members, and other distinguished guests, including Acting Chief of Naval Operations Admiral Jim Kilby and BAE Systems, Inc. President and CEO Tom Arseneault.

"Today marks an important milestone as we celebrate the completion of a world-class ship repair facility upgrade here in Florida. The introduction of our new shiplift and land level repair facility represents more than just progress for BAE Systems Ship Repair—it reflects a shared commitment to innovation, growth and collaboration," Arseneault said. "Together with the United States Navy, and other key industry partners that depend on this port, we are building a stronger foundation for the future, to help maintain our maritime superiority."

The shiplift and land level repair complex will support the maintenance and repair of Mayport-based Navy vessels and commercial ships sailing into the Port of Jacksonville. With the capacity to lift ships displacing up to 25,000 tons and accommodate multiple vessels for maintenance simultaneously ashore, the new complex expands the shipyard's capabilities threefold.

BAE Systems' new facility will significantly enhance production efficiency, strengthen regional maritime capabilities, and advance environmental stewardship. Its completion represents the company's long-term initiative to

bolster support for the U.S. Navy while also accommodating a broader range of commercial vessels at competitive scales.

“From my vantage point, this shiplift and land level facility is contributing to the national movement that is making America safer and more secure,” said Admiral Kilby. “It’s a necessary element to forging a defense industrial base able to support, sustain and generate our fleet.”

The project, together with Pearlson Shiplift Corporation, Foth Engineering, and Kiewit Infrastructure South Co., replaces an 80-year-old drydock that had reached the end of its lifecycle. The state-of-the-art shiplift system’s platform spans 492 feet by 110 feet, offering a more cost-effective and efficient alternative to traditional drydocks. It will be one of the ten largest shiplift systems in the world and the largest in the Americas.

The first vessel lift in the facility is anticipated later this month.

BAE Systems is a leading provider of ship repair, maintenance, and modernization services to the U.S. Navy’s fleet of combatant ships in their homeports; refit and hauling services for commercial and privately held vessels; and fabrication services for the submarine industrial base. The company operates three full-service shipyards in California, Florida, and Virginia, and offers a highly skilled, experienced workforce; a large team of suppliers and subcontractors; seven dry docks and railways; and significant pier space and ship support services.

SEAL Nominated for 4th Star, Commander of U.S. Special Operations Command



ARLINGTON, Va. – Secretary of Defense Pete Hegseth announced June 3 that the president has nominated Navy Vice Adm. Frank M. Bradley for appointment to the grade of admiral, with assignment as commander, U.S. Special Operations Command, MacDill Air Force Base, Florida.

If confirmed by the Senate, Bradley would succeed Army General Bryan P. Fenton.

Bradley currently serves as commander, Joint Special Operations Command/commander, Joint Special Operations Command

Forward, U.S. Special Operations Command, at Fort Bragg, North Carolina.

Below is Bradley's official biography from the Navy's website:

"Vice Adm. Frank M. Bradley is a U.S. Navy SEAL Officer and a native of Eldorado, Texas. Bradley is a 1991 graduate of the United States Naval Academy, where he studied physics and was a varsity gymnast. He began his career as a SEAL after completing Basic Underwater Demolition school (BUDs/SEAL) Class 179 in 1992. Bradley earned a Master's in Physics from the Naval Postgraduate School in Monterey, California, where he received a provisional patent for his research in 2006.

"He has commanded at all levels of special operations, including Special Operations Command Central, leading joint special operations throughout the Middle East and South Asia. He commanded Naval Special Warfare Development Group, has multiple tours in command of joint task forces, and was among the first to deploy to Afghanistan following the attacks of September 11, 2001. Additionally, he has served with SEAL Team FOUR, SEAL Delivery Vehicle Team TWO, and the Italian Incursori (Italian SEALs) as an international exchange officer.

"His staff duty has included service as assistant commander, Joint Special Operations Command, JSOC's J-3 Technical Operations Division Chief and Deputy J-3, vice deputy director for Global Operations for the Joint Staff J-3; executive officer for the Chairman of the Joint Chiefs of Staff, General Joseph F. Dunford, Jr., and deputy director for CT Strategy for the Joint Staff J-5."

RTX's Raytheon Awarded \$536 million US Navy Contract for SPY-6 Family of Radars



Contract provides continued integration and test support for the U.S. Navy's most advanced maritime radar

From RTX, June 3, 2025

ANDOVER, Mass. (June 3, 2025) – Raytheon, an RTX (NYSE: RTX) business, has been awarded a \$536 million contract from the U.S. Navy for the [SPY-6 family of radars](#). The contract is a follow-on to the previously awarded [Integration and Production Support contract](#) and includes upgrading Flight IIA destroyers with the SPY-6(V)4 variant.

Under the sole source award, Raytheon will provide continued support for the SPY-6 family of radars through training, engineering services, ship installation, integration and testing, as well as software upgrades to enhance radar capabilities.

“SPY-6 is the most advanced radar in the U.S. naval fleet, providing ships a new level of defense against evolving threats,” said Barbara Borgonovi, president of Naval Power at Raytheon. “This contract highlights the essential role of this technology in supporting the U.S. Navy’s technology roadmap for several decades to come.”

SPY-6 is now installed on two new U.S. Navy ships, with three additional ships slated for installation and undergoing various stages of testing in 2025. Over the next decade, SPY-6 is expected to be deployed on more than 60 U.S. Navy ships, enhancing defense against air, surface, and ballistic threats.

Work on this contract is expected to be completed by May 2026.

SECNAV PheLAN Makes Inaugural Visit to NPS



Secretary of the Navy John C. Phelan speaks with students about their research projects during a visit to the Naval Postgraduate School, May 29. *Photo credit: U.S. Marine Corps | Cpl. Chloe N. McAfee*

The Honorable John Phelan, 79th Secretary of the Navy, visited the Naval Postgraduate School (NPS) in Monterey, California, May 29.

“We were very pleased to host Secretary Phelan and show him all that NPS has to offer in support of his priorities,” said retired U.S. Navy Vice Admiral Ann Rondeau, NPS president. “A more lethal and ready naval force includes cognitive readiness, and NPS graduates effective, innovative, technologically competent leaders necessary to ensure U.S. seapower.”

Phelan met with NPS senior leaders and faculty, and toured the campus engaging with the school’s mid-career military students to hear about their studies and applied research whose recent operational experience informs their work.

“The Naval Postgraduate School is one of the world’s preeminent institutions of military education.” said Phelan. “I want our best warfighters coming to NPS to develop their intellectual edge and turn their insights into real-world solutions for our Navy and Marine Corps.”

Several NPS students had an opportunity to present their research to Phelan showcasing their innovative work in ship systems engineering, acquisition reform, artificial intelligence, ocean sensing, autonomy, space and additive manufacturing.

“I am looking for ways to adapt and adopt industry innovation at greater speeds to modernize our Navy,” Phelan said to the students. “We need to equip our leaders with the knowledge and skills to help evolve technology solutions at the pace of modern combat, and I see this happening now at NPS.”

Modernization was another key theme of Phelan’s visit, and from information technology to labs, the NPS modernization plan aims to completely overhaul aging buildings and outfit them with technology upgrades. Phelan also toured the recently completed Bullard Hall, home to NPS’ System Engineering and Space Systems programs.

Reflecting on his visit, Phelan said, “It was a real pleasure meeting NPS students and faculty yesterday and seeing how they’re working with industry to bring innovation, capability and cost control to our warfighting domains. We need to do things faster, smarter and cheaper, and NPS has the ability to play a major role in that mission.”

Established in 1909, NPS provides defense-focused graduate education, including classified studies and interdisciplinary research, to advance the operational effectiveness, technological leadership and warfighting advantage of the Naval service. Located in Monterey, California, NPS offers master’s and doctoral programs for U.S. military and

civilians, federal agencies, allied militaries and partner nations.

USS Harry S. Truman Strike Group Returns from 8-Month Deployment



MEDITERRANEAN SEA (May 19, 2025) The Nimitz-class aircraft carrier USS Harry S. Truman, right, the Arleigh Burke-class guided-missile destroyer USS Jason Dunham (DDG 109), center, and the Ticonderoga-class guided-missile cruiser USS Gettysburg (CG 64) sail in the Mediterranean Sea. USS Harry S. Truman, the flagship of the Harry S. Truman Carrier Strike Group (HSTCSG), is on a scheduled deployment in the U.S. 6th Fleet area of operations supporting U.S. Naval Forces Europe-Africa to defend U.S., allied and partner interests. (U.S. Navy photo by Mass Communication Specialist 3rd Class Mike Shen)

[by Commander, U.S. 2nd Fleet Public Affairs](#), June 2, 2025

NORFOLK, Va. – The flagship of the Harry S. Truman Carrier Strike Group returned to its homeport of Norfolk, Virginia on June 1, following an eight-month deployment to the U.S. 5th and 6th Fleet areas of operations.

The strike group, which departed for deployment in September 2024, consisted of USS Harry S. Truman (CVN 75), Ticonderoga-class cruiser USS Gettysburg (CG 64), Arleigh Burke-class destroyers USS Stout (DDG 55) and USS Jason Dunham (DDG 109) of Destroyer Squadron (DESRON) 28, and Carrier Air Wing (CVW) 1 with nine embarked squadrons.

While sailing across Europe and the Middle East, the strike group conducted a wide range of missions, including exercises with NATO Allies and combat operations in the Red Sea.

“The performance of every Sailor and asset in our strike group has been nothing short of exceptional,” said Rear Adm. Sean Bailey, commander of HSTCSG. “I am immensely proud of my team. They have repeatedly proven time and again that they are warfighters who stand ready for anything. As we return home, it is truly gratifying to reunite our Sailors with their families and friends who have supported them throughout this journey.”

The strike group operated in the North Sea during NATO’s Neptune Strike 24-2 and supported maritime and air presence operations with ships from Portugal, Norway, and Italy. Italian frigate ITS Carabiniere (F 593) also deployed alongside the strike group during operations in Europe.

Harry S. Truman Carrier Strike Group made port calls to Norway, Sweden, Finland, Germany, Spain, France, Croatia and Greece while deployed to the U.S. 6th Fleet area of operations, promoting peace through strength.

On Feb. 1, while operating in support of U.S. Africa Command from the Red Sea, the strike group supported a large-scale airstrike and delivered 124,000 pounds of ordnance against ISIS-Somalia operatives.

“Throughout this deployment, our aviators showed immense proficiency and professionalism while striking Houthi targets across Yemen and defending the strike group and merchant vessels from threats,” said Capt. Leslie Mintz, commander of CVW-1. “I could not be prouder of the dedication and hard work of all the maintainers, ordnance handlers, administrative, and logistics support for their work keeping our aircraft flying, aviators safe, and ordnance ready to drop around the clock.”

In March, the Harry S. Truman Carrier Strike Group led initial strikes against Iran-backed Houthi targets in Yemen during U.S. Central Command’s Operation Rough Rider. The strike group launched Tomahawk Land Attack Missiles and precision airstrikes for more than 50 days, conducting continuous operations to degrade Houthi capabilities and disrupt threats to commercial shipping.

“These warrior Sailors demonstrated superb grit for more than eight months,” said Capt. Chris Hill, commanding officer of USS Harry S. Truman. “Even in the face of significant challenges, they persevered, never giving up when their nation needed them. It’s been an honor to serve alongside such dedicated professionals and to take them home to their families.”

During the deployment, the Harry S. Truman strike group completed more than 13,000 sorties and 25,000 flight hours, and the ships sailed over 240,000 nautical miles combined.

The strike group’s mission is to conduct prompt and sustained combat operations at sea and maintain a forward presence

through sea control and power projection capabilities.

For more information, visit DVIDS at <https://www.dvidshub.net/unit/CVN75>.

U.S. 2nd Fleet, reestablished in 2018 in response to the changing global security environment, develops and employs maritime ready forces 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), X – [@US2ndFleet](https://twitter.com/US2ndFleet), and <https://www.linkedin.com/company/commander-u-s-2nd-fleet>.

USS Tripoli Forward Deploys to Japan



America-class amphibious assault carrier USS Tripoli (LHA 7) transits San Diego Bay, May 19, 2025. The ship departed Naval Base San Diego to complete a homeport change and join forward-deployed naval forces in Sasebo, Japan as part of a scheduled rotation of forces in the Pacific. (U.S. Navy photo by Mass Communication Specialist 1st Class Sara L. Eshleman)

From [Commander, Naval Surface Force, U.S. Pacific Fleet](#), May 19, 2025

SAN DIEGO – The America-class amphibious assault ship USS Tripoli (LHA 7) departed Naval Base San Diego May 19 to forward deploy to Sasebo, Japan, as part of a scheduled rotation of forces in the Pacific. The Tripoli will replace the amphibious assault ship USS America (LHA 6), which will depart Sasebo and move to San Diego.

“The Tripoli is ready to defend U.S. interests abroad and strengthen our long-standing partnership with Japan,” said Capt. Eddie Park, commanding officer of the Tripoli. “I am extremely proud to lead this hard-working and motivated team of Sailors and Marines overseas to support security, stability

and prosperity in this vital region.”

The forward presence of the Tripoli supports the United States’ commitment to the defense of Japan, enhances the national security of the United States and improves its ability to protect strategic interests. The security environment in the Indo-Pacific requires the most capable ships to enable rapid response times for maritime and joint forces.

“The U.S. has a vital relationship with Japan, and their hospitality and professionalism are unmatched,” said the Tripoli’s executive officer (XO), Capt. Patrick Sullivan, whose previous assignment was deputy commander of Naval Surface Group Western Pacific in Sasebo. “I’m honored and excited to return as the XO of such a highly capable warship to honor our nation’s security commitment to Japan.”

San Diego has been the Tripoli’s homeport since September 2020. Since then, the Tripoli supported multiple exercises including Valiant Shield, Iron Storm, Kamandag, Steel Knight, and the 31st Marine Expeditionary Patrol 22.2. The ship also completed numerous maintenance availabilities and earned various fleet and type commander excellence awards.

“This crew has been diligently preparing to forward deploy since last year,” said Park. “I am fully confident in the crew’s abilities to execute any mission assigned to us.”

The Tripoli was commissioned July 15, 2020, and is the second America-class amphibious assault ship built for the United States Navy. The ship is named after the U.S. Marine Corps victory against Tripoli at the Battle of Derna during the First Barbary War in 1805.

The mission of Commander, Naval Surface Force, Pacific Fleet is to man, train, and equip the Surface Force to provide fleet

commanders with credible naval power to control the sea and project power ashore