2024 Hybrid Fleet Campaign Event Tests Technology for Future Operations

Key West, FL (September 23, 2024) Naval Information Warfare Center (NIWC) Atlantic participated in U.S. Naval Forces Southern Command/U.S. 4th Fleet's annual Hybrid Fleet Campaign (HFC) event in Key West Harbor from Sept. 19 to 26. During the experiment that involved two dozen unmanned air/surface/underwater vehicles, NIWC Atlantic assessed how emerging communications capabilities integrated with unmanned systems both ashore and aboard the expeditionary fast transport USNS Burlington (T-EPF-10). (U.S. Navy photo by Joe Bullinger)

By U.S. Naval Forces Southern Command/U.S. 4th Fleet Public Affairs

Sept. 27, 2024

KEY WEST, Fla. – U.S. Naval Forces Southern Command/U.S. 4th Fleet demonstrated unmanned air, surface and undersea

capabilities from the expeditionary fast transport ship USNS Burlington during the command's annual Hybrid Fleet Campaign Event in Key West from Sept. 19-26, 2024.

The event focused on evaluating attritable unmanned kill chains, assuring command and control, and leveraging non-traditional small business innovations. It served as both a proving ground for emerging technologies and an opportunity for partner nations and industry leaders to witness capabilities that could support the hybrid fleet.
"We are excited about again collaborating with the Office of Naval Research, other Navy commands, and our academic and industry partners to conduct multiple experiments in the Key West Operating Area," said Dr. Chris Heagney, Naval Air Systems Command (NAVAIR) Fleet/Force Advisor, U.S. Naval Forces Southern Command/U.S. 4th Fleet. "We consider our Fleet as the test bed for experimentation and innovation, and the Fleet experiments we will conduct will hopefully lead to future victories on the battlefield."

U.S. 4th Fleet is operationalizing robotic autonomous systems with many partners including Navy Small Business Innovation Research Experimentation Cell and Naval Information Warfare Center Atlantic in support of Chief of Naval Operations objectives outlined in Project 33 of the 2024 Navigation Plan.

Experiments were conducted using unmanned aircraft systems, unmanned aerial vehicles and unmanned underwater vehicles to focus on Maritime Intelligence, Surveillance, Reconnaissance and Targeting, Assured Command and Control, and Small Business Innovative Research. A key tenant of operationalizing these systems is to push technologies to their limits, embrace risk, and ensure lessons learned.

"These experiments are not about reaching 100% of our objectives," said Cmdr. David Edwards, U.S. Naval Forces

Southern Command/U.S. 4th Fleet N9 Technology and Innovation Director. “The goal of the campaign is to push these technologies to their limits and learn from the exercises no matter the outcome.”

The campaign aimed to combine manned and unmanned systems to allow U.S. 4th Fleet to deploy and integrate unmanned systems and AI tools to bolster maritime domain awareness, counter narcotics and counter illegal unreported and unregulated fishing efforts throughout the area of operations while learning how other fleets across the world could use robotic systems to support their objectives.

In addition to demonstrating unmanned capabilities for partner nations in attendance like Chile, Colombia, Ecuador and Peru, STEM subject matter experts from various Department of the Navy laboratories participated in the Scientists-to-Sea program during the event as observers aboard USNS Burlington in the Atlantic Ocean.

While weather did impact the end of the event, crews demonstrated remarkable flexibility in adapting to schedule changes. Their efforts allowed for all predetermined objectives to be met, despite the challenges.

“Overall, it was a great event that wouldn’t have been possible without support from the 37 participating DoD commands, our 31 industry partners, 4 universities, and our NAS Key West hosts,” said Cmdr. Jason Queen, U.S. Naval Forces Southern Command/U.S. 4th Fleet N9 Technology and Innovation Deputy Director. “We had 4 vessels, including Burlington, showcasing cutting-edge technologies that will inform and help shape the Hybrid Fleet of the future. This collaborative effort truly exemplifies the power of partnership in advancing naval capabilities.”

U.S. Naval Forces Southern Command/U.S. 4th Fleet provides the

Navy a permissive theater to operate unmanned systems, develop tactics, techniques, and procedures against near-peer competitors, refine manned-unmanned command and control infrastructure, and inform the Navy’s hybrid fleet of the 2030’s.

U.S. Coast Guard Cutter Healy departs Seattle for fall 2024 Arctic deployment

U.S. Coast Guard Cutter Healy (WAGB 20) transits with assist tugs through Elliott Bay near Seattle following its departure from Base Seattle, Oct. 1, 2024. (U.S. Coast Guard photo by Petty Officer 1st Class Steve Strohmaier)

From U.S. Coast Guard Pacific Area, Oct. 2, 2024

SEATTLE – U.S. Coast Guard Cutter Healy (WAGB 20) departed Seattle Tuesday, beginning their months-long Arctic deployment. Healy's earlier science mission was cut short due to an onboard electrical fire. The Healy **returned to Seattle** for a thorough inspection and repairs.

The crew will support scientists conducting three distinct science missions during Healy's fall 2024 Arctic deployment. Other science of opportunity across a broad spectrum of disciplines will also be supported as time and weather allow.

The first mission supports the Arctic Port Access Route Study (PARS). During this mission, the cutter will perform bathymetric mapping in the Chukchi and Beaufort Seas. The Coast Guard has initiated an Arctic PARS to analyze current vessel patterns, predict future vessel needs, and balance the needs of all waterway users by developing and recommending vessel routing measures for the Arctic. The Arctic PARS may lead to future rulemaking or international agreements that consider coastal communities, fishing, commercial traffic, military needs, resource development, wildlife presence and habit, tribal activities, and recreational uses.

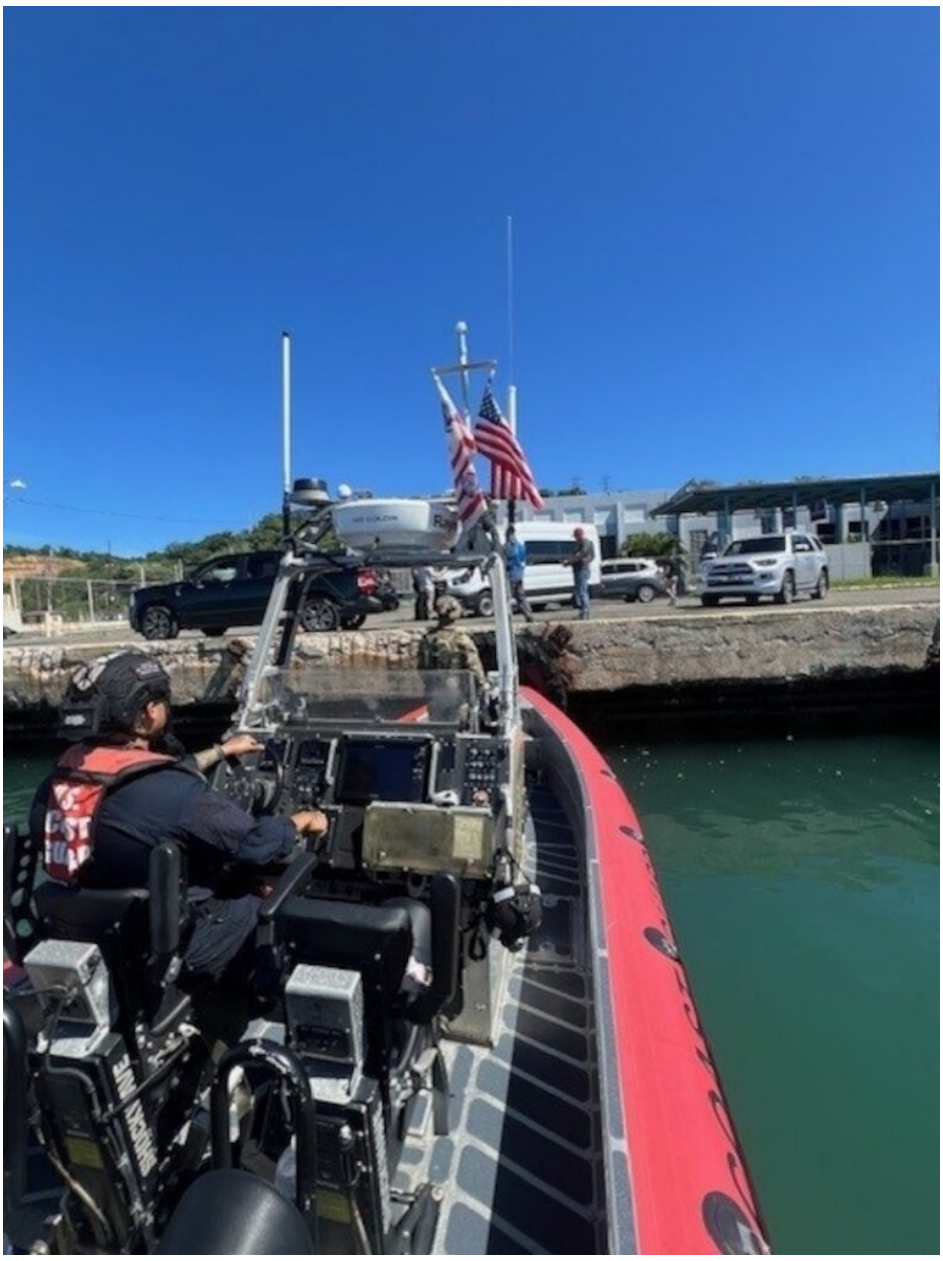
For the second mission, Healy will embark 20 early career polar scientists and their mentors on an Arctic Chief Scientists Training Cruise sponsored by the National Science Foundation and University-National Oceanographic Laboratory System. These early career scientists will conduct multidisciplinary research, including mapping to fill critical bathymetric gaps and scientific sampling across various disciplines, in addition to developing skills in shipboard leadership, coordination, and execution.

The final mission of the deployment will support other science of opportunity to include sea floor mapping for the National Oceanic and Atmospheric Administration Office of Coast Survey.

“We are thrilled to support numerous diverse research objectives in the northern polar region this fall. In an era of increasing vessel traffic, our work will contribute to navigation safety in a region where existing soundings are sparse,” said Capt. Michele Schallip, Healy’s commanding officer. “We are elated to have been able to reschedule our opportunity to help inspire future principal investigators in the Early Career Scientist mission. Healy’s crew, port engineering staff, and General Electric Verona worked diligently during our inport to ensure the cutter is ready to safely operate in the remote, unforgiving Arctic environment.”

Healy is the United States’ largest polar icebreaker and the Coast Guard’s only icebreaker explicitly designed to support Arctic research. The platform is ideally specialized for scientific missions, providing access to the most remote reaches of the Arctic Ocean. Healy is designed to break 4.5 feet of ice continuously at three knots and can operate in temperatures as low as -50 degrees Fahrenheit.

Coast Guard Offloads $4.3 M in Seized Cocaine, Transfers Smugglers to DEA Custody



The crew of Coast Guard Cutter Joseph Tezanos interdicted a drug smuggling vessel in which the crew seized 176 kilograms of cocaine and apprehended two suspected smugglers off the coast of Rincon, Puerto Rico, Sept. 28, 2024. (U.S. Coast Guard photo)

From U.S. Coast Guard 7th District, Oct. 2, 2024

SAN JUAN, Puerto Rico – The crew of the Coast Guard Cutter Joseph Tezanos offloaded 388 pounds (176 kgs) of seized cocaine and transferred custody of two smugglers to DEA Special Agents in Mayaguez, Puerto Rico, Sunday.

The interdiction is the result of multi-agency efforts in support of the Caribbean Corridor Strike Force, while the

seized cocaine is estimated to have a wholesale value of $4.8 million dollars. The seized cocaine is estimated to have a wholesale value of $4.3 million dollars.

The apprehended smugglers are U.S. citizens, who face federal prosecution in Puerto Rico on criminal charges including conspiracy to possess with intent to distribute a controlled substance aboard a vessel subject to the jurisdiction of the United States. The charges carry a minimum sentence of 10 years imprisonment and a maximum sentence of imprisonment for life. Special Assistant U.S. Attorney Helena B. Daniel and Max Pérez-Bouret, Chief of the Transnational Organized Crime Section are prosecuting the case.

During the morning of September 28, the crew of a Coast Guard HC-144 Ocean Sentry aircraft detected a suspicious 22-foot sport-craft vessel in international waters navigating towards Rincón, Puerto Rico. Coast Guard watchstanders in Sector San Juan diverted the cutter Joseph Tezanos that arrived on scene and stopped the suspect vessel. Once alongside the suspect vessel, the Coast Guard crew located 142 brick-sized packages of suspected contraband inside the vessel, which tested positive for cocaine. The two persons onboard the vessel were arrested.

“I am extremely proud of my crew for their response and professionalism in disrupting organized crime within U.S. waters,” said Lt. Kali B. Carmine, Coast Guard Cutter Joseph Tezanos, commanding officer. “This successful interdiction and seizure underscore the collaboration and commitment of our federal, local, and regional partners in countering the flow of narcotics within the Caribbean, specifically the Mona Passage.”

“I congratulate the United States Coast Guard personnel for this successful interdiction of an international drug smuggling venture,” said United States Attorney W. Stephen Muldrow. “We greatly appreciate the U.S. Coast Guard’s

unwavering support and dedication to keeping Puerto Rico and our nation safe.”

“This operation underscores the incredible power of collaboration between agencies like the DEA, Coast Guard, and our federal and local partners. It is through this unified effort that we can effectively combat transnational criminal organizations and disrupt their illegal activities. The teamwork demonstrated in this case is a shining example of how, when we come together with a shared mission, we strengthen our ability to protect the citizens of Puerto Rico the U.S. mainland and abroad from the scourge of drug trafficking. These partnerships are not just critical—they are the cornerstone of our success in keeping our communities safe,” said Denise Foster, Special Agent in Charge, DEA Caribbean Division.

This interdiction, seizure and prosecution is part of an Organized Crime Drug Enforcement Task Forces (OCDETF) Strike Force Initiative, which provides for the establishment of permanent multi-agency task force teams that work side-by-side in the same location. This co-located model enables agents from different agencies to collaborate on intelligence-driven, multi-jurisdictional operations to disrupt and dismantle the most significant drug traffickers, money launderers, gangs, and transnational criminal organizations. The specific mission of the Caribbean Corridor Strike Force (CCSF) is to identify, disrupt, and dismantle Transnational Criminal Organizations. The CCSF is comprised of agents and officers from the Drug Enforcement Administration, Federal Bureau of Investigation, United States Immigration and Customs Enforcement, Homeland Security Investigations, United States Coast Guard Investigative Service, and United States Marshals Service, and prosecution is being led by the Office of the United States Attorney for the District of Puerto Rico.

U.S. Coast Guard Cutter Joseph Tezanos is 154-foot fast response cutter homeported in San Juan, Puerto Rico.

Marine Rotational Force – Southeast Asia Begins Third Annual Deployment

From Marine Rotational Force–Southeast Asia, Oct. 1, 2024

MANILA, Philippines – U.S. Marines and Sailors from I Marine Expeditionary Force have arrived in the Philippines as part of the third annual rotational deployment of Marine Rotational Force – Southeast Asia. MRF-SEA forces will begin their six-month stint in the region by training alongside Philippine Allies in exercises Sama Sama 2024 and KAMANDAG 8 from Oct. 7-24, 2024.

The MRF-SEA deployment continues through March 2025 and includes six additional exercises and security cooperation engagements throughout Southeast Asia. MRF-SEA's additional exercises include training alongside the Philippine Marine Corps, the Malaysian Army, the Indonesian Marine Corps, the Royal Brunei Land Forces, the Singapore Armed Forces and the Royal Thai Armed Forces.

This annual rotational deployment of Marines is designed to build upon cooperative relationships with important regional Allies and partners, increasing effective interoperability, maintaining U.S. Marine Corps forces in the region, and contributing to freedom within the Indo-Pacific.

MRF-SEA is a flexible task force that varies in size, capability, and composition, to accomplish different types of missions. Much like the Unit Deployment Program or Marine Expeditionary Unit deployments that leverage purpose-built units, MRF-SEA maintains a forward presence and enhances Marine Corps crisis and contingency response capabilities. MRF-SEA is uniquely organized to support security cooperation and advance mutual security objectives shared with Southeast Asian Allies and partners.

“Marine Rotational Force-Southeast Asia is deploying to the Indo-Pacific region to train and operate alongside our Allies and partners,” said Col. Stuart W. Glenn, commanding officer, MRF-SEA. “The Marine Corps is committed to preserving the freedom of the region and its people. We train together to strengthen our relationships and collective capabilities, and the intent of MRF-SEA is to cultivate and reinforce the common values and capabilities between our partners and to preserve a rules-based international order.”

Planned exercises during this deployment will provide opportunities to enhance partnered interoperability through expert-led training exchanges including ground and aircraft fires integration; combat medical care; Chemical, Biological, Radiological, Neurological response; logistics support in contested environments; small boat operations; amphibious operations planning; Unmanned Aerial Surveillance employment; and other topics. Additionally, MRF-SEA will conduct realistic training events to include live fire events, military operations in urban terrain, amphibious operations, hand-to-hand combat, and numerous others alongside allied and partner forces.

MRF-SEA’s presence enables a consistent and annual Marine Corps presence in the Indo-Pacific as Marine Rotational Force-Darwin returns to the United States from Australia. This consistent Marine Corps presence provides a persistent, tailorable force capable of command and control, operational planning, and theater security cooperation activities whenever needed.

The 13th Marine Expeditionary Unit command element will lead MRF-SEA throughout this six-month rotation and vary the force’s size and composition to effectively execute each of the eight planned exercises. Elements from 1st Air Naval Gunfire Liaison Company, I Marine Expeditionary Force Information Group and 1st Marine Division will composite with the rotational force to achieve each exercise’s purpose and maintain U.S. Marine forces in Southeast Asia.

USCGC Oliver Berry Returns Home Following 46-day Operation Blue Pacific Patrol in Oceania

A U.S. Coast Guard boat crew and boarding team from U.S. Coast Guard Cutter Oliver Berry (WPC 1124) approaches a foreign fishing vessel to conduct a joint boarding inspection with members of the Western and Central Pacific Fisheries Commission on the high seas in Oceania, Sept. 22, 2024. (U.S. Coast Guard)

From Coast Guard District 14 External Affairs, Oct. 1, 2024

HONOLULU — The crew of Coast Guard Cutter Oliver Berry (WPC 1124) returned to Honolulu Friday after completing a 46-day patrol in Oceania.

The Oliver Berry crew departed Coast Guard Base Honolulu in August and traveled more than 7,600 nautical miles from the Hawaiian Islands to the west coast of Fiji. The crew conducted the patrol in support of Operation Blue Pacific, Coast Guard District 14's overarching, multi-mission endeavor promoting security, safety, sovereignty, and economic prosperity in Oceania.

The crew's efforts included enhancing maritime domain awareness, combatting illegal fishing activities across Oceania, and strengthening relationships with partners in the region. During Oliver Berry's patrol, the cutter's crew enacted two bilateral maritime law enforcement agreements with Fiji and Samoa.

While in Fiji, the crew exercised the shiprider provision of the bilateral maritime law enforcement agreement by hosting local law enforcement officers from the Fiji Revenue and Customs Service, Ministry of Fisheries, and the Navy, who conducted boardings in Fiji's archipelagic waters. The shipriders patrolled both the east and northwestern side of Fiji near the Yasawa Island chain group. While aboard the Oliver Berry, the shipriders conducted 35 boardings on recreational vessels, sailing vessels, and commercial fishing vessels, allowing Fiji to monitor and protect their archipelagic waters from potential illicit maritime activity.

Following operations in Fiji, the cutter patrolled in the vicinity of Samoa, exercising an enhanced bilateral maritime law enforcement agreement for the first time to detect and monitor vessels actively engaged in fishing in their Exclusive Economic Zone.

Additionally, the Oliver Berry crew conducted two Western and Central Pacific Fisheries Commission boardings in the Convention Area to identify and counter illegal, unreported, and unregulated fishing activity.

During their patrol, the cutter's crew moored in Pago Pago, American Samoa, Nadi, Fiji, and Apia, Samoa. In Apia, the crew participated in multiple community relations events, including subject matter exchanges with the First Canoe Club and the Paddling Club. During a **Partnership in Education** event at a local school, the Oliver Berry crew held a first aid and CPR demonstration, demonstrating basic life-saving techniques. The

crew also hosted the entire Samoa School of Maritime Training to show the students life on the Oliver Berry and convey the cutter’s capabilities.

“The crew of the Oliver Berry was grateful for the opportunity to operate with our counterparts in Oceania,” said Lt. Jasen Kingsley, commanding officer of the Oliver Berry. “We look forward to strengthening our partnerships in the future, as these relationships are essential to maintaining maritime safety, security and stewardship. This patrol would not have been possible without the outstanding preparations, efforts, time and dedication of all the crew, as well as the support from their families.”

Commissioned in 2017, the Oliver Berry is one of six Fast Response Cutters stationed across the Coast Guard’s Fourteenth District. The crew provides year-round search and rescue and maritime law enforcement coverage across a 15-million square mile area of responsibility, demonstrating the U.S. Coast Guard’s enduring commitment to our partner nations across Oceania.

Navy Accepts Delivery of Ship to Shore Connector, LCAC 110

The U.S. Navy accepted the delivery of the latest Ship to Shore Connector (SSC), LCAC 110, from Textron Systems on Sept. 6. (Textron)

By Team Ships Public Affairs, Sept. 6, 2024

New Orleans, Louisiana – The U.S. Navy accepted the delivery of the latest Ship to Shore Connector (SSC), LCAC 110, from Textron Systems on Sept. 6. This new addition to the fleet signifies a substantial enhancement in the Navy's amphibious capabilities, providing a vital asset for rapid deployment and logistical support.

The delivery of LCAC 110 comes after completion of Acceptance Trials conducted by the Navy's Board of Inspection and Survey, which tested the readiness and capability of the craft to effectively meet its requirements.

"This new craft will provide the Navy and Marine Corps team with unparalleled capability in amphibious warfare, ensuring we remain agile and responsive to emerging threats and global challenges," said Capt. Jason Grabelle, program manager for Amphibious Assault and Connectors Programs, Program Executive

Office (PEO) Ships. “The introduction of LCAC 110 into our fleet marks a significant milestone in our ongoing efforts to maintain and enhance operational readiness.”

LCACs are built with configurations, dimensions, and clearances similar to the legacy LCACs they replace – ensuring that this latest air cushion vehicle is fully compatible with existing, well deck-equipped amphibious ships, the Expeditionary Sea Base and the Expeditionary Transfer Dock. LCACs are capable of carrying a 60 to 75-ton payload. They primarily transport weapon systems, equipment, cargo, and assault element personnel through a wide range of conditions, including over-the-beach.

Textron Systems is currently in serial production on LCACs 111-123.

PEO Ships, one of the Department of Defense’s largest acquisition organizations, is responsible for executing the development and procurement of all destroyers, amphibious ships and craft, auxiliary ships, special mission ships, sealift ships and support ships.

U.S. Navy Accepts Delivery of Future USS Beloit (LCS 29)

The future USS Beloit transits Lake Michigan during Acceptance Trials, August 21, 2024. Beloit is the first Navy warship named in honor of the city of Beloit, Wisconsin.
By Program Executive Office Unmanned and Small Combatants (PEO USC) Public Affairs, Oct. 1, 2024

MARINETTE – The U.S. Navy accepted delivery of the future USS Beloit (LCS 29) from Lockheed Martin at the Fincantieri Marinette Marine shipyard in Marinette, Wisconsin, Sept. 30. Beloit is the 15th Freedom-variant Littoral Combat Ship and the 29th in the LCS class. She is also the first Navy warship named in honor of the city of Beloit, Wisconsin.

“Beloit is another shining example of what it means to finish strong,” said Capt. Matthew Lehmann, program manager of the Littoral Combat Ship program office. “Our industry partners stood up to the challenge to deliver this ship on an aggressive schedule. Beloit’s delivery is helping the Navy to put more players on the field.”

The LCS class consists of fast, optimally manned, mission-tailored small surface combatants capable of operating in both

near-shore and open-ocean environments to address 21st-century coastal threats.

Beloit successfully completed her Acceptance Trials in August 2024, marking the final milestone before delivery to the Navy. During these trials, the Navy conducted comprehensive testing of LCS 29's systems across multiple functional areas essential to performance at sea – including combat systems, main propulsion, auxiliaries and electrical systems. These successful trials paved the way for delivery, and the Navy will continue post-delivery certifications and qualifications to ready her for Fleet operations. After commissioning, scheduled for later this year, Beloit will be homeported in Mayport, Florida.

LCS 29 is equipped with the Freedom-class combining gear correction, which will enable unrestricted operations. This correction addresses a class-wide issue that was identified as the Fleet deployed Freedom-variant LCS in greater numbers.

Following Beloit, the future USS Cleveland (LCS 31) – the final Freedom-variant LCS – is in the final stages of construction at Fincantieri Marinette Marine, with delivery scheduled in 2025.

The LCS class consists of two variants, Freedom and Independence, designed and built by two separate industry teams. The trimaran-hulled Independence-variant team is led by Austal USA (for the even-numbered ships). The monohull Freedom variant is built by a team led by Lockheed Martin (for the odd-numbered ships).

The Navy's Littoral Combat Ship program is a part of the Program Executive Office, Unmanned and Small Combatants portfolio, which designs, develops, builds, and delivers the Navy's unmanned maritime systems, mine warfare systems, special warfare systems, expeditionary warfare systems, and small surface combatants.

Sept. 30 U.S. Central Command Update

From U.S. Central Command

Sept. 30, 2024

TAMPA, Fla. - In the past 24 hours, U.S. Central Command (USCENTCOM) forces successfully destroyed six Iranian-backed Houthi uncrewed aerial vehicles (UAVs) in a Houthi-controlled area of Yemen.

It was determined these UAVs presented an imminent threat to U.S. and coalition forces, and merchant vessels in the region. This action was taken to protect freedom of navigation and make international waters safer and more secure for U.S., coalition, and merchant vessels.

U.S. Coast Guard Encounters Joint Chinese Coast Guard, Russian Border Guard Patrol in Bering Sea

An HC-130J Super Hercules airplane crew from Coast Guard Air Station Kodiak observes two Russian Border Guard ships and two Chinese Coast Guard ships approximately 440 miles southwest of St. Lawrence Island Sept. 28, 2024. This marked the northernmost location where Chinese Coast Guard vessels have been observed by the U.S. Coast Guard. (U.S. Coast Guard courtesy photo)

From U.S. Coast Guard 17th District, Oct. 1, 2024

JUNEAU, Alaska – The U.S. Coast Guard located four vessels from the Russian Border Guard and Chinese Coast Guard conducting a joint patrol in the Bering Sea, Saturday.

While patrolling the maritime boundary between the United States and Russia on routine patrol in the Bering Sea, a HC-130J Super Hercules airplane crew from Coast Guard Air

Station Kodiak observed two Russian Border Guard ships and two Chinese Coast Guard ships approximately 440 miles southwest of St. Lawrence Island.

The vessels were transiting in formation in a northeast direction, remaining approximately five miles inside the Russian Exclusive Economic Zone. This marked the northernmost location where Chinese Coast Guard vessels have been observed by the U.S. Coast Guard.

"This recent activity demonstrates the increased interest in the Arctic by our strategic competitors," said Rear Adm. Megan Dean, commander of the 17th Coast Guard District. "The demand for Coast Guard services across the region continues to grow, requiring continuous investment in our capabilities to meet our strategic competitors' presence and fulfill our statutory missions across an expanding operational area."

The HC-130 aircrew operated under Operation Frontier Sentinel, an operation designed to meet presence with presence when strategic competitors operate in and around U.S. waters. The Coast Guard's presence strengthens the international rules-based order and promotes the conduct of operations in a manner that follows international law and norms.

Navy Exceeded FY24 Recruiting Goals

From the Navy Office of Information, Oct. 1, 2024

MILLINGTON, Tenn. (October 1, 2024) – The U.S. Navy exceeded its Fiscal Year 2024 recruiting goals, contracting 40,978 new recruits by the end of the fiscal year and marking its most

significant recruiting achievement in 20 years.

Secretary of the Navy Carlos Del Toro visited Millington, Tennessee, today to meet with Navy Recruiting Command leadership, recruiters, and support personnel. During the visit, he expressed his gratitude for their hard work and dedication.

“I know you work incredibly hard as recruiters, and this can be an exhausting set of orders, but that is why we only select the best Sailors for recruiting duty,” said Secretary Del Toro. “You truly make a difference in assuring the future of our Navy. The Sailors you recruited this year will form the backbone of our Fleet for several decades.”

For FY24, the Navy not only met its contracting goals without lowering targeted objectives, it also exceeded retention goals. Once again, this fiscal year the Marine Corps exceeded its recruitment goals for both officers and enlisted.

While the Navy achieved its FY2024 recruiting goals, some recruits are slated to attend boot camp in FY2025, which is when the schoolhouse can accommodate them.

The Navy’s recruiting success is attributed to several factors including data-driven decision-making, enhanced focus on annual goals, reduced timeframe for processing medical waivers, removing red tape, and expanding opportunities.

Over the past year, the Navy identified and closed gaps in the recruiting process. For example, the CNO established a culture of “Every Sailor a Recruiter” and advanced our recruiting enterprise by appointing a senior, two-star admiral to lead our recruiting stations and centers. Furthermore, recruiter goals were adjusted from monthly to annual to promote steady-state performance.

The Navy also stood up a Recruiting Operations Center to monitor recruiting efforts in real time, increase production

and remove variance among 26 Talent Acquisition Groups. The new center streamlined processes to expedite newly contracted recruits to boot camp.

The Navy increased the number of specialties that new Sailors are eligible for, including the new robotics rating, and implemented the Future Sailor Prep Course to provide more opportunities for aspiring Sailors.

“The Navy is focused on thoughtfully increasing recruiting numbers while maintaining historically high retention rates,” said Secretary Del Toro. “We are doing this by improving the efficiency of our recruiting enterprise and expanding the pool of applicants who can join our team.”

The Navy’s recruiting success in FY2024 is a testament to the dedication of its recruiters and the appeal of service in the Navy. The Navy offers a wide range of opportunities for young men and women to serve their country, gain valuable skills, and build a rewarding career.

The U.S. Navy is the largest, most capable, and most technologically advanced naval force in the world. The Navy’s mission is to maintain, train, and equip combat-ready naval forces capable of winning wars, deterring aggression, and maintaining freedom of the seas.