Portsmouth Naval Shipyard Successfully Undocks USS Cheyenne

The Los Angeles improved-class attack submarine USS Cheyenne (SSN 773) moves berths following an undocking evolution at Portsmouth Naval Shipyard in Kittery, Maine, Feb. 7, 2025. (U.S. Navy photo by Branden Bourque)

by Branden Bourque, Feb. 10, 2025

KITTERY, Maine – The Los Angeles improved-class attack submarine USS Cheyenne (SSN 773) was successfully undocked Feb. 6, marking a significant milestone in its service life extension program at Portsmouth Naval Shipyard.

“I couldn’t be more proud of the Cheyenne crew and the men and women of Portsmouth Naval Shipyard for all the work to achieve this significant milestone,” said Cheyenne Commanding Officer

Cmdr. Kyle Calton. “Undocking is one of the most meaningful events in our overhaul period, returning Cheyenne to the water where she belongs and putting a huge gust of wind in our sails as we prepare to return to sea.”

Cheyenne has undergone major repairs, structural inspections, and replacements of mechanical and electrical systems. This extensive work, led by the project team, has enhanced the submarine’s capabilities, ensuring advanced systems are delivered to warfighters at the tip of the spear. These efforts contribute to the fleet’s operational readiness and support national defense priorities.

As Cheyenne’s undocking is a significant achievement, it’s especially noteworthy considering the ongoing construction work of the multi-mission dry dock project as part of the Navy’s Shipyard Infrastructure Optimization Program. It also underscores the innovative approach of the nation’s public shipyards to meet the chief of naval operations’ goals of restoring critical infrastructure and increasing the number of combat-ready platforms available to the fleet.

“Reaching the undocking milestone is a big win during any maintenance availability. The efforts on Cheyenne are even more impressive as the team executed their highly complex work amid an active construction zone for our multi-mission dry dock,” said shipyard commander Capt. Michael Oberdorf. “It’s like cooking Thanksgiving dinner while renovating your kitchen – it requires thoughtful planning, coordination, and superb execution. Cheyenne’s undocking underscores our shipyard’s commitment to not only meet our current mission but ensures we can meet the future needs of America’s warfighting Navy to support and defend our nation.”

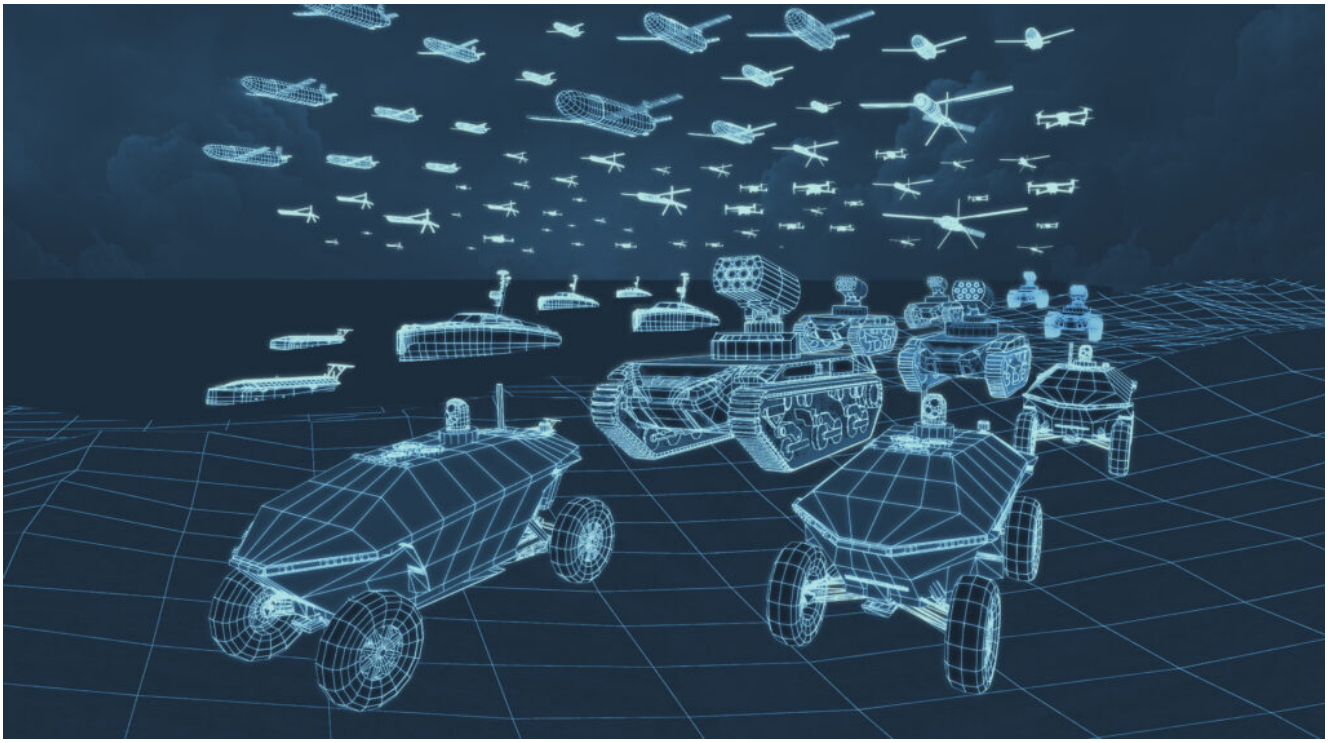
“I am incredibly proud of the men and women of Portsmouth Naval Shipyard and the crew of Cheyenne for all their hard work to complete the work necessary to undock on-time,” said

Cheyenne project superintendent Jerry Legere. “They met every challenge head-on with tenacity and selflessness – they are all heroes. Through this incredible effort we have postured Cheyenne to be delivered as a fully mission capable submarine operated by a highly skilled crew ready to answer the nation’s call.”

Attack submarines are multi-mission platforms that enable five of the six core capabilities of the Navy’s maritime strategy: sea control, power projection, forward presence, maritime security, and deterrence. They are designed for excellence in anti-submarine warfare, anti-ship warfare, strike warfare, special operations, intelligence, surveillance and reconnaissance, irregular warfare, and mine warfare. Attack submarines also project power ashore through special operations forces and Tomahawk cruise missiles, playing a critical role in preventing or preparing for regional crises.

As the Navy’s leader in attack submarine maintenance and modernization, PNSY enhances critical warfighting capabilities by safely delivering first-time quality work, ensuring our undersea warf-ighters are battle-ready when called upon.

L3Harris Unveils AMORPHOUS C2 Software



An L3Harris graphic illustrating the types of autonomous systems AMORPHOUS could control.

WASHINGTON – L3Harris has taken the wraps off AMORPHOUS, a new software that uses a single user interface to control thousands of autonomous, uncrewed platforms simultaneously, across all domains.

Officials from the Melbourne, Florida-based company briefed reporters on Amorphous on Feb. 6 in Washington, where they also purchased public advertising touting the new system.

AMORPHOUS stands for Autonomous Multi-domain Operations Resiliency Platform for Heterogenous Unmanned Systems and includes a distributed command-and-control interface.

“Autonomy is a force multiplier, which is why we have designed AMORPHOUS as a multi-domain, multi-mission capability that rapidly integrates a variety of uncrewed systems across the battlespace,” said Jon Rambeau, president of L3Harris’ Integrated Mission Systems. “This project also highlights L3Harris’ partnerships with venture-backed and non-traditional companies to mature emerging defense capabilities more quickly and affordably.”

L3Harris is currently developing prototypes using the AMORPHOUS architecture on contracts for the U.S. Army and the Defense Innovation Unit. The company has demonstrated the system's flexibility and interoperability by controlling multiple, separate assets across multiple vehicle types operating in different domains during government-managed tests.

The software allows one operator to oversee multiple platforms, which can make their own decisions within the network – for instance, if one drone is damaged or lost, the others in a swarm can adjust formations to compensate.

Although the system has just been publicly revealed, Rambeau and Toby Magsig, the vice president and general manager of Enterprise Autonomous Solutions, said AMORPHOUS is under "multiple contracts" to military customers.

And, although it has so far controlled a few systems, it is aimed at being able to control and oversee thousands, they said.

To do that at speed, AMORPHOUS relies on what Magsig called "thin messages," akin to SMS text message on a phone, to communicate at speed with dispersed systems in multiple domains. The system could be used for counter-UAS operations; intelligence, surveillance, reconnaissance and targeting; swarming kinetic effects; electromagnetic spectrum operations and even autonomous breaching.

"All the services are asking for the same thing," Magsig said. "This is not service specific."

Underwater systems have traditionally posed communications problems, and Magsig was vague on how the company has addressed and possibly overcome them, saying when it comes to the underwater domain, "what happens there needs to stay there."

Rambeau said AMORPHOUS is open architecture and platform and sensor agnostic, and training time can be very short due to its intuitive interface.

U.S. Navy Leaders Observe Joint Task Force Southern Guard Operations

GUANTANAMO BAY, Cuba (Feb. 5, 2025) U.S. Naval Forces Southern Command/U.S. 4th Fleet Commander Rear Adm. Carlos Sardiello meets with Sailors attached to Freedom-variant Littoral Combat Ship USS Saint Louis (LCS 19) aboard the ship during their support of Operation Southern Guard at Naval Station Guantanamo Bay, Cuba, Feb. 5, 2025. (U.S. Navy photo by Naval

Station Guantanamo Bay Public Affairs)
From U.S. Naval Forces Southern Command, Feb. 7, 2025

NAVAL STATION GUANTANAMO BAY, Cuba – Rear Adm. Carlos Sardiello, Commander U.S. Naval Forces Southern Command/U.S. 4th Fleet, and Rear Adm. John Hewitt, Commander, Navy Region Southeast, visited Joint Task Force Southern Guard onboard Naval Station Guantanamo Bay (NSGB) Feb. 5 and 6, as the Joint Task Force prepares to receive illegal aliens from the United States. Sardiello and Hewitt accompanied Adm. Alvin Holsey, Commander, U.S. Southern Command, during the visit.

At the direction of the President to the Department of Homeland Security (DHS) and the Department of Defense (DOD), U.S. military service members are supporting Illegal Aliens holding operations led by DHS at NGSB. U.S. Southern Command (USSOUTHCOM) has set up Joint Task Force Southern Guard at the Naval Station to execute the directive.

“The Naval Station is fully committed to ensuring we have the infrastructure and resources in place to support this vital mission,” said Capt. Michael Stephen, Commander, Naval Station Guantanamo Bay. “From the moment we received the mission, our team has worked with urgency, executing contingency plans, and rapidly strengthening our capabilities.

“The level of teamwork—both within the base and across the joint force—has been outstanding,” said Stephen “Everyone is engaged, working together seamlessly to tackle challenges and ensure we’re ready for what’s ahead. The progress we’ve made in such a short time is a testament to their dedication and professionalism,” he said.

As the United States’ oldest overseas military installation, established in 1903, Naval Station Guantanamo Bay is in the USSOUTHCOM Area of Responsibility. U.S. Naval Forces Southern Command/U.S. Fourth Fleet serves as USSOUTHCOM’s maritime component commander and therefore has responsibilities in

contingency plans involving the naval station. U.S. Navy Region Southeast manages and oversees shore installation support for the naval station as it does for a total of 18 Navy bases in the Southeast region.

“We are very proud of our Sailors, Marines and civilians who have responded to this contingency plan at Naval Station Guantanamo Bay, which is a critical forward-operating base that enables the United States to maintain a persistent presence in the Caribbean,” said Rear Adm. Sardiello. “This mission exemplifies how we integrate and deploy all-domain combat power to respond to crises, maintain regional security, and protect U.S. interests.”

Military service members and contractors have provided the manpower and organization to accommodate thousands’ illegal aliens. Additional phases of expansion will follow to meet the President’s directive to host up to 30,000 illegal aliens. This work includes the construction of large, secure tent facilities to house illegal aliens, the installation of high-security fencing and barriers to protect all personnel, and a huge increase in providing essential services, including food, medical care, and housing, to all DOD and DHS personnel. The Navy is also delivering comprehensive logistical support, ensuring the infrastructure and resources needed to sustain operations are in place.

Naval Station Guantanamo Bay ensures the freedom of action in the maritime domain and contributes to enhancing U.S. alliances and partnerships throughout the region. By executing this critical role in the enforcement of national immigration policies, the station continues to be an integral asset in supporting the defense and security objectives of the United States.

MV Ocean Giant Conducting Cargo Offload to Support Operation Deep Freeze 2025

By Sarah Cannon, Feb. 6, 2025

MCMURDO STATION, ANTARCTICA – The Military Sealift Command chartered ship MV Ocean Giant is conducting a cargo offload of supplies at McMurdo Station, Antarctica in support of the annual resupply mission Operation Deep Freeze 2025.

Ocean Giant arrived at McMurdo Station Jan. 26 and began the assembly and offload off a floating Marine Causeway System. The causeway, made-up of 24-foot pieces, replaces the ice-pier at McMurdo Station this year. Previously, an ice pier made up of rebar and frozen seawater, has been used for cargo offloads. Due to severe damage, the ice-pier is unusable this year.

Once the causeway was assembled and moved into place, Ocean Giant was able to moor and begin the cargo operations. The ship's crew and members of Navy Cargo Handling Battalion ONE began the offload of 380 pieces of cargo, consisting of containers filled with mechanical parts, vehicles, construction materials, office supplies and electronics equipment, and mobile office units; supplies needed to sustain the next year of operations at McMurdo Station, Antarctica.

Once the offload is complete, Ocean Giant will be loaded with 360 containers of retrograde cargo for transportation off the continent. This includes trash and recyclable materials for disposal and equipment no longer required on the station. They

will then depart McMurdo station, en route the United States.

Following Ocean Giant’s departure, MSC chartered ship MV Ocean Gladiator will arrive at the ice-pier, and will begin a cargo offload as well as retrieving the causeway.

“Operating in the remote and challenging environment of Antarctica is unique to the ODF mission,” said Marie Morrow, MSC’s representative in Antarctica. “Everyone involved has an important role to play and it is truly a joint mission. The ship operation takes teamwork and coordination from the ship’s crew, all elements of the Joint Task Force (United States Coast Guard, Army, Navy, Air National Guard), civilian contractors, and New Zealand Defense Force integrated into cargo operations. Everyone working on ODF has been a consummate professional and are committed to the success of the mission. I feel really fortunate to be a part of this year’s team.”

Operation Deep Freeze is a joint service, on-going Defense Support to Civilian Authorities activity in support of the National Science Foundation (NSF), lead agency for the United States Antarctic Program. Mission support consists of active duty, Guard and Reserve personnel from the U.S. Air Force, Navy, Army, and Coast Guard as well as Department of Defense civilians and attached non-DOD civilians. ODF operates from two primary locations situated at Christchurch, New Zealand and McMurdo Station, Antarctica. An MSC-chartered cargo ship and tanker have made the challenging voyage to Antarctica every year since the station and its resupply mission were established in 1955.

USCGC Campbell Returns After Interdicting $91M in Narcotics during Eastern Pacific Ocean Patrol

The crew of USCGC Campbell (WMEC 909) stands for a photo accompanied by more than 8,000 pounds of cocaine worth an assessed street value of approximately $91.3 million in Port Everglades, Florida, Jan. 27, 2025. The Campbell crew offloaded the illegal drugs from two interdictions in the international waters of the Eastern Pacific Ocean. (U.S. Coast Guard photo by Petty Officer 1st Class Diana Sherbs)
From U.S. Coast Guard Atlantic Area, Feb. 5, 2025

NEWPORT, R.I. – The crew of Coast Guard Cutter Campbell (WMEC 909) returned to their home port in Newport, Monday, following a 63-day multi-mission patrol to the Caribbean and Eastern Pacific Ocean.

Campbell deployed in support of Joint Interagency Task Force – South (JIATF-S) to advance the primary mission of interdicting illegal narcotics in known drug trafficking zones. Campbell's crew conducted maritime safety and security missions while working to detect, deter and intercept drug-smuggling vessels.

While on patrol, Campbell interdicted a suspected drug-smuggling operation involving six panga boats engaged in illicit activity on the high seas. During the pursuit, Campbell's crew seized approximately 8,061 pounds of cocaine worth an estimated street value of more than $91 million and detained two suspected drug traffickers.

Throughout their deployment, Campbell's crew embarked and provided care for two search and rescue survivors and maintained custody of a total of 49 suspected drug smugglers suspected of engaging in illicit trafficking activities at sea.

The crew of Campbell offloaded the drugs at Port Everglades in Ft. Lauderdale, Florida, January 27, and transferred 26 suspected drug smugglers to authorities, who will now face federal prosecution by the Department of Justice.

Between January 2024 and February 2025, the crew of Campbell transferred a total of 87 suspected smugglers to federal law enforcement authorities, resulting from 24 interdictions by U. S. Coast Guard cutters in the Eastern Pacific Ocean and Caribbean Sea.

During the patrol, Campbell's crew partnered with numerous additional Coast Guard assets during the deployment by hosting a law enforcement detachment from the Opa Locka, Florida-based Coast Guard Tactical Law Enforcement Team – South, and conducted joint patrols and at-sea transfers with Coast Guard Cutter Waesche (WMSL 751), Coast Guard Cutter James (WMSL 754), and Coast Guard Cutter Stone (WMSL 758). These units

also leveraged international and interagency partners to ensure that U.S. Coast Guard presence resulted in both the interdiction and deterrence of illicit trafficking in the Eastern Pacific.

Prior to returning to Newport, Campbell crew members conducted three days of helicopter to deck landing qualifications at sea with multiple aircrews from the Coast Guard Helicopter Interdiction Tactical Squadron based out of Jacksonville, Florida. Campbell also embarked nearly sixty personnel from other Coast Guard cutter crews for hands-on shipboard-helicopter operations training that will improve mission readiness across the cutter fleet.

“I am incredibly proud of Campbell’s crew,” said Cmdr. Jonathan Harris, commanding officer of Campbell. “We overcame many obstacles to stand vigilant watches away from our loved ones during the holiday season and worked tirelessly to prevent transnational criminal organizations from harming our communities by seizing tons of narcotics that will no longer cross our maritime borders. More importantly, we contributed to the cycle of justice by ensuring dozens of suspected drug traffickers will stand trial in the United States.”

JIATF-S, in conjunction with partner nations, works to target, detect and monitor illicit drug trafficking within the joint operating area. The organization facilitates the interdiction and apprehension of illicit traffickers to dismantle transnational criminal organizations while reducing the flow of drugs to the public. Once interdiction becomes imminent, the law enforcement phase of the operation begins, and control of the operation shifts to the U.S. Coast Guard throughout the interdiction and apprehension. Interdictions in the Eastern Pacific Ocean are performed by members of the U.S. Coast Guard under the authority and control of the Coast Guard’s Eleventh District, headquartered in Alameda, California.

Campbell is a 270-foot, Famous-class medium endurance cutter.

The cutter's primary missions are counter-drug and migrant interdiction operations, enforcement of federal fishery laws and search and rescue in support of U.S. Coast Guard operations throughout the Western Hemisphere. The cutter falls under the command of U.S. Coast Guard Atlantic Area, which is based in Portsmouth, Virginia.

For more information on how to join the U.S. Coast Guard, visit **GoCoastGuard.com** to learn about active duty, reserve, officer and enlisted opportunities. Information on how to apply to the U.S. Coast Guard Academy can be found **here**.

Navy League Releases 2025-2026 Maritime Policy Statement

Shipbuilding shortfalls, readiness gaps, and emerging threats jeopardize U.S. maritime security and economic stability

Feb. 6, 2025

The Navy League of the United States is proud to announce the release of its **2025-2026 Maritime Policy Statement**, a comprehensive report outlining the strategic priorities and legislative recommendations necessary to strengthen America's sea services. This biennial publication serves as a guiding document for policymakers, industry leaders, and the public, advocating for investments that ensure the continued security, prosperity, and global leadership of the United States through maritime power.

The Maritime Policy Statement forms the foundation of the Navy

League’s Legislative Affairs Program over the course of a two-year Congress. It is both highly educational for staff members and highly actionable for legislators. Based on extensive research from members of the Navy League’s Maritime Policy Committee, this document covers all aspects of the maritime domain. It also provides policy prescriptions for Congress to address any issues impacting America’s readiness and future capabilities.

“The Maritime Policy Statement has long been a source of pride for the Navy League. I deeply appreciate the dedication and effort that goes into crafting this important document, which serves as a vital resource for Congressional offices. It not only informs policy debates in Washington, D.C., but also acts as a compelling call to action for lawmakers,” says Navy League CEO Mike Stevens, 13th Master Chief Petty Officer of the Navy.

Key recommendations outlined in the report include:

- Appropriate at least $40 billion annually for the Navy Shipbuilding and Conversion budget to rapidly expand the fleet and account for the rising cost of labor and materials.

- Increase and accelerate funding for the Shipyard Infrastructure Optimization Plan to ensure the expanded submarine fleet can be properly maintained.

- Continue to support allies while investing in the production of depleted munitions to ensure that American forces have the firepower needed for a possible great power conflict.

- Incorporate National Defense Features on other vessels.

Navy funding of such features on both U.S.- and foreign-built onboard TSP and MSP vessels (e.g. TSP CONSOL systems) is needed to enhance their military utility in support of contingency operations.

- Invest in military quality of life priorities such as affordable military housing, base and barracks modernization/renovation, increased access to childcare, and food security.

The full **2025-2026 Maritime Policy Statement** is available for download here.

For more information or to schedule an interview with a Navy League representative, please contact communications@navyleague.org.

Navy F/A-18 Fleet Gets Enhanced Target Tracking as IR Search and Track System Achieves IOC

The U.S. Navy has declared initial operational capability for the F/A-18 E/F Infrared Search and Track Block II system. (U.S. Navy photo by Katie Archibald)
From Naval Air Systems Command, Feb 4, 2025

PATUXENT RIVER, Md. – The U.S. Navy declared initial operational capability (IOC) for the F/A-18 E/F Infrared Search and Track (IRST) Block II system in November 2024, providing the fleet with an enhanced capability to search, detect and track airborne targets at long range.

“Reaching IRST IOC is an important milestone in our overarching efforts to deliver advanced integrated warfighting capability to the fleet,” said Rear Adm. John Lemmon, Program Executive Officer for Tactical Aircraft Programs. “IRST provides data for our aircrew to improve reaction time and survivability while remaining unaffected by radio frequency jamming.”

IRST increases aircrew situational awareness by supplementing air-to-air detection and track capabilities, and autonomously

or in combination with other sensors, supports the guidance of beyond visual range missiles. It acts as a complementary sensor to the aircraft’s AN/APG-79 fire control radar in a heavy electronic attack or radar-denied environment.

The system achieved IOC after completing Initial Operational Test and Evaluation with Air Test and Evaluation Squadron (VX) 9. The F/A-18 and EA-18G Program Office (PMA-265) partnered with military, civilian and contractor personnel from VX-31 and VX-23 to leverage a novel combination of operational and developmental test facilities and assets throughout the past year.

“IRST IOC reflects the hard work, dedication and resilience of a collaborative team of government and industry professionals in delivering this essential capability to the warfighters,” said Capt. Michael Burks, PMA-265 Program Manager.

The Navy brought IRST to the fleet through an evolutionary acquisition approach across two phased blocks. In 2011, Block I integrated an existing IRST system onto the F/A-18 fuel tank and in 2019, the fleet operated the system as a part of an early deployment. Block II added an improved sensor, upgraded processor and additional software with a first deployment planned in 2025.

The full rate production decision is scheduled for spring 2025 to authorize the U.S. Navy to fully outfit its carrier-based F/A-18E/F Super Hornet squadrons with IRST Block II.

PMA-265 is responsible for supporting, sustaining, and advancing the F/A-18A-D Hornet, F/A-18E/F Super Hornet and EA-18G Growler aircraft, providing naval aviators with capabilities that enable mission success.

USS St. Louis Supports Operation Southern Guard at Naval Station Guantanamo Bay

GUANTANAMO BAY, Cuba (Feb. 2, 2025) – Sailors assigned to Freedom-variant littoral combat ship USS St. Louis (LCS 19) and Coast Guardsmen assigned to Coast Guard Cutter Resolute erect expeditionary shelter tents in support of the Naval Station Guantanamo Bay's Migrant Operations Center expansion February 2, 2025, as part of Operation Southern Guard. (U.S. Navy photo by MC2 Raphael Dorne)

By USNAVSOUTH/4TH FLEET PUBLIC AFFAIRS, Feb. 4, 2025

NAVAL STATION GUANTANAMO BAY, Cuba – The Freedom-variant littoral combat ship USS St. Louis (LCS 19) is moored at U.S. Naval Station Guantanamo Bay (NSGB) and the crew is supporting the expansion of the base's Migrant Operations Center as part of Operation Southern Guard.

At the direction of the President of the United States to the Department of Homeland Security (DHS) and the Department of Defense (DOD), U.S. military service members are supporting removal operations led by DHS at NGSB. U.S. Southern Command has set up a Joint Task Force Migrant Operations (JTF-MIGOPS) at the Naval Station to execute the directive.

The USS St. Louis is currently deployed to the Caribbean conducting counter-illicit drug trafficking operations in support of Joint Interagency Task Force South (JIATF-South), and participating in operations with partner nations in support of U.S. Naval Forces Southern Command/U.S. 4th Fleet. USS St. Louis arrived at NSGB on January 30, and the crew has been steadily assisting ever since.

“As a forward-deployed asset, our crew is ready to respond to emerging tasks and missions at a moment’s notice,” said Cmdr. Timothy J. Orth, commanding officer of the USS St. Louis. “We’re honored to work alongside our joint task force partners and play a role in this important effort, which reflects U.S. Naval Forces Southern Command and U.S. Fourth Fleet’s commitment to security and cooperation.”

While USS St. Louis is moored at NSGB, the Sailors are helping to set up tents and participating in other logistics activities in expanding the Migrant Operations Center. The first phase of expansion will increase the center’s capacity to approximately 2,000 migrants, with additional phases to follow at NSGB.

U.S. Naval Station Guantanamo Bay is a critical forward-operating base that enables the United States to maintain persistent presence in the Caribbean, support regional security objectives, and defend the Homeland.

“In support of DHS, we often practice our migrant contingency plan at U.S. Naval Station Guantanamo Bay” said Rear Adm.

Carlos Sardiello, Commander, U.S. Naval Forces Southern Command/U.S. Fourth Fleet. “The naval station routinely provides support to joint and interagency operations like this.”

U.S. Naval Forces Southern Command/U.S. 4th Fleet integrates and deploys all-domain combat power to expose, deter, degrade malign influences and activities, prevent and to respond to crises, and, if necessary, conduct decisive operations to prevail in conflict in the USSOUTHCOM AOR to protect the Homeland, ensure freedom of action in the maritime domain, protect U.S. interests throughout the region and enhance U.S. Alliances and partnerships.

Marine Corps Passes Fiscal 2024 Audit

HEADQUARTERS, MARINE CORPS – For the second year in a row, independent auditors verified that the Marine Corps' financial records are materially accurate, complete, and compliant with federal regulations and issued an unmodified opinion for Fiscal Year 2024.

This repeat achievement reinforces the service's reputation for accountability, discipline, and leadership; and this is only the second time such success has been achieved for a military service in Department of Defense history and twice attributed to the Marines.

The findings produced by the audit help the service to more efficiently and accurately plan, program, budget, and spend funds appropriated by Congress.

The Marine Corps' audit process enabled accurate global tracking and reporting of financial transactions, inventory of facilities, equipment and assets, and accounting for taxpayer dollars spent during the last fiscal year. The auditors also tested the Marines Corps' network, key business systems, and internal controls.

"I am immensely proud of this historic achievement and the hard work done by the thousands of Marines, sailors, and civilians across the Marine Corps that made this happen," said Gen. Eric M. Smith, Commandant of the Marine Corps. "Their efforts tell the American people that a dollar invested in the Marine Corps is a dollar well spent. Passing a second annual audit demonstrates our commitment to being good stewards of our nation's tax dollars and is part of how we distinguish ourselves as a professional warfighting organization. Make no mistake, passing an audit makes us more ready to fight when our nation calls."

Since becoming the first service to pass an annual financial audit, the Marine Corps took additional steps to stabilize its new accounting system and procedures. Independent public accountants contracted by the Department of Defense Inspector General audited all records. Financial management personnel also gained more hands-on experience, which set conditions for a smoother audit this year.

"The Marine Corps culture has always emphasized accountability to yourself, your fellow Marines, your unit, down to the lowest tactical levels," said LtGen. James Adams III, Deputy Commandant for Programs and Resources. "But financial reporting for $49 billion in financial assets requires a holistic view from the ground level up to the highest service levels. The audit process demonstrates Marines' inherent

integrity – opening up and illuminating potential audit mistakes and inventory miscounts across the entire chain of command. That can be an uncomfortable experience for Marine leaders of all ranks. Now magnify that across an entire service. By educating all Marines on the importance of accurate counts, and through our use of independent audit and inspection teams, we were able to gain an accurate accounting of the resources entrusted to the Corps."

The auditor's final report, enclosed in the Marine Corps' Fiscal Year 2024 Agency Financial Report, highlights seven areas for the Marine Corps to improve upon, referred to as material weaknesses.

The Marine Corps will continue to drive to eliminate these weaknesses through systems improvement and internal controls. While doing this, the Corps will still prioritize the accurate counting and management of its global assets, a challenging task given the vast scope of its operations. By repeating and refining this process, the Corps aims to develop a more fluid and efficient enterprise resource planning system, ultimately positioning itself for long-term mission success and accountability.

The Agency Financial Report for Fiscal Year 2024 is available at: https://www.pandr.marines.mil/

NAVWAR at WEST 2025: Future of Multi-Domain Warfare

Demands Agility, Audacious Innovation

Naval Meteorology and Oceanography Command representatives explain their mission and capabilities to industry partners during WEST Conference 2025. WEST connects military, industry, and academia experts together to find innovative solutions to enhance operational capabilities that overcome complex challenges and evolving threats. (U.S. Navy photo by Ramon Go)
From Lily Chen, Naval Information Warfare Systems Command, Feb. 4, 2025

SAN DIEGO, Calif. – At the 2025 WEST Conference in San Diego, Naval Information Warfare Systems Command (NAVWAR) reinforced its commitment to driving technological innovation and strengthening the Navy's operational advantage. Through dynamic discussions, strategic engagements and live demonstrations, NAVWAR emphasized the need to rethink

conventional approaches to warfare, as well as the role of artificial intelligence (AI) and machine learning (ML) tools to outpace emerging threats.

As the premier naval conference and exposition on the West Coast, WEST offered industry and academia experts the valuable opportunity to engage with U.S. Navy, Marine Corps and Coast Guard leaders. Co-sponsored by Armed Forces Communications & Electronics Association (AFCEA) International and the U.S. Naval Institute (USNI), thousands of people attended at the San Diego Convention Center Jan. 28-30 to discuss the landscape of increasingly complex challenges in alignment with the theme: the future is now, are we advancing operational capabilities that pace the threat?

NAVWAR Commander Rear Adm. Seiko Okano, representing the command for the first time at WEST, highlighted her organization's commitment to supporting the Fleet with next-generation capability. On a panel with other military and industry experts, they discussed how the Department of Defense (DOD) is accelerating software development in support of the Replicator initiative, a DOD-wide effort to fast-track the acquisition of thousands of all-domain attritable autonomous systems.

She highlighted the need for a shift in both culture and the development ecosystem, emphasizing that transformative change is essential for driving progress. "This isn't a technology problem; this is a culture problem. The faster we figure out how to shift this together, I think we win," she said. "The Navy has always prided itself on having brilliant technologists at our research labs, but we should also embrace the really fantastic solutions from industry that we can leverage to help us innovate at speed."

On another panel with systems commanders from the Navy, Marine Corps and Coast Guard on acquisitions, Okano continued to

speak about the unique role NAVWAR has in delivering innovative capability to the Fleet. “NAVWAR is at the center of a significant shift in warfare—where traditional domains are blurring, and the fight is increasingly multi-domain and multi-spectral. Our role is to deliver a decisive information advantage, requiring speed, agility and adaptability,” she said. “The challenge is breaking down silos, fostering collaboration and instilling a culture that embraces rapid change to meet the demands of modern conflict.”

During an informational brief about NAVWAR and its needs, John Pope, executive director of NAVWAR, reiterated the importance of rapid and easy adoption of new technologies. “In our world of information warfare, we need to be the ones who are the quickest to respond to what the Fleet needs,” he said. “To achieve that, we’re asking our workforce and our industry and academic partners to embrace our core values of audacious innovation and radical ownership to get after what we need to fix any outdated equipment until we can find modern solutions.”

At the Navy’s Information Warfare pavilion, experts from across the NAVWAR enterprise had a significant presence, interfacing with industry at engagement zones and presenting cutting-edge technology. From Naval Information Warfare Center (NIWC) Pacific; Program Executive Office (PEO) Digital and Enterprise Services (Digital); PEO Manpower, Logistics and Business Solutions (MLB); and PEO Command, Control, Communications, Computers and Intelligence (C4I), NAVWAR’s wide-ranging program offices were represented on the exhibit floor.

The tech demonstrations from NIWC Pacific showcased the latest and greatest from their labs, ranging from cloud development to cryogenic probes to a robot dog designed to assist in ship maintenance. One of the demos featured a Rapid Recreation into Modeling and Simulations (R2MS) tool, spearheaded by the

Integrated Fires Team. This platform uses real-world data to create live virtual simulations at rapid speed, an invaluable tool for training and mission planning. “We’re exploring how AI and ML can take R2MS’ capabilities even further,” said Nadil Lopez, project manager for the Integrated Fires team. “There is a lot of untapped potential with this tool in creating complex and realistic environments for the Fleet.”

All of NAVWAR’s PEOs also had significant industry engagement throughout the course of WEST. Through PEO C4I’s annual Engagement Event and the joint PEO Digital/MLB Industry Open house, around 250 individual companies met government representatives and leaders for insightful and collaborative conversations across all three PEOs. NIWC Pacific program managers and technical leads also met with industry through the engagement zones to discuss their needs in an informal one-on-one discussion.

“As underscored by several of the leadership keynotes this year, the rapid pace of both technological and global change demand stronger partnerships across government, industry and academia,” said Michael McMillan, executive director of NIWC Pacific. “WEST 2025 provides NIWC Pacific the opportunity to showcase our latest innovations while forging connections that accelerate the transition of critical technologies from research and prototyping to operational capability. By strengthening collaborations today, we ensure our Navy remains ahead of tomorrow’s threats.”

Efforts from PEO Digital were also acknowledged at the Department of Navy (DON) Information Technology Excellence Awards, held Monday, Jan. 27 prior to WEST. In honor of leading Flank Speed Zero Trust, the DOD’s first zero trust compliance pilot, Darren Turner received the Person of the Year award for his exceptional leadership and dual roles for both DON Chief Information Officer (CIO) and PEO Digital’s technical director office. Zero trust is a network security

philosophy that states no one inside or outside the network should be trusted unless their identification has been thoroughly checked. The Navy's Flank Speed service currently delivers enhanced collaboration, productivity and robust zero trust security to more than half a million users worldwide, completed three years before the DON CIO's 2027 deadline.

Rodrick Adams, the Marine Corps Logistics Integrated Information Systems (LI2S-MC) security manager at PEO MLB, was also recognized with a Fiscal Year 2024 Copernicus Award from AFCEA International and USNI. This award honors individual contributions to C4I, information systems, cyber operations and information warfare. Adams' efforts in leading the planning, development and implementation of the Naval Identity Services effort for Global Combat Support System-Marine Corps led to greatly enhanced financial transaction security for its users.

In continuing its commitment to helping the Navy reach new heights in cybersecurity and information warfare capabilities, NAVWAR leverages next-generation tools like AI/ML and industry partnerships to further drive innovation. As the battlefield becomes more complex, their role in the future fight demands a culture shift driven by collaboration, adaptability and agility.

About NAVWAR:

NAVWAR identifies, develops, delivers and sustains information warfighting capabilities and services that enable naval, joint, coalition and other national missions operating in warfighting domains from seabed to space and through cyberspace. NAVWAR consists of more than 11,000 civilian, active duty and reserve professionals located around the world.